

Sustainability Report 2022

Supporting a sustainable future
in the maritime industry



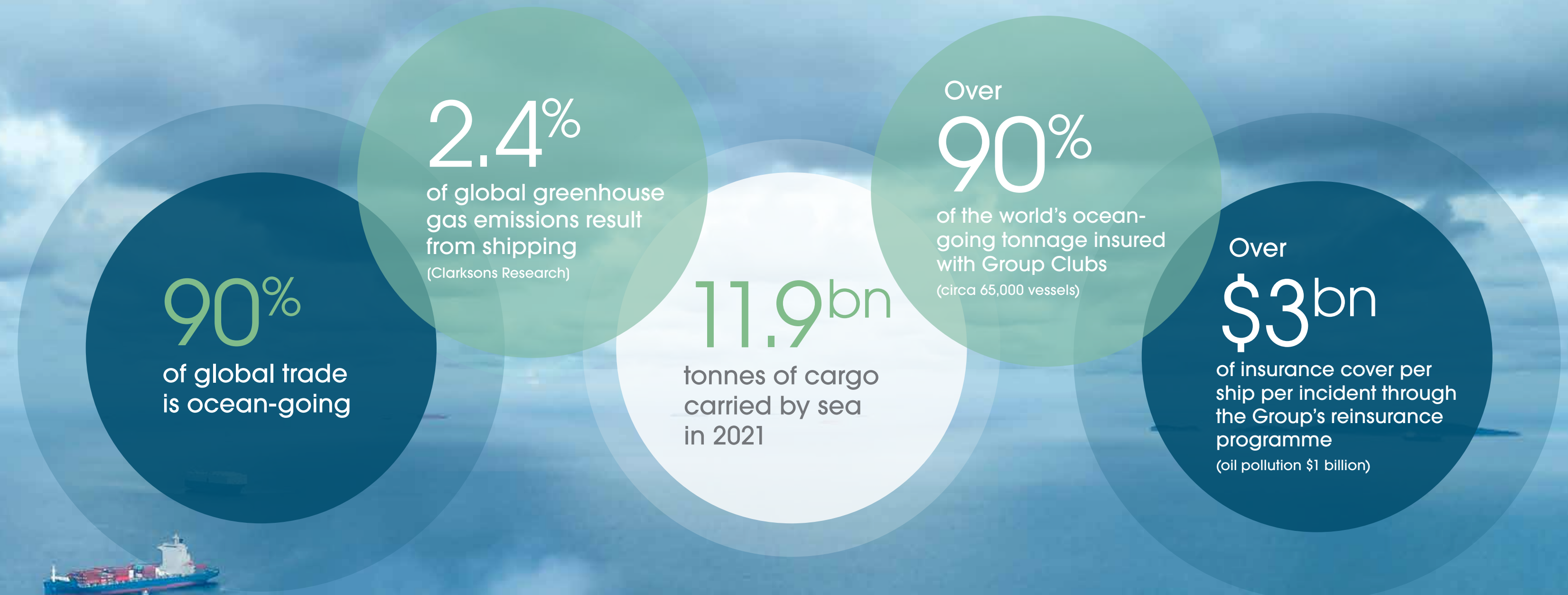
COLLECTIVELY STRONGER

The International Group of P&I Clubs (the "Group") is a collective of 13 competing not-for-profit mutual insurance associations known as P&I clubs (the "Group Clubs"). The Group Clubs insure third-party liabilities arising from the operation of vessels in the global commercial shipping sector. As a collective, the Group Clubs share and reinsure the largest claims arising from shipping incidents.

The Group gives shipowners a unified voice on compensation and liability issues. We also work with other stakeholders to help raise vessel standards, advance the safety of life at sea and share knowledge to reduce the frequency and impact of maritime incidents.

For over a century, since the time of sail and steam, the Group has facilitated global trade, and in doing so has helped to ensure a safe, sustainable shipping industry. The Group continues to be fully committed to this important role. However, our world faces new and accelerating challenges affecting climate, resources and society, to which governments, industry organisations and communities are responding.

Each of the Group Clubs has its own sustainability priorities and initiatives. The value of the Group lies in the collaboration between these Clubs who, together, share a common ambition and purpose. We are collectively stronger, and the action we take together as a Group has a unique and significant impact on the global maritime sector.



In this report, we will explore how the Group's role and current activities align with and support the United Nations Sustainable Development Goals (UN SDGs). Much of the work that the Group does as a collective is inherently aligned with the ambitions of the UN's SDGs. However, the Group's role at the heart of global trade provides us with both the opportunity and responsibility to do more. We are seeking to build on our positive impact and support shipowners in their work towards a sustainable future.

Further information about the Group can be found [here](#).

The Global Picture

INTRODUCTION

Shipping underpins global trade in a world that is more connected than ever, and our industry has a responsibility to make a positive contribution to sustainability objectives. The spotlight on the sustainability of the shipping industry and the increasing expectations of all of our stakeholders have only reinforced the importance of understanding our impact and our potential, and sustainability therefore lies at the heart of the Group's agenda.

Supporting a sustainable future

The maritime industry's move to meet ambitious targets concerning the reduction of greenhouse gas emissions from shipping is vital. Of course, sustainability is a much broader concept. It incorporates our wider impact on the environment (environmental), our relationship with people (social) and the resilience of our systems (governance) (ESG). This report explains how the Group understands ESG in the context of its activities and where it contributes to a more sustainable shipping industry.

