



Sustainability Report

March 2025

UK P&I CLUB
IS MANAGED
BY **THOMAS
MILLER**



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Introduction

Welcome to the UK P&I Club's second Sustainability Report.



Our first report, published in December 2022, described our approach to sustainability and outlined our plans to make the business more sustainable. The Club had just signed the United Nations (UN) Global Compact and the report explained our impacts – both positive and negative – with reference to the UN Sustainable Development Goals (SDG) most aligned with the Club's activities.

We have since tried to identify those areas where we can improve the Club's impact, and to find and progress projects in areas where our expertise and resources can make a real difference. This report summarises our progress over the past two years.

I wish to highlight three new projects that illustrate the Club's efforts to move forward.

As we explained in the 2022 report, our greatest positive sustainability impact is supporting Members' efforts to decarbonise. To this end, both the Club and its managers Thomas Miller have provided significant support to the Blue Visby coalition, a project aiming to cut greenhouse gas emissions from shipping by approximately 15% through use of innovative technology.

The Club has also joined with other industry partners in the Methane Abatement in Maritime Innovation Initiative (MAMII), a project focused on measuring and helping to abate the release of unburnt methane, a potent greenhouse gas.

And on the human side of sustainability, we are funding and helping to drive forward a project aimed at preventing harassment at sea through education and allyship.

Building on our long history of loss prevention, we also launched a new Safety & Risk Management department in 2024, allowing us to focus even more effectively on key sustainability issues such as pollution prevention, decarbonisation and crew well-being.

As well as supporting the sustainability of Members' operations and people, we recognise the importance of addressing our own operations and people. The Club contributed to Thomas Miller's ESG Reports in 2023 and 2024, which led to measuring our own greenhouse gas emissions for business travel and researching how to reduce and offset or mitigate them. In addition, we published our first Communication on Progress to the UN Global Compact.

While we are proud of the Club's progress over the past couple of years, the Board recognises the need for further improvement and is committed to working with Members and Thomas Miller towards a more sustainable future.

Jan Valkier

Chair, UK P&I Club

Report overview

This is the UK P&I Club's second Sustainability Report and provides an update on the steps the Club has taken since publication of its [first report](#) in December 2022. As before it focuses on the Club's impact across the five SDGs considered to be most relevant to the Club:

- SDG3 on 'good health and well-being'
- SDG8 on 'decent work and economic growth'
- SDG13 on 'climate action'
- SDG14 on 'life below water'
- SDG17 on 'partnerships for the goals'

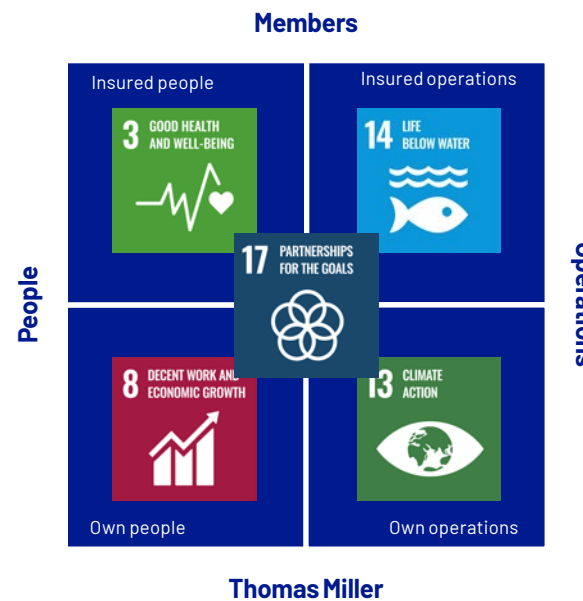
Since 2022 the Club's managers, Thomas Miller, have also published ESG Reports in [2023](#) and [2024](#), and the Club has submitted its first [Communication on Progress](#) to the United Nations Global Compact. This update makes references to these reports to help explain the Club's impacts and the steps being taken to improve them.

As in 2022, this report reviews the Club's impacts across the following five areas:

- [Insured operations](#)
- [Insured people](#)
- [Own operations](#)
- [Own people](#)
- [Partnerships](#)

The chart opposite shows how these five areas map onto the five SDGs considered to be the most relevant to the Club. It provides a useful way to think about the Club's sustainability impacts, both positive and negative.

