



FONASBA



ECASBA

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THE NEW

HORIZON

The Federation of National Associations of Ship Brokers and Agents

PRESIDENT'S INTRODUCTION

by President FULVIO CARLINI

Dear Members,

As you will see throughout this edition of the newsletter, FONASBA continues to build momentum, strengthen its voice, and expand its presence across the global maritime community. One of our key priorities now is our upcoming Annual Meeting in Tokyo. This year, we have placed particular emphasis on expanding FONASBA's footprint across Asia in the lead-up to our gathering in Japan. A significant milestone was the signing of our Memorandum of Understanding with the Singapore Shipping Association (SSA) in April, marking an important step in strengthening our presence and partnerships in the region.

I warmly encourage all members to make plans now to join us in Tokyo for what promises to be an exceptional Annual Meeting.

Over the years, our Japanese colleagues have travelled extensively to support FONASBA events around the world, participating in more than twenty meetings, conferences and gatherings across continents. Now it is our turn to demonstrate that same commitment and solidarity.

This year has already provided many opportunities for engagement. It was a great pleasure to meet with our colleagues and members from across the Americas during the CIANAM meeting in Lima.

The ECASBA Seminar in the Nordic region was a tremendous success and a remarkable achievement for our four host countries—Sweden, Denmark, Finland and Norway. The quality of the programme, the calibre of the speakers and the level of participation demonstrated the strength and professionalism of our European membership. My sincere congratulations and thanks go to everyone involved in making the seminar such a memorable occasion.

FONASBA's growing visibility was also evident at Breakbulk Europe, where ECASBA Chairman Raymond Troch represented our community on a centre-stage panel addressing Europe's regulatory challenges and their impact on trade and shipping. Our presence at such high-profile industry events reflects FONASBA's increasingly important advocacy role, ensuring that the interests of ship agents and brokers are heard by policymakers, industry stakeholders and the wider maritime community.

These achievements are not the work of the Board alone. They are the result of a collective effort involving members across our global network who contribute their time, expertise and support to events, working groups, initiatives and discussions throughout the year.

I would also like to extend particular thanks to our colleagues in Jordan and Germany for their excellent work in sharing timely updates and information regarding developments surrounding the Hormuz crisis. Their efforts have been greatly appreciated by members seeking reliable information during a period of heightened uncertainty.

As we continue to grow and evolve, I remain convinced that our greatest strength lies in our collective work and in the spirit of collaboration across our membership that defines our community.

I look forward to seeing many of you in Tokyo and to continuing our work together in the months ahead.

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ECASBA Midsummer Seminar Brings Europe’s Maritime Community Together in Gothenburg

A record number of European ship agents and shipbrokers convened in Gothenburg on 10–11 June for the **ECASBA Midsummer Seminar**, highlighting the growing importance of collaboration as the maritime sector navigates an increasingly complex global landscape.

Hosted by **Sveriges Skeppsmäklare** and organised by Secretary General **Berit Blomqvist**, with strong support from the **Danish Shipbrokers and Port Operators, Shipbrokers Finland, and the Norwegian Shipbrokers Association**, the seminar focused on some of the most pressing issues facing maritime trade today. **Port security** emerged as a major theme, with delegates examining the growing threat of **organised crime** in European ports. Belgium’s experience with **mandatory background checks** for port workers provided a practical case study for strengthening security frameworks across the region.

The seminar also offered a sobering perspective on **operational resilience**, as participants heard about the realities facing maritime professionals in **Ukraine**, where shipping activities continue despite the challenges of

ongoing conflict. These discussions reinforced the industry’s recognition that resilience has become a critical component of modern maritime operations. Delegates also explored the progress of the **energy transition**, the continuing strategic role of oil in global shipping, and the potential consequences of disruptions in the **Strait of Hormuz** for international trade flows and energy markets.

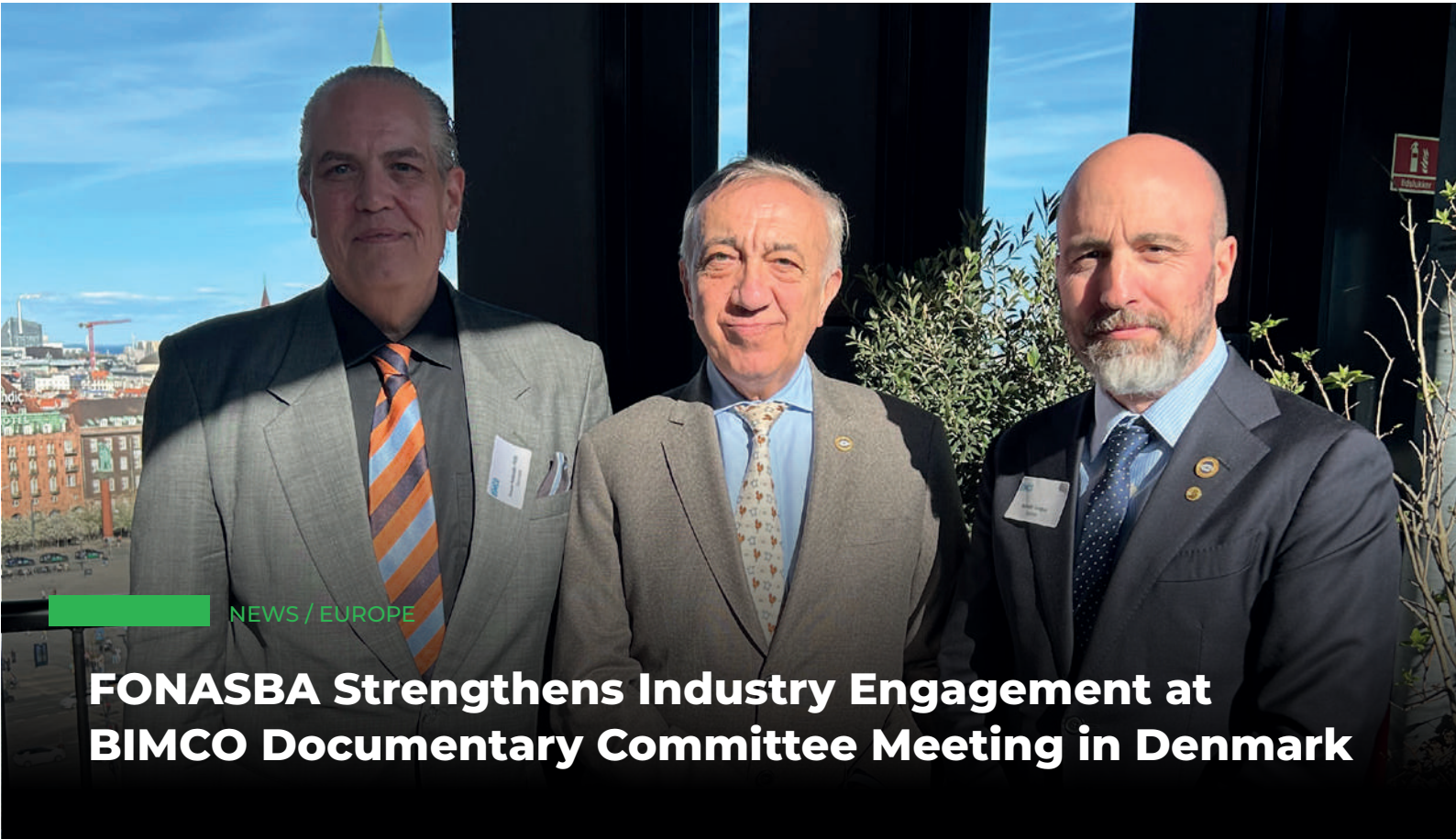
Alongside these broader strategic discussions, attendees received updates on key **European regulatory initiatives**, including the **Entry/Exit System (EES)**, **ETIAS**, the **EU Emissions Trading System (ETS)**, and the **European Maritime Single Window** environment. A dedicated panel session also examined how the shipbroking profession is evolving in response to **digitalisation**, regulatory change, and shifting customer expectations.