As a collective of not-for-profit mutual indemnity insurers, the Group's role is to support the owners of 65,000 vessels trading around the world. When losses and damage follow from catastrophic

maritime disasters, the Group's claims sharing arrangement and collective reinsurance create a robust system that ensures that financial security is in place for response activities aimed at reducing the impact of such maritime casualties, including the clean-up of pollution in the marine environment and compensation for those who suffer losses.

We bring together the knowledge and expertise of our 13 Group Clubs with the goal of reducing risk and making the maritime industry safer. We also act as a single voice for shipowners to engage with governments, legislators and maritime regulators around the world on matters relating to shipowners' liabilities. In doing so, we assist in the development and promotion of international regulatory frameworks that ensure an appropriate practical response to marine casualties and pollution, as well as certainty in the legal liabilities that follow.

Finally, we strongly believe that quality education and life-long learning opportunities are enablers of sustainable development. We are proud of the Group's education initiatives, including our P&I Qualification, our partnership with the World Maritime University and the Fellowship we established for 2021/22 at the International Maritime Law Institute.

Our platform, as P&I insurers for 90% of the world's fleet, puts us in a strong position to understand the drivers of change and to support the industry in meeting the IMO's environmental targets as well as wider ESG aspirations that will make our industry more sustainable.

Paul Jennings
Chairman of the Group

Nick Shaw
Chief Executive Officer of the Group



OUR PROCESS

The UN SDGs are 17 areas of focus which set the global agenda for collective action towards a sustainable future. We used the UN SDGs as a framework to understand where we already deliver a positive impact and where we can do more.

All 13 Group Clubs contributed to the mapping of the Group's existing activities within the UN SDG framework.

The actions we take as a Group were distilled into the following primary impact areas:

- claims sharing (pooling) and reinsurance arrangements;
- response to large maritime incidents;
- safety agenda; and
- collective voice within the shipping industry on liability issues and our role as a responsible partner to other stakeholders in the global supply chain.

Delivering global impacts

We are committed to effecting positive outcomes in five areas of activity, which are explored further in this report.



Training a skilled workforce

We are advancing knowledge and understanding of the maritime industry amongst our stakeholders.

Healthier marine environments

We support and provide financial security for response activities aimed at reducing the impact of significant maritime casualties and the restoration of healthy marine environments.

Safer environments

We are working to help create safer environments for seafarers and to reduce the number of accidents at sea.

Cleaner energy

We are supporting shipowners in the move towards a cleaner energy and low-carbon future.

Partnership for the goals

We engage with the International Maritime Organization (IMO) – the global regulator for shipping – and collaborate with maritime agencies and industry bodies around the globe to assist in the implementation of sustainable initiatives and frameworks.

From these core Group activities, eight UN SDGs were identified as the principal areas in which the Group's collective action delivers a positive impact:

3 GOOD HEALTH AND WELL-BEING

Promoting seafarer well-being and safety worldwide.



4 QUALITY EDUCATION

Advancing knowledge and understanding of the maritime P&I industry to all.



7 AFFORDABLE AND CLEAN ENERGY

A commitment to understanding and, where possible, supporting new technology to help shipowners decarbonise.



8 DECENT WORK AND ECONOMIC GROWTH

Promoting safe working conditions, supporting skills for productive employment and global economic relationships.



9 INDUSTRY, INNOVATION AND INFRASTRUCTURE

Providing robust and resilient liability cover for the world's trading fleet.



14 LIFE BELOW WATER

Preventing and responding to casualties that threaten the marine environment, including ship-sourced pollution.



16 PEACE, JUSTICE AND STRONG INSTITUTIONS

Prioritising the implementation of fair and transparent frameworks for liability and compensation.



17 PARTNERSHIPS FOR THE GOALS

Working with governments, legislators, maritime regulators, industry associations and reinsurers to promote sustainable outcomes.





This impact area is aligned to UN SDG 14: Life below water, which seeks to “conserve and sustainably use the oceans, seas and marine resources.”

Healthier marine environments

We support and provide financial security for response activities aimed at reducing the impact of significant maritime casualties and the restoration of healthy marine environments.

The consequences of maritime accidents can be very significant from a human, environmental and financial perspective. These consequences have become more complex to address as vessel sizes, as well as consciousness of social and environmental drivers, have increased.

The Group’s role in sharing (pooling) claims and collectively arranging reinsurance for the largest maritime claims means that shipowners have cover which is exceptionally high in limit and broad in scope. The Group and the Group Clubs all operate on a not-for-profit mutual basis and the Group’s claims sharing and reinsurance arrangements have adapted to the needs of shipowners and society at large over time.

Between 1990 and 2022, the limit on the reinsurance cover under these arrangements has increased from \$1.25bn to \$3.1bn (separate oil pollution limits have similarly increased from \$500m to \$1bn).

The Group reinsurance programme, together with the unrivalled high levels of cover that it provides, ensures that shipowners who are entered with a Group Club are able to meet the very substantial liabilities that can arise in the event of a serious maritime casualty. This, in turn, ensures that fair and sufficient compensation is available to the third-parties who suffer loss as a result of such incidents and that sufficient resources exist to help restore healthy marine environments. Further information about the Group’s claims sharing and reinsurance arrangements can be found [here](#).



COLLECTIVE LEARNING

The Group provides a forum in which the Group Clubs that have handled casualties can come together to learn lessons from incidents and spot trends.

The Group prepares a Casualty Review every three years in which the largest and most challenging wreck removal incidents are analysed.

In 2021, the Group, alongside industry stakeholders, supported and funded an independent investigation into a specific issue that had been identified concerning delays in signing salvage contracts and the potential for this to increase risks to the lives of crew or passengers as well as the environment in emergency casualty situations. A report will be published during the course of 2022 which should help address the delay issue and find ways to protect lives and the marine environment by ensuring this is not a stumbling block to a prompt and effective maritime incident response.