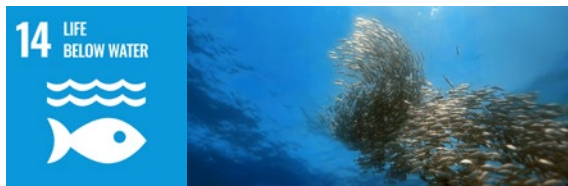
The chart distinguishes between the Club's impacts related to the 'insured' people and operations of its Members (top of the chart), and those impacts associated with the 'own' people and operations of its managers, Thomas Miller (bottom). It also shows the overlap of the 'partnerships' area with the people and operations areas.



In addition, the chart allows the Club to distinguish between human sustainability impacts (left of chart) and those that are physical or operational (right). By looking at impacts in this way, the Club has been able to identify certain areas, such as diversity, equity and inclusion (DEI), where it can do more to improve.

The report concludes with an explanation of the Club's sustainability governance and the teams involved.

Insured operations



The UK P&I Club's priority is supporting its Members' operations. Given the Club insures over 150 million GT of international shipping, this is also the area in which the Club can have the greatest sustainability impact. The benefits of this activity align with SDG14 on 'life under water', which aims to 'conserve and sustainably use the oceans, seas and marine resources for sustainable development'.

Improving Safety & Risk Management

In response to the new challenges presented by rapid technological developments, the Club launched a new sustainability-focused [Safety & Risk Management department](#) in 2024. It aims to reduce maritime incidents and protect the marine environment by providing Members with a more integrated range of resources, training and guidance.

The department incorporates five key service areas: [Fleet Quality](#), [Loss Prevention](#), [Environment](#), [Crew Well-being](#) and [Industry Collaboration](#). It reflects the Club's belief that a more holistic approach is needed for identifying and mitigating the evolving risks Members face, as well as helping them to benefit from potential opportunities. These include the use of alternative fuels, implementation of new digital and operational technologies, changing crew requirements and geo-political shifts.

Building on its work with CAE to learn safety lessons from the aviation industry (described in the [2022 Sustainability Report](#)), the Club has continued to look outside the shipping industry for new best practices to enhance the safety and well-being of seafarers.

In 2024 the Club partnered with an award-winning industrial psychologist to create a Learning From Normal Work programme of guidance for Members. The scheme is designed to ensure that, in a world in which there are hopefully fewer actual accidents to learn from, Members can identify precursors to future accidents, quality defects and operational issues before they happen.



Supporting new decarbonisation initiatives

The Club is committed to supporting its Members' efforts to reduce their greenhouse gas emissions. Materiality assessments indicate this is where the Club can have the greatest long-term sustainability impact of all.

The most direct way in which the Club can encourage decarbonisation is through providing insurance for ships in which new technologies are being adopted (see case studies), and by offering tailored Safety & Risk Management support.

The Club has also sought to follow a proactive approach in identifying and supporting initiatives that can drive real progress in reducing emissions, as summarised here.

Blue Visby Consortium

BLUE VISBY SOLUTION

Since 2023 the Club and its managers have supported the [Blue Visby Consortium](#). This seeks to reduce the shipping industry's greenhouse gas emissions by about 15% by eradicating the practice of 'sail fast then wait'.

The Consortium aims to do this through the Blue Visby Solution, a multilateral platform that complements individual ports' just-in-time projects and individual ships' voyage optimisation.

The Club and Thomas Miller were the first P&I organisations to get involved in this project, providing financial support and helping with governance. Both believe it has a huge potential for positive impact.

Methane Abatement in Maritime Innovation Initiative



Many of the Club's Members are using liquified natural gas (LNG) fuel as part of their efforts to decarbonise. While this results in lower emissions than burning traditional fuels, the methane that makes up most of LNG has about 28 times the global warming potential of carbon dioxide. This means the situation would be further improved if 'methane slip', meaning the release of unburnt methane, could be reduced or avoided altogether.

In February 2024, the Club therefore joined with Members and other industry partners in the [Methane Abatement in Maritime Innovation Initiative \(MAMII\)](#). This is dedicated to advancing technologies that monitor, measure and mitigate methane emissions within the maritime sector with the aim of establishing methane-free operations and supply chains.

Carbon Capture and Storage Association



During 2024, the Club joined the [Carbon Capture and Storage Association \(CCSA\)](#). The Club sees this as an area of potential significance in the efforts to decarbonise shipping. To help ensure that the new technology is introduced safely, the Club is supporting CCSA through its Safety & Risk Management expertise.

Publications and training

The Club continues to produce papers and guidance notes to help Members deal with matters relating to green shipping and decarbonisation.

