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IFSMA

NEWSLETTER

The Shipmasters' International Voice



For Women in Maritime a new association is inaugurated © IMO

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Secretary General's Report

This will be the last foreword from me before many of us take a well-earned break. However, I know that there are just as many of you out at sea and some of you will have been caught up again in the worsening crew change crisis as the Covid-19 Pandemic continues to cause havoc around the world, despite the best efforts of the ITF, ICS and other IGOs and NGOs around the world and of course IMO and UN who have helped all along. Sadly a significant number of nations continue to look in at themselves and fail to see the bigger global picture that needs to treat all our seafarers as key workers. We estimate that currently there are about 250,000 seafarers who are serving beyond their contract dates, but none that we know of who are up to the maximum time allowed. I must praise the work that all the above mentioned organisations who are helping on your behalf, in particular the ITF and ICS.

If I may at this stage ask you to join me with passing on all our thoughts to the wife and family of the Romanian Captain Dan Sandu who tragically died at sea from a heart attack onboard mv *Vintage Wave* while on passage from India to China on 19 April. Despite all the best efforts of all, including the owners, insurers, NGOs and the Romanian Government we have been unable to get his body repatriated back to his family. The vessel's crew and the body of Captain Sandu remain onboard the ship which is at anchor at Guishan, China, where it has been since the 19 May 2021. Not a single nation throughout the passage was prepared to come to their assistance. I just hope that we can resolve this issue soon.

We have been very busy at the IMO virtual Committee meetings and most recently on the Legal Committee where we had a paper on the role of the Shipmaster in Maritime Autonomous Shipping being discussed. This paper was highly acclaimed by many nations and NGOs and is being seen as showing the way forward for future work on this topic. My full report can be found on the website and I would like to thank Andrew Higgs, an acclaimed international maritime lawyer, who provides assistance to IFSMA at no charge on this topic.

I hope that those of you at sea get relieved soon and those of you at home have a good break with your families and loved ones.

From the News Editor

Last month the United States Coast Guard (USCG) issued a marine safety alert to address the importance of verifying the condition and manufacturing of wire rope terminations used in various systems that use wire rope in a load-handling capacity, for example in lifesaving appliances, cranes and lifting slings.

USCG has been investigating a casualty involving a failed wire rope termination that resulted in extensive damage to equipment. It was observed that improperly applied swaged fittings could result in unintentional damage to the wire rope, resulting in failure of the termination. Improper swaging procedure includes failures within a quality management system in which materials are improperly selected and do not match the specifications of the original equipment manufacturer.

A separate observation was that different types of fittings or end terminations might decrease the safe working load (SWL) of the wire rope.

Furthermore the type of fitting could affect the safety factor that is required by regulation or recommended by industry standard or practice, for example for lifesaving appliances launched with wire rope falls.

USCG Marine Safety Alert No 04-21 on this topic can be found here: <https://tinyurl.com/7crfhczb>

The IMO Digest

A summary of some of the news received from the excellent IMO Media service in recent weeks.

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Vietnamese rescuer to receive IMO Exceptional Bravery Award

A search and rescue officer from Viet Nam has been selected to receive the 2021 IMO Award for Exceptional Bravery at Sea, after saving the lives of four people from a sunken cargo ship in extreme weather and heavy seas.

Mr Tran Van Khoi, Search and Rescue Officer of the Regional Maritime Search and Rescue Coordination Center No II, Viet Nam Maritime Administration, was nominated by Viet Nam, for his extraordinary courage, determination and endurance.

Eight individuals or sets of nominees will receive certificates of commendation for their acts of bravery, while a further six will receive letters of commendation.

The recipients were selected by a Panel of Judges, whose recommendation was endorsed by the IMO Council, meeting remotely for its 125th session held from 28 June to 2 July.

Mr Khoi was nominated for his courageous actions and tireless rescue attempts in a rescue operation that lasted over three days, in October 2020.

The incident began on 8 October 2020, when the cargo vessel *Vietship 01* was swept away as it was docking at the Cua Viet Port, due to widespread flooding and wind gusts of 74 km/h caused by typhoon Linfa. The vessel sank in shallow waters, leaving its 12 crew members trapped onboard, gathering on the roof of the cabin. Several rescue units were immediately deployed, but a rescue plan was not viable due to the severe weather and sea conditions.

On the early morning of 9 October, Mr Khoi was on shore watch duty. He witnessed two crew members being washed off by strong waves into the sea. Without hesitation, he tied a rope to his body and swam through five-metre waves and strong currents, rescuing both. In the afternoon, two more crew members fell into the water and were fortunately tossed ashore by the waves. In deteriorating weather on 10 October, a fishing vessel attempted to approach the *Vietship 01* but sank before it could reach it. One fisher was swept ashore by rough waves but three more had to climb the *Vietship 01* for safety.



The 2021 IMO Award for Exceptional Bravery at Sea will be awarded to Mr Tran Van Khoi, Search and Rescue Officer.

On the afternoon of 10 October, Mr Khoi volunteered to try a new approach on another fishing vessel, intending to connect the sunken ship to the shore using line guns. Rough seas prevented the rescue attempt and two crew members jumped into the water. Mr Khoi risked his life again, swimming amidst raging waves to help them board the sunken fishing vessel. Later in the afternoon, severely exhausted after two days, Mr Khoi volunteered to steer an RIB coach boat against the fierce seas. The boat nearly overturned after its engine stopped working due to significant flooding. Mr Khoi and his crew quickly fixed the engine problem and continued trying to approach *Vietship 01* to no avail. They were exhausted, it was dark and they were ordered to return to the shore. The final act of the rescue operation took place on 11 October 2020, after

rescue helicopters were deployed to the scene and the rest of survivors were hoisted to safety.



Certificates of commendation

The Council agreed to award certificates of commendation to:

1. Captain Ritesh Madhusudan Bhamaria, marine pilot on board the mt *Godam*, Torres Pilots, nominated by Australia and ITF, for rescuing two fishers in treacherous sea conditions, saving them from rough seas, surrounding sharks and certain death.

2. The members of the diving rescue team of Guangzhou Rescue Base, Nan Hai Rescue Bureau, nominated by China, for their courage and diligence displayed in the underwater search and rescue operation of nine crew members of the capsized, bulk cargo carrier *Hongxiang 819*. They managed to rescue the only survivor, who had been trapped for 20 hours in a cargo hold, and recovered the remains of four casualties.

3. Mr Anton Muradyants, Mr Gambik Asaturyan, Mr Denis Nikolenko, Mr Kirill Vikulov and Mr Konstantin Kendigilyan, members of the Marine Rescue Service, Azovo-Chernomorsky Branch, nominated by the Russian Federation, for remarkable courage and tenacity displayed during the emergency operation onboard the mv *April*, which was flooding while carrying dangerous cargo. They evacuated crew and a casualty, who had sadly died due to poisoning, performed emergency works and prevented the sinking of the *MV April* and spillage of tons of harmful chemicals into the sea.

4. The members of the DEGA-20 diving safety, security, search and rescue team, Turkish Coast Guard Command, nominated by Turkey, for their courage in the rescue of the crew of the capsized fishing boat *Kumsal 55*. After rescuing ten survivors and locating and bringing to the surface an unconscious crew member, they rescued, in complete darkness and very dangerous underwater conditions, a trapped crew member and also recovered the remains of a casualty.

5. Aviation Survival Technician First Class Joshua K Mayfield, Coast Guard Air Station Elizabeth City, NC, United States Coast Guard, nominated by the United States, for his exceptional bravery and endurance during the challenging rescue, of two mariners from a sailing vessel which had lost power. AST1 Mayfield spent 60 minutes in frigid waters, swimming constantly through

tumultuous seas to keep the survivors afloat and lift them into the swinging rescue basket to be hoisted to safety.

6. Petty Officer First Class Wallace Qual, Coast Guard Station Yaquina Bay, United States Coast Guard, nominated by the United States, for his remarkable courage, initiative and fortitude in the rescue operation of the master of the sinking vessel *Legend* after all other rescue options were discarded due to extreme conditions caused by local wildfires and the vessel's proximity to the surf zone.