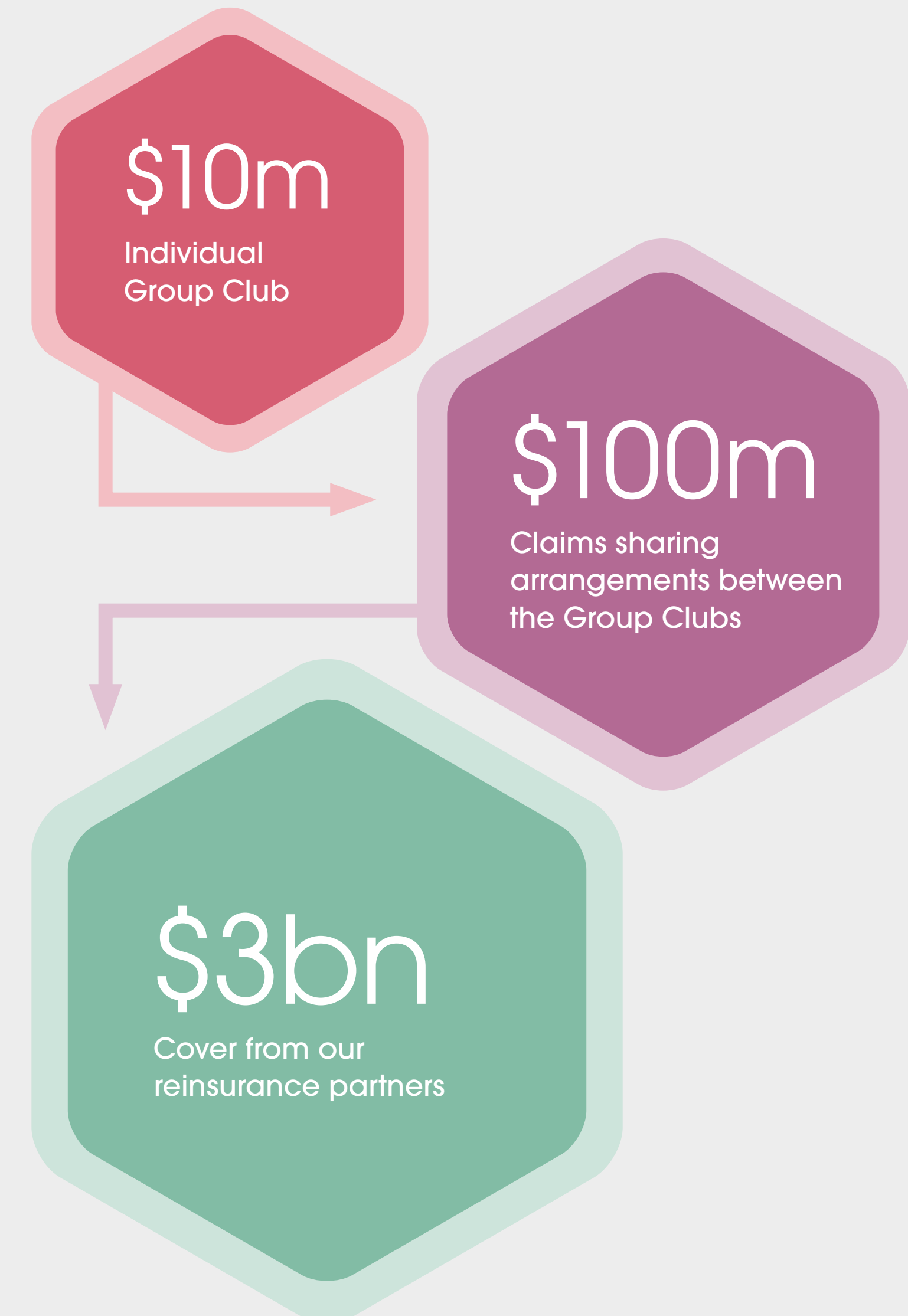
Regrouping helps us to build expertise which can prevent losses or improve the Group Clubs' responses to casualties. It also provides the basis for us to have meaningful engagement with maritime administrations and other industry stakeholders.



Collectively stronger:

It is only together that Group Clubs have the means to respond to the very largest casualties. As a collective, we learn from our experiences so that we can prevent or better respond to casualties in the future.

GROUP CLAIMS AND REINSURANCE ARRANGEMENT IN MARINE P&I CLAIMS





CASE STUDY: RAPID RESPONSE AND ENVIRONMENTAL RESTORATION

On 5 October 2011, the container ship, RENA, ran aground on the Astrolabe Reef (Ōtāiti), 12 nautical miles offshore from Tauranga, New Zealand. The Astrolabe Reef is locally designated as an area of outstanding natural character and has cultural value to the indigenous Māori population.

As a result of the grounding, heavy fuel oil spilled into the sea and a number of containers were lost overboard. Later, the ship broke in half with one section sinking in the deeper water adjacent to the reef, whilst the other remained lodged on Astrolabe.

A casualty of this magnitude requires the Club in question to call upon the Group's claims sharing "pool", and associated reinsurance, to support the provision of the significant financial resources required to address the immediate impact of the casualty and the subsequent legal liabilities. It is with

the strength afforded by the Group system that the relevant Club was able to respond to the multitude of issues that the casualty raised.

Upon notification of the casualty, salvors were promptly engaged. Fuel oil was pumped from the wreck to prevent further pollution, and a ship was engaged to search and recover lost containers. An oil spill response team was mobilised, supported by volunteers, to clean oily waste from the coastline as well as to attend to penguins and beach-nesting birds impacted by the oil spill.