Materials produced in the past two years include an updated [Roadmap for Ship Decarbonisation](#) and technical articles on subjects such as [transitional fuels](#), [zero-emission fuels](#), [navigating the alternative fuel transition](#), [biofuels](#), [ammonia](#) and [methanol](#) as fuels, and [onboard carbon capture, utilisation and storage](#).

Guidance was also given to Members on regulatory and political developments such as the [European Union Emissions Trading System](#), [FuelEU Maritime](#), and [Ship Recycling and the Hong Kong Convention](#).

To disseminate knowledge further, the Club produced a series of 20–30 minute Ask an Expert videos in 2023 and 2024. These featured discussions with specialists on various facets of shipping decarbonisation, including [Wind Assisted Propulsion Systems](#) and [Methanol as a Marine Fuel](#).

In addition, the Club presented at numerous conferences and industry events over the past two years on subjects relating to green shipping and decarbonisation, especially the safe application of new technologies.

Case study

Louis Dreyfus-Armateurs

Club Member Louis Dreyfus-Armateurs (LDA) has been implementing various systems on Ville de Bordeaux, a Club-insured roll-on-roll-off (ro-ro) ship adapted to transport aircraft components between Europe and the USA.

In 2021, the ship was fitted with an [Airseas](#) automated foil kite system called Seawing. Flying at an altitude of about 200 m, the kite comes in both 250 m² and 500 m² versions, both of which were on board for the trial. The system, which can be deployed at the push of a button, aims to cut fuel consumption and emissions by an average of 20%.

Three years later, the ship was fitted with three eSAILS[®] (suction sails). Developed by [bound4blue](#), these make use of an electric-powered air suction system to generate six to seven times more lift than a conventional sail. The manufacturer claims this new technology could save up to 1,800 tons of CO₂ emissions per year for this ship.

Both systems support LDA's goals of achieving net-zero emissions across its entire fleet by 2050. The Club is proud to have been able to support LDA through the provision of Ville de Bordeaux's P&I cover throughout these installations.



Case study

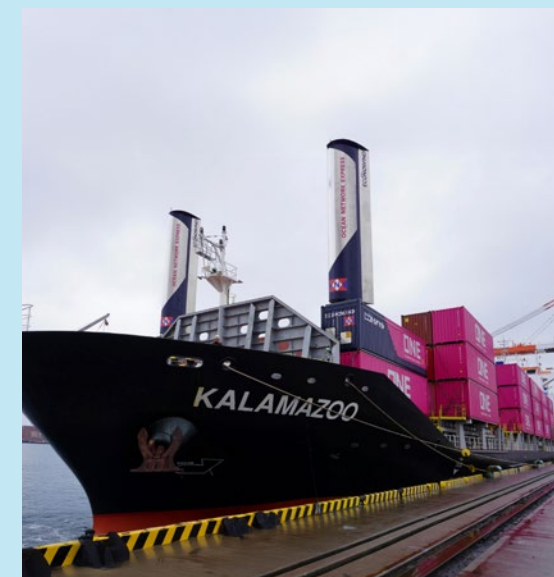
Ocean Network Express

The MV Kalamazoo, a 1,042 TEU feeder ship chartered by Club Member Ocean Network Express (ONE), is at the forefront of an organization initiative aimed at reducing fuel consumption and greenhouse gas emissions. ONE has partnered with Netherlands-based [Econowind](#) to install a VentoFoil wind propulsion system on the vessel.

Each of the two VentoFoil is a containerised wind foil like an airplane wing. Positioned on the front of the ship's deck, the foils are equipped with a smart suction system that optimises airflow and maximises thrust. They can generate up to 400 kW of motive power, harnessing wind energy to assist the ship's propulsion.

MV Kalamazoo aims to achieve a 5% reduction in fuel consumption. Throughout the usage period, data will be collected on fuel usage, emissions and overall operational efficiency.

The Club adapted the Member's P&I cover to account for the additional liability risks posed by the installation and operation of the foils.



Case study

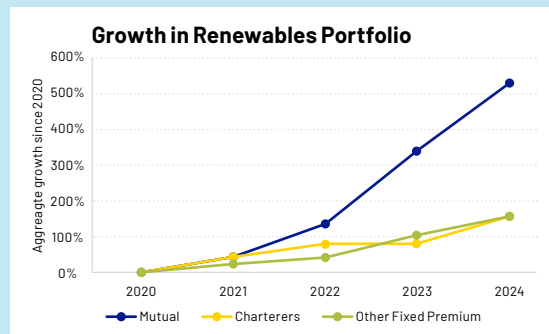
Offshore Wind

The Club provides P&I cover for the full spectrum of maritime operations needed for the construction and operation of offshore wind farms, for both owners and charterers.