The event concluded with a celebration of traditional Swedish Midsummer festivities and a special tribute to **Berit Blomqvist**, whose remarkable **50-year career** has left a lasting impact on the maritime community.

TITLE	SESSION / SPEAKER
WELCOME	Sari Turkkila , Finland; Hans Nicolai Edbo , Norway; Jesper Sebbelin , Denmark; Berit Blomqvist , Sweden and Raymond Troch ECASBA Chair.
ECASBA SECURITY SESSION	PANEL DISCUSSION: Gateways of Resilience: Agents and Brokers at the Frontline of Maritime Security MODERATOR: Raymond Troch PARTICIPANTS: EMSA, ESPO, WSC, EUDA and NDC
ECASBA BRIEFING	EUROPEAN ACTIVITY UPDATE <ul style="list-style-type: none"> • EES/ETIAS • European Ports Alliance -EPA / EU new Port Strategy • UCC Reform
A VERY NORDIC IDEA	What if... the Nordic countries were only one? Christopher Pålsson and Niklas Bengtsson at Maritime Insight give us statistics about the Nordic countries like you have never seen before.
MARKET UPDATE & ENERGY TRANSITION	Dag Kilen , Head of Research & Senior Advisor, Fearnleys AS
THE FUTURE OF SHIPBROKERS	PANEL DISCUSSION: How Shipbrokers stay relevant and positioned as business relationships advance MODERATOR: Bahadır Tonguc , Chair of FONASBA Shipbroking Committee SPEAKERS: Hans Nicolai Edbo , Norwegian Shipbrokers Association; Dag Kilen , Head of Research and Senior Advisor, Fearnleys AS; Lars Hallengren , Brax Shipping; Maggie Hui Li , ITIC and Fulvio Carlini , President of FONASBA
REMOTE PILOTAGE	PRESENTATION: Pioneering Remote Pilotage with DanPilot MODERATOR: Jesper Sebbelin , DSPO SPEAKERS: Brian Schmidt Nielsen
EMSW UPDATE	PANEL DISCUSSION: The benefits and challenges with EMSWe/MSW. Nemo, the Finnish way. MODERATOR: Raymond Troch , ECASBA Chair. SPEAKERS: Miikka Kälvinmäki , Head of Business Design, Fintraffic VTS; Jacek Tyminski , Polish Association and Fredrik Pettersson , Nautic Shipping, ECASBA REP TBC

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NEWS / EUROPE

FONASBA Strengthens Industry Engagement at BIMCO Documentary Committee Meeting in Denmark

FONASBA President **Fulvio Carlini** and Ship Broking Committee Chair **Bahadır Tonguc** attended the **BIMCO Documentary Committee** meeting in **Denmark**, reaffirming FONASBA's active and **ongoing contribution to key industry discussions**. The meeting focused extensively on shipping contracts and clauses, highlighting issues of critical importance to the global maritime sector. During the

event, FONASBA representatives were pleased to meet **Jesper Sebbelin**, a long-standing supporter whose valuable contributions have consistently supported the Federation's development. FONASBA also extends its sincere appreciation to **BIMCO** for organizing these important discussions and for its exceptional hospitality.



NEWS / EUROPE

ESPO Conference 2026: Maritime Competitiveness and Cooperation

FONASBA participated in the **ESPO Conference 2026** held in **Gdańsk**, where industry leaders gathered to discuss the theme **"Competitiveness as a Driver of Resilience"**. The conference also highlighted the importance of **strengthening cooperation** among maritime stakeholders, particularly in the context of **ongoing global challenges** affecting the port and shipping sectors.

OCTOBER 11TH 2026

FONASBA Annual General Meeting Tokyo, Japan 2026

WHERE SHIPPING LEADERS MEET

Dear FONASBA Members,

as preparations continue for our **2026 Annual General Meeting** in Tokyo, I would like to take a moment to highlight the extraordinary efforts being made by our Japanese colleagues at JAFSA to host what promises to be a memorable and successful gathering for our Association. Many of you will appreciate that organizing an international AGM in Japan is no small undertaking. Our Federation has always been built on mutual support and cooperation. Whenever one of our members undertakes the responsibility of hosting an AGM, **the wider FONASBA family** comes together to ensure the event succeeds.