An environmental recovery plan was developed in collaboration with the local government and indigenous Māori representatives. A detailed salvage and wreck removal operation recovered significant amounts of debris from the seabed. Permission was later granted to leave what remained of both the ship and cargo on and around the reef. Further wreck removal operations could have caused greater damage to the reef and also carried personal risk to the salvors. The most dangerous pollutants from the fuel and cargo were removed. Possible pollutants like copper and tributyltin (TBT) from the antifouling paint were monitored.

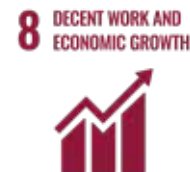
To mitigate the impact of leaving the wreck in situ, it was agreed that environmental monitoring would take place until December 2027.

An independent report commissioned by New Zealand's Transport Minister highlighted that:

"The reviewer finds that the response team overcame initial hurdles to set up a strong and effective team that worked closely with the local community. The response minimized the risks to wildlife and achieved a high quality, world class clean... The generally positive results of the RENA Recovery Plan's scientific monitoring program support this finding."

Environmental monitoring to date indicates that the marine ecosystem is recovering, with the potential for the wreck to have a positive impact on certain marine habitats. In a dive in December 2020, divers reported that the wreck had become a thriving kelp forest and that various types of rays (believed to have cultural significance to the health of the reef) had returned to Astrolabe.

Despite the sector's efforts to prevent losses, significant maritime casualties can and do still occur. It is only together that the Group Clubs have the means to respond to the very largest casualties. It is as a collective that the Group Clubs have access to the widest scope of experience and expertise needed to respond to such incidents around the world and to learn from and develop appropriate strategic responses.



This impact area is aligned to UN SDGs 3 and 8, which, together, seek to ensure healthy lives, to promote well-being and education, and to provide full and productive employment and decent work for all.

Safer environments

We are working to help create safer environments for seafarers and to reduce the number of accidents at sea.

The Group works collaboratively with a wide range of industry bodies, governments and NGOs, and in the IMO, to gather and share knowledge. This improves safety standards, helping to provide safer environments for seafarers and reducing the number of incidents at sea. This work forms part of the larger drive by the maritime industry to constantly improve the operating environment in all areas, including vessel design, operational standards, insurance provisions and regulatory oversight.

COVID-19

The Group works closely with its governmental and industry partners to help improve conditions on board for seafarers. This has never been more important than during the ongoing COVID-19 pandemic. These are

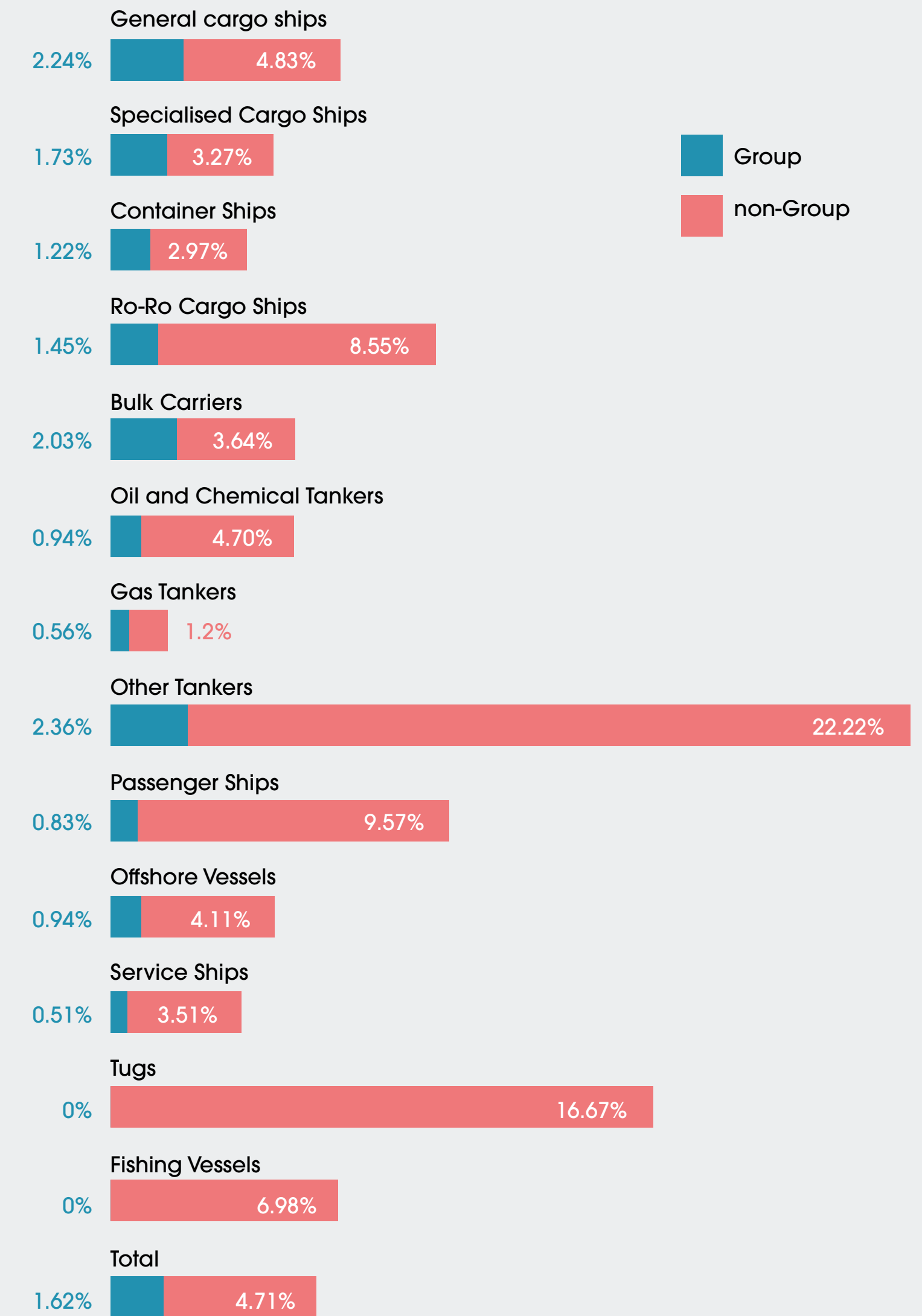
challenging times for the maritime industry and seafarers in particular. The Group has worked with industry partners to improve access to vaccinations for seafarers and has supported the various industry wide and IMO calls to classify seafarers as key workers.

