



THE OFFICIAL  
**POST-EVENT  
REPORT**





# LISW23 IN NUMBERS

**1.6 BILLION**

Potential readership  
LISW23 press coverage

**32,360,000**

LISW23 social  
media reach

**25,914,588**

Hits to the  
LISW23 website

**239,595**

Unique visitors to the  
LISW23 website

**30,000+**

LISW23 participants

**6,500**

LISW23 Breakfast  
Radio Show app clicks

**1,500**

Guests at the LISW23  
Gala Dinner

**1,100**

Articles written  
about LISW23

**700+**

Registered delegates  
for the LISW23  
Headline Conference

**350+**

Individual events

**97**

International sponsors

**70+**

Countries represented  
at LISW23

**40**

Official media

**15**

Foreign Government  
delegations

**10**

UK Government  
departments

**10**

Vessels on the River  
Thames

**9**

LISW23 organising  
associations

**4**

Official LISW23  
charities

**1**

Amazing week

**1**

Princess Royal



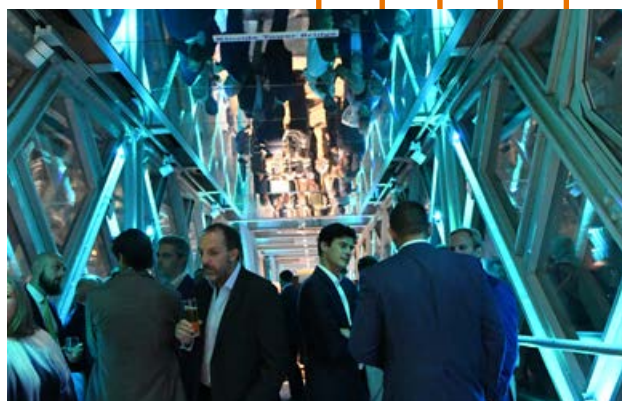
# A WEEK TO CELEBRATE AND REMEMBER

**G**lobal maritime leaders sailed into London in their thousands to attend London International Shipping Week 2023 (LISW23).

More than 70 countries were represented by the 30,000-plus delegates, while a large number of overseas trade delegations met with UK Government officials as London and the UK underlined their importance in the global maritime and trade supply chain.

At the start of LISW23, on Monday 11 September, the Government outlined how coastal communities across the country are set to benefit from over £80 million of funding, also announcing the winners of the Zero Emission Vessel and Infrastructure fund (ZEVI). On Thursday the UK Transport Secretary unveiled a new package of clean maritime measures which aim to tackle greenhouse gas emissions in the UK's transport sector, while boosting economic growth.

Maritime UK utilised LISW23 to publish the second Annual Report into its Government-backed 'Regional Cluster Development Programme' at the Global Maritime Hub, while, speaking at the LISW23 Regional Showcase event, Maritime Minister Baroness Vere announced a £1 million fund to support the work of dynamic and focused regional cluster organisations charged with the delivery of Maritime 2050 in their localities.





London's expertise in shipping services was highlighted through more than 350 events which took place during the packed LISW23 week in a myriad of impressive and iconic venues including: No 10 Downing Street, the UK Houses of Parliament, the International Maritime Organization's headquarters, The Shard, The Gherkin, the London Stock Exchange, several Livery Halls, the Churchill War Rooms, Lloyd's of London, the offices of many of the world's top law firms, the In and Out Club in Piccadilly, the Little Ship Club, Trinity House, Tower Bridge Walkway, Inmarsat's UKHQ, and the QEII Conference Centre. VIP receptions were hosted at Lancaster House, Mansion House, the Cyprus High Commission, and the residences of the Ambassadors of France and Belgium.

The strong nautical flavour was apparent in the number of unique ships which also hosted events including *THV Galatea*, *HMS Belfast*, *Erasmus*, Type 23 frigate *HMS Iron Duke*, the *Golden Hinde*, the historic *Havengore* which bore Churchill's coffin in 1965, Artemis Technologies' innovative electric workboat *Pioneer of Belfast*, and a fleet of chartered Uber Boats to take everyone home from the LISW23 Gala Dinner.

High level UK support was apparent – from the Government-hosted VIP reception, attended by HRH The Princess Royal in her role as patron of Maritime UK, to the 16 Ministerial speeches delivered over the week. In all, the Department for Transport was involved in more than 80 events, with the Department for Business and Trade, the Foreign Office, and the Scottish Office also taking part.

The UK Chamber of Shipping advised during LISW23 that the value of shipping to the UK economy is 650,000 jobs, with every job in shipping supporting 10 more in the wider economy, and £1.1 trillion worth of trade.

Among the crucial issues discussed during LISW23 were decarbonisation and the protection of marine environments, innovation and technology, seafarer safety and well-being, equality and diversity, cyber security and AI, and numerous legal, insurance and trade matters in relation to global shipping and the supply chain.

In excess of 700 delegates registered for the LISW23 Headline Conference at the IMO, during which retiring IMO Secretary-General Kitack Lim was presented with a nautical barometer and wished 'fair winds and following seas'.



London International Shipping Week is the perfect time to showcase the work we're doing to generate maritime jobs across the country and develop new, clean technologies.

***Rt Hon Mark Harper MP,  
Transport Secretary***

Also present at this event were more than 40 media representing national, international and trade press. Media coverage figures indicate a potential worldwide audience of more than a billion people, while the LISW23 official website handled more than 30 million hits. Social media during the week was flooded with the hashtag #LISW23 as the maritime community shared its news and views.