7. Lieutenant Justin Neal, Lieutenant Jonathan Orthman, Avionics Electrical Technician Second Class James Schwader and Aviation Survival Technician Second Class Grant Roberts, Coast Guard Air Station Sitka, AK, United States Coast Guard, nominated by the United States, for bravery, professionalism and endurance during the search and rescue of the sole survivor of the sinking fv *Irony*, in complete darkness, storm force winds and 12-foot waves.

8. Rescuers involved in the mt *New Diamond*, which caught fire and was drifting towards the coast laden with dangerous cargo. Specifically, the rescue team members of the Indian Navy and the Indian Coast Guard and the Master and crew of the tugboat *Ocean Bliss*, nominated by India, who skilfully towed the vessel away from the coast, brought the vessel under control and carried out effective firefighting, preventing a serious marine pollution incident; and Commander KRGRS Rantenna, psc, Lieutenant KGASM Wijerathne, Leading Engineering Mechanic DLK Mudiyanse and Able Seaman WGGU Senarathna, crew members of the patrol boat *SLNS Ranarisi*, Sri Lanka Navy, nominated by Sri Lanka, who planned, coordinated and executed the challenging evacuation of one casualty and two crew members from the vessel.

Letters of commendation

Letters of commendation will be sent to:

1. The Master and crew of the emergency rescue and response vessel *Esvagt Cantana*, nominated by Denmark, for saving the life of a crew member following his sudden collapse onboard.

2. The crews of the fishing vessels *Takaiei-maru*, *Hisaiei-maru*, *Eiko-maru* and *Tomo-maru*, nominated by Japan, for rescuing 62 crew members and passengers, including 52 elementary school students, of the sinking mv *Shrimp of Art*.

3. Ensign José Luis Sandoval Estrada, Chief of the Speedboat Squadron, Puerto Cabezas Naval Base, Naval Force of the Nicaraguan Army, nominated by Nicaragua, for coordinating the evacuation of 2,800 people from the Miskito Keys and adjacent keys, as well as from several communities in the North Atlantic Autonomous Region, in extreme weather conditions caused by Hurricane Eta.

4. Capitan Bogdan Rusu, Master of mv *Cosco Malaysia*, nominated by Romania, for the rescue of four persons on board the sinking sv *Yes Dear*, during tropical storm Sally.

5. The Master and crew of the oil tanker *BW Rhine*, nominated by Singapore, for their courage and joint effort to combat fire following an explosion onboard, preventing further damage and pollution.

6. Aviation Survival Technician Second Class Christopher A Fisher, Coast Guard Air Station Elizabeth City, North Carolina, United States Coast Guard, nominated by the United States, for the recovery of a solo mariner from the distressed sv *Serena*, in heavy seas, strong winds and darkness.

Covid-19 related efforts

The Council endorsed the recommendation that Captain Juan Feliu and Captain Rainiero Salas, pilots, and Mr Edgar Gaskin and Mr Lisardo Acosta, launch operators, Panama Canal Authority, nominated by Panama, should receive a tailored letter highlighting best practices in assisting vessels in need of assistance during the Covid-19 pandemic.

The Council also endorsed a recommendation that special recognition should be given at the Awards ceremony to all seafarers, for the outstanding response and endurance they continue to demonstrate during the pandemic crisis.

Rescue of migrants

The Council endorsed the recommendation of the Panel of Judges that two nominations of merchant vessels involved in the rescue operation of migrants, fit the criteria for the Special recognition for merchant vessels and their crew involved in the rescue of mixed migrants at sea (as per resolution A.1093(29)).

The crew of the mv *Ocean Ang* were nominated by China.

Captain Volodymyr Yeroshkin and the crew of the oil tanker *Maersk Etienne* were nominated by the International Chamber of Shipping.

It was agreed that, as per past practice, all forces and merchant vessels involved in the rescue of migrants at sea should be mentioned by the Secretary-General at the IMO Awards Ceremony, for their outstanding humanitarian effort.

IMO Awards Ceremony

The awards will be presented at an awards ceremony to be scheduled by the Secretary-General.

About the IMO Award for Exceptional Bravery at Sea

This annual award was established by IMO to provide international recognition for those who, at the risk of losing their own life, perform acts of exceptional bravery, displaying outstanding courage in attempting to save life at sea or in attempting to prevent or mitigate damage to the marine environment. Such acts of bravery may also involve extraordinary seamanship skills in very difficult conditions or any other display of outstanding courage.

This year, a total of 37 nominations were received from 23 Member States and four non-governmental organizations in consultative status with IMO.

The nominations were examined by an Assessment Panel which includes representatives of the International Chamber of Shipping (ICS), the International Maritime Pilots' Association (IMPA), the International Federation of Shipmasters' Associations (IFSMA), the International Salvage Union (ISU), the International Maritime Rescue Federation (IMRF) and the International Transport Workers' Federation (ITF).

The Assessment Panel submitted its recommendations to a Panel of Judges, consisting of the Chairs of the Council and Committees of IMO, which met on 21 June 2021 to select the recipients of the Awards.

IMO World Maritime Theme 2022

New technologies for greener shipping

According to a briefing by IMO on 6 July 'New technologies for greener shipping' has been chosen as the World Maritime Theme for 2022, reflecting the need to support a green transition of the maritime sector into a sustainable future, while leaving no one behind.



It was reported that the IMO Council, meeting for its 125th session (28 June-2 July), endorsed the theme following a proposal by IMO Secretary-General Kitack Lim.

Mr Lim said the theme would provide an opportunity to focus on the importance of a sustainable maritime sector and the need to build back better and greener in a post pandemic world. He commented: *'IMO actively supports a greener transition of the shipping sector into a sustainable future, and showcases maritime innovation, research and development, and the demonstration and deployment of new technologies.'*

e continued: *'In order to achieve these objectives, partnerships are key, as they allow all parties involved to share and distribute information on best practices and to access resources and general know-how in support of the transition of the maritime sector into a greener and more sustainable future. This theme will allow for a coordinated outreach and communications campaign by all stakeholders to highlight IMO initiatives to make shipping greener.'*

It is understood that the theme will allow for a range of activities to delve into specific topics related to promotion of inclusive innovation and uptake of new technologies to support the needs for a greener transition of the maritime sector, especially in the context of developing countries, and in particular the small island developing States (SIDS) and least developed countries (LDCs).



This theme is linked to the UN's Sustainable Development Goals (SDGs), particularly SDGs 13 and 14 on climate action and sustainable use of the oceans, seas and marine resources; SDG 9 on industry, innovation and infrastructure; and SDG 17, which highlights the importance of partnerships and implementation to achieve these goals.

IMO's Department of Partnerships and Projects (DPP) was established in 2020 to serve as the gateway for developing partnership opportunities with a wide range of external partners, including IMO Member States, UN agencies, financial institutions, NGOs, IGOs and the private sector.

Decarbonisation, marine plastic litter and biofouling are among the topic areas already being addressed by the major projects of IMO, including GMN, GloFouling Partnerships, GreenVoyage2050 and GloLitter Partnerships. All of these projects aim to support and promote innovation and green technologies.

World Maritime Day Parallel Events

In view of the current restrictions and uncertainties caused by the Covid-19 pandemic, the Council agreed that the planned 2021 World Maritime Day Parallel Event be postponed to 2022 and that all future events be also postponed by one more year.

As a result of this decision, the World Maritime Day Parallel Event would be celebrated in South Africa in 2022; the Islamic Republic of Iran in 2023; the Russian Federation in 2024; and the United Arab Emirates in 2025.

For previous World Maritime Day Parallel Events readers are invited to visit: <https://tinyurl.com/3t5athm8>

Celebration of 2021 World Maritime Day

In 2021 World Maritime Day will be celebrated on 30 September.

Details will follow in due course. More on the 2021 theme is to be found here: <https://tinyurl.com/48wa4zz5>

Cutting GHG emission from shipping – IMO and 10 years of mandatory rules

The year 2021 marks a decade of action since IMO adopted the first set of mandatory energy efficiency measures for ships.

On 15 July the IMO announced marking a decade of action on cutting greenhouse gas emissions from shipping, since the first set of international mandatory measures to improve ships' energy efficiency was adopted on 15 July 2011, as part of the International Convention for the Prevention of Pollution from Ships (MARPOL).