In order to assist those affected by measures introduced at ports and countries across the globe to prevent the further spread of COVID-19, the Group also launched an online digital tool to provide access to relevant information about the current situation in individual countries. This dashboard tool was made publicly available and allowed the maritime sector to track country and port specific advice, detailing the measures being put in place in response to the COVID-19 pandemic.

The comparative detention rates for Group and non-Group insured tonnage can be seen in 2020 data published by Equasis and which highlights the percentage of ships detained by Port State Control in connection with safety, health or environmental deficiencies:¹

Collectively stronger: Learning from experience

Since all 13 Group Clubs share mutual risks, a large claim for one can result in a large claim for all. All Clubs therefore ensure they share and learn from the unparalleled depth and range of loss prevention knowledge.



¹ Equasis 2020; GT>500; Detentions in Paris MoU, Tokyo MoU, IO MoU, USCG, VDM and Med MoU divided by total number of inspections.

Working together to drive safety standards

The Group Clubs collectively and individually play an integral role in influencing safety standards across the sector. The Group Clubs, and the local correspondents and experts that they instruct, are very often early responders to a shipping incident, whether a major grounding, oil spill or the total loss of a vessel. The Group participates in cross-industry safety initiatives, and collaborates with international institutions, to ensure that emerging risks and trends are identified, and that lessons are learned. It also reviews issues relating to vessels, crews, cargoes, trading areas and other matters, and via the Group Clubs often notifies shipowners with recommendations for action.

As well as sharing safety-related data and providing guidance on preventing losses, through the Group, the Clubs also collectively adopt a minimum standard for ship surveys which assists to maintain the quality of shipping and the safety of seafarers on board.

Looking ahead

The Group recognises that it can do more to help improve safety standards at sea and protect the marine environment, within the context of its claims sharing arrangements, through greater sharing of insights based on analysis of data, and by taking a more evidence-based approach to loss prevention strategies. We have initiated a project of enhanced data analysis amongst Group Clubs for such purposes.

These steps may also provide the commercial shipping industry with a stronger foundation from which to help shape future regulatory measures for the maritime sector.



CASE STUDY: MINIMISING LOSS OF LIFE AT SEA

Between 2011 and 2020, at least 34 bulk carriers were lost at sea, at a cost of 128 lives.² Vessels capsizing due to cargo liquefaction – where vibrations transform solid cargoes with high moisture content into a fluid state – account for almost half of those deaths.

Lessons learned and the shared experience of such losses have allowed us to promote initiatives aimed at safety of life at sea and effective casualty response. This has included targeted advice for the carriage of certain bulk cargoes by sea. For example, we have engaged the international regulatory body (IMO), shippers, mining companies, port authorities and governments across the globe – including onsite visits to Brazil, Indonesia, Malaysia, Philippines - to

seek to ensure that the necessary safe carriage requirements and oversight are in place to reduce the risk of cargo liquefaction and loss of life at sea.

However, there is no room for complacency. Seafarer safety remains one of our key priorities, and we will continue to participate in a sector-wide focus on safety awareness and understanding.

² Intercargo Bulk Carrier Casualty Report Years 2011 to 2020 casualties and trends



This impact area is aligned to four UN SDGs, which, together, seek to promote economic growth and decent work for all, build resilient infrastructure and foster innovation, build accountable and inclusive institutions, and revitalize global partnerships for sustainable development.



Partnership for the goals

We are partnering with other stakeholders to implement and maintain sustainable initiatives and efficient frameworks in the maritime community.

Building efficient and resilient frameworks and effecting meaningful progress in the industry requires different sectors and actors to work together. The Group collaborates to mobilise and share knowledge, expertise and resources to support sustainable initiatives and frameworks.

The Group's system requires a delicate balance between the continued confidence of governments and regulators on the one hand and the reinsurance markets on the other. A unified global regulatory framework and adherence to international rules and regulations underpin these relationships.

A leading voice

Our consultative status at the International Maritime Organization (IMO) allows the Group to speak for the commercial shipping and marine insurance industries on liability and compensation issues, together with the International Chamber of Shipping and other industry bodies, including providing expert industry advice and experience on the development of legislation that seeks to make the oceans clean and safe when maritime casualties and ship-sourced pollution occur. The collective financial strength of the Group system enables shipowners, and supports states, to meet the obligations set out

in international treaties on liability and compensation. This financial strength underpins the treaties and, through an extensive certification regime established by the Group, allows shipowners and states to operate in the knowledge that insurance cover is in place in the event of ship-sourced pollution damage. The strength of this system means that fair and due compensation can be paid to those who suffer losses as a result of maritime incidents. It also facilitates capacity building activities that strengthen and maintain states' capabilities to minimise the impacts of maritime incidents on the environment and coastal communities.