The [UN Global Compact](#) says a rapid transition to clean energy such as offshore wind is critical to avoid the worst effects of climate change and to help stop fossil-fuel-driven biodiversity loss.

Offshore wind activities covered by the Club include units engaged in geotechnical surveys, cable laying and the transportation, installation, maintenance and decommissioning of offshore turbines and foundations.

The Club's focus on renewables has led to considerable growth of the Club's renewables portfolio, with over 500% aggregate growth in the mutual renewables portfolio over the past five years.



Helping with environmental compliance

The Club is dedicated to supporting Members in complying with existing and proposed environmental regulations and legislation, all of which will help to achieve cleaner seas.

One of the most significant regulations is the International Maritime Organization's International Convention for the Prevention of Pollution from Ships (MARPOL), which aims to protect the marine environment from accidental or operational ship-source pollution.

In 2023 and 2024, the Club published a wide range of guidance to assist Members comply with existing MARPOL requirements as well as regular updates on further changes to the Convention. This includes handy checklists that can be shared with the crew, collaborative articles with entities such as ITOPF, and other explanatory circulars.

The Club also provided Members with regular updates on new environmental regulations and legislation as well as bespoke training for Members on environmental topics relevant to them or their region.

Minimising environmental impact of casualties

The Club has a long-standing track record of helping Members to minimise the effect of casualties, with a swift and targeted response to incidents involving a threat to the environment from a stricken ship or its cargo. The Club takes a proactive approach in such incidents, keeping informed of the best pollution-response technologies, deploying local correspondents to attend the scene and liaising with local authorities.

The Club's comprehensive Casualty Response Plan sets out procedures and protocols for dealing with casualties, including specific guidance on handling pollution incidents based on the Club's extensive experience over many years. The top priorities in such situations are safety and prevention of pollution.

To test and improve its procedures and protocols, the Club carried out regular training in 2023 and 2024 with Members and held sessions with relevant local authorities. These included the US Coast Guard, US federal environmental agencies and authorities in jurisdictions such as Canada and Brazil.

In 2024, the Club ran a two-day training course for Members on current challenges affecting the maritime industry. This included a full day dedicated to dealing with maritime casualties, with input on casualty preparations and response from ITOPF specialists.

Taking part in more local clean-up projects

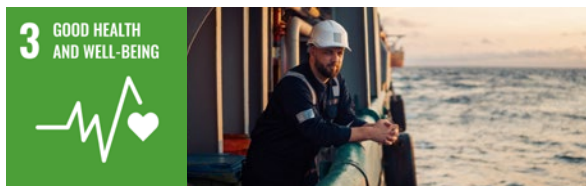
The UK Club continues to take part in local environmental clean-up projects in the locations where it operates. Such direct action helps to achieve cleaner and healthier seas.

In addition to a UK beach clean-up initiative (see the Club's [2022 Sustainability Report](#)), a team of Club managers in New Jersey, USA have for the past two years volunteered at and provided financial support to the [Billion Oyster Project](#) to restore oyster reefs in New York Harbour.

A team of Club managers in Greece also continued volunteering at [Hellenic Marine Environment Protection Association](#) beach clean-ups during 2023 and 2024.



Insured people



In 2024 the Club made crew well-being one of the five pillars of its new [Safety & Risk Management department](#). Placing people at the heart of the new holistic approach has created a more robust support and training framework for seafarers as they adapt to the challenges of operating increasingly complex ships.

The Club's efforts to improve the health and happiness of those who serve at sea on Members' ships aligns with SDG3 on 'good health and well-being', which aims to 'ensure healthy lives and promote well-being for all ages'.

Supporting diversity, equity and inclusion initiatives

The Club recognises that the shipping industry needs to do more to improve DEI at sea. There are still far too many incidents of harassment on the world's ships, especially of women seafarers.

Over the past two years the Club has been identifying, supporting and driving forward various projects that can prevent harassment and promote equality in the maritime industry (see case studies).

Case study

Safe at Sea

The Club has since partnered with the [Seafarers' Charity](#) in funding and driving forward a new Safe at Sea campaign, coordinated by the [International Seafarers' Welfare and Assistance Network \(ISWAN\)](#).

