

NAMMA Annual Conference

Notes from Industry Fora

Part I “Everything” you wanted to ask industry*

Who are the players?

- Shipowners
- Agents
- Charterers
- Terminal operators
- Ancillary services (machine shops)

How does industry (read: shipowner) benefit from maritime ministry?

- Increased productivity
- Job satisfaction
- Better worker
- Occupational, safety and health improvements
- Seafarer recruitment

What are the challenges?

- United Nations crew
- Changes in security/shore leave
- Getting visas (Hapag-Lloyd requires seafarers to get US visa)
- Awareness of NAMMA
- Prostitutes
- Terminal operators
- Shipowners receiving multiple invoices [Suggestion: Develop a port alliance that sends out uniform billing. United Port Ministries of Seattle model]

Big Ideas:

- Decal: Circle with a cross in the center. Words around the circle:
Think safety first
Some One loves you
- NAMMA Annual Report on Best Practices
- Laminated card with statistics on maritime ministry on one side (number of ports, seafarers served, etc) and circle with cross on the other
- Bookmark
- Incorporate into website
- Showcase actual costs of delivering services to seafarers versus what port centers charge
- Develop credentialing program
- Facilitate the ability for seafarers to send money home
- Distill a mission statement for maritime ministry
- Coordinate and promote SeaSunday

Suggested elements of language for mission statement

Maritime ministries provides for [looks after] transportation, communication, hospitality, Christian presence, emotional and spiritual support/the Church has not forgotten them/welfare of seafarers/who preach the Gospel by showing hospitality

Part II- Ask Industry

Panel discussion with Clay Maitland (IRI) and Captain David Robinson (Teekay)

SHIP OWNERSHIP

Information is available through various resources including Equasis. Transparency is greater than perceived

FLAGS OF CONVENIENCE

Model audit scheme being developed to route out poor flags and develop uniform system of standards. Most of the major flags of convenience have high standards, with Panama being the exception.

SHORE ACCESS

Suggestion to publish port schedule for transporting seafarers.

Captain of the Port (COTP) and shipowners are allies to pressure terminal operators on access

Lead time for visas in India now February 2006

Communication important

CRIMINALIZATION

Last resort by governments trying to reach hidden owners. Owners need to be held accountable and increase their transparency

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