This spirit of solidarity has been one of the defining strengths of our organization for many years. For this reason, we strongly encourage all delegates planning to attend the AGM to **complete their registrations and accommoda-**

tion bookings through our official channels and to make those arrangements **as early as possible**.

Doing so will not only help secure your participation at the best possible time but will also demonstrate our support and appreciation for the tremendous efforts of our Japanese colleagues, who have worked tirelessly to make this event possible. Tokyo will provide a wonderful opportunity for our global community to come together, strengthen relationships, and celebrate the values that unite us as FONASBA members. **Let us show JAFSA the same commitment and support** that host associations throughout our history have received from the wider membership. We look forward to welcoming you to Tokyo.

With kind regards, Fulvio Carlini



FONASBA Strengthens Its Voice at Breakbulk Europe 2026

FONASBA further enhanced its visibility and advocacy role at Breakbulk Europe 2026, the largest project cargo and breakbulk shipping event in Europe, through the participation of ECASBA Chairman Raymond Troch as a panellist in the high-profile session, "Europe's Hidden Bottlenecks: Permits, Policy and Project Delays."

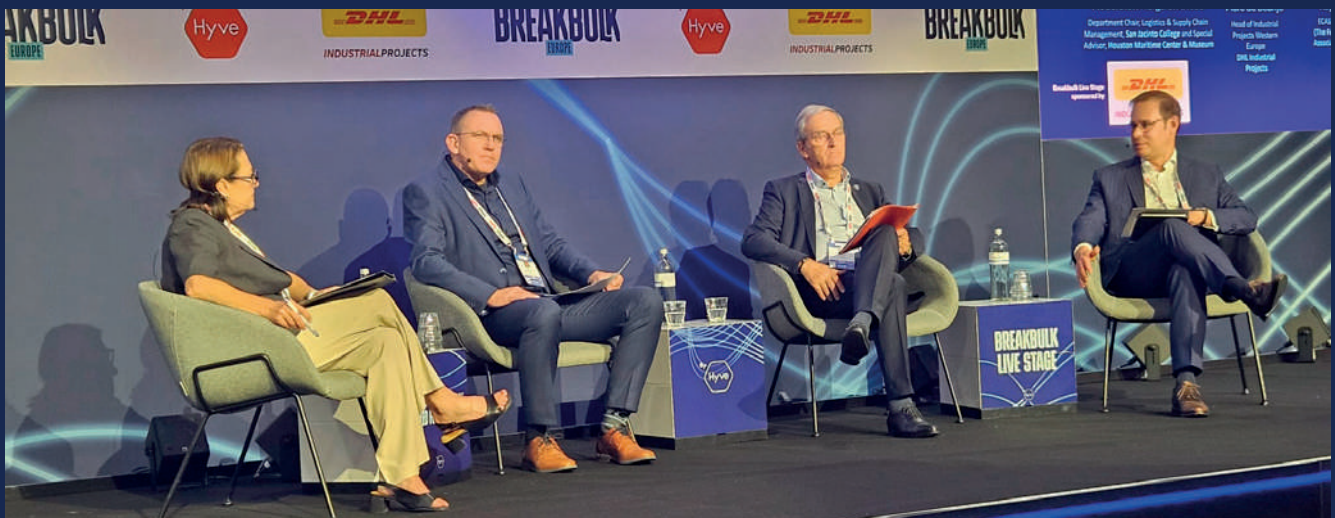
Speaking alongside industry leaders, Raymond brought the perspective of ship agents and brokers to discussions on some of the most pressing regulatory challenges facing European trade and maritime transport. His interventions focused on the impact of the EU Emissions Trading System (EU ETS), the implementation of the

Entry/Exit System (EES) and ETIAS, and the ongoing development of the European Maritime Single Window (EMSW).

Throughout the discussion, Raymond emphasised the need for regulations that support environmental and policy objectives while safeguarding the competitiveness of European ports, trade corridors and maritime services. He highlighted the importance of proportionate, practical and globally aligned regulation, warning that overly complex or unilateral measures can inadvertently divert trade and investment away from Europe.

The panel provided an important platform for FONASBA to advocate on behalf of agents, brokers and the wider maritime community, reinforcing the Federation's growing role in representing industry interests in policy discussions at both European and international levels.

FONASBA's presence on stage at Breakbulk Europe reflects its increasing engagement with key stakeholders and its commitment to ensuring that the voice of ship agents and brokers is heard in shaping the future regulatory and commercial environment of global shipping.





NEWS / EUROPE

Strengthening Maritime Dialogue at European Maritime Day 2026

ECASBA participated in **European Maritime Day**, together with friends, colleagues, and longstanding supporters of **FONASBA**. We are pleased to specifically highlight the meetings and exchanges with **Chris Papavassiliou**, former President of FONASBA, and **Dimitris Kouzapas**, General Manager of the **Cyprus Shipping Association**. **Raymond Troch**, Vice President Europe and ECASBA Chair, also met

with **Costas Kadis**, Commissioner for Fisheries and Oceans, further strengthening dialogue on maritime and port-related priorities. The event was a great moment of engagement for the FONASBA network within the wider **European maritime community**, and an opportunity to welcome the newly elected President of the Board of Directors of the Association, Mr. **Reginos Tsanos**!

NEWS / EUROPE

FONASBA Congratulates AMCF on Successful General Assembly and New Board Election in Rouen



FONASBA extends its sincere congratulations to **AMCF** on its General Assembly, which took place in **Rouen, France**, and during which the new Board was elected. After two two-year terms as President, **Johann Feltgen** is handing over the reins to **Olivier Cebe**. The other elected Board members

are **Antoine Poulain**, **Johann Feltgen**, **Henri Chotard**, and **Jérôme Christiaen**. FONASBA President **Fulvio Carlini** attended the event, highlighting the longstanding cooperation and friendship between the two organisations. France has always played a prominent role within FONASBA, and the contri-

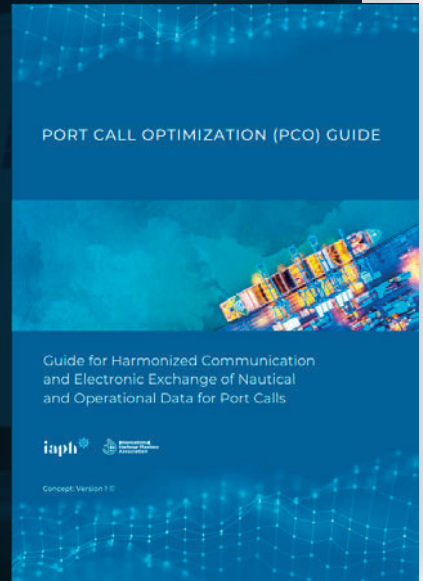
tribution of French ship agents and ship-brokers to our global Federation continues to be highly valued. Thank you to AMCF for its hospitality and continued partnership. Together, we will continue to strengthen our profession and promote excellence in maritime services.