The campaign aims to educate both men and women seafarers, and to promote a culture of allyship whereby fellow crewmembers can support one another, all with the aim of preventing harassment at sea. The Club hosted the launch in October 2024, and continues to support it with funding and expertise in safety, risk management and crew welfare.



Case study

Safer Waves

Since 2023 the Club has also funded one third of the running costs of [Safer Waves](#), a new charity that supports merchant seafarers who have experienced sexual violence, sexual harassment or gender discrimination at sea.

Safer Waves supports individual seafarers through its website and anonymous email service, providing emotional support and information to those in need. The organisation also works to prevent sexual violence by delivering Active Bystander training, and to improve individual and company response to disclosures of sexual violence through its Responders Course.



Improving crew well-being

The Club continued with its own crew well-being initiatives in 2023 and 2024, including the Crew Health programme, pre-employment medical examination (PEME) screening and BlueMed telemedicine services. More details of these initiatives are in the Club's [2022 Sustainability Report](#).

The Club also continued to support a wide range of seafarer well-being charities around the world (see case studies). These non-profit making organisations are dedicated to improving the mental and physical health of seafarers through a mix of face-to-face counselling, online guidance and training, temporary accommodation and direct financial support.

Case study

Mission to Seafarers

The Club continued to fund [The Mission to Seafarers'](#) WeCare programme in 2023 and 2024. This was launched by the charity in partnership with the Club in 2019 to focus on seafarers' mental health and well-being. The Club has been the core funder of the WeCare programme from the outset. The programme has continued to expand and to date the courses have been accessed by over 85,000 seafarers and their families globally.



Case study

safeTALK

In 2024 the Club also helped to fund the Mission to Seafarers' development of safeTALK, a suicide awareness course. Over 1000 people across nine countries and over 80 maritime organisations have been trained to become Suicide Alert Helpers, with some of the training taking place in the Club's London office. In December 2024, the Club received the Mission to Seafarers' Corporate Fundraiser Award.



Case study

Stella Maris

Over the past two years, the Club continued to support [Stella Maris'](#) efforts to help Ukrainian seafarers and their families affected by the war with Russia. In 2023 the Club donated a van to help the charity's team in Ukraine access berths and seafarers, and in 2024 Club provided financial support for the charity's work in Odesa.



Own operations

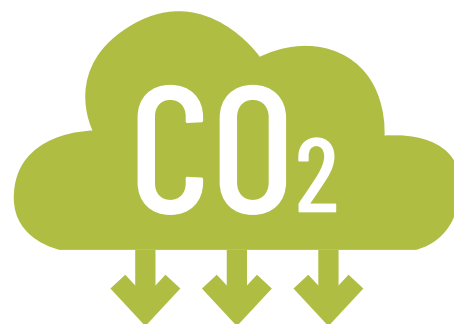


The UK P&I Club is committed to assessing and improving the sustainability of its own operations. This activity aligns with SDG13 on 'climate action', which aims to 'take urgent action to combat climate change and its impacts'.

Because the Club's management is outsourced to Thomas Miller, the operations of the Club are wrapped up in the operations of its managers. Thomas Miller's [2024 ESG Report](#) contains details of the steps being taken by the Managers to improve the impact of the Club's operations.

Reducing greenhouse gas emissions

The Club is committed to measuring, reducing and offsetting or mitigating its greenhouse gas emissions to help combat climate change. Most of these arise from corporate travel, physical premises and data servers.



Corporate travel

In May 2023 the Board resolved to implement a carbon measurement and offset trial regarding its meetings. Its emissions for travel were measured as 530.89 tCO₂e for the year to May 2024. The Board then decided to expand the scheme to cover all Club business travel, and to purchase products to offset or mitigate the carbon footprint of the Board's travel and meetings from May 2023 and the wider Club's travel from May 2024. Work is now ongoing to measure all corporate travel emissions and identify suitable schemes by which to offset or mitigate them.

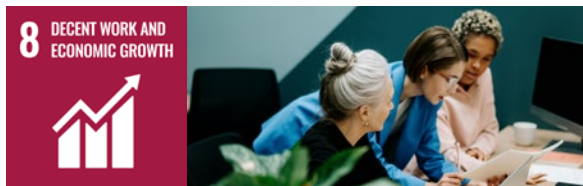
The Club follows the global travel policy of Thomas Miller, to which environmental considerations have recently been added. These challenge the necessity of physical trips and encourage more sustainable booking options, such as direct flights over indirect flights or alternatives to air travel. Through its global travel agent, Thomas Miller plans to launch an online travel booking tool for employees. This will provide more transparent environmental data for each travel option, enabling more sustainable choices (see page 25 of Thomas Miller's [2024 ESG Report](#)).