To support the implementation of the measures and encourage innovation, IMO has been implementing a comprehensive capacity building and technical assistance programme, including a range of global projects. These include the GEF-UNP-IMO GloMEEP Project (now concluded), the European Union-funded global network of maritime technology cooperation centres (GMN project), the IMO-Norway GreenVoyage2050 project and the IMO-Republic of Korea GHG SMART Project.



On this notable commemoration IMO Secretary-General Kitack Lim reflected: *'In July 2011, the first set of mandatory measures to improve the energy efficiency of new build ships was adopted, fundamentally changing the baseline for the performance of the incoming global fleet in terms of emission reduction.'*

'The pace of regulatory work to address GHG emissions from shipping has continued within the framework of the IMO Initial Strategy for reducing GHG emissions from shipping, and most recently with the adoption of further, key short-term measures aimed at cutting the carbon intensity of all ships – new build and existing ships – by at least 40% by 2030, compared to the 2008 baseline, in line with the initial strategy ambitions.'

'The package of mandatory measures combined with implementation support sets shipping on a pathway to decarbonisation. There is more work to do, but we have solid foundations, which is contributing to the global fight against climate change.'

Regulations to cut emissions from ships

The issue of controlling air pollution from ships – in particular, noxious gases from ships' exhausts was discussed at IMO as early as the 1970s, but drew more attention in 1988 when the Marine Environment Protection Committee (MEPC) agreed to include the issue of air pollution in its work programme.

In 1991, IMO adopted Assembly Resolution A.719(17) on Prevention of Air Pollution from Ships. The Resolution called on the MEPC to prepare a new draft Annex to MARPOL on prevention of air pollution.

The Kyoto Protocol, which was adopted in December 1997, was a major step in the fight against climate change. It implemented the United Nations Framework Convention on Climate Change (UNFCCC) by committing industrialised countries and economies in transition to limit and reduce greenhouse gases (GHG) emissions in accordance with agreed individual targets.

In response, in the same year at the 1997 MARPOL Conference, IMO adopted MARPOL Annex VI on regulations for the prevention of air pollution from ships. This resolution invited the MEPC to consider what CO₂ reduction strategies might be feasible in light of the relationship between CO₂ and other atmospheric and marine pollutants.



The resolution also invited IMO, in cooperation with the UNFCCC, to undertake a study of CO₂ emissions from ships for the purpose of establishing the amount and relative percentage of CO₂ emissions from ships as part of the global inventory of CO₂ emissions.

The MEPC developed operational and technical measures and IMO agreed to include a new chapter on energy efficiency in MARPOL Annex VI.

On 15 July 2011, MARPOL Annex VI Parties adopted mandatory energy efficiency regulations for ships – Energy Efficiency Design Index (EEDI) for new ships, Ship Energy Efficiency Management Plan (SEEMP) for all ships.

This represented the first set of mandatory energy efficiency measures for any transport sector.

Since their adoption, further amendments have been adopted to strengthen the EEDI requirements, particularly for certain ship types.

In 2016, IMO adopted the mandatory IMO Data Collection System (DCS) for ships to collect and report fuel oil consumption data from ships over 5,000 gt. The first calendar year data collection was completed in 2019.

In April 2018, IMO adopted the Initial Strategy on the reduction of GHG emissions from shipping, a policy framework which sets key ambitions, including annual greenhouse gas emissions from international shipping by at least half by 2050, compared with their level in 2008, and working towards phasing out GHG emissions from shipping entirely as soon as possible in this century and reducing the carbon intensity of international shipping (to reduce CO₂ emissions per transport work), as an average across international shipping, by at least 40% by 2030, pursuing efforts towards 70% by 2050, compared to 2008

The Initial Strategy includes a commitment to assess the impacts on States (particularly Least Developed Countries (LDCs) and Small Island Developing States (SIDS)) of any measure proposed for adoption.

The initial GHG Strategy will be revised by 2023

In June 2021, IMO adopted key short-term measures aimed at cutting the carbon intensity of all ships by at least 40% by 2030, in line with the ambitions set out in the IMO Initial Strategy.

These measures combine technical and operational approaches to improve the energy efficiency of ships. All ships will have to calculate their Energy Efficiency Existing Ship Index (EEXI) and ships over 5,000 gt will establish their annual operational carbon intensity indicator (CII) and CII rating.

In other words, ships will get a rating of their energy efficiency - A, B, C, D, E - where A is the best.

This is the first time IMO has established a formal rating system for ships. This sends a strong signal to the market: Administrations, port authorities and other stakeholders as appropriate, are encouraged to provide incentives to ships rated as A or B. A ship rated D for three consecutive years, or E, is required to submit a corrective action plan, to show how the required index (C or above) would be achieved.

MARPOL Annex VI has 100 Parties, representing 96.65% of world merchant shipping by tonnage.

Implementation support

IMO's mandatory measures are supported by capacity building, technical assistance and technology cooperation.

Shipping will need new technologies, new fuels and innovation to meet the GHG targets. There needs to be investment in R&D, infrastructure and trials.

A range of IMO-executed projects are focusing on supporting developing countries to implement the MARPOL Annex VI energy efficiency measures and promote trials and training.

Some examples include:

- The GEF-UNDP-IMO Global Maritime Energy Efficiency Project (GloMEEP) that assisted a number of lead pilot countries to initiate legal, policy and institutional reforms and build the related capacity to start implementing the MARPOL Annex VI at national level.
- The European Union-funded Global Maritime Technology Cooperation Centre Network (GMN) project has established five regional centres of excellence and several pilot projects are ongoing. One in the Pacific has installed solar panels on a ferry – leading to fuel savings of 32% in operation and 87% reduction in GHG emissions at anchor. Other examples include collecting and analysing ship fuel consumption data; helping to improve ship trim optimization; developing technology needs assessments; and carrying out port energy audits. Data from pilot projects is shared to facilitate scaling up and roll out elsewhere.
- The Global Industry Alliance (GIA) to Support Low Carbon Shipping has developed a Just in-Time guide. Readers are invited to watch the video animation here: <https://greenvoyage2050.imo.org/video-library/>
- The GIA has launched a free to access E-Learning course aimed at seafarers and anyone interested in this aspect of shipping. Access the course is available here: <https://greenvoyage2050.imo.org/e-learning/> Course: Introductory Course on Energy Efficient Ship Operation (unccelearn.org). The self-paced course, 'An Introduction to Energy Efficient Ship Operation' is intended as a first glimpse into how GHG emissions from ships can be addressed.
- The GreenVoyage2050 project has launched a workshop package on Alternative fuels and energy carriers for maritime shipping which may be download here – Workshop Packages: <https://greenvoyage2050.imo.org/workshop-packages/>
- The GHG SMART project is assisting the Least Developed Countries and Small Island Developing States in their capacity building efforts through training courses over a four-year period.

Current IMO climate action projects list

- IMO-Norway GreenVoyage2050 Project, see: <https://greenvoyage2050.imo.org/>
- Global Industry Alliance (GIA) to Support Low Carbon Shipping, see: <https://greenvoyage2050.imo.org/about-the-gia/>
- IMO-European Union GMN (Global Maritime Network

of Maritime Technology Cooperation Centres) project available at: <https://gmn.imo.org/>

- GEF-UNDP-IMO GloFouling Project which addresses the issue of hull fouling that contributes to GHG emissions here: <https://www.glofouling.imo.org/>
- Global Industry Alliance (GIA) for Marine Biosafety here: <https://www.glofouling.imo.org/gia>
- IMO-Republic of Korea GHG-SMART project here: <https://tinyurl.com/bnv652ah>
- IMO-EBRD-World Bank FIN-SMART roundtable – co-lead by IMO, the European Bank for Reconstruction and Development and the World Bank, see here: <https://tinyurl.com/zhka2wpa>
- IMO and the UN Environment Programme (UNEP) Maritime Zero- and Low-Emission Innovation Forum in September 2021 available here: <https://tinyurl.com/z8jwenj5>
- IMO-Germany Asia Maritime Transport Emissions project (known as the Blue Solutions Project) to cut maritime transport emissions in Asia
- IMO-Singapore NextGEN to be found here: <https://tinyurl.com/yxumjncd>

For an introduction to IMO's current work in connection with GHG reduction readers are invited to see here: <https://tinyurl.com/249uw5fv>

IMO welcomes WHO vaccine roadmap seafarer prioritisation

IMO Secretary-General Kitack Lim has welcomed the World Health Organization's decision to name seafarers as one of the groups of transportation workers that should be prioritised for Covid-19 vaccination in instances of limited supplies. This was reported on 22 July.