Over 40 partnership events, including through the IMO's Integrated Technical Cooperation Programme, in over 70 countries since 2015.

22 of the largest 25 global reinsurers participate on our reinsurance programme.

Over 50 first responders worldwide engaged with the Group to ensure contracts and insurance arrangements are in place to respond to ship-sourced pollution of the marine environment.

12 memoranda of understanding signed with international maritime authorities spanning four continents, with ongoing discussions with more.

Outreach

We collaborate with maritime administrations worldwide to provide training and help countries build readiness to deal with serious maritime incidents.

Ship-sourced pollution incidents

We participate in cooperative initiatives with the UN and inter-governmental agencies – specifically the IMO and the International Oil Pollution Compensation (IOPC) Funds – to help countries build their readiness and ability to deal with ship-sourced pollution incidents.

We are an active partner of the IMO's Integrated Technical Co-operation Programme (ITCP). The ITCP aims to assist countries to strengthen their capacities for uniform compliance with the IMO's regulatory framework. In the last five years, we have actively assisted over 70 countries through our partnerships with ITCP and the IOPC Funds as well as through our own initiatives. Many of these nations are least developed countries (LDCs) and small island developing states (SIDS). This ultimately leads to enhanced environmental protection in the event of ship-sourced pollution. It also ensures that there are statutory systems in place for compensation and environmental restoration in the event of damage occurring.

Significant maritime casualties

Significant casualties are, thankfully, relatively rare and not all states have recent experience of a large-scale maritime incident. We establish lines of communications and share the lessons that the Group, as a collective, has learned about casualty management and preparation. We seek to ensure that states have appropriate legal frameworks to address large casualties. In some cases, we enter into a memorandum of understanding (MoU) to formalise our common understanding and ongoing relationship with relevant maritime administrations.



CASE STUDY: PROMOTING EQUAL UNDERSTANDING OF OIL SPILL LEGISLATION

Due to increased safety standards and regulatory oversight, large ship-sourced oil spills are now rare occurrences. Nonetheless, we recognise the importance of objective guidance on the regulatory framework and clear procedures for cost recovery when loss and damage occur following ship-sourced oil pollution.

Most coastal states around the world (102 states covering over 95% of the world's ocean-going tonnage) have implemented an IMO treaty that governs compensation in the event of pollution damage from ship's fuel oil (when used for the operation and propulsion of the ship). However, there is a lack of internationally recognised guidance for those who suffer loss or damage in the event of such an occurrence.

Given the long-standing existence and application of guidance for those who suffer loss or pollution damage from persistent oil carried as cargo by sea,

we have initiated discussions with our partners in the IMO to develop similar guidance that will apply a consistent and uniform approach across the globe to the treatment of claims for those who experience loss or damage from ship's fuel oil. Without this guidance, states may be at a disadvantage when contingency planning for maritime incidents, and claimants may be disadvantaged in seeking recompense for their losses. We will continue to be at the forefront, seeking to ensure that clear and objective guidance is in place for those who suffer damage from ship-sourced oil spills.



Image © ITOPF

Collectively stronger: One industry voice

The Group speaks for 13 Clubs and 90% of the world's fleet by tonnage on issues relating to liability and compensation. Having one industry voice gives the Group a platform to partner at the highest levels and to effect meaningful change in the industry and the global regulatory framework in these areas.

First responder organisations

The Group engages regularly with local, first responder organisations across the globe to seek to ensure that appropriate contract and insurance arrangements are in place so that a rapid response can be undertaken to clean up ship-sourced pollution of the marine environment.

This requires up-to-date response capabilities and timely responses to maritime incidents through the mobilisation of specialist clean up resources.

The Group and the Group Clubs also engage with ITOPF, a not-for-profit expert body funded in part by the Group Clubs on behalf of their shipowner members through insurance premiums. ITOPF is the world's pre-eminent ship-sourced pollution response adviser. It provides a trusted source of objective technical advice and education for Clubs, shipowners and governments on ship-sourced spills. Through the promotion of effective, timely and efficient responses to incidents, adverse impacts on the marine environment and coastal communities are reduced.

P&I correspondents

When incidents or casualties occur, in order to ensure direct and immediate assistance to shipowners entered with Group Clubs, Group Clubs list on their websites a wide network of "correspondents" in major ports around the world. Correspondents are independent advisors appointed by the shipowner, and the Group has a role in coordinating their education and training and providing guidelines to ensure the quality of correspondent services. In addition, the Group works with correspondents to help with its outreach activities with maritime administrations.



Communication with reinsurance markets

The Group places one of the largest reinsurance contracts in the world, which helps to underpin global trade. The stability of the Group's system depends on the continued support of, and partnership with, the reinsurance markets, and their confidence in the regulatory framework that will apply in the event of a significant maritime incident. Shipping is inherently international in nature and the adoption of regulatory frameworks at the global level increases certainty and stability. This allows all parties in the insurance chain to plan responsibly and provide maritime liability cover that is sustainable in nature.

We use our single industry voice to maintain an open dialogue with our reinsurers in connection with the largest claims and industry issues that may affect P&I coverage. In this way, we maintain the trust necessary for our system of claims sharing and reinsurance to be effective.





7 AFFORDABLE AND CLEAN ENERGY

This impact area is aligned to UN SDG 7, which seeks to “ensure access to affordable, reliable, sustainable and modern energy for all”.

Cleaner energy

Seeking a low-carbon future.