Premises and data centre

Thomas Miller manages the buildings and data servers used for Club business. Since 2022 Thomas Miller has measured and reported the overall group global emissions for Scope 1 (direct), Scope 2 (indirect) and partial Scope 3 (business travel) sources in line with the Greenhouse Gas Protocol (see page 24 of its [2024 ESG Report](#)). The company is also taking steps to make one of its data centres used by the Club more sustainable.



Own people



The UK P& Club and its managers Thomas Miller are committed to monitoring and improving the health and well-being of all employees working for the Club. This aligns with SDG8 on ‘decent work and economic growth’, which aims to ‘promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all’.

Improving employee well-being

Over the past two years, Thomas Miller has continued to take great care of employees working for the Club, engaging them in all aspects of well-being. Full details are in Thomas Miller’s [2024 ESG Report](#).

All employees have access to an independent employee helpline 24/7 providing them with support on both work and home-related issues. Thomas Miller also has trained mental health first aiders globally to provide confidential support at work when needed. They hold regular virtual and in-person events, which act as awareness sessions for different well-being initiatives and provide forums in which employees can learn, share thoughts and make new connections.

Thomas Miller offers all employees the opportunity for hybrid working. At the start of 2025, it launched a flexible public holiday policy, allowing employees to swap public holidays to suit their cultural and religious beliefs. The company has also committed to reviewing family policies on maternity, paternity and shared parental leave in the UK.

Expanding diversity, equity and inclusion focus

Thomas Miller has a key focus on DEI across the group, believing success is a direct result of the skills and experience of its employees. It is committed to furthering diversity within teams, reflecting company values and the diverse markets in which it operates. There is a global DEI policy to ensure all employees are aware of the standards set.

The Club’s senior leadership team is committed to leading on DEI and setting the right tone from the top. Employees working for the Club are also encouraged to participate in the Thomas Miller’s DEI Employee Forum, which was recently launched to act as an employee voice on DEI matters.

DEI targets and commitments

Throughout 2023 and 2024, Thomas Miller has delivered on its DEI targets and commitments related to recruitment and learning and development (see pages 6–13 of its [2024 ESG](#)

[Report](#)). New targets and commitments have been agreed for 2025, including a further focus on improving recruitment and selection practices, as well as ensuring processes are accessible to all. Thomas Miller is looking to expand its DEI and more general employment-related datasets to improve DEI monitoring and reporting.

The Club’s Board and Nominations Committee also continued to take DEI into account in 2023 and 2024 when appointing Member representatives to serve on the Board, as stated in the Board’s diversity policy.

DEI mentoring and internships

In 2024 the Club’s managers partnered with UK national social mobility charity [Career Ready](#). Club volunteers helped to run mentoring and skills masterclasses and offered four-week paid internships to disadvantaged young people, opening their eyes to possible careers in shipping (see Thomas Miller’s [2024 ESG Report](#) for more details).



Partnerships

17 PARTNERSHIPS FOR THE GOALS



The UK P&I Club's most important partnership for improving sustainability is with its Members, as explained in the sections of this report on 'insured operations' and 'insured people'. The partnership with its managers Thomas Miller is also key, as explained in the 'our operations' and 'our people' sections and set out in more detail Thomas Miller's [2024 ESG Report](#).

In addition, the Club is engaged in various other partnerships and initiatives to improve its sustainability impact, as summarised here. The sustainability aspects of the Club's partnerships align with SDG17 on 'partnerships for the goals', which aims to 'strengthen the means of implementation and revitalise the Global Partnership for Sustainable Development'.

International Group of P&I Clubs

The Club is a founding member of the [International Group of P&I Clubs](#), through which the world's leading P&I clubs share safety-related lessons to prevent or minimise future incidents. The Group's pooling agreement means the Club has continued to meet compensation and environmental clean-up costs of even the largest maritime incidents over the past two years. The Club has also contributed to the Group's sustainability efforts, which are summarised in [the International Group's 2024 Sustainability Report](#).

IGP&I

Together in Safety

The Club is a founding Member of [Together in Safety](#), a non-regulatory maritime industry consortium with a core objective of improving safety performance. In early 2024, the consortium launched a set of Golden Safety Rules to inspire safety improvements across the industry.