Updated guidance for Stage II of its vaccine roadmap from the WHO's Strategic Advisory Group of Experts on Immunization (SAGE) states: 'Seafarers and air crews who work on vessels that carry goods and no passengers, with special attention to seafarers who are stranded at sea and prevented from crossing international borders for crew change due to travel restrictions.'

IMO Secretary General Lim commented: *'I am glad to see that the WHO recognises the importance of vaccinating seafarers on cargo ships.'*

'These individuals are responsible for transporting over 80% of all goods around the world, including food, medicine and vaccine supplies – and have continued to do so despite extremely challenging circumstances. Seafarers will play a key role in the global recovery, and barriers to international travel and crew change must be removed.'

The SAGE guidance aims to provide guidance for overall programme priorities as well as vaccine-specific recommendations and consists of three steps:

Step 1: A values framework.

Step 2: Roadmap for prioritizing uses of COVID-19 vaccines.

Step 3: Vaccine-specific recommendations.

The vaccine prioritization roadmap considers priority populations for vaccination based on epidemiologic setting and vaccine supply scenarios and can be used by countries to shape their national response to the pandemic.

The IMO has made a number of calls for priority vaccination for seafarers this year, including issuing a joint statement with other UN organizations in March 2021, calling for seafarers and aircrew to be prioritized for Covid-19 vaccination.

In May, IMO adopted a resolution which encouraged priority vaccination for seafarers in national Covid-19 vaccination programmes and Secretary-General Lim called on all IMO Member States to designate seafarers as key workers and support a fair global distribution of Covid-19 vaccines.

Additional information and resources related to the IMO's work during the Covid-19 pandemic can be found here: <https://tinyurl.com/ucdy363b>

Women in Maritime new association inaugurated

West and Central Africa

Galvanizing women in the maritime industry

Diversity and maritime security were in focus at the inaugural event for the Women in Maritime of West and Central Africa (WIMOWCA) according to a briefing from IMO on 30 July.

Women in Maritime took centre stage at the inauguration of the Women in Maritime of West and Central Africa (WIMOWCA), the newest IMO-supported regional association for women in the maritime sector (WIMA).

In the words of WIMOWCA Interim President, Sylvia Asana Dauda Owu: *'The objective of WIMOWCA is to*

harness the potential and contribution of women in West and Central Africa to ensure the sustainable development of the maritime industry in Africa.'

She continued: *'Women, as you are all aware, form over 51% of the world population and the same is true for Africa, as such they cannot be left out in any global effort to confront the challenges we face today in the global maritime industry. Sustainable maritime development would require inclusive participation of all, men and women, if we are to succeed in our endeavour in that regard.'*



Accra, Ghana event

The hybrid event was held on 23 July at the MT Addico Conference Hall in Accra, Ghana and livestreamed to a global audience.

IMO Secretary-General Kitack Lim said in his keynote speech: *'For sustainability and success in the modern world, shipping needs diversity in the workforce and we need women to drive the decision-making processes.'*

'We are on the right path and progress has been made. However much still needs to be done to help the maritime industry progress toward gender equality. WIMOWCA is a welcome addition to the global network of WIMAs. This special event provides a unique opportunity to discuss and celebrate two topics: women in the maritime community, and Africa as a maritime continent.'

Already established widely

Seven other WIMAs have already been established across Africa, Arab States, Asia, the Caribbean, Latin America and the Pacific, supported by IMO's long-running Women in Maritime gender programme¹. Between them, the WIMAs count more than 700 participants from across 152 countries.

Individuals joining the newest WIMA, which will focus on Anglophone West and Central Africa, will have access to similar collaborative and networking opportunities and access to IMO sponsored training through the WIMAs.

Network of Professional Women in the Maritime and Port Sectors for West and Central Africa (NPWMP-WCA), which was launched in February 2007 in Benin focuses on Francophone West and Central Africa.

For the total list of WIMAs on the IMO's Women in Maritime page readers are invited to click here: <https://tinyurl.com/35r8pz2n>.

Ghana's Minister of Transport, the Hon Kwaku Ofori Asiamah, emphasised in his speech the role that women would play in the African perspective of the Blue Economy: *'The Blue Economy has quite rightly been described as the New Frontier of the African Renaissance.'*

'Our continent is indeed a big island, with 38 coastal countries. Over 90% of Africa's international trade, imports and exports are conducted by sea. The potential runs into many trillions of dollars and promises to combine enormous economic growth for our respective countries.'



'Inclusive development is one of the surest ways and sustainable means to harness the full potential of Africa's blue economy. Women must be at the heart of this agenda.'

The inaugural WOMOWCA event also featured a panel discussion on The impact of maritime insecurity on shipping in the Gulf of Guinea, challenges and the way forward, which provided a regional perspective on the situation.

Development partners

Additional presentations from development partners touched upon the work of the U S Naval Forces Europe and Africa Women's, Peace, and Security Working Group in West and Central Africa, the IMOGEN IMO Member States delegates' gender initiative and the importance of galvanizing women in the maritime industry.

For the full programme, visit the event page here: <https://tinyurl.com/3wja52zd>

IMO's Women in Maritime programme has been running for more than 30 years, supporting women in both shore-based and sea-going roles. (To read more readers are invited to see here: <https://tinyurl.com/yjt9f3xi>)

Women in Maritime – IMO and WISTA International Survey 2021

IMO and WISTA International have launched the Women in Maritime – IMO and WISTA International Survey 2021 to examine the proportion and distribution of women

working in the maritime sector, from support roles to executive level positions. Member States and companies/NGOS are invited to fill in the survey to provide essential baseline data.

For NGOS/Companies survey: Women in Maritime – IMO and WISTA International Survey 2021 readers are invited to click here: <https://tinyurl.com/4y6jt9ac>

For Member State survey: Women in Maritime – IMO and WISTA International Survey 2021 readers are invited to click here: <https://tinyurl.com/3w8yfvfr>

¹ <https://tinyurl.com/35r8pz2n>

Ruling the waves in green shipping regime

Environmental compliance will determine winners and losers in future as stringent emissions requirements shift goalposts for ship owners

How will the energy transition change the shipping business?

What are the new rules that will determine the commercial viability of ship operations in future?

How can existing vessels be adapted at minimal cost to reduce greenhouse gas emissions?

Which alternative fuel is most commercially viable to meet the need for decarbonisation?

These are among the many questions facing ship owners as they seek to navigate a new market reality dictated by an array of environmental regulations and reporting requirements that will have serious implications for their fleet operations going forward. The questions were raised in a news item from Newport Shipping late in June.

Much of the current global fleet of more than 100,000 cargo vessels will require retrofitting to meet targets for CO₂ emissions – and ship owners that fail to act risk falling behind, or even losing their licence to trade, as compliance with these rules will be a rite of passage in future.

Having the necessary knowledge to make informed and correct decisions on upgrading fleets to conform with new regulations will be crucial to determining the winners and losers under the green shipping regime, it was reported by Newport.

Playing field shift

The IMO requirement to halve CO₂ emissions from international shipping from 2008 levels by 2050, as well as cut carbon intensity by at least 40% within 2030 and 70% by 2050 from the same benchmark, has shifted the operational paradigm for ship owners.

Previously they have focused on speed of delivery to minimise cost for charterers, at the expense of burning

high volumes of pollutive diesel fuel, but will now be required to run their ships with as low emissions as possible, while still remaining competitive.

The IMO's greenhouse gas strategy, issued in 2018, is due for revision in 2023 and this could result in even more stringent targets.

There is no doubt that the industry must also relate to regional regulations, with shipping required to clean up its act under the EU's Green Deal for a carbon-neutral Europe by 2050, as well as national net-zero emissions targets.



Retrofits of LNG fuel systems can achieve a significant reduction in emissions with minimal modifications to a vessel amid regulatory pressure.