International shipping should be regulated at the global level by the IMO. There is no more important, nor truly global issue on the agenda for the IMO at present than phasing-out Greenhouse Gas (GHG) emissions from shipping, and last year marked the end of a decade of action by the IMO and the adoption of a new set of mandatory energy-efficiency measures for the existing fleet. Shipping is responsible for 2.4% of global GHG emissions and, whilst shipping is the most efficient form of commercial transport from an emissions perspective, the IMO has recognised the need for urgent action to decarbonise the shipping sector. The Group recognises that it has a role to play in supporting shipowners within the framework of the IMO discussions. The Group supports the view that, at current rates of production, zero-carbon fuels are not presently available at sufficient scale, either physically or commercially, in a sustainable way for the global fleet. The Group considers that further significant research is necessary to accelerate the development of zero-carbon technologies, so that the existing IMO GHG emissions goals can be achieved.

Collectively stronger: Supporting shipowners through the fuel transition

Together we can adopt an inclusive approach to pooling that will support all shipowners through the fuel transition.

The Group also recognises the role that its claims sharing (pooling) arrangements and reinsurance programme can play in facilitating industry’s transition to low or zero-carbon fuels. The Group Clubs have historically sought to meet and support the needs of shipowners by adapting to changing demands for liability cover and adopting an inclusive approach to cover within the mutual system, with a key objective being how to pool claims arising from particular types of vessels and/or activities. The same approach to pooling will apply to any changing needs from low or zero-carbon fuels and associated P&I risk. The Group will also participate in an industry-wide alternative fuels working group in its efforts to understand the availability, practicality and implications of moving to the use of such fuels.

2.4%

Shipping is responsible for 2.4% of global carbon emissions.

(Clarksons Research)

R&D

R&D investment and sharing of knowledge is vital to progress to decarbonise the shipping industry.

CO₂

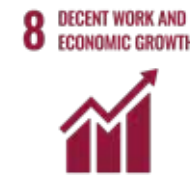
Shipping is the most efficient form of commercial transport in terms of CO₂ emissions per tonne of cargo transported one mile, but action is still required.

90%

Taking into account trade growth, shipping will need to improve its carbon efficiency by 90% in order to reach present IMO targets to reduce emissions by 50% compared with 2008 levels by 2050.

(ICS)





This impact area is aligned to UN SDGs 4 and 8, which, together, seek to ensure and promote inclusive, quality education, lifelong learning opportunities, productive employment, and decent work for all.

Skilled workforce

We are advancing knowledge and understanding of the maritime industry.

Our industry relies on its people. We are committed to supporting quality training and development globally. Quality education is a key enabler for sustainable development.

A key qualification

We established the P&I Qualification (P&IQ) in 2010. The P&IQ is comprised of eight modules each subject to a rigorous exam. The early modules cover the shipping business, the P&I industry, underwriting, claims handling and loss prevention. The later modules look in detail at specific P&I risks, e.g., people or cargo.

We created and regularly review the learning materials for each module as well as coordinating the twice-annual examination process. Formalising learning through the P&IQ raises standards across a broad spectrum of our stakeholders. P&IQ exams are open to everyone and are widely taken by those working in Group Clubs. However, the Group is committed to promoting the P&IQ to the broadest possible range of stakeholders and has seen increasing uptake by seafarers and others engaged in the maritime sector around the world, particularly Club correspondents.



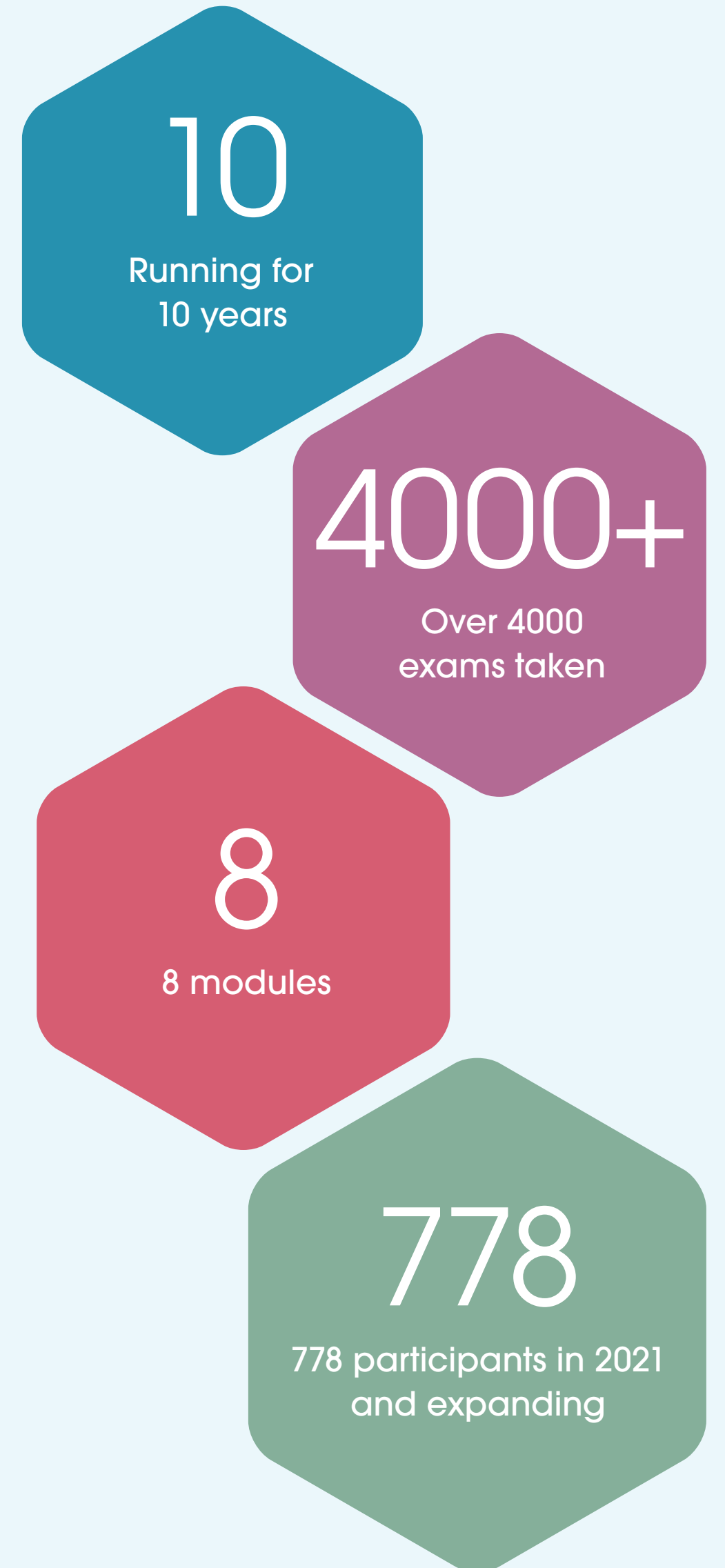
Collectively stronger: Bringing together our knowledge and resources

