



CALL FOR PAPERS

MARITIME CONFERENCE BAHAMAS 2018

Wednesday, 17th to Friday 19th October, 2018

“Vision 2030 – Ocean Governance & Management”

LJM Maritime Academy and its partners are excited to announce their second annual conference, *Maritime Conference Bahamas 2018*, which will bring together stakeholders from the maritime industry - Flag State administrations, maritime education and training providers, Port Operators, Maritime Employers, Suppliers, Academicians from universities, Maritime Lawyers & adjudicators and other entities wishing to explore local, regional and international maritime issues. The students pursuing maritime studies or intending to take up careers in the maritime industry will also form one of the focus group.

The Conference will be hosted in Nassau, The Bahamas, between 17th and 19th October 2018; participants will discuss and deliberate on a host of trending topics that cover Disruptive Innovations, Human Capital, Marine Pollution, Cyber-security, among others. We believe that this platform will provide an excellent opportunity to network, exchange ideas and collaborate on building resilient communities with a vision towards the year 2030.

We have shortlisted a range of topics around which presenters can develop their thoughts and ideas that will generate interest and productive discussions. These and other related maritime issues will be discussed at the conference. The list of potential topics follows on the succeeding pages.

Interested presenters are invited to submit electronically, an abstract of no more than 250 words, accompanied by a cover page which must include:

- (i) Title of the Paper;
- (ii) Author's name, with any titles noted
- (iii) Author's contact information and
- (iv) Bio-data of no more than 50 words.

If abstract is accepted, a 4”X6” photograph of the author will be required for the programme booklet.

Submission Deadlines

Abstracts to be submitted by: Monday, 30 April, 2018

Full Paper to be submitted by: Monday, 2nd July, 2018



Submissions to be sent to: Programme Committee, LJM Maritime Academy, P.O. Box N-10455, Nassau, Bahamas, Telephone: 242-325-2120/21 / Fax: 242-325-2128
Email: maritimeconferencebahamas@ljmma.edu.bs



For further information, kindly contact: Capt. Arun Bhatnagar, LJM Maritime Academy, Nassau, Bahamas (ab@ljmma.edu.bs)



Maritime Conference Bahamas 2018

Vision 2030

Ocean Governance and Ocean Management

OCEAN GOVERNANCE:

1. Although economic and trade agreements are being enacted to facilitate trade between nations, will trade liberalization or trade restrictions work in favor of growth of Bahamian/Caribbean maritime trade?
2. Disruptive digital technologies are challenging the very frontiers that were considered unsurmountable in the recent past. Autonomous ships, 3D printing and Blockchain systems are the names of a few of the trending ones currently. Innovations and business lobbies are driving hard to push adoption of the new technologies. **How are the flag administrations treating this ever-looming likelihood in terms of displaced labour?**
3. Illegal and unregulated activities in the territorial seas of Caribbean nations have been a cause for concern, in terms of national security, human trafficking as well as economic exploitation. **How can emerging technologies assist in delivering improved surveillance and laws enforcement?**
4. Customs and Immigration procedures form the first check point into any country. These bodies ensure that only bonafide individuals and permitted goods enter the country. However, while these procedures are necessary, their very cumbersome nature of following them grinds the efficiency of business operations to ground. **What facilitation arrangements might be possible to make the processes fully compliant, user friendly, smooth and seamless to permit efficient global trade transactions?**
5. ISPS Code is in effect globally, affecting ships, ports and people. Despite enhanced awareness and mandated training, security incidents occur rather regularly. Scale and techniques of causing harm are changing. Knee-jerk reactions from administrations, e.g. suspension of shore leave for ship's crew is hardly a solution. **What future skills, educational programmes or vocational training should the administrations consider for the present and future seafarers and shore workers to stay abreast of present and future needs?**
6. Cruise is an important shipping sector within the Caribbean as it directly affects the socio-economic fabric of these nations. Cruise industry has been deploying ever larger ships to meet the demands. **How will the continued growth of cruise ships be handled in the region? What infrastructure and waterway investments are required to ensure they are safely handled?**
7. While ships are already taking the Northern Sea Route in summer, shortening the voyage length from Asia to Europe substantially, it was reported recently that a tanker recently crossed the Arctic Ice cap in winter "unassisted". More such transits are in the offing. IMO's Polar Code stipulates the guidelines for ships undertaking the voyage through the Arctic. **How prepared are the flag state administrations for verifying personnel and vessel safety, environmental**



protection on the ships under their registry, on the ships that may take the voyage via Arctic Ocean?

8. Together with vessel and personnel safety and environmental protection lies the liabilities of making a voyage over the Arctic. **How are the marine insurance companies covering themselves when underwriting such risks?**
9. Navigation through the Arctic and opening of additional lanes of Panama Canal represent two significant milestones in the global maritime business. These changes will most certainly result in realignment of trade routes. **Can these initiatives catalyze to improve the fortunes of this industry?**

OCEAN MANAGEMENT:

1. Global warming is not just an opinion anymore. Research carried out globally points to harmful effects on the environment caused by various contributory factors. Shipping industry has been singled out as one of the major contributors and thus been subjected to meet various regulatory regimes such as burning of low Sulphur fuels, designated special emission control areas, frequent and greater extent of engine overhauls etc. Industry is also looking at alternates to fossil fuels for cleaner energy options such as LNG, Methanol and Hydrogen to propel ships. **Will 'GREEN' ships in the future be a reality? What is changing and what needs to change further to make it happen? How will the present and future training address these issues?**
2. Marine pollution is primarily thought of as being caused by oil or chemicals. Today, even ballast water from a different ecoregion is considered contaminated with different invasive species that may potentially cause irreversible harm to the local flora, fauna and environment. Garbage, sewage, waste oil, sludge, tank washings all constitute elements that cannot be discharged overboard. **Are the ports and local administrations dealing with onshore reception facility management, with the ships' growth in size? How is technology assisting in waste decomposition to a safely dischargeable level?**
3. Energy requirements will continue to grow globally. The Earth has only a limited quantity of fossil fuels and thus there is a crying need to consider other energy sources such as solar, tidal, wind, and hydroelectric collectively called Renewables. For sustainable growth of nations and sustenance of their marine environment, cleaner, cost effective and reliable energy solutions are very much needed. Ports constitute major energy consumers in any country. **Are ports of the world harnessing power from renewable energy sources? What are the barriers to adoption of alternate energy sources from the sea? How effectively do these energy solutions integrate with existing infrastructure?**
4. Ballast Water Management Convention has now come in force effective Sept 2017. While the objectives of the Convention are quite clear, the implementation has complications from understanding point of view to risking the safety and stability of the vessel. Due to difference in standards pertaining to ballast water treatment systems between IMO and US Standards, one can justify reluctance of shipowners in implanting such plants onboard. **Is discharging untreated ballast water to shore reception facilities for treatment and eventual discharge not a feasible or practical option? What is stopping administrations and ports from installing large volume/capacity ballast water treatment plants in the ports? Are there any risks that seriously outweigh the rewards?**



5. While IMO has implemented conventions and codes to restrict operational marine pollution yet there are still a substantial number of polluters. It is not just ships that pollute the oceans. **How are the port states and flag states equipped to enforce these laws to cover the wider ambit of all bodies that pollute water bodies and air?**

HUMAN CAPITAL

1. Human Capital at sea appears to be a dwindling resource, as better and more lucrative options vie for the attention of younger generation. As a result, the profession is seeing attrition and reduced interest from traditionally manpower supplying nations, leading to shipowners seeking alternatives. Ethiopia, Angola, Liberia, Vietnam and The Bahamas represent some of the new entrants. Most of these initiatives are driven by private interests. Local and regional challenges abound in enhancing maritime training including financial constraints. **How and why should the governments support these maritime training initiatives?**
2. Although technology is moving at an unrelenting pace, the maritime training within the classroom environment has not seen any major changes. **What new pedagogy should be deployed to engage the young generation of upcoming seafarers of today?**
3. E-learning is the new watchword. **With the options that are available today for online studies gaining acceptance in the industry are brick and mortar classrooms on their way out? How are maritime schools and training establishments gearing up towards this new development?**
4. All research points out to an abysmally low percentage of women in maritime industry. Considering projected shortfall of professional seafarers in years ahead, women represent an untapped resource. **Is it a matter of perception or bias that keeps women away? Are the Governments of maritime nations and other bodies doing enough to attract women workforce in this profession?**
5. Human costs represent the single biggest expense for any ship-owner/manager. In the past, the crew of a small cargo ship would range between 40-50; nowadays, the same sized vessel may operate with 10-12 crew and ships in future may not have any humans on board. Technology is assisting in making routine jobs handled through mechatronic means. **Does this mean an end of the road for traditional seafaring profession? Are there other future roles for seafarers?**
6. Human error has been held responsible for 80% of maritime accidents. Mandatory and other value add training in resource management and human element have now become standard industry practice. Regrettably, this has not made a significant difference to the rate of accidents and casualties at sea. **What factors may attribute to this? How can flag states address the challenge of human error on their vessels?**

CYBERSECURITY

1. Ships are no longer operating in isolation today. Modern ships are connected to their offices through Ethernet, through satellite or terrestrial links. Thus, risks of cyberattacks have become ever more relevant. **What risk mitigation efforts and strategies are being implemented so that ships and shipping company offices remain safe?**



2. Cybersecurity risks exist even in the ports and terminals. Waybills, custom documents and other paperwork are now travelling through electronic interchanges. While it does assist in smoother functioning and faster processing, a cyberattack can virtually render the port down. **How are such risks being seen to be contained to a tolerable risk level? Is there a role for a flag state to promote cybersecurity among its vessels?**
3. IMO has been driving the initiative of eNavigation. **What is it and what are the benefits? Are the perceived benefits of such a system overvalued than the capabilities? Will it not expose the ships further to cyberattack risks?**

TECHNOLOGY DEVELOPMENT:

1. From tall ships to conventional ships to autonomous ships. Seafarers adapt to the new working environment and technology rather comfortably. The idea of not being physically present on the ship and operating it through remote management is daunting to say the least. **Do the developers of autonomous ships understand all the nuances of ships and shipping or is the focus solely on navigation?**
2. Crypto currencies are gaining ground and starting to show some traction. **Will the future maritime trade and commerce be able to be conducted using crypto currencies?**
3. Reasonable development is underway to take advantage of Blockchain platform in not just freight and custom documentation but in many other ways to help the maritime industry. **What may be the practical uses of Blockchain in enhancing faster and smoother processing of transactions in the maritime industry?**
4. The use of drones has moved from warfare to many other useful ways. Photography, Surveillance, Delivery etc. Shipping industry is looking to find ways of utilizing this gadget. **Can the drones be effectively used in this industry? What are the possible drawbacks and constraints in using them onboard ships?**
5. The first step towards development of autonomous vessels is connectivity. Ships and the shipping company offices need to be connected 24x7 and not just by telephone or emails. **Data collection from various touch points, whether it is propulsion machinery, cargo or navigational equipment, is the way forward. How technology is driving this initiative and at what cost? What are the risks and liabilities?**
6. Advent of technology, new innovations, trade realignments, business restructuring and more. **How can/will these changes to the maritime industry affect the socio-economic conditions of The Bahamas and the Caribbean?**