Credit: Newport Shipping ©

The EU has also imposed mandatory emissions reporting requirements on shipping, while the new Energy Efficiency Existing Ship Index (EEXI) will require all existing cargo vessels to meet stricter class limits on emissions for annual surveys performed from 1 January 2023.

In addition, an enhanced Ship Energy Efficiency Management Plan (SEEMP), which would set a mandatory carbon intensity indicator target for existing ships in order to meet the 2030 target, is presently under consideration by maritime authorities and could be adopted this summer.

These regulatory measures have accelerated the push for alternative fuels and power systems that has gathered momentum since the adoption last year of the IMO's so-called sulphur cap to cut SOx emissions from ship emissions to 0.50% mass-by-mass, making other fuels more cost-competitive.

Competitive differentiator

Furthermore, there is growing market demand for environment-friendly operations as companies and the public sector seek to 'green' their value chains to reduce their carbon footprint, driven by consumer preferences as well as pressure from investors, NGOs, politicians and the general public.

This is exemplified by the Poseidon Principles, a framework pact signed by major shipping banks to align ship finance portfolios with climate compliance.

Consequently, ship owners will be accountable to a range of stakeholders – charterers, finance institutions, ports and regulators – in regard to emissions, and a vessel's greenhouse gas performance will be a major differentiating factor in competition for charter contracts.

Given these regulatory and market drivers, increased uptake of alternative low-carbon and carbon-neutral fuels is seen as the primary method to meet emissions goals for shipping, along with measures such as retrofitting of scrubbers, waste-heat recovery systems, propulsion improvement devices and use of digitalisation to optimise fuel consumption.

LNG

Liquefied natural gas is widely seen as the most viable solution in the near term as LNG is a low-emission fossil fuel that can reduce emissions by between 20% and 30% compared with very low-sulphur fuel oil presently used on most ships, even without any other modifications to a vessel.

LNG also fulfils the key criteria for shipping fuel - there is an abundant resource, it is widely available through an existing bunkering network and is relatively affordable.

Natural retrofit

While the number of LNG-fuelled ships is on the rise, it still accounts for only a fraction of the global fleet – with about 175 such vessels presently on the water – and there have been few LNG retrofits to date as ship owners hedge their bets on the best alternative fuel option.

Managing Director of UK-based ship repair and retrofitting group Newport Shipping, Lianghai Xia, commented: *'Retrofitting all the vessels currently at sea with greener technology is paramount if we want to attain the scale of emissions-cutting that is required.'*

However, technologies for zero-carbon fuels such as hydrogen, ammonia and methanol remain in gestation and may not reach commercial realisation until the next decade.

Xia therefore sees LNG modification technology as: *'a credible and achievable mid-term solution'* to meet the 2030 emissions target, with Newport Shipping touting a low-cost LNG retrofit concept requiring minimal modifications to a ship that has recently gained approval-in-principle from DNV.

With only a few years before emissions requirements take effect, ship owners are running out of time to future-proof their fleets it seems.

Republic of Cyprus

Covid-19 Vaccine measures

In common with other maritime states on 25 June the Shipping Deputy Minister of the Republic of Cyprus issued a circular (No. 27/2021) titled *Vaccines against the Covid-19 virus*. The document was addressed to owners and managers of ships flying the Cyprus flag and ship managers operating in Cyprus.

Vaccination of seafarers against the Covid-19 virus in the countries where they have their respective place of shore-based residence before they proceed to join a ship, to commence or recommence their sea service, remains the preferred option.

However, as measures should be taken to permit access to vaccination for seafarers, in particular, those who are already serving on board, Cyprus decided to make, as from 1 July 2021, a number of vaccines against the Covid-19 virus available on a first come, first serve basis, as long as, the stock last to those seafarers serving on board ships which are flying the flag of Cyprus and are managed by a legal entity based and taxed in Cyprus, if the ship in question calls at a Cyprus port, anchorages or roadstead located with the territory of Cyprus.

Vaccines provided will have an Emergency Use Listing by the World Health Organization (WHO) and will be approved for use within the European Union.

The document stressed that vaccination should be offered to all seafarers serving on board on a non-discriminatory basis, and this includes seafarers who are scheduled to be repatriated.

The document by the Shipping Deputy Minister may be seen here: <https://tinyurl.com/9zc3tt28>

EU ship traffic fell by 10% in 2020 due to the COVID-19 pandemic

- Ship traffic decreased overall during 2020, with the cruise industry particularly affected
- Imports into the EU from non-EU countries declined by 12.2% over the same period
- Share of goods transported by sea in 2020 increased slightly at global level

Nearly one in every five ships worldwide sails under a European Union (EU) Member State flag, and the EU accounts for approximately a fifth of all global maritime trade. However, during 2020, overall EU maritime traffic dropped by 10.2% as a result of the COVID-19 pandemic. These facts were delivered in a statement from the Lisbon-based European Maritime Safety Agency of mid-June

A statistical overview performed by the European Maritime Safety Agency (EMSA) reveals cruise ship traffic was the most heavily impacted, with an 86% drop in traffic compared to 2019. However, journeys by vessels like bulk

carriers, chemical tankers, container ships and oil tankers only decreased by approximately 5%.

In addition, EU seaborne trade dropped by 9.3% in 2020, a larger decrease than the global average of 3.6%, and equivalent to a loss of approximately 226 million tonnes of trade handled by EU ports.



Based on a review of customs data, the most significant decline in maritime trade volumes was in imports into the EU from non-EU countries, which fell by 12.2% in 2020. Shipping trade between EU Member States was also affected by the pandemic, decreasing by 7.1%. Sea-borne exports from the EU to non-EU states experienced a lower decrease of 4.3%.

However, the share of all world trade carried by sea in 2020 increased by three percentage points to 88%, as the effects of the pandemic had a greater impact on other modes of transport like air, road and rail.

The EU Commissioner for Transport, Adina Vălean said: *'Covid-19 has caused profound disruptions for Europe's shippers, charterers, ship owners, crews, onshore staff, ports, as well as our broader trading patterns and supply chains. As we focus our efforts on building back better post-pandemic, it is essential for us to have a full picture of the crisis' impact on strategic industries such as shipping so as to guide our policies and lay the foundations for a full and sustainable recovery.'*

The Executive Director of EMSA, Maja Markovčić Kostelac, added: *‘Maritime transport has proved its resilience throughout the course of the pandemic, keeping vital supply lines open while the world went into lockdown. Our report shows for the first time the impact that the Covid-19 crisis has had on maritime transport in the EU, and we hope it will inform efforts and decisions at policy level to ensure a full recovery for this vital sector.’*

The report is based on a comprehensive review of available data, including trade volumes and type, cargo freights, maritime traffic data and other shipping indicators and may be downloaded here: <http://www.emsa.europa.eu/>

About EMSA

The European Maritime Safety Agency (EMSA) is a decentralised agency of the EU, based in Lisbon, Portugal. EMSA serves the EU’s maritime interests for a safe, secure, green and competitive maritime sector, delivering value for member states through support for pollution prevention and response, maritime surveillance, safety and security, digitalisation and the provision of integrated maritime services, and technical assistance.

Abu Dhabi Maritime Academy

Columbia Shipmanagement

Training programmes intro

Parties to create, market, and conduct courses and programmes for students and trainers, as well as to participate in joint research projects

It was announced from Abu Dhabi, UAE, on 5 July that Abu Dhabi Maritime Academy (ADMA), a subsidiary of Abu Dhabi Ports, had signed an MoU with Columbia Shipmanagement (CSM) for the development of training programmes, as well as the provision of consultancy services focused on the applications of alternative fuels, efficiency enhancement and artificial intelligence (AI) within maritime operations.

Abu Dhabi Ports’ maritime education facility will work closely with CSM, a world-leading provider of ship management and maritime services, to devise, market, and conduct courses and programmes for trainers and students.

Captain Maktoum Al Houqani, Head of Maritime Cluster, commented: *‘The advent of digitalisation has permeated virtually every industry across the world and is rapidly transforming how we both operate and conduct present-day business — and this is no more evident than within the maritime sector.’*

‘In addition to conventional training, our collaboration with Columbia Shipmanagement aims to educate the next generation of seafarers and port operators on the immense benefits associated with Artificial Intelligence and impress upon them how innovation will become the

essential facilitator in enabling global trade in an ever-evolving digitally-powered future.’

