
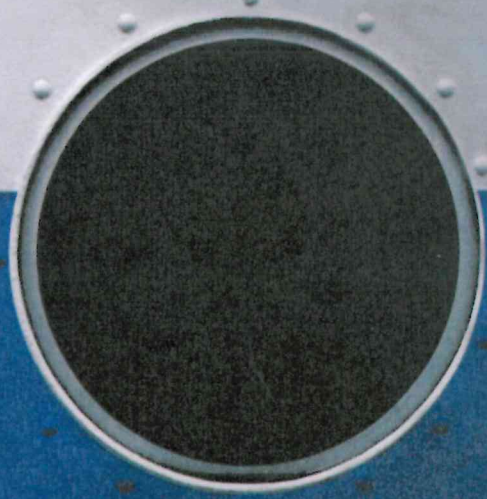
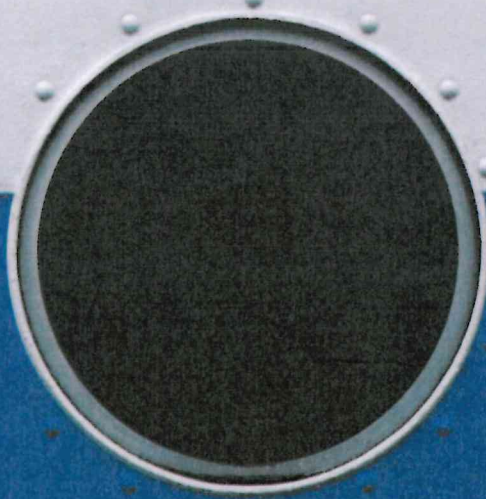


Lloyd's List 

One Hundred People

2022 | Edition Thirteen



The shipping industry's
most influential people

during the first four months of its implementation.

The Black Sea Grain Initiative has helped contain food prices and has kept grain flowing to countries in need.

In August, the Food and Agriculture Organisation cereal price index decreased 1.4% month on month. This drop was driven by a 5.1% decline in international wheat prices, which was due in part to the resumption of exports from Ukraine's greater Odesa region.

The index subsequently increased in September and October, reflecting uncertainties about the continuation of the Black Sea Grain Initiative, which was due to expire on November 19. October's index figure was 11.1% higher than in 2021.

Ms Grynspan has been working with other colleagues at the UN to negotiate the renewal and potential expansion of the agreement. Specifically, she has been working to remove obstacles to the export of Russian grain and fertiliser.

The original deal was renewed for another 120 days on November 17, with no new provisions.

The UN has reportedly assured Russia that indirect and direct barriers to the export of its agricultural products will be removed.

The promise of unimpeded trade was crucial to getting Russia to agree to the extension of the agreement.

This is Ms Grynspan's first appearance in the Top 100.

69 Ann Fenech

NEW ● Comité Maritime International

New president of the 125-year-old organisation aims to strengthen relations with other global maritime bodies

ANN Fenech was elected president of the Comité Maritime International in October 2022, the first woman to hold that position since the non-governmental, not-for-profit organisation was established in 1897 with the aim of contributing to the unification of maritime law.

One of her goals now is to further strengthen the CMI's relationships with the International Maritime Organization, BIMCO, the International Chamber of Shipping and other top industry bodies, as well as improving internal communications between members through better use of social media tools.

Dr Fenech cites CMI work at the United Nations Commission on International Trade Law, which culminated in approval of the draft convention on the international effects of judicial sales of ships in June 2022, as a demonstration of "how important it is for the international maritime community to come together".

When it does, "we are a force to be reckoned with", she maintains.

The purpose of the convention, which should soon be ratified, is to guarantee that when a vessel is sold in a judicial sale, free and



Fenech: first woman to be elected president of Comité Maritime International.

unencumbered, the buyer has the right to the use and enjoyment of the ship without the fear of re-arrest by the vessel's previous creditors.

More generally, the CMI seeks to ensure those working in the global shipping industry have legal certainty through unified maritime laws.

A top shipping lawyer, Dr Fenech heads the marine litigation

department at Malta law firm Fenech & Fenech Advocates, having first gained experience of the industry when she joined Holman Fenwick & Willan in London soon after qualifying.

Her interest and passion for shipping was further fueled by a move to the US when her husband, an ophthalmologist, took up a new post at a New Orleans hospital.

Dr Fenech was seconded to local firm Chaffe McCall Phillips Toler and Sarpy, which, because of its proximity to the Mississippi, was heavily involved in litigation work involving collisions, pilotage, towage and salvage.

On returning to Malta in 1992, she joined Fenech & Fenech, a legal practice founded by her husband's great-uncle and grandfather 130 years ago, and set up the marine litigation department.

Although managing partner between 2008 and 2020, Dr

Fenech is not one of the Fenechs after whom the firm is named.

For the past 36 years, Dr Fenech has dealt exclusively with maritime issues while also building up an impressive reputation in the international arena.

She is president of the Malta Maritime Law Association and a European Maritime Law Organisation board member since 2008. On three occasions, she was named Best in Shipping Law at the European Women in Business Law Awards held in London.

Dr Fenech was appointed to the CMI's executive council in 2014 and was a vice-president before her election as president during the organisation's 125th anniversary celebrations and annual conference in Antwerp.

The CMI represents 56 national maritime law associations, whose memberships total around 11,000 individuals worldwide, including lawyers, insurers, brokers and bankers, as well as those working for shipping companies.

This is Dr Fenech's first appearance in the Top 100.

Alfonso Castellero

Libertian Shipping and Corporate Registry

Headed by its chief operating officer, the West African registry is poised to overtake Panama as the world's largest flag, which confers a level of influence on it as an industry leader

FOR the past 29 years, Panama has easily held the crown as the world's largest shipping registry — but not for much longer.

In total dwt tonnage terms, Liberia is a hair's breadth away from taking over the industry top spot.

Panama is inevitably fighting off the incursion, but this is no mere blip; Liberia has been planning this takeover for nearly a decade.

Eight years ago, the management team at the Liberian Shipping and Corporate Registry sat down to produce a 10-year strategy to reclaim the top spot from Panama — and they are running ahead of schedule.

As LISCR chief operating officer Alfonso Castellero told Lloyd's List back in August 2022, when the statistics first started pointing towards an imminent coronation: "This is no accident — we have been planning and working towards this for some time.

"Mathematically, we are nearly there. Nothing is written in stone, and I can't predict what the markets are going to be like over the next couple of years. But what I can tell you is that the relationships we

have with our clients are so strong that we believe we will overtake [Panama] next year.

"I'm not bragging about it, I'm not celebrating just yet, but we were number one before — and this is going to be a world first in terms of comebacks."

Following the birth of the open register, Liberia dominated as the flag of choice for owners seeking a light-touch regulatory and tax regime. In fact, they were so successful that by the 1960s, Liberia had become the world's largest flag.

However, two civil wars in the 1990s and 2000s hit the registry hard.

Charles Taylor's brutal regime from 1997 to 2003 mired the registry in scandal, after it was found that the warlord (later convicted of war crimes) had used some of the \$20m a year generated by the registry to pay arms dealers.

His legacy saw many shipowners switch to Panama and, by the time the fighting ended in 2003, its registry was more than twice the size of Liberia's.

The path back to the top slot has taken several years of reform,



Castillero: been planning and working towards this comeback for some time.

investment and some diplomatic quickstepping to position itself as the flag of choice for owners with large fleets — not least with China, where dropping Taiwan recognition earlier helped.

Liberia's modern-era incarnation has once again outperformed all the other major flags in the US, with the fewest detentions among the top three flag states.