The Rules were developed following a detailed review of accident and incident reports across all sectors of shipping, with significant input from the Club. The Club has incorporated the principles into its own [Safety & Risk Management programme](#), helping Members' operations to become safer and more sustainable.



Maritime Anti-Corruption Network

The Club has been an active member of the [Maritime Anti-Corruption Network \(MACN\)](#) since 2021 and, together with the other MACN members, remains committed to eliminating maritime corruption. MACN's goals support the Club's own motivations for a just, rational and more sustainable maritime environment.



Sustainability governance

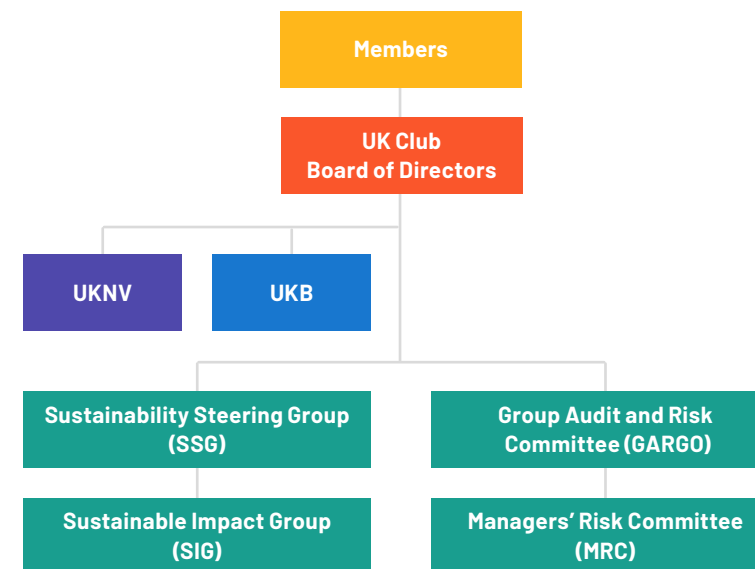
The UK P&I Club is a mutual marine insurance business based and primarily regulated in the UK, but with regulated subsidiaries in the Netherlands and Bermuda. The Club is governed by a Members' Committee and a regulated Board of Directors. Since 1885 the Club has fully outsourced its management to Thomas Miller.

The Club has a designated Sustainability Director, employed by Thomas Miller. The Sustainability Director is responsible to the Club's Chief Executive Officer for developing and driving the Club's sustainability programme and embedding it into all business areas. The Sustainability Director also sits on Thomas Miller's ESG Committee.

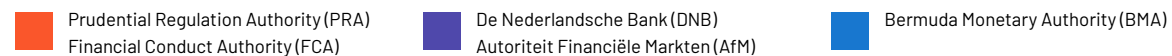
The Club's Sustainability Steering Group is responsible for ensuring that the Club's sustainability strategy and objectives remain aligned with the Club's wider strategy and objectives. The Group, which comprises the most senior managers involved in running the Club, reports regularly through the Sustainability Director to the Club's Board and Members' Committee.

The Sustainability Steering Group directs the work of the Club's Sustainable Impact Group. This Group, which is made up of senior managers drawn from across the Club's departments and offices, is tasked with implementing and informing the Club's sustainability policy and pursuing the Club's sustainability objectives.