Mark O’Neil, CEO of CSM, added: *‘We look forward to working with ADMA in developing AI and digital solutions in the important area of seafarers training. The UAE is one of the world’s best strategic locations for crew changes but is also a key centre for innovation in crew training.’*

‘We have been impressed with ADMA’s advanced simulator facilities and we are confident that together with ADMA, we will introduce more innovative and high-tech training solutions.’

‘Our advanced eLearning platform coupled with the work of our Performance Optimisation Control Room and software development teams will help to achieve these goals for the benefit of our partners and the seafarers in the region and globally.’



Abu Dhabi Maritime Academy and Columbia Shipmanagement have signed an MOU to develop training programmes and collaborate in alternative fuels, efficiency enhancement, and Artificial Intelligence for the global maritime industry.

Photo: ADMA ©.

In addition to assisting ADMA with the development of the new curriculum, CSM will provide resources for the creation of eLearning and interactive courses, introduce innovative technologies such as AI and holographic telepresence*, as well as to provide consultancy services in collaboration with ADMA.

Under the directives of the MoU agreement, ADMA and CSM are also expected to collaborate on joint research projects dedicated to the development of innovative and advanced maritime technologies of the future.

About Columbia Shipmanagement

With over 40 years of tradition, commitment and professionalism, Columbia (founded in Cyprus) has established its position as a world-class ship manager and maritime service provider.

Abu Dhabi Ports

Established in 2006, Abu Dhabi Ports serves as a major facilitator of logistics, industry, and trade, as well as a bridge linking Abu Dhabi to the world. Part of ADQ, one of the region's largest holding companies with a broad portfolio of major enterprises spanning key sectors of Abu Dhabi's diversified economy, Abu Dhabi Ports' vertically integrated business approach has proven instrumental in driving the emirate's economic development over the past decade.

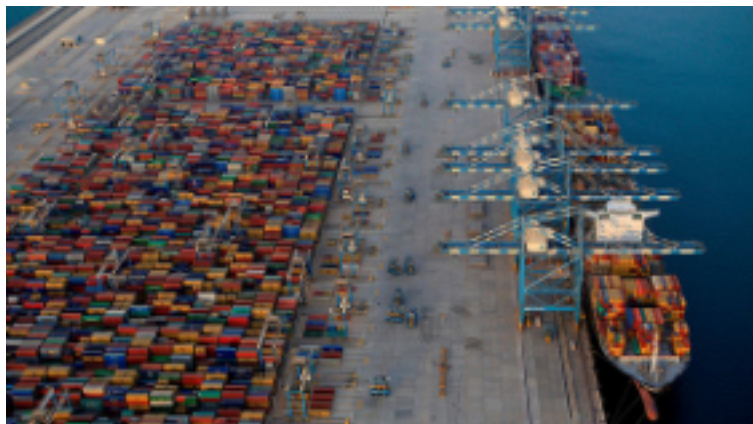


Photo: ADMA ©.

Operating several clusters covering ports, industrial cities & free zone, maritime, logistics, and digital, Abu Dhabi Ports' portfolio comprises eleven ports and terminals in the UAE and Guinea, and more than 550 square kilometres of industrial zones within Khalifa Industrial Zone Abu Dhabi (KIZAD) and ZonesCorp, the largest integrated trade, logistics, and industrial business grouping in the Middle East.

For more information readers are invited to visit: www.adports.ae

* An evolving technology for full-motion, 3D video conferencing. This can project realistic, full-motion, real-time 3D images of distant people and objects into a room. With real-time audio communication there is a high level of realism not far removed from physical presence.

Seafarers' union welcome *Ever Given* release

On 7 July seafarers' unions welcomed the release of mv *Ever Given* from detention in the Suez Canal by Egyptian authorities, but warned that more must be done to safeguard seafarers' rights and welfare during the pandemic.

In the words of ITF General Secretary Stephen Cotton: *'We welcome the release of the Ever Given from detention by Egyptian authorities. It will be an enormous relief for the crew on board and their families. But while we celebrate this outcome, our attention is still on the 200,000 seafarers trapped working on vessels unable to go home due to the worsening crew change crisis.'*

'Thankfully the crew of the Ever Given have been well-cared for and well-represented by their unions – the National Union of Seafarers of India, and the Maritime Union of India – who have worked closely with the ship owner and ship manager to support the crew during this trying time.'

'From the moment that the Ever Given ran into trouble in the Suez Canal, the crew's unions have been by their side. The crew have been furnished with supplies, support, and had their unions standing up for them nationally and internationally.'

In conclusion Cotton said: *'By being unionised the crew have been supplied with provisions, legal representation, crew change opportunities, and counselling support for them and their families. If this hadn't been a case of a ship with a union agreement, we could have seen a very different outcome.'*

Seafarers 'human pawns' in money dispute

National Union of Seafarers of India (NUSI) General Secretary-cum-Treasurer Abdulgani Y Serang said it was important that no charges or negative findings about the crew's professionalism, but expressed disappointment that Egyptian authorities use of the crew as leverage in financial negotiations with the ship's insurer.

He said: *'We are pleased that this ordeal is finally over for the crew. Their professionalism has been confirmed by a lack of adverse findings. Like all seafarers, it is through their passion and commitment that they are able to rise to the challenge and make the sacrifices required to move the world.'*

'This has been a very stressful time for the crew and their families who have had to suffer the uncertainty of whether their loved ones would become criminalisation as human pawns in a wider game being played over compensation.'

'Society needs to reflect on how so much attention was placed on the commercial aspects of this incident – on the possible impacts on prices and supply of consumer goods – and so little attention paid to the sacrifice, pain and uncertainty faced by the seafarers whose welfare ought to be at the centre of the Ever Given story.'

During the ship's time at anchorage seafarers' unions and employers were able to secure access to crew change for those on board so they could be replaced on the vessel at conclusion of their contracts, as per normal practice in the industry. Eight of the original crew signed off in that time, and seventeen of the original crew remain on board in line with their contracts.

Ever Given repeat 'increasingly likely' without restored rights

ITF Seafarers' Section chair David Heindel said *Ever Given* was an important reminder about the fragility of the international shipping system, which carries 90% of world trade, and the people at the heart of it – the seafarers.

'I think I speak for all seafarers when I say it is a relief that the Ever Given crew are being released and allowed to continue their lives, but it shouldn't have taken this long.'

'It's fortunate that the crew have had the strong backing of their ship owner, ship manager and of course their unions and the global ITF family, many seafarers aren't that lucky.'



Illustration per www.itfglobal.org ©

'Bernhard Schulte Shipmanagement are one of the better companies in the industry and should be commended for their sustained advocacy for the crew. But so too should the crew, the tale of the Ever Given shows the value of workers standing together and being active in their unions.'

'Right across the world right now, many seafarers are being unfairly criminalised with our rights and welfare undermined. The crew of the Ever Given avoided that fate by unions and employers working together in their best interest – but more must be done to safeguard this key workforce.'

'Right now more than 200,000 seafarers rights are being disregarded by many of the world's governments as the crew change crisis drags on. Most governments still have not restored the pre-pandemic exemptions from travel and border restrictions, and increasingly fatigued seafarers are languishing at sea working beyond their contracts with little hope of relief.'

'Seafarers are being stretched to the limit because of the government-made crew change crisis. We still urgently need exemptions for seafarers from border restrictions, and still urgently need a global roll-out of life-saving Covid vaccines.'

'Frankly speaking, if governments don't take action to ease the mounting pressure on seafarers the risk of events like the Ever Given happening, or worse, will become more and more likely. As the Ever Given shows, it doesn't take a lot to stop global trade.'

ABS and alternative fuels

Setting the Course to Low Carbon Shipping: View of the Value Chain

Alternative fuels are expected to yield the most benefits for reducing greenhouse gas (GHG) emissions in the marine and offshore sectors. This was stated early in July in a statement issued by the American Bureau of Shipping (ABS).

There are many challenges however with the production of low- and zero-carbon fuels to meet the needs for the entire global fleet. It remains unclear, according to ABS, whether some low-carbon energy sources will deliver the base-load power required for international shipping. For fossil-sourced fuels, carbon neutrality is highly dependent on the efficiency of emission-control methods such as carbon capture and sequestration (CCS).