LISW23 concluded with a glittering Gala Dinner attended by 1,500 people at Evolution London in Battersea Park. Hosting for the first time, this impressive location, together with the first-ever LISW After Party, proved popular with delegates, who were also able to return to London via a fleet of specially chartered Thames Clipper Uber Boats. The Gala Dinner also raised much-needed funds for the four official LISW23 maritime charities.

Reviewing a phenomenally successful week, Sean Moloney, co-founder of London International Shipping Week said: 'The strength of London International Shipping Week is bringing together industry leaders from across the globe to examine in detail the most crucial issues facing international shipping and world trade. This 2023 LISW, in our tenth anniversary year, surpassed all expectations.'

LISW co-founder Llewellyn Banks-Hughes added: 'What a week this was, and definitely the most international of the six LISWs that we have held so far. It was excellent to see so many industry decision makers networking at the myriad of events and amazing venues throughout the week. Roll on LISW25.'

# A BIG THANK YOU

**B**ack in 2011, when the concept of London International Shipping Week (LISW) was first mooted by Sean Moloney and Llewellyn Banks-Hughes, Directors of Shipping Innovation and co-founders and co-organisers of LISW23, it proved a struggle to convince a somewhat inward-looking London-centric shipping and maritime sector that such an event would be taken seriously. But one by one, the maritime associations and commercial entities began to grasp the idea and the juggernaut began to move. Next, HM Government saw the light and in September 2013, the first London International Shipping Week was launched.

Since then, LISW has grown exponentially in size and scope – save for LISW21 which, against the odds and with the luck of the gods onside, was still considered a triumph despite being held in the short window between the late summer and early winter Covid-19 lockdowns. Celebrating the tenth anniversary and sixth biennial edition, LISW23 proved

to be the biggest, most well-attended, most international, most widely reported upon, and most successful event to date.

Sean and Llewellyn are immensely proud of what they have created – of course with the enormous help of the Board of Advisors, the Steering Group, Working Groups, the fabulous teams at Elaborate Communications, Shipping Innovation and Petrosport, and the hundreds of people who have dedicated their time and experience – and will continue to work tirelessly to ensure that LISW25 will once again be one of the most popular and influential maritime events in the world.

Sean and Llewellyn send a huge thank you to everyone who has supported LISW and trusted them to make it happen.





Collaboration takes trust – it also takes a lot of reinforcement; it doesn't come naturally because we are a highly competitive industry and we are not used to sharing these things

*Nick Brown, Chief Executive, Lloyd's Register*

## BLUE SKY THINKING AT THE HOME OF SHIPPING REGULATION

**I**n September, the global maritime industry focused its collective attention on the UK's capital city, as London International Shipping Week 2023 opened for business. Celebrating its 10th anniversary this year, LISW23 has evolved into one of the most prestigious, useful – and enjoyable – gatherings in the shipping calendar. Its structure – where hundreds of industry events are organised under the LISW23 'banner', with a headline conference providing a key focal point – gives the LISW Week its unique identity.

Politicians, regulators, shipowners, industry leaders, lawyers, insurers, innovators, technical experts, and port representatives gathered to discuss, debate and scrutinise the major challenges currently impacting shipping, and it is the quality and depth of those discussions which make LISW23 – to use the vastly overworked phrase – such a must-attend event. Many of the key themes

of this year's London International Shipping Week were reiterated time and time again across multiple events but, remarkably, each event managed to provide new and fresh perspectives on the matters in hand. LISW23 really was greater than the sum of its many parts and, importantly, it was a place where the talking moved on to decision-making. It was a place where business was done.

The LISW23 Headline Conference was held at the headquarters of the International Maritime Organization (IMO) overlooking the River Thames. What IMO Secretary General Kitack Lim referred to in his Keynote Address at the conference as the 'groundbreaking achievement' of securing a unanimous agreement on a revised greenhouse gas (GHG) strategy at the meeting of the Marine Environment Protection Committee (MEPC 80) just a couple of months earlier was, of course, firmly on LISW23's conference agenda.

At previous editions of LISW, as well as in hundreds of other conferences in recent years, there has been a groundswell of opinion that the IMO has spent too much time sitting on the fence about decarbonisation and that its lack of progress had brought its credibility as shipping's global regulator into question.

However, at the LISW23 conference the tone of public discourse was suitably congratulatory in terms of the achievements of MEPC 80 – and in sharp contrast to the negativity and despondency that had coloured the conversations on the sidelines of the IMO meeting in July as the clock ticked down to the release of the final text of the revised GHG strategy.

### REFRAMING RISK

The overarching theme of the LISW23 conference was 'Reframing Risk in a Complex Market', which presented the challenge of ensuring that the conference programme covered all bases and gave sufficient weight to all the issues – good and bad – facing today's shipping market. The conference title may have

sounded a little sombre, but it was intended to reflect present and future regulatory and commercial pressures on shipping, which, from where we stand today, are being compounded by a seemingly intractable geopolitical situation and a global market which is still very much in a post-pandemic recovery phase.

Dextrously chaired by Paddy Rodgers, Director, Royal Museums Greenwich and a former Chief Executive of Euronav, the conference featured a Q&A with the UK Secretary of State for Transport, Mark Harper MP, and this touched on the relationship between governments and the shipping industry, and where the role of the IMO as a global regulator sits within this.

As Rodgers noted: 'The [shipping] industry works between countries and that's why it doesn't want to work with governments...and we can't quite be governed in quite the same way as other industries.'

With 'the shattering of the post-war consensus', as exemplified by the crisis in





In the past we have always said you build a ship for 30 years but now, how do you build a modular design that you can upgrade?