By pooling knowledge and resources from all Group Clubs, we can contribute to wider and better education across the industry.

“Wherever a P&I incident occurs, clubs and owners look to local port correspondents to assist them on the ground, usually on a very urgent basis. P&IQ has helped me understand and be prepared for any P&I incident so that I can provide effective assistance. It also showed me how my role fits into the wider industry.”

Sebastian Trigub, Pandi Liquidadores SRL, Club correspondent in Argentina

P&I Qualification





Academic outreach

We also engage with maritime education institutions across the globe to share our knowledge and expertise and to foster greater access to recognised academic qualifications.

World Maritime University (WMU)

In September 2021, we signed a memorandum of understanding (MoU) with the World Maritime University (WMU), based in Malmö, Sweden. The MoU is designed to increase co-operation and engagement with both the university and with students studying there, including in their post-academic careers.

WMU is a postgraduate university founded within the framework of the IMO. With more than 5,000 alumni from 170 countries and territories, WMU has created a global network of leaders in the maritime sector.

The signing of the MoU will facilitate closer and more regular engagement between the Group, and the university. It will increase students' understanding of the world of P&I and the functions and importance of the Group and promote participation in the P&IQ. All of this will stand them in good stead for their future careers in the maritime sector.

International Maritime Law Institute (IMLI)

Last year, we also established a Master of Laws student Fellowship at the IMO's International Maritime Law Institute (IMLI) for the 2021/2022 academic year. IMLI is a world recognised centre for the training of specialists in maritime law, with a particular emphasis on regulations adopted by the IMO.

Our 2021/2022 IMLI Fellowship increased accessibility to IMLI as an institution and its postgraduate degree courses, and represents the increasingly important emphasis that we place on education and our role in sharing knowledge and expertise across the globe.

We are delighted to have awarded a fellowship in 2021/2022 to a legal officer in The Gambia's Maritime Administration. The candidate has progressed within his organisation despite both financial and social constraints. The advanced training, study and research programmes provided at IMLI, and made available via this fellowship, will support him to further his career, with an in-depth understanding of international maritime law.

The Group has also agreed to provide a Fellowship for IMLI's LLM course for the 2022/23 academic year.

“Fellowships to IMLI provided by external organisations are both integral and vitally important to facilitating access to IMLI programmes and studying at IMLI. The Group's IMLI Fellowship for 2021/22 represents an important commitment for this academic year and will greatly assist the Institution in its continued mission to enhance capacity-building in all States, particularly developing States, to contribute to the fulfilment of the IMO objectives thereby promoting safe, secure, environmentally sound, efficient and sustainable shipping through cooperation. The award of the Group's Fellowship has been gratefully received by IMLI, the fellow and The Gambian Maritime Administration. He is an excellent candidate and we are looking forward to the Group's continued engagement with the Institution.”

Professor David Attard (IMLI Director, 1992-July 2022)

Looking to the future

The Group brings together 13 leading indemnity insurers to share third-party maritime claims and knowledge, thereby facilitating a strong and dependable insurance framework for shipowners, designed to shoulder the impact of the very worst maritime disasters. The longevity of the system is proof of its efficiency and its value for all stakeholders.

When wrecks and pollution are cleaned up, we help safeguard the oceans and sustain life underwater. Through risk prevention and risk sharing, we help protect lives at sea and make the oceans safer. Our collective financial strength means that Group Clubs are able to provide the insurance cover which underpins international treaties. This gives maritime authorities and seafarers confidence that claims will be paid in a fair and timely fashion, thereby protecting the livelihoods of seafarers and others.



This report highlights just a few of the Group's activities and how they make an impact towards a more sustainable ocean economy. More can be done, and new goals and initiatives will surely follow. This is a journey we are taking in partnership with shipowners and the broader maritime industry. We will continue to work together, to reduce any negative impacts, enhance positive change, and above all, to support the industry in the decisions and changes needed ahead.

We are collectively stronger.

Rolf Thore Roppestad,
Chair of the Group's Sustainability Committee





IGP&I

International Group of P&I Clubs

For more information about the International Group, please visit our website at www.igpandi.org or contact the International Group Secretariat:

International Group of P&I Clubs
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