The cost and scale up of fuel production from renewable energy is also significant. According to ABS it is understood that in order to replace heavy fuel oil (HFO), marine gas oil (MGO) and liquified natural gas (LNG) with green fuels, the required renewable power production, at 60% efficiency, would be equal to approximately seven times the wind power and eight times the solar power produced in 2019.

Issued in early July the ABS document *Setting the Course to Low Carbon Shipping: View of the Value Chain* provides insight into alternative fuels, their life-cycle emissions and challenges associated with adopting low- and zero-carbon fuels. This is the third in the series of Low Carbon Shipping Outlooks produced by the ABS and industry partners.

Transition to low- and zero-carbon futures with the previous two editions, the information contained in this report is intended to help provide ship owners and operators with the information they need to manage the transition of their businesses towards low- and zero-carbon futures.

The series is offered solely as a comprehensive set of reference documents and should not in any way be seen as making recommendations, or as an advisory.

The first in the series, *2030 Outlook — 2050 Vision*, examined the IMO-mandated emissions goals and the varying levels of carbon impact from available marine fuels and other energy sources as ship owners strive to meet those goals. One of its conclusions in 2019 was that global shipping may be able to meet the IMO's emission-reduction goals for 2030 by using existing technology (including fuels) and adopting operational improvements, but something would need to change for the 2050 targets to be met.

While some emerging technologies have matured in the interim, that assessment continues to ring true today. Shipping is still awaiting the big breakthrough and the emergence of a clear path towards meeting the IMO's most ambitious goals. In the absence of an obvious single solution that could be applied now, it appears more and more likely that solutions will be found by combining two or more technological options; in that environment,

creating a transition strategy that is designed to meet decarbonisation targets is an imperative for shipowners.



The second paper in the series, *Pathways to Sustainable Shipping*, examined the current energy-commodity and consumer trends, and how they could influence the size of the global fleet, its trading patterns and, therefore, its emissions output.

Therefore, this third report issued in July looks at how a climate change view through the lens of different scenarios will impact trade and create decision options related to new designs, technologies and transitions through retrofits and drop-in fuels.

New film

Faith and the Welfare Needs of Seafarers Working on Cargo Ships

Professor Helen Sampson, Director of the Seafarers' International Research Centre (SIRC), part of the School of Social Sciences at Cardiff University, informs us that they recently completed a study of the faith and welfare needs of seafarers. The centre has now released a film presenting some of its findings and delivers them in the words of the research team and its valued stakeholders. This study was funded by the Economic and Social Research Council (ESRC) as part of UK Research and Innovation (UKRI).



The film *Faith and the Welfare Needs of Seafarers Working on Cargo Ships* is 27 minutes long and can be viewed via the SIRC website at:

<https://tinyurl.com/4jxmkb6>

It is hoped readers enjoy this film and find it informative. At the Seafarers' International Research Centre staff look forward to receiving readers' feedback and to working with seafarers in taking the SIRC's findings forward and translating them into appropriate changes to policy and practice. Comment may be sent here: sirc@cardiff.ac.uk

For postal contact the Seafarers' International Research Centre is at 52 Park Place, Cardiff, CF10 3AT in the UK.

EMSA and Remotely Piloted Aircraft (RPAS)

June has been seen as a record month for EMSA's remotely piloted aircraft service as flights got underway in ten locations to serve upwards of twenty member state authorities, not to mention EMSA's partner agencies EFCA and Frontex (respectively the European Fisheries Control Agency and the European Border and Coast Guard Agency).

Over the Black Sea, EMSA's remotely piloted aircraft were used to assist Romanian authorities in tackling pollution. Over the Baltic Sea – around the Lithuanian port of Klaipeda, as well as over the Channel, EMSA's RPAS were used for emissions monitoring and compliance checks.



Per www.schiebel.net ©

Also, over the Baltic Sea, the service was used to support Finnish and Estonian authorities conducting vital coast guard functions.

These are a few examples of how EMSA's remotely piloted aircraft are being in their different configurations (lightweight, fixed wing, vertical take-off and landing) for different purposes (emissions monitoring, pollution prevention and response, search and rescue) to support member state authorities both individually and regionally. Throughout the various operations, the flights could be followed live from the RPAS Data Centre by multiple authorities in parallel.

For more on the EMSA RPAS operations readers are invited to see here: <https://tinyurl.com/8k8wespe>

A short video clip showing how the Lithuanian authorities use EMSA RPAS is available here: <https://tinyurl.com/dnjpz99a>

Spanish surveillance

Spanish authorities have deploy EMSA's remotely piloted aircraft to enhance general maritime surveillance off the coast of Galicia

In July it was reported that over the coming months, the Spanish ministry of transport's maritime safety and rescue body SASEMAR will be using EMSA's remotely piloted aircraft services from its MRCC base at Finisterre in the northwest of Spain to enhance general maritime surveillance for a range of different operational tasks including maritime traffic control and pollution prevention.

The considerable advantages of using unmanned aircraft for maritime surveillance have been recognised for several years now by Sasemar for which air operations are a fundamental part of the essential day-to-day services. While the flights will provide additional, complementary means to Sasemar in performing its roles of preventing and curbing pollution, and controlling maritime traffic, they will also serve the national fisheries authorities.

ShipMoney introduces Money Transfer Scheduler

Empowering crew and companies



Maritime Payment Solutions, LLC (doing business as ShipMoney), a global provider of digital payment solutions for maritime companies, has launched the ShipMoney Money Transfer Scheduler. This new feature, reported last month (July) allows seafarers to preschedule automated transfers from their ShipMoney cards to bank accounts, companion cards, as well as for cash pickup by way of MoneyGram, TransFast and soon, Western Union.

It is understood that by using the ShipMoney app or website, crew have the option to create scheduled transfers when a payroll deposit is made, or select the day and amount to be transferred for each beneficiary. They also have the ability to set a single or recurring transfer. There is no limit to the number of transfers that can be prescheduled, and once confirmed, they will occur automatically, regardless of whether the seafarer has an internet or Wi-Fi connection. With the Money Transfer Scheduler, crew gain significant flexibility and control over their money.

Commenting on the new Scheduler, Stuart Ostrow, President of ShipMoney said, *'We believe that ShipMoney is the only programme in the world with scheduling functionality that simultaneously encompasses bank wire transfers, cash payouts, card-to-card transfers and—in the near future –mobile top-ups.'*

'It empowers seafarers to schedule transfers and cash payouts at a time that is convenient for them, providing the ability to select different modalities, different amounts on different days to multiple beneficiaries.'

'The Money Transfer Scheduler also benefits shipping companies as it reduces their administrative burden by shifting the responsibility of money transfers to their crews. It is a prime example of how digital payment solutions are revolutionizing maritime.'

ShipMoney's payment solutions have been adopted by some of the largest operators within the cruise and commercial maritime sectors, as the cost-savings and increased operational efficiencies of digitalization become increasingly apparent. ShipMoney's proprietary and innovative platform facilitates crew payroll payments, international corporate remittances, money transfers, mobile top-ups, payroll advances, onboard expenses, and all other forms of shoreside and onboard payments.

Piracy and armed robbery incidents at lowest level in 27 years

Risks remain to seafarers

IMB cautions

The ICC International Maritime Bureau (IMB) received the lowest number of reported incidents for the first half of any year since 1994. This was reported simultaneously in London and Kuala Lumpur on 12 July.



IMB's latest global piracy report details 68 incidents of piracy and armed robbery against ships – the lowest total since 1994 – down from 98 incidents during the same period last year. In the first six months of 2021, IMB's Piracy Reporting Centre (PRC) reported 61 vessels boarded, four attempted attacks, two vessels fired upon and one vessel hijacked.

Despite the overall decline in reported incidents, violence against crews has continued with 50 crew kidnapped, three each threatened and taken hostage, two assaulted, one injured and one killed throughout the first half of 2021.

While the reduced numbers of reported incidents is welcome, the IMB PRC continues to caution against complacency. Vessels were boarded in 91% of the reported incidents.