***Karrie Trauth, Senior Vice President and Global Head, Shipping & Maritime, Shell***

Ukraine and tensions with the Far East, he asked the Minister whether the IMO has had its time or does it have a viable future? And, pressing on with this line of questioning, Rodgers also said that while the IMO is sometimes accused of being overly bureaucratic, 'if the alternative is obsessive populist democracy, aren't we on to something here?'

Perhaps sidestepping the questions with a politician's suitably circumspect answer, the Minister said that governments 'can work with and through organisations like the IMO,' and a combination of 'democratic leadership and the necessary bureaucratic machinery' can prove effective.

'We take very seriously our role with other countries on the freedom of navigation across the world,' he said, while also noting the current geopolitical situation 'has given us very good reason not to be dependent on fossil fuels.'

The challenge, said the Minister, 'is can we take every country with us?'

## STRESS-TESTING REGULATIONS

The first conference session, entitled External Industry Factors: Shipping in Context, looked at the changing geopolitical and societal landscape and how this is affecting foreign policy, external commercial decisions and, ultimately, shipping. Moderated by Steve Davies, CEO of Anglo International, the speaking panel comprised Andrew Cutler, Chair of the International Group of P&I Clubs and CEO of Britannia P&I, Nusrat Ghani MP, Minister of State for Industry and Economic Security and the Investment Security Unit at the Cabinet Office, and Yana Popkostova, Founder of the European Centre for Energy and Geopolitical Analysis.

Karrie Trauth, SVP and Global Head, Shipping & Maritime at Shell, also on the panel, said that recent geopolitical events 'have really shed light on how much our energy infrastructure is interconnected globally – the movement of trade routes, the flows of energy.'

She suggested that countries are facing an energy trilemma, in terms of the availability or security of energy supply that each nation requires to survive, the affordability of that supply and also the imperative to cut emissions.

Shell has set out two scenarios – or 'bookends' – on how it sees geopolitics and global trade shifting from what Trauth referred to as 'archipelagos.'

The first scenario is that each nation becomes more focused on its society and its own economic security, while the second is where climate security becomes more of a priority and governments pull together (while balancing this with the demand for national economic security).

Looking at the scale of change affecting shipping, Trauth also suggested that regulation should be seen as a positive. Regulations give an opportunity to 'trial ideas, to test – to see what works, to move quickly.

'We can make technical, commercial mistakes but within the confines of that regulatory framework,' she said, '[and] the MEPC decision, that will grow into another framework, a set of requirements that we need to meet.

'I think that compliance isn't necessarily a bad word – I think compliance gives a framework on which to compete on a level playing field.'



Trauth also highlighted another central theme of the LISW23 conference – and one which threaded across many discussions during the week – collaboration, between companies and between industry and governments.

She also noted that while the focus of shipping's decarbonisation is on the shift to cleaner fuels, decarbonising the ships themselves should also be a priority.

'In the past we have always said you build a ship for 30 years but now, how do you build a modular design that you can upgrade?'

Asked whether shipping is making progress with its energy transition, Trauth said it is moving forward.

'[But] are we moving forward quickly enough, probably not.'

Speaking in the same session, Michael Parker, Chairman of Global Shipping, Logistics & Offshore at Citi, also looked at the aims of the Poseidon Principles, exploring some of issues raised earlier in the week by Societe Generale's Paul Taylor in Petrosport's Transparency in Shipping and Bunkering Forum.

A clear distinction must be made between compliance and transparency, said Parker. Whereas

compliance could be viewed as 'a blunt weapon' to force people to do what they might not want to do, 'transparency is to voluntarily align with ambitions; to force the change on a voluntary basis,' he explained.

'The Poseidon Principles is not about compliance, it's about the transparency of the financial sector [and] being transparent about the consequences of the decisions we take.' The vast amount of data on emissions that the shipping industry is generating will also support regulators in ensuring compliance with regulations, said Parker, whilst also highlighting that 'regulators across the regulatory environment need to talk to each other – and that is where politicians can really help.'

Parker also called out the 'approach' in some areas of the industry that it is an acceptable norm to pay the cheapest price for the lowest quality fuel in order to carry global trade.

'In 10 years, this industry is going to be very different,' he told conference delegates. 'It is also going to be very inflationary because of the cost of the new fuels and ships, but finance is going to reward the industry for reducing its emissions – it is not going to throw capital at it speculatively because we are all being measured by the same thing, which is net zero.'

## DRIVERS FOR INNOVATION

The second conference session, moderated by Martin Crawford-Brunt, Council Member of the Baltic Exchange, entitled Internal Industry factors: Collaboration or Fragmentation, looked at how operational measures and business innovation can support and advance the energy transition.





Arsenio Dominguez, currently the Director of the Marine Environment Division at the IMO, and soon to be its next Secretary General, highlighted the agreement at MEPC 80 that 5% of the fuel shipping uses in 2030 should be renewable.

‘It’s a very ambitious goal,’ he emphasised. ‘It may not look like that because of the numbers, but it does represent a shift in the way that we actually do business right now.’



While the IMO is not prescriptive on fuel and technology choices, the organisation does bear in mind the commercial implications of its regulations, said Dominguez. ‘Our regulations are not there to restrict innovation and technology development. In the energy transition we are fuel and technology agnostic, but safety and human aspects have to be taken into account as we proceed with this process.’

‘It is important that we listen to all the stakeholders of the shipping community; we don’t work in isolation.’



Poonam Melwani K.C., Head of Chambers at Quadrant, spelled out what the implementation of the Carbon Intensity Indicator (CII) will mean for the relationship between the owner and the charterer.