REPORTS

Global Ports and Shipping Unite for Smarter, Cleaner Operations with New Port Call Optimization Guide

Ports and shipping have united to standardise port call data with the new **Port Call Optimization Guide**, launched by **IAPH** and **IHMA** and supported among many other stakeholders also from **FONASBA**. This framework ensures **safer**, more **efficient**, and **sustainable** berth-to-berth navigation, reducing delays and emissions. By aligning on a universal dataset, the maritime sector takes a major step toward **seamless, predictable port operations**.

[READ THE REPORT →](#)



NEW MEMBERS

MONACO CHAMBER OF SHIPPING
MONACO



PAN MARINE GROUP
EGYPT



ALBAHARIA SHIPPING CO
EGYPT



ROMANIAN PORTS DEVELOPMENT
ROMANIA



NABROS TRANSPORT
INDIA



ALPHA CONSULTING MARINE AGENCY
CÔTE D'IVOIRE, CAMEROON



NEW MEMBER

Singapore Shipping Agency Officially Joins FONASBA

Through the signing of a **Memorandum of Understanding**, **Singapore Shipping Agency** officially joined FONASBA during **Singapore Maritime Week**. The agreement was signed by FONASBA President **Fulvio Carlini** and SSA Vice President Mr. **Lakhbir Singh Chal**, in the presence of **Ther-**

ry van Vreden, FONASBA Vice President for Asia, and **Akanksha Batura Pai** of **Sinoda Shipping Agency**. A sincere thank you to the Singapore Shipping Association for their trust in FONASBA's vision and its global journey to shape the future of ship agency and shipbroking.



FONASBA at the Singapore Maritime Week

FONASBA participated with **President Fulvio Carlini** and Deputy Vice President for Asia, **Therry van Vreden**, at the Shipping Dialogue “**Asia in Action: Delivering on Shipping’s Shared Ambition**”, sponsored and co-hosted by FONASBA and the Asian

Shipowners’ Association during **Singapore Maritime Week**. Moderated by **Akanksha Batura Pai (Sinoda Shipping Agency Pte Ltd)**, the event featured several speakers exploring Asia’s evolving maritime landscape, focusing on emerging trends and challenges.

Mr. Carlini had the pleasure of delivering a **keynote speech** focused on the role of maritime associations in an ever-changing shipping landscape, as well as on the significance of Asia, and Singapore in particular, on the **global stage during times of crisis**.



FONASBA Connects with PSAA in Manila

On April 20, FONASBA President **Fulvio Carlini** and Deputy Regional Vice President for Asia **Therry van Vreden**, met with the **Philippine Ship Agents Association (PSAA)**, a valued member of the Federation in the region. The meeting, held in Manila, brought together PSAA President **Ricardo Jamandre**, **Virginia Madlang-Awa**, **Alfred Hernandez** and the whole **Board of Directors** for constructive discussions on current developments and future opportunities for collaboration. The exchange highlighted the importance of

strengthening local agents through global standards and stronger international connections. Mr. Carlini also emphasized the **vital role of global cooperation** in the maritime sector and **FONASBA’s position as a key connector** across regions. Specifically, Asia is a strategic area for growth and leadership, with increasing engagement and partnerships. This is why the next **FONASBA Annual General Meeting**, scheduled for **October 2026**, will take place in Tokyo, Japan.



ASA 35th AGM in Rarotonga: Maritime Cooperation & Future

The **Asian Shipowners' Association (ASA)** 35th Annual General Meeting in **Rarotonga, Cook Islands**, focused on key topics including safe navigation, environmental stewardship, cybersecurity, shipping policy, seafarer development, and the future of maritime connectivity. The programme included the ASA International Shipping Forum 2026, themed **"Shipping in the Age of Geopolitics: Trade, Conflict and the Future of Maritime Connectivity"**, highlighting Asia's vital role in global shipping and international trade. On this occasion, Mrs **Eleanor Keukura Roi**, ASA Chairperson and CEO of the **Cook Islands Ship Owners Association**, emphasized the importance of regional coopera-

tion and responsible maritime leadership, especially during a period of heightened global uncertainty. These points are widely shared across the FONASBA community, where cooperation is one of the core pillars of our global activities. FONASBA was pleased to attend the event, represented by President **Fulvio Carlini**, who had the opportunity to meet with IMO Secretary-General **Arsenio Dominguez**; International Chamber of Shipping Secretary General **Thomas Kazakos**, and our colleagues and members **Akanksha Batura Pai** from Sinoda Shipping Agency and and Lakhbir Singh from **Singapore Shipping Association**.