Sustainability governance structure



Financial Services Regulators of the Regulated Companies



Voluntary commitments and compliance

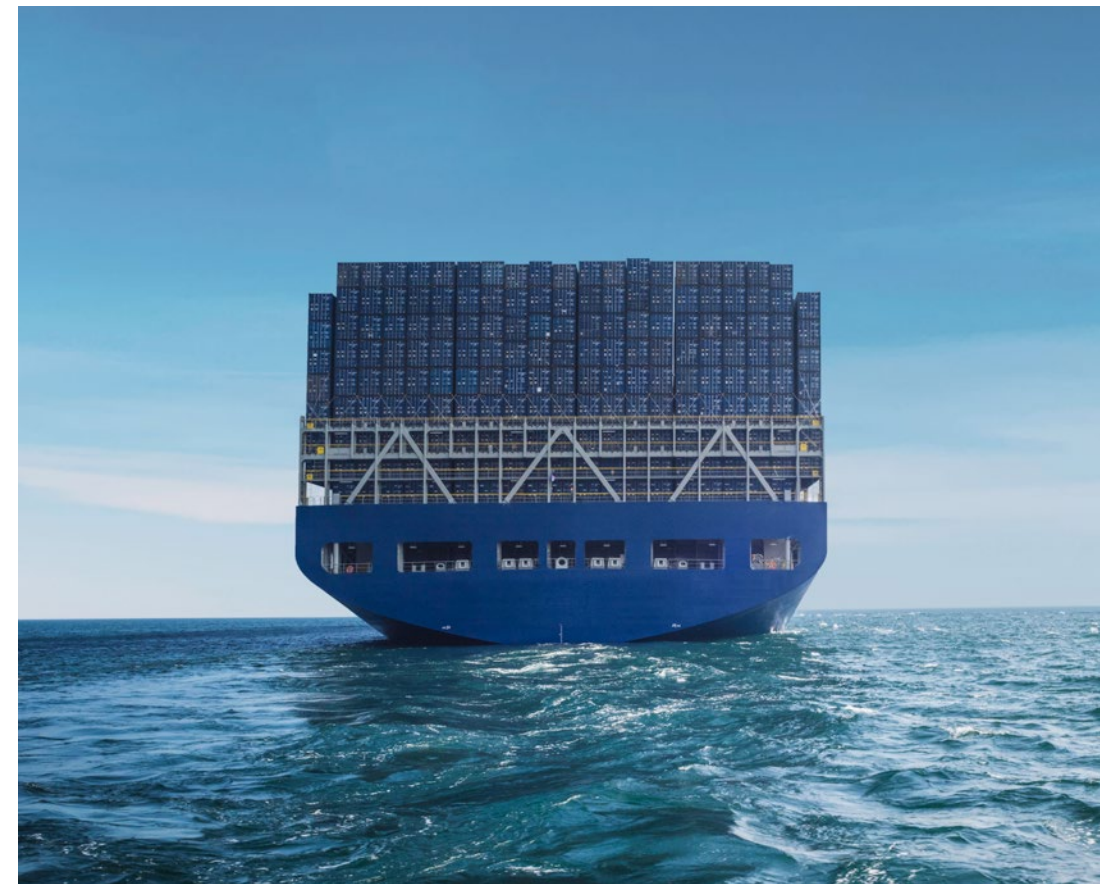
UN Global Compact

Both the Club and Thomas Miller are now signatories to the United Nations Global Compact and, as such, are committed to operate responsibly in alignment with the Compact's universal sustainability principles, and to report annually on their ongoing efforts. The Club made its first [Communication on Progress](#) to the Global Compact in 2024.



European Corporate Sustainability Reporting Directive

In addition to the compliance issues covered in the Club's [2022 Sustainability Report](#), the Club's Dutch subsidiary UK P&I Club NV (UKNV) has been working towards compliance with the European Union's Corporate Sustainability Reporting Directive (CSRD) and towards publication of a first CSRD Sustainability Report on the year to 20 February 2026. Shortly before publication of this report, however, the European Union has published an "Omnibus package" that includes proposals to simplify the CSRD reporting requirements. The Club and its managers continue to monitor these developments and will ensure that the Club complies with all necessary reporting requirements.



Closing statements



'The Club and its managers continue to work hard to help the Club and its Members become more sustainable. As this report shows, since publication of our 2022 Sustainability Report, we have made a real effort to find and support projects that can make progress in dealing with sustainability issues relevant to the Club.

In the key area of decarbonisation, the Club has supported individual Members' efforts and has played a significant part in two important projects that have the potential to have a material impact in decarbonising shipping: the Blue Visby Coalition and the Methane Abatement in Maritime Innovation Initiative. In addition to supporting its Members' efforts to decarbonise, the Club has also worked with Thomas Miller to reduce the carbon footprint of its own business travel and has committed to offset or mitigate all remaining travel-related emissions.

On the human sustainability side, the Club has been proactive in initiating the Safe At Sea campaign, which aims to make a real difference in preventing harassment at sea through education and a culture of allyship.

Since our 2022 Sustainability Report, we have also made our first Communication on Progress to the UN Global Compact and have contributed to Thomas Miller's 2023 and 2024 ESG Reports. These documents provide more detail on some aspects of this report.'

Paddy Ryan, Sustainability Director, UK P&I Club



The Club's priority is supporting its Members, and it is pleasing to report here how we are directly helping them to achieve a more sustainable future in line with the UN SDGs.

We will continue to work with Members to ensure that appropriate insurance is available to cover the risks associated with adopting new technologies.

We will also ensure that our safety, risk management, underwriting and claims services continue to evolve to help every Member on their journey towards greater sustainability.'

Andrew Taylor, Chief Executive Officer, UK P&I Club

&In your corner.