‘The rating that the ship will have will not just depend on how it is built and how it is maintained (which is very much in the owner’s sphere of responsibility) but it is also going to be hugely dependent, if not predominantly, on how the ship is used – its day to day operation,’ she explained.



‘And what will affect the rating is the speed the vessel is going at, the route, the weather, whether it’s laden or in ballast, and, if laden, the volume of cargo.’

All these factors ‘have caused a lot of consternation,’ said Melwani, because under existing long term charterparties, these day-to-day operational matters are within the charterer’s control.

The CII regulation ‘has cut through’ the traditional owner/charterer relationship, she noted.

‘Now you have got the maintenance and improvement of the ship being the owner’s responsibility but with the charterer’s actions and orders – which it is entitled to do under the charterparty – having a huge impact on whether owners will be able to comply with or improve the rating.’

Melwani also highlighted that the Blue Visby supply chain platform will also shake-up the industry, as it’s intended to end the highly carbon-emitting emitting



practice of Sail Fast and Then Wait (SFTW) when a vessel approaches a port to load or discharge cargo. As she explained, this will have an impact on voyage charterparties. 'SFTW is the antithesis to an owner's right to earn demurrage by arriving at the load port and the discharge port earlier.' And, she said, the effect will 'trickle down to the cargo interest, the bill of lading holder, the end consumer, the port terminal and all stakeholders.'

Adding to the lively panel discussion were Toshinobu Shinoda, Senior Managing Executive Officer at Mitsui O.S.K. Lines and Managing Director of MOL (Europe Africa) Ltd, Stanko Jekov, Managing Partner and Global Head of Dry Cargo at Simpson Spence Young (SSY), and Masato Otaki, Executive Officer and Head of the Low Carbon Fuel Planning Group at JERA Co.

## COLLABORATION, NOT FRAGMENTATION

The final session, entitled Innovating to Mitigate Risk, was moderated by Siiri Duddington, Partner and Deputy Head of the London Office at Hill Dickinson. In this session, Nick Brown, Chief Executive of Lloyd's Register, addressed shipping's energy transition from the perspective of a class society. There is a tension, he suggested, over the speed of the transition and how fragmented that transition will be, and he didn't mince his words.

'The more fragmented it is, the slower it will be and the more expensive it will be,' he said.

'The challenge we have got is how to encourage first movers, making sure we are not slowing them down and giving them sufficient incentive and motivation to make their investments and decisions. 'And how to make sure that the transition is fair and just, and doesn't leave countries, and sometimes entire continents, behind.' Perhaps going against the grain in some quarters of the industry, Brown also highlighted the role of the IMO as a catalyst for change.

'I do think if you look at maritime compared to other hard to abate sectors, such as steel, mining and cement, it's widely recognised that our biggest advantage is this building [the IMO]. The fact that we have a global regulator gives us an opportunity to go forward.'

Collaboration is now firmly ensconced in the lexicon of shipping's decarbonisation, but Brown admitted that such partnerships, although fruitful and necessary, in the past would have been anathema to a 'we'll do as we always do' shipping

industry. 'Collaboration takes trust – it also takes a lot of reinforcement; it doesn't come naturally because we are a highly competitive industry and we are not used to sharing these things,' he said.

While shipping's behemoths, such as Maersk and CMA CGM, continue to plough their first mover furrows, Brown made a really important point at the conference: the average shipowner has just five ships. Such companies simply cannot embark on the energy transition unaided.

As Brown explained, in terms of switching to new fuels and technologies, 'Trying to get a relatively repeatable process in place to support a company of that size that has relatively little inhouse capability I think is going to be really important, once we get through that 2030 period and we build momentum and we get examples.'

Jan Dieleman, President of Cargill Ocean Transportation and Chair of the Global Maritime Forum contributed to the panel alongside Ben Palmer, president of Inmarsat Maritime, Kulsoom Jafri, Lead Campaigner Seafarers and Inland Navigation at the International Transport Workers Federation (ITF), and Charis Plakantonaki, Chief Strategy Officer of Star Bulk Carriers Corp.

The Headline Conference was closed by an impassioned Paddy Rodgers who urged delegates to 'learn through engagement, collaboration and discussion. There is only one blue planet and it's the colour blue because that's the colour of our ocean,' he commented. 'We are going to change the way we live our lives. We have to learn to live within our means.'

All in all, it was a thoughtful and reflective LISW23. At the last edition two years ago, when the event went ahead during a highly fortuitous window in the UK's covid lockdown regime, perhaps it was a more competitive, combative forum in terms of the options for shipping's decarbonisation. This year, set against the backdrop of a very fractured geopolitical order, the conversations were more measured, with more questions than answers, which perhaps was a good thing.

There are still heads chasing tails in shipping's decarbonisation, perhaps too much lauding of the outcomes of MEPC 80, and we didn't hear enough from the cargo owners, although many speakers across the week's events said these maritime stakeholders are going to be the key drivers of the industry's transition. But then, there's always LISW25...



## A GLITTERING FINALE

**O**n Thursday 14 September 2023, a Champagne Gala Reception, a fabulous black-tie Gala Dinner and – for the first time – an exciting After Party took place on one extraordinary evening to celebrate the tenth anniversary of LISW and all that is good about London, the UK and the international shipping and maritime industry.

And what an evening it was. 1,500 top industry and Government leaders chatted and networked against the most amazing backdrop. And then danced the night away.

The glittering evening was held at Evolution London, a truly special venue in London's Battersea Park. A magnificent setting with excellent communication links, including specially chartered boats to take guests home after the event.