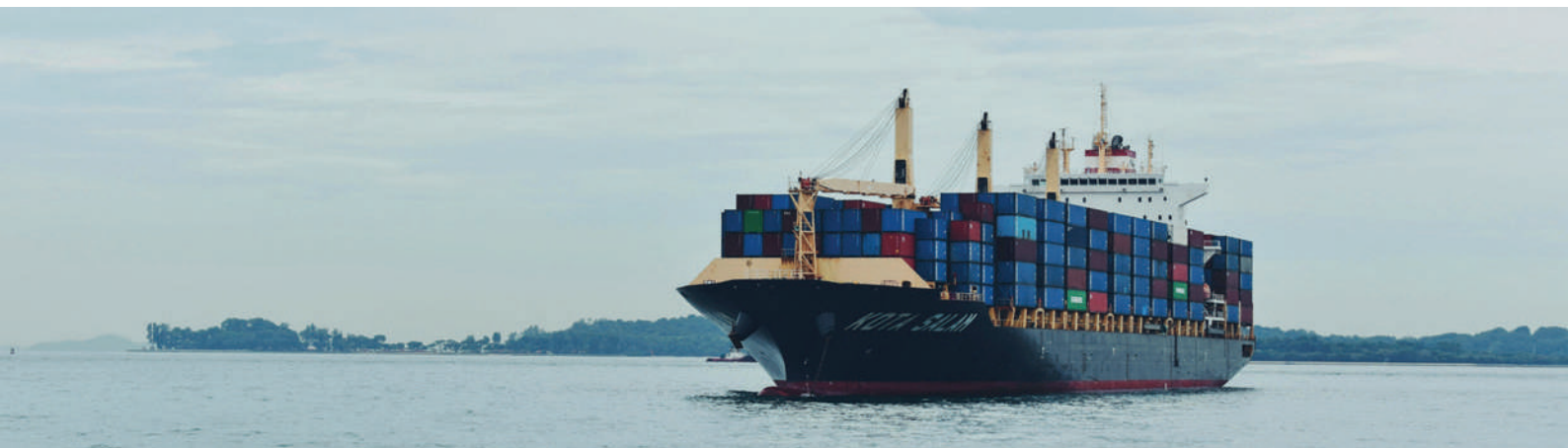


Maritime Law Under Pressure: IMO Confronts Rising Risks and Regulatory Gaps

A pivotal week in London saw the **IMO's Legal Committee** confront rising global maritime risks—from record **seafarer abandonment cases** to escalating security threats at sea. New guidelines aim to crack down on **fraudulent ship registrations**, while urgent calls grow to close legal gaps around alternative fuels and hazardous

cargo liability. Against a backdrop of geopolitical tensions and attacks on shipping routes, the session underscored one message: **maritime law is racing to keep pace with an increasingly complex and volatile world.**

[Read more →](#)



FONASBA Contributes to IMO MSC Discussions on Safe Use of Pesticides in Cargo Hold Fumigation

FONASBA was pleased to contribute to discussions at the **International Maritime Organization Safety Committee (MSC)**, aimed at strengthening safety across the maritime sector. FONASBA's General Manager, Eleonora Modde, delivered a statement in support of a submission brought forward by the delegations of **Argentina**

and **Bahamas**, the **Nautical Institute**, and other co-sponsors, concerning recommendations for the safe use of pesticides on ships, specifically for the fumigation of cargo holds. As the global federation representing **ship agents** and **shipbrokers**, FONASBA values promoting practical measures that enhance safety, improve oper-

ational standards and help protect **seafarers, port workers** and all those involved in maritime operations. This contribution reflects FONASBA's continuing commitment to constructive engagement at the IMO and to serving the wider shipping and maritime community worldwide through cooperation, dialogue and shared expertise.



FONASBA Operational News Brief: Overview of IMO Committee Decisions

As part of FONASBA's commitment to representing our members, this summary report has been prepared to inform you about the key discussions, critical outcomes, and regulatory decisions made during the IMO committee meetings held at the IMO Headquarters in 2026.

Following the **50th session of the IMO Facilitation Committee (FAL 50)**, the global shipping industry is witnessing a massive transition as traditional paper document handling is replaced by pure digital data orchestration, fundamentally redefining the everyday role of our members. Under a new red tape redesign, the "Maritime Declaration of Health" is legally renamed the "Ship Declaration of Health" to match global WHO guidelines, meaning agents should overhaul all internal templates, software systems, and communications to prevent compliance gaps. Furthermore, next-generation mandatory cybersecurity protocols are hitting Maritime Single Window (MSW) portals, requiring our members to upgrade local software and brace for tighter access controls to dodge crippling port clearance bottlenecks. Concurrently, severe new digital pipelines for Advance Passenger Information (API) and Booking Information (BRI) are now tracking ferry and passenger lines, making aggressive early coordination with ship lines and port authorities highly recommended.

[READ THE REPORT FAL 50 →](#)

During the **113th session of the IMO Legal Committee (LEG 113)**, serious legal expo-

sure was highlighted with the fast-tracking of the 2010 HNS Convention; because agents sit directly at the center of manifests and MSW data, any single clerical error risks crushing financial fines and legal liabilities. Additionally, following an unprecedented global explosion of fake flags and phantom fleets, agents are now expected to aggressively verify client and vessel data before submitting forms to MSW portals to prevent compliance breaches. The committee also issued a severe war zone alert, strongly slamming armed blockades, missile attacks, and mine threats targeting commercial shipping in the Black Sea and the Strait of Hormuz, meaning agents must maintain live threat tracking to protect vessels before voyages are fixed. To survive this surge of sub-standard ships and unlawful operations, FONASBA recommends that members deploy elite "Know Your Customer" (KYC) compliance frameworks.

[READ THE REPORT LEGAL COMMITTEE 113 →](#)