Cautious gains in Gulf of Guinea

The Gulf of Guinea continues to be particularly dangerous for seafarers with 32% of all reported incidents taking place in the region, according to IMB. The region accounted for all 50 kidnapped crew and the single crew fatality recorded by IMB during the first half of 2021.

The number of kidnappings recorded in the Gulf of Guinea in the last quarter is the lowest since Q2 2019, but pirates continue to target all vessel types throughout the region. IMB warns that fishing vessels have been hijacked in the Gulf of Guinea and later used as mother ships to target other merchant vessels.

In the words of IMB Director Michael Howlett: *'While IMB welcomes reduced piracy and armed robbery activity in the Gulf of Guinea, the risk to seafarers still remains.'*

'By reporting all incidents to the Regional Authorities and IMB PRC, seafarers can maintain pressure against pirates. Bringing together maritime response authorities through initiatives – like Nigeria's Deep Blue Project and Gulf of Guinea Maritime Collaboration Forum – will continue and strengthen knowledge sharing channels and reduce risk to seafarers in the region.'

In early June, a bulk carrier was approached by a skiff with six pirates while transitioning through the region at around 210nm off the coast of Lagos. The carrier – equipped with appropriate vessel hardening – was able to prevent the armed pirates from coming onboard, but the incident demonstrates the continued capacity of pirates in the

region to carry out attacks at further distances from the coast.

Knife attacks in Singapore Straits

The Singapore Straits recorded sixteen incidents in the first six months of 2021, in comparison to eleven during the same period in 2020. These attacks are considered opportunistic in nature, but IMB warns that in seven incidents the perpetrators were armed with knives. In three separate incidents, seafarers were reported to have been either threatened, assaulted or injured.



Incidents rise off the coast of Peru

In comparison to the first half of 2019 and 2020, Callao Anchorage, Peru has experienced a two-fold increase in the number of incidents with nine incidents reported in total for 2021. There were four incidents in Q2 2021 and knives reported in three of these, according to the latest figures from IMB. Perpetrators in the region possess the capacity to carry out violent attacks with two separate incidents of crew being taken hostage and assaulted occurring in the first six months of 2021.

Manila Bay, Philippines

Vessels are advised to take precautionary measures while anchored in Manila Bay, Philippines, as four incidents were reported to IMB for Q2 2021.

ICC Secretary General John W H Denton commented: *'Reporting piracy and armed robbery incidents is the first line of defence against future attacks. Sustained reporting to IMB will enable governments, maritime response agencies and other stakeholders to establish safer waters for our seafarers and smooth flow of goods throughout global supply chains.'*

IMB Piracy Reporting Centre

Founded in 1991, the IMB PRC's 24-hour manned centre remains a single point of contact to report the crimes of piracy and armed robbery. The centre has not only

Continued...

assisted ships in a timely manner, it also provides the maritime industry, response agencies and governments with transparent data – received directly from the Master of the vessel under attack – or its owners.

The IMB PRC's prompt forwarding of reports and liaison with response agencies, its broadcasts to shipping via GMDSS Safety Net Services and e-mail alerts to ships' CSOs (Company Security Officers), all provided free of charge, has helped the response against piracy and armed robbery and the security of seafarers, globally.

About the International Chamber of Commerce (ICC)

The International Chamber of Commerce (ICC) is the world's largest business organization with a network of over 6.5 million members in more than 130 countries. It works to promote international trade, responsible business conduct and a global approach to regulation through a unique mix of advocacy and standard setting activities—together with market-leading dispute resolution services.

Members include many of the world's largest companies, SMEs, business associations and local chambers of commerce. See also: www.iccwbo.org

Hapag-Lloyd completes acquisition of Africa carrier NileDutch

Deal approved by worldwide antitrust authorities and completed between the parties

Acquisition supports Hapag-Lloyd's strategy to grow in Africa

On 9 July Hapag-Lloyd announced that it had successfully closed the acquisition of the Dutch container shipping company Nile Dutch Investments B.V. (NileDutch). We had forecast this proposed acquisition with an article in Newsletter No 39 in April this year.

After signing a sales and purchase agreement in March, Hapag-Lloyd has now formally acquired all shares of the company after all responsible antitrust authorities had approved the transaction.

Rolf Habben Jansen, CEO of Hapag-Lloyd explained: *'We are very excited about closing the deal and look forward to working with our new colleagues to unlock the enormous potential that Africa has to offer.'*

'With the people from NileDutch joining our company, Hapag-Lloyd is noticeably increasing the number of employees on the ground in Africa. We are happy and excited to welcome NileDutch's roughly 320 employees to the Hapag-Lloyd family.'

Business continuity

It is understood that depending on market conditions, Hapag-Lloyd and NileDutch are aiming to integrate major parts of their businesses already in the later part of 2021 to be able to offer the full benefits of the combined network to their customers as soon as possible.

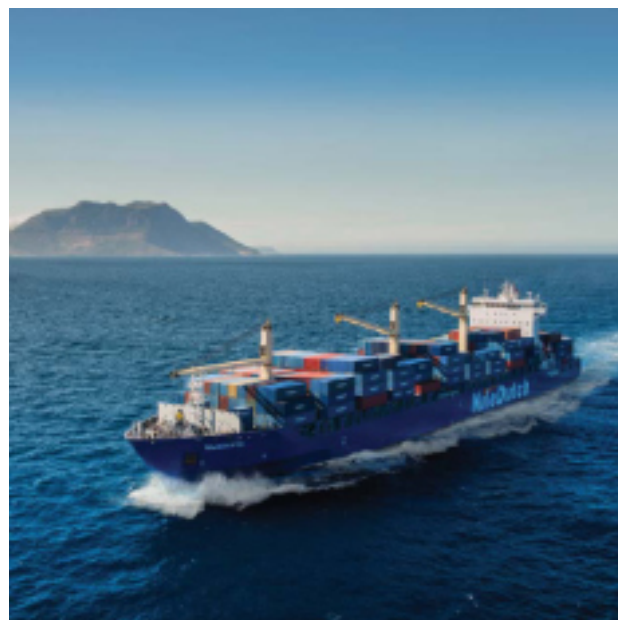
Furthermore, immediate contacts at Hapag-Lloyd and NileDutch will remain the same – and existing contracts will be honoured. The Company will inform about any changes in due time.

Shippers wishing to learn more about opportunities in Africa or have any questions about the ongoing integration are invited to contact by e-mail: betterconnected@hlag.com

A major player in West Africa trade

With 40 years of experience in the market, NileDutch is one of the leading shipping companies along the West African coast.

Headquartered in Rotterdam, NileDutch is present in 85 locations across the world and has 16 offices in the Netherlands, Belgium, France, Singapore, China, Angola, Congo and Cameroon.



The company also brings with it seven liner services, around 35,000 TEU of transport capacity, and a container fleet with a capacity of around 80,000 TEU.

It was reported with this announcement that the integration will be moving at a swift pace and full commercial integration is expected to be completed by the end of 2021.

About Hapag-Lloyd

With a fleet of 241 modern container ships and a total transport capacity of 1.7 million TEU, Hapag-Lloyd is one of the world's leading liner shipping companies. The Company has around 13,300 employees and 395 offices in 131 countries.

It has a container capacity of approximately 2.8 million TEU – including one of the largest and most modern fleets of reefer containers. A total of 121 liner services worldwide ensure fast and reliable connections between more than 600 ports on all the continents.

Hapag-Lloyd is one of the leading operators in the Transatlantic, Middle East, Latin America and Intra-America trade.

Battery technology to reduce Green House Gas emissions

Atlantic Towing selects Vard Electro

It was announced simultaneously from Ålesund (Norway) and Vancouver on 13 July that Vard Electro had awarded a contract for an innovative hybrid battery power system with Atlantic Towing to be integrated on their vessel *Atlantic Shrike*.

Atlantic Towing is the first company to implement this multi-mode application of battery technologies on a single vessel in the Canadian offshore oil and gas industry.

Through cooperation across borders Vard Electro is using its technological experience to meet the project requirements. As the market continues to reach for novel technology to contribute in reducing emissions, Vard Electro is developing new products to increase energy efficiency. For this project it combined previous engineering experience with local expertise to find the best solution for Atlantic Towing.



Atlantic Shrike

Atlantic