Just wanted to say that I am in awe of LISW. You absolutely nailed it. The Gala Dinner event was great too. The atmosphere was so nice and so unlike any other shipping conference gala dinner. Speaks volumes. Everyone said what a great time they had and how they had managed to catch up with people and network. Hats off to you all. #bestshippingeventever!

***Mark O'Neil, President and CEO of Columbia Group and President of InterManager***













# LISW23 WEBSITE: THE SHOP WINDOW TO THIS GLOBAL EVENT

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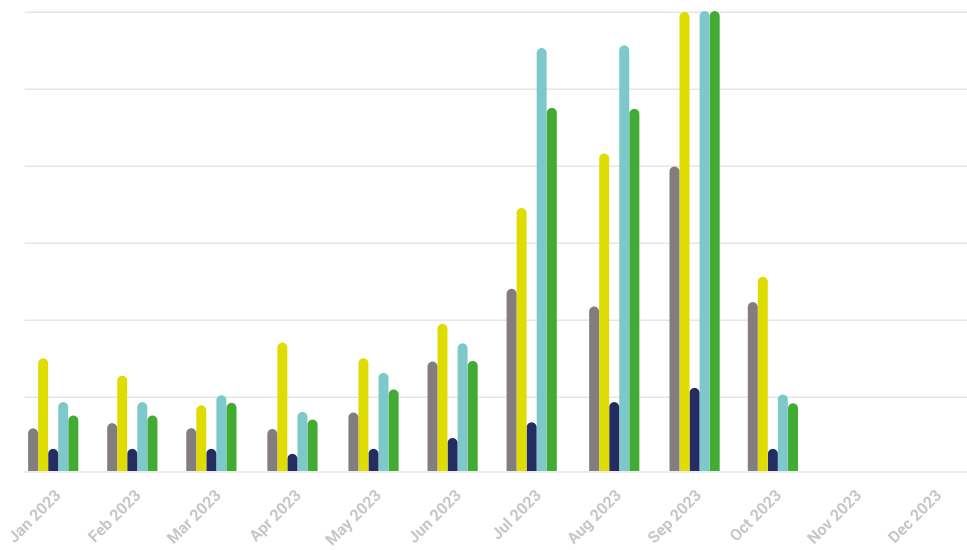
**T**he LISW23 website is an important weapon in London International Shipping Week's armoury when it comes to informing, promoting and marketing all that is involved with the week to the global maritime industry. And 2023 proved even more effective than normal.

Viewing figures rose massively compared to previous years and hits on the website closely reflected the significant increase in social media engagement.

The LISW23 website was designed to enable individual event organisers to control their own events, to add them to the Events Calendar and make later adjustments if required.

The inclusion of a vast array of information on the website helped to greatly boost visitor numbers. Of most interest to website visitors were the events listings in the Official Events Calendar, sponsor details, up-to-date news and commentary, video interviews and podcasts, the daily LISW23 Breakfast Radio Show. Important information about the week itself also attracted large visitor numbers, with composition of the Steering Group and Board of Advisors, details of the LISW23 Headline Conference Programme and Gala Dinner information, and the online version of the LISW23 Event Guide drawing in significant traffic. Photographs of the week also helped raise visitor numbers during and after the event.

From January to October 2023, the website attracted 25,914 hits from 436,634 visits from 239,585 unique visitors. There were 546,869 views on the events section of the website held by sponsors and Supporting Organisations.



Month	Unique visitors	Number of visitors	Pages	Hits	Bandwidth
Jan2023	Jan2023	Jan2023	Jan2023	Jan2023	Jan2023
Feb 2023	Feb 2023	Feb 2023	Feb 2023	Feb 2023	Feb 2023
Mar 2023	Mar 2023	Mar 2023	Mar 2023	Mar 2023	Mar 2023
Apr 2023	Apr 2023	Apr 2023	Apr 2023	Apr 2023	Apr 2023
May 2023	May 2023	May 2023	May 2023	May 2023	May 2023
Jun 2023	Jun 2023	Jun 2023	Jun 2023	Jun 2023	Jun 2023
Jul 2023	Jul 2023	Jul 2023	Jul 2023	Jul 2023	Jul 2023
Aug 2023	Aug 2023	Aug 2023	Aug 2023	Aug 2023	Aug 2023
Sep 2023	Sep 2023	Sep 2023	Sep 2023	Sep 2023	Sep 2023
Oct 2023	Oct 2023	Oct 2023	Oct 2023	Oct 2023	Oct 2023
Nov 2023	0	0	0	0	0
Dec 2023	0	0	0	0	0
<b>Total</b>	<b>239,585</b>	<b>436,634</b>	<b>2,745,301</b>	<b>25,914,588</b>	<b>1.42 TB</b>



*Shipping is virtually as old as mankind, it has discovered unknown lands, and traded with them from the outset. Merchant shipping does not have political agendas; it has no cultural barrier, it is not divided by race or religion. Today our crews are global ambassadors in every port, and with our Oceans and environment at stake the shipping industry has enormous responsibilities. I was delighted that every relevant topic was covered during LISW23*

**Denis Petropoulos, Chair, LISW23 Board of Advisors**



The team at Shipping Innovation are really dedicated to making LISW work for the sponsors. The tireless efforts, support and enthusiasm shown is unmatched in the global shipping calendar