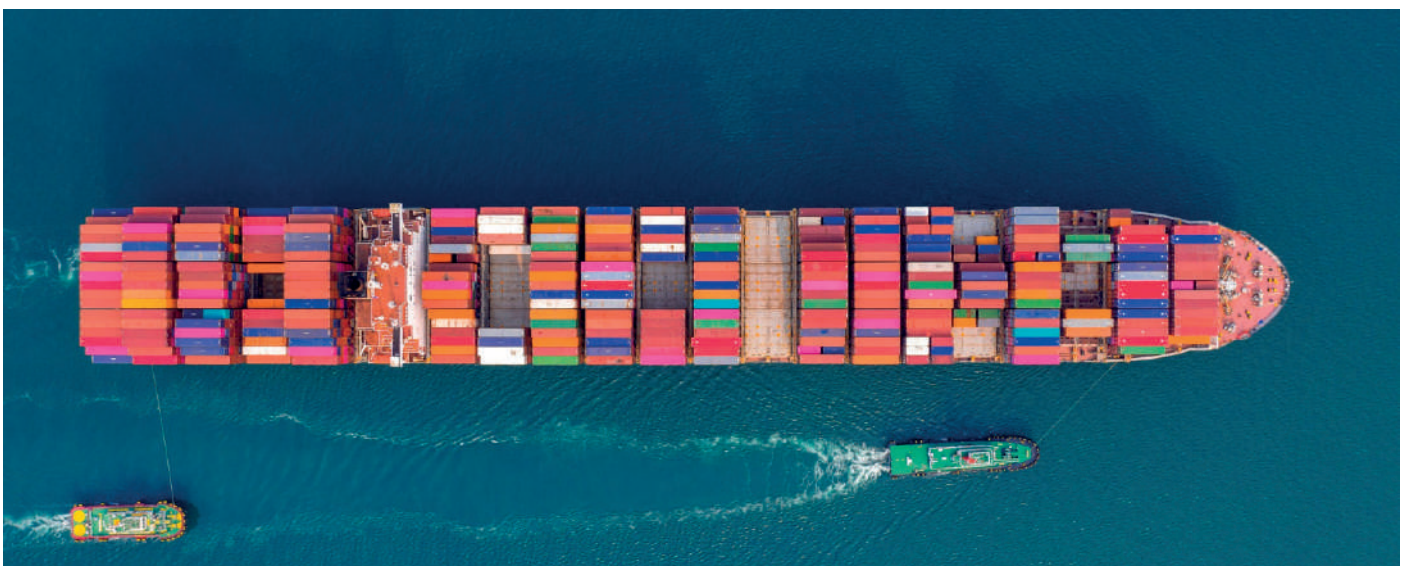
At the **84th session of the IMO Marine Environment Protection Committee (MEPC 84)**, A massive new eco-border has officially been adopted for the Northeast Atlantic Emission Control Area (ECA), stretching from Greenland to Portugal, which will enforce strict 0.10% sulphur caps and NOx Tier III engine rules starting in 2027–2028. Meanwhile, the negotiations regarding the draft Net-Zero Framework (NZF) witnessed extensive exchanges of views as member states worked to align previous-

ly held positions, concluding the session without a definitive roadmap. To bridge these diverse perspectives and foster a broader consensus on comprehensive measures, the committee has strategically scheduled intensive intersessional working groups to convene in late 2026. The IMO successfully rolled out new toolkits to measure methane slip and alternative fuel emissions. Finally, coming into force in spring 2028, radical overhauls to the Ballast Water Management (BWM) rules will impose a brutal burden of proof, requiring continuous biological testing and sampling that makes simply proving system installation no longer enough.

[READ THE REPORT MEPC 84 →](#)

Lastly, the **111th session of the IMO Maritime Safety Committee (MSC 111)** saw sci-fi become reality as the historic, non-mandatory International Code for Maritime Autonomous Surface Ships (MASS Code) was officially adopted to take effect as of July 1, 2026, paving a secure pathway for mandatory crewless ship laws by 2032. To protect these advanced networks, specialized cyber shielding protocols have been approved to protect global fleet infrastructure from crippling electronic attacks. Furthermore, the IMO decided to endorse the establishment of a working group to review application methods and operational exposure limits for chemicals utilized in shipboard fumigation procedures.

[READ THE REPORT MSC 111 →](#)



FONASBA Joins Maritime Leaders in Lima for the 2026 CIANAM Meetings

Strong engagement from the **FONASBA community** at the **2026 CIANAM Meetings** and International Maritime Trade Symposium in Lima, where our President, **Fulvio Carlini**, joined maritime leaders and member associations from across the Americas to discuss the **future of shipping** in an increasingly complex geopolitical environment. We extend our sincere thanks to **Fernando Con y Ledesma**, President of **CIANAM**, and **Estenio Pinzás Vidmar**, President of **APAM**, for their warm hospitality, excellent organisation, and kind invitation to participate in such an important regional gathering. FONASBA was proud to see so many member associations represented, including **Argentina**,

Brazil, the **Caribbean region**, **Chile**, **Mexico**, **Panama**, **Peru**, the **United States**, and **Uruguay**, reflecting the strength and unity of our profession across the region. A special thanks also for the valuable exchange with colleagues from **Ecuador**. The symposium addressed many of the key issues shaping global maritime trade today, including **port development**, **congestion**, **customs** and operational challenges, **sustainability**, **tariffs**, technological change, the future of the **Panama Canal**, the **Paraguay-Paraná Waterway concession**, and the strategic importance of **Chancay Port** as an emerging Pacific logistics hub.



BIMCO

BIMCO Academy: Agency and Port Operations Training in Panama 2026

BIMCO has launched the **BIMCO Academy: Agency and Port Operations**, taking place in Panama on 30 November - 4 December 2026. This intensive five-day programme offers shipping agents and port professionals a unique opportunity to strengthen their expertise in **charterparties, bills of lading, claims handling, documentary risk**, and the evolving role of the modern port agent – combining classroom learning with practical maritime visits.

FONASBA has arranged a preferential registration rate for its members to attend this course.

To obtain FONASBA's code and register at the reduced rate, please email us at membership@fonasba.com | **DISCOVER MORE** →



ACB COURSES

Next Training online Courses

- **FONASBA ACB LINER SHIPPING TRANSPORTATION**
19th - September 2026
- **FONASBA ACB RORO CARGO SHIPPING**
5th - October 2026
- **FONASBA A CB MARITIME TECH AND DIGITAL TRANSFORMATION: GenAI, Big Data and Blockchain for present and future of logistics**
4th - November 2026

acb@consignatarios.com

SPOKEPERSONS



NEWS / AFRICA

Durban Sets New Vehicle Handling Record, Underscoring Shipping's Adaptive Strength