***Raal Harris, Chief Creative Officer,  
Ocean Technologies Group***



# Events at a glance

**MONDAY 11 SEPTEMBER 2023**

## LISW23 BREAKFAST RADIO SHOW

*Virtual*

## OCIMF DAY

## BREAKFAST PANEL SESSION WITH 4 PUMP COURT AND PENNINGTONS MANCHES COOPER

*Penningtons Manches Cooper, 125 Wood Street*

## LISW23 OFFICIAL MARKET OPENING

*London Stock Exchange, 10 Paternoster Square*

## GLOBAL MARITIME HUB LAUNCH

*Global Maritime Hub, 10 York Road*

## UK SHIPBUILDING SKILLS TASKFORCE REPORT LAUNCH

*THV Galatea, The Queen's Walk*

## LISW23 SHIPPING RISK FORUM

*The Old Library, Lloyd's, 1 Lime Street*

## ZESTAS: SHIPZERO28 CONFERENCE

*International Maritime Organisation, 4 Albert Embankment*

## INTERNATIONAL SHIPOWNING & SHIPMANAGEMENT SUMMIT (ISSS)

*Virtual*

## MINISTERIAL HOSTED INDUSTRY ROUNDTABLE

*Lancaster House, Stable Yard, St James's*

## MARITIME UK DIVERSITY IN MARITIME – PRIDE IN MARITIME ROUNDTABLE

*Nautilus International, ITF House, 49-60 Borough Road*

## MARINE SURVEYING FOR THE NEXT GENERATION

## TRANSPARENCY IN SHIPPING AND BUNKERING FORUM

*Norton Rose Fulbright, 3 More London Riverside*

## GREAT UK MARITIME: WELCOMING THE WORLD OF SHIPPING TO LISW

*Global Maritime Hub, 10 York Road*



## SHIPPING AND DECARBONISATION: AN INCONVENIENT TRUTH?

*Informa, 240 Blackfriars Road*

## ABS SUSTAINABILITY SUMMIT 2023

*The Leadenhall Building, 122 Leadenhall Street*

## BIMCO'S GENCON 2022 – KEY CLAUSES AND INDUSTRY INSIGHT

*8 Bishopsgate*

## WAVES GROUP AND LLOYD'S UNDER 35s WORKSHOP AND DRINKS RECEPTION

*Watermen's Hall, 16-18 St Mary-at-Hill*

## THE SHIPPING DEBATE: DECARBONISATION, FUTURE SKILLS AND CHALLENGES: IS SHIPPING READY FOR IT ALL?

*ITIC, 90 Fenchurch Street*

**LET'S GET THE PARTY STARTED... MARITIME SECURITY BOOK LAUNCH AND NETWORKING**  
Join us to kick the week off with a maritime book launch, a great get together, a few drinks and plenty of networking.

## SCOTTISH MARITIME CLUSTER RECEPTION

*Dover House, Whitehall*

## SHE\_SEES EXHIBITION OPENING NIGHT

*International Maritime Organization, 4 Albert Embankment*

## MARITIME SKILLS ALLIANCE AND MARITIME SKILLS COMMISSION RECEPTION

*Trinity House, Trinity Square*

## THE SWEDISH CLUB EVENING RECEPTION

*Fishmongers Hall, London Bridge*

## SMI'S LISW/DSEI RECEPTION

*HMS Iron Duke, Western Gateway*

## IFAN EVENING RECEPTION

*HMS Belfast, The Queen's Walk*

## STREAM MARINE TECHNICAL DRINKS RECEPTION AT TOWER BRIDGE

*Tower Bridge*

## COLUMBIA GROUP/INCE COCKTAIL EVENT

*Ince, Aldgate Tower, 2 Leman St*

## TUESDAY 12 SEPTEMBER 2023

## LISW23 BREAKFAST RADIO SHOW

*Virtual*

## INMARSAT – CONNECTED FUTURE CONFERENCE & DRINKS RECEPTION

*Inmarsat, 99 City Road*

## OCIMF PRINCIPAL COMMITTEE MEETINGS

## GLOBAL MARITIME LEADERS BREAKFAST CONFERENCE BY FASTSTREAM RECRUITMENT

## QUADRANT CHAMBERS PANEL DISCUSSION

*Quadrant House, 10 Fleet Street*

## DFT EXCO BREAKFAST MEETING

*THV Galatea, The Queen's Walk*

## UK SHIPBUILDING FINANCE FORUM

*THV Galatea, The Queen's Walk*

## GLOBAL MARITIME TRENDS 2050 – INSIGHTS FROM LR AND ECONOMIST IMPACT

*The Gherkin, 30, Saint Mary Axe,*



The memories and connections made at #LISW23 are truly priceless, and I'm filled with gratitude for the opportunity to be part of this dynamic community

*Isabela Tatu, Co-Founder, Clean Marine Shipping*



If anyone ever needs telling about how amazing a career in the maritime industry is, they should just look at the vast range of subjects covered, the fascinating debates, the incredible opportunities...but so too, the hugs, warmth, love and laughter that always bubbles to the surface whenever we #shipping people meet

**Stephen Jones,**  
*Maritime and International Affairs Specialist*

### UK CHAMBER OF SHIPPING – BUILDING RESILIENCE THROUGH TRADE

*The Insurance Hall, 20-21 Aldermanbury*

### REDUCTION OF AIR POLLUTION WITHIN THE SHIPPING INDUSTRY: ALTERNATIVE FUELS AND PERSONNEL

*Little Ship Club, Upper Thames Street*

### ZESTAS: SHIPZERO28 CONFERENCE

*International Maritime Organization, 4 Albert Embankment*

### IMPA LONDON 2023

*QEII Centre, Broad Sanctuary*

### NAVIGATING THE FUTURE: OPPORTUNITIES OF A.I. BASED SOLUTIONS

*Norton Rose Fulbright, 3 More London Riverside*

### WEST AFRICA SHIPPING ASSEMBLY

*International Maritime Organization, 4 Albert Embankment*

### SHIPMONEY: LIFE IN THE F1 FAST LANE!

*Churchill War Rooms, King Charles Street*

### BIMCO SEMINAR: WORLD LEADING CONTRACTS AND CLAUSES IN A FAST CHANGING WORLD

*The Insurance Hall, 20-21 Aldermanbury*

### NO OCEAN, NO SHIPPING: AUTOMATION AND INNOVATION FOR HEALTHY OCEANS

*Southwark Tower Building, 240 Blackfriars Road*

### REED SMITH PANEL AND LUNCH – MANAGING YOUR SUPPLY CHAIN RISKS

*Reed Smith, Broadgate Tower, 20 Primrose Street*

### MERSEY ON THE THAMES – MERSEY MARITIME'S LISW RECEPTION 2023

*Terrace of the House of Commons*

### SHIPBUILDING ENTERPRISE FOR GROWTH (SEG) MEETING

*Global Maritime Hub, 10 York Road*

### DFT CRUISE INDUSTRY FORUM

*THV Galatea, The Queen's Walk*

### WISTA UK EVENT

*Southwark Tower Building, 240 Blackfriars Road*

### THE 'S' IN ESG – MARITIME WELFARE CHARITIES' CONFERENCE AND DRINKS RECEPTION, FISHMONGERS' HALL

*Fishmongers' Hall, London Bridge*



Have heard nothing but good feedback from stakeholders and Ministers on this year's event and Secretary of State, in particular, was very impressed by the really strong engagement of industry and government together

***Gareth Long, Department for Transport***

**GEOPOLITICS OF SHIPPING***Willis Building, 51 Lime Street***A GREEN FUTURE: NEWPORT PRESENTATION AND COCKTAILS***Newport Shipping, 8-9 Northumberland Street***TAKING BOLD ACTION IN MARITIME INNOVATION***CitizenM Tower of London Hotel, 40 Trinity Square***MARITIME DECARBONISATION – WHERE ARE WE NOW?***Fishmongers' Chambers, 1 Fishmongers' Hall Wharf***OTG PANEL DISCUSSION***Browne Jacobson, 6 Bevis Marks***THE REALITY OF INTEGRATION – IS THERE A BALANCE BETWEEN VESSEL OPERATIONS AND CONNECTIVITY?***The In & Out Venue, No.4 St James's Square***DNV MARITIME FORECAST TO 2050 LAUNCH EVENT AND RECEPTION***IET London, 2 Savoy Place***J.P. MORGAN RECEPTION***JP Morgan, 60 Victoria Embankment***UK CARBON CAPTURE AND STORAGE (CCS) AND ITS APPLICATION IN SHIPPING BUSINESS MODELS.***Norton Rose Fulbright, 3 More London Riverside***HMG & MARITIME UK RECEPTION***Mansion House, Walbrook***OTG MARITIME MIXER***Browne Jacobson, 6 Bevis Marks***QUADRANT CHAMBERS LISW23 RECEPTION***Upper Terrace, Madison, One New Change***INCHCAPE SHIPPING SERVICES RECEPTION***Tower Bridge***LISW23 CHARTERING RECEPTION***The Brewery, 52 Chiswell Street***WEDNESDAY 13 SEPTEMBER 2023****LISW23 BREAKFAST RADIO SHOW***Virtual***IMPA LONDON 2023***QEII, Centre Broad Sanctuary***LISW23 HEADLINE CONFERENCE***International Maritime Organization, 4 Albert Embankment***GAFTA COMMODITY SHIPPING COURSE***Caledonian Club, 9 Halkin Street***NORTON ROSE FULBRIGHT: WOMEN IN MARITIME – TURNING DEI TALK INTO ACTION***Norton Rose Fulbright, 3 More London Riverside***MARITIME UK SEPTEMBER REGIONAL COUNCIL MEETING***Global Maritime Hub, 10 York Road*

*The range of events and breadth of discussion at this year's London International Shipping Week made it the best one yet*

***Debbie Cavaldoro, Chief Executive, Port Skills and Safety Ltd***



“That was the best week of my life!!

***Stavros Karamperidis, Maritime Economics Lecturer,  
University of Plymouth***



“  
 YEARS  
 What an exhilarating experience it's been  
***Hazel Proudlock, Maritime Marketing Specialist,  
 Lloyd's Register***