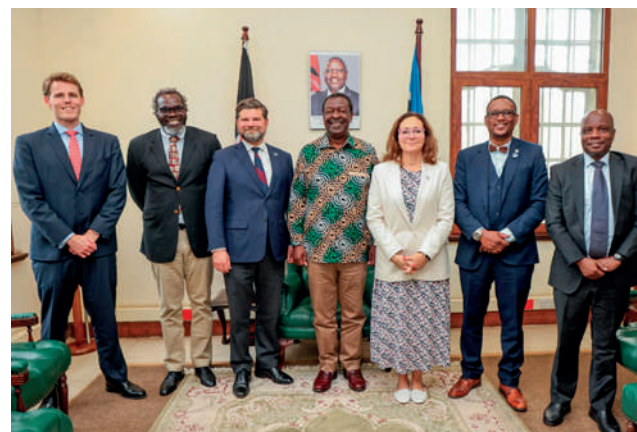
The **Durban Car Terminal** in **South Africa** recorded an annual handling record of almost 696,000 fully built vehicle units during the financial year ending 31 March 2026, highlighting once again the **shipping industry's** remarkable capacity to adapt to changing **trade dynamics**. This performance is a significant operational indicator, demonstrating both the efficiency of the terminal itself and the ability of shipping and **logistics stakeholders** to respond quickly to changing **cargo flows**. However, such developments should be assessed with caution and within their broader international context. Exceptional growth in one location is often linked not only to local operational excellence, but also to **bottlenecks, dislocation and instability** affecting other parts of the **maritime transport chain** – dynamics that have become increasingly evident in recent months. For this reason, Durban's figures should be seen not just as a success story, but also as a sign of the ongoing volatility in global trade and the shipping industry's need **to adapt to broader geopolitical and economic pressures**. This is precisely why resilient port infrastructure, effective ship agency services and close coordination among all maritime stakeholders remain essential. **FONASBA** will continue to monitor these evolving patterns together with its member associations, including those active across the Southern African region such as **SAASOA**.

NEWS / AFRICA

Building Partnerships for a Stronger Kenyan Maritime Sector

FONASBA was pleased to participate in a series of high-level meetings in Nairobi, Kenya culminating in a constructive discussion with **H.E. Musalia Mudavadi**, Prime Cabinet Secretary and Cabinet Secretary for **Foreign and Diaspora Affairs of Kenya**.

Together with representatives from the **KENYA SHIPS AGENTS ASSOCIATION (KSAA)** and the **World Shipping Council**, we explored the future of Kenya's maritime sector, the importance of **regulatory frameworks** that support **growth** and **competitiveness**, and the critical role of collaboration between government and industry. The discussions highlighted a shared commitment to maintaining **open dialogue** and working towards practical solutions that strengthen Kenya's position in global trade while supporting a sustainable and competitive maritime sector.





Marcelo Neri

Freight Markets Are Learning to Price Uncertainty

By Marcelo Neri, Partner and CEO, Alphamar Group, Regional Vice President, Americas – FONASBA

The latest shocks in the Middle East have done more than unsettle energy markets. They have reminded shipping of something it occasionally prefers to forget: global trade may be digitised, financed and optimised, but it remains overwhelmingly physical. It still depends on narrow waterways, exposed ports, finite fleets, insurable voyages and predictable transit times. When a chokepoint comes under pressure, the consequences rarely remain local. They ripple through freight rates, insurance costs, inventory planning, inflation and, ultimately, economic growth.

Global shipping carries more than 80% of world trade by volume, and UNCTAD has already highlighted a landscape of rising costs, fragile growth and mounting uncertainty. This is why the Red Sea and the Strait of Hormuz should not be viewed as isolated episodes. Taken together, they demonstrate how quickly maritime disruption translates into economic repricing.

The Red Sea crisis showed that shipping stress is not only about physical risk to vessels - it is fundamentally about time. When ships divert around the Cape of Good Hope, voyages lengthen, schedules fragment, tonnage is tied up for longer and effective capacity tightens, even without a single vessel being removed from the global fleet. IMF analysis found that Suez Canal trade fell by around 50% year-on-year in the first two months of 2024, while traffic around the Cape surged as carriers rerouted. OECD and UNCTAD have similarly noted that longer routings increase system strain, keeping vessels occupied even when cargo volumes are not rising.

That distinction is critical. Shipping markets are shaped not only by nominal fleet supply, but by usable capacity under real operating conditions. Every additional day at sea, every skipped port call, every war-risk premium and every scheduling disruption alters the system's economics. Rhythm is an underappreciated asset in both liner and tramp markets. Once that rhythm breaks down, the cost is felt far beyond shipowners and charterers. Manufacturers, retailers

and commodity buyers must absorb greater uncertainty, hold more buffer stock and tie up additional working capital. UNCTAD's 2025 review underscores this trend: ton-miles are increasing faster than trade volumes, signalling that distance, detours and friction are becoming embedded in the cost base.

Hormuz introduces an even deeper layer of risk, as it is not merely a shipping corridor but one of the world's critical energy arteries. The IEA estimates that in 2025, nearly 15 million barrels per day of crude oil passed through the Strait - around 34% of global seaborne crude trade- while LNG flows accounted for close to one-fifth of global volumes. Bypass options for crude are limited, and for LNG effectively nonexistent. This makes Hormuz more than a tanker story. It is a direct transmission channel into marine fuels, power prices, petrochemicals, fertilisers and inflation expectations. At this point, the issue ceases to be purely sectoral. Freight can no longer be understood solely through the traditional lens of supply and demand. In more exposed segments- particularly oil and gas shipping - rates increasingly reflect geopolitical risk, war-risk premiums, additional tonnage absorption and the erosion of operational predictability.

The implication is not that all freight markets move uniformly, but that in critical corridors such as Hormuz, shipping costs are beginning to explicitly incorporate the price of risk, delay and uncertainty. UNCTAD has warned that disruption linked to Hormuz extends beyond commodity markets into maritime routes, port logistics and broader trade and financial conditions. The broader lesson is uncomfortable. For years, the global economy over-optimised for efficiency while underinvesting in redundancy. Too much confidence was placed in concentrated routes, concentrated sourcing and lean inventory systems designed for stable conditions. That model appeared sophisticated when disruption was episodic. It looks far less convincing as conflict, canal constraints, geopolitical fragmentation and climate shocks begin to overlap. OECD re-

search on trade resilience makes this clear: disruptions in key maritime routes expose vulnerabilities that cascade rapidly across sectors and regions.

Shipping's response, therefore, cannot be limited to tactical rerouting. The industry - and its cargo stakeholders - must pursue a more structural adjustment: greater route optionality, more rigorous scenario planning, a more realistic pricing of political risk, improved visibility over port exposure and a renewed acceptance that strategic inventory is sometimes cheaper than false precision. In such an environment, maritime intelligence is no longer a value-added feature. It becomes part of the core product.