**THE NAUTICAL INSTITUTE, TRINITY HOUSE  
AND THE MERCHANT NAVY TRAINING BOARD:  
MARITIME CAREERS AND OPPORTUNITIES.**

*Trinity House, Trinity Square*

**MARITIME EXPORT SHOWCASE**

*Global Maritime Hub, 10 York Road*

**PSS PORT SKILLS GROUP**

*Watermen's Hall, 16-18 St Mary-at-Hill*

**INNOVATION IN PORT SKILLS**

*Watermen's Hall, 16-18 St Mary-at-Hill*

**NSIGN LAUNCH AND SHOWCASE**

*Global Maritime Hub, 10 York Road*

**INTRODUCTION TO NAVAL ENTERPRISE SUPPORT  
STRATEGY (NESS) AND THE NAVAL SUPPORT  
INTEGRATED GLOBAL NETWORK (NSIGN)**

*Global Maritime Hub, 10 York Road*

**WEBINAR: MISDELIVERY CLAIMS AND  
THE PRACTICAL ISSUES RAISED.**

*Virtual*

**BPA COASTAL SHIPPING SEMINAR**

**CONTAINER SHIP FORUM AND DRINKS RECEPTION**

**DEMYSTIFYING RESTRUCTURINGS IN THE  
SHIPPING AND OFFSHORE SECTOR**

*Norton Rose Fulbright, 3 More London Riverside*

**MARKETING IN MARITIME 2023**

*Informa Markets, 240 Blackfriars Road,*

**S&P GLOBAL COMMODITY INSIGHTS FORUM  
AND DRINKS RECEPTION**

*The May Fair Hotel, Stratton Street*

**SAVE THE DATE – MEET THE MARITIME  
PILOTS PANEL DISCUSSION FOLLOWED  
BY DRINKS RECEPTION**

*8 Bishopsgate*

**STEPHENSON HARWOOD LLP SEMINAR  
AND DRINKS RECEPTION**

*Stephenson Harwood LLP, 1 Finsbury Circus*

**FRENCH EVENT**

*Résidence de France, 11 Kensington Palace Gardens*

**TRINITY HOUSE RECEPTION**

*THV Galatea, The Queen's Walk*

**BROOKES BELL DRINKS RECEPTION**

*Trinity House, Trinity Square*

**EXPLORING THE FUTURE WITH ISLE  
OF MAN MARITIME**

*The Golden Hinde, St Mary Overie Dock*



**SPNL LISW EVENING GALA 2023***Engine Rooms, Tower Bridge***THURSDAY 14 SEPTEMBER 2023****LISW23 BREAKFAST RADIO SHOW***Virtual***GAFTA COMMODITY SHIPPING COURSE***Caledonian Club, 9 Halkin Street***NORTHSTANDARD BREAKFAST***Searcys at the Gherkin, 30 St Mary Axe***UK CHAMBER OF SHIPPING****– FUTURE AND ALTERNATIVE FUELS***The Insurance Hall, 20-21 Aldermanbury***MARRI-UK: UNLEASHING THE POTENTIAL OF MARITIME RESEARCH AND INNOVATION THROUGH COLLABORATION***QEII Centre, Broad Sanctuary***NORTON ROSE FULBRIGHT AND QUADRANT CHAMBERS: SHIPBUILDING CONTRACTS, TECHNOLOGICAL INNOVATION AND DECARBONISATION***Norton Rose Fulbright, 3 More London Riverside***MARITIME UK REGIONAL SHOWCASE***Global Maritime Hub, 10 York Road***SAFETY4SEA LONDON FORUM***ICS Maritime Hub, 35 Seething Lane***NETHERLANDS DAY AT LISW23: THE MARITIME FUTURE IS NOW! EXHIBITION & CONFERENCE***Prospero House, 241 Borough High Street***KVH BREAKFAST EVENT***Tower Bridge, North Tower Lounge***SMI: CREATING A LEADING EDGE ACCELERATING AUTONOMOUS ASSURANCE TO UNLOCK THE UK OPPORTUNITY***THV Galatea, The Queen's Walk***BIMCO ROUNDTABLE ON SHIP RECYCLING***Tintagel House, 92 Albert Embankment***CONTRACTUAL RISK MANAGEMENT: AVOIDING DISPUTES AND PLANNING FOR DECARBONISATION***Wikborg Rein, 30 Cannon Street***INTERMANAGER EVENT: RAISING THE STANDARD OF SHIPMANAGEMENT***Dockside Vaults, St Katherine Docks***CORE POWER LONDON SYMPOSIUM 2023***The Insurance Hall, 20-21 Aldermanbury***ADMIRALTY NAVIGATING THE MARITIME FUTURE: TURNING DATA INTO DECISIONS***Shangri-La The Shard, 31 St Thomas Street***LOSS OF CONNECTIVITY ON AN AUTONOMOUS SHIP***THV Galatea, The Queen's Walk*



LISW23 POST-EVENT REPORT





## WISTA UK CONTAINER STACK COLLAPSE AND LITHIUM-ION BATTERY FIRES WORKSHOP

*Stephenson Harwood LLP, 1 Finsbury Circus*

## BIMCO PANEL SESSION- ELECTRONIC BILLS OF LADING – WHERE ARE WE NOW?

*Tintagel House, 92 Albert Embankment*

## MARITIME HACKING...WITH A SIDE OF AFTERNOON TEA

*Beazley Offices,, 22 Bishopsgate*

## SHIP RECYCLING – HAS THE INDUSTRY MET ITS OWN PERFECT STORM?

*Norton Rose Fulbright, 3 More London Riverside*

## MARITIME UK SOLENT

*Global Maritime Hub, 10 York Road*

## WIND PROPULSION: BARRIERS, DRIVERS AND PERCEPTIONS FORUM

*RINA, 8-9 Northumberland Street*

## LISW23 CHAMPAGNE RECEPTION

*Evolution London, Battersea Park*

## LISW23 GALA DINNER

*Evolution London, Battersea Park*

## LISW23 GALA DINNER AFTER PARTY

*Evolution London, Battersea Park*

**FRIDAY 15 SEPTEMBER 2023**

## MARITIME UK ROADSHOW FOR GIRLS

*Trinity House*

## DFT MARITIME ACCESSIBILITY DROP-IN SESSION

*33 Horseferry Road*

## WOMEN IN SUMMIT

*Hill Dickinson LLP, The Broadgate Tower*



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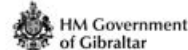
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# SUPPORTING ORGANISATIONS



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# THANK YOU ALL

for making 2023 a huge success

We look forward to seeing you at



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