There is also a more enduring perspective. Long before modern supply-chain theory, classical political thought recognised conflict, competing interests and insecurity as persistent features of human affairs. Thucydides understood that commerce, power and security are deeply intertwined, and that order is never permanent - only managed. Yet modern boardrooms often behave as if predictability were the default condition of trade. It is not. It is a temporary achievement, sustained through preparation, redundancy and prudence.

The current crisis will eventually ease, as most crises do. But it would be a mistake to assume that previous operating assumptions will simply reassert themselves. Part of the added cost - security, rerouting, compliance, insurance and inventory protection - is likely to remain embedded. Freight markets are no longer pricing distance and demand alone. Increasingly, they are pricing uncertainty itself. UNCTAD's latest maritime outlook points in that direction: higher costs, longer routings and persistent volatility are becoming structural features rather than temporary distortions.

That is the real issue for shipping. Not whether the latest crisis will pass - it will. The question is whether the industry, and the cargo interests that depend on it, will finally accept that maritime chokepoints are not exceptional disruptions in global trade, but one of its defining realities.

Beyond the Headlines: Standing with Seafarers in Crisis

An estimated 20,000 seafarers remain stranded in the Straits of Hormuz, facing isolation, uncertainty and fear.

Geopolitical instability has left crews exposed and vulnerable, with possible immediate and severe consequences for both them and their families. At The Mission to Seafarers (MtS), our response is simple but unwavering: to show up - listening, supporting, and stepping in during the hardest moments.

Supplies running dangerously low

John Attenborough, MtS Middle East and South-Asia Regional Director, has reported that ships are running dangerously low on food and water, and his teams across the region are receiving an increasing number of calls for assistance.

Despite the scale and complexity of the crisis, MtS frontline teams continue to respond. Across the region, chaplains and welfare teams are providing direct pastoral care, offering guidance, and ensuring seafarers are not facing these challenges alone.

MtS is actively coordinating with agents, ship managers, and Gulf States authorities to facilitate the delivery of essential supplies, protect seafarers' rights, and support repatriation wherever possible.

Increasing anxiety and fatigue

As tensions escalate, so too do the physical and psychological burdens on seafarers. Crews report growing anxiety over personal safety, contract stability, and their ability to stay in contact with loved ones.

These rising concerns are reflected in the Q1 2026 [Seafarers Happiness Index](#). After a positive start to the year, the outbreak of conflict in the Persian Gulf triggered one of the fastest declines

in wellbeing recorded in recent years. As Ben Bailey, Director of Programme at MtS, notes: *"The speed of the Seafarer Happiness Index deterioration should alarm us all. Behind these numbers are real people, stranded, frightened and cut off from their families."*

Together, we can ensure that no seafarer faces crisis alone.



If you're keen to get involved and help us raise the vital funds needed to sustain our work, you'll be delighted to hear we have just launched Adventure Race Japan 2027!

Taking place from **13-16 May 2027** in historic Matsushiro, MtS is inviting maritime professionals to come together in support of seafarer welfare. This unique industry event offers the chance to build teams, strengthen industry connections, and raise essential funds.

Whether entering a team, becoming a sponsor, or helping us promote this event, your involvement will help sustain consistent, life-changing support for seafarers around the world.

[Pledge your team's interest](#) or [explore sponsorship opportunities](#) today.



Supporting International Trade: Gafta's Global Training Opportunities for 2026



Since 1878, Gafta's mission has been to promote free, open and predictable trade. Today, it represents a diverse international membership across more than 100 countries, promoting the role of trade, advocating to ensure a regulatory environment supportive of the agri-commodity trade, the movement of agricultural products through trusted frameworks (standardised contracts, trade rules and technical accreditations), developing sampling, analysis and fumigation standards, and providing dispute resolution services. Through its internationally recognised contracts and arbitration services, Gafta provides the structure and confidence needed for businesses to operate globally. Gafta continues to play a key role for our industry through knowledge sharing, events, and professional development.

Over the next 6 - 9 months, a range of training opportunities will be delivered to support both new delegates and experienced professionals:

● Trade Foundation Course (TFC)

An introduction to agricultural commodities, covering key principles including contract formation to risk management. This course is ideal for those looking to build a strong understanding of how international trade operates. [MORE →](#)

● Commodity Shipping (GPD Series)

Designed to deepen the understanding of practical and legal aspect of shipping agricultural commodities – highlighting the complete journey from vessel chartering to documentation. [MORE →](#)

● International Carriage of Goods by Sea (DLP Series)

Ideal for operation and logistic professionals and those in shipping, freight, and execution teams. This is the fourth module out of our DLP series with a clear focus on goods by sea, you'll have a greater understanding of charterparties, bills of lading, and international shipping conventions. [MORE →](#)

● Online Short Courses

We have over 40+ online short courses that are all stand-alone topics. You can register for single, or multiple modules, depending what interests you. Training can be completed on your phone, tablet or at a desk; as its on our integrated learning platform Agribility. [MORE →](#)

Some of our courses include:

- **Laytime** – Covers what laytime is, exceptions to laytime, and the principles of demurrage and despatch under English law. [MORE →](#)
- **General Average** – Explains the maritime law principle of General Average and how it's incorporated into contracts. [MORE →](#)
- **Safe Ports** – Explores the concept of safe ports as both a practical and legal issue, including who bears the risk and what makes a port or berth unsafe. [MORE →](#)
- **Port Agents** – Provides an overview of the duties, appointment, authority, and importance of port agents, including the use of disbursement accounts in international shipping. [MORE →](#)

What is Agribility?

Agribility is Gafta's online learning platform, offering access to a wide range of industry-focused training. Designed for flexibility, courses can be completed anytime, anywhere in the world, making it easy to fit learning around busy schedules.

The platform features interactive tools to support engagement and enhance the learning experience, while downloadable content allows users to study offline when needed.



Notification for Members

Changes to the Website in the Members only area

- **Membership Surveys:** we have changed the way in which we share our Membership Surveys, placing the archive with the results of recent surveys behind the Membership log ins: <https://www.fonasba.com/member-survey/>
- **IMO updates:** we have updated the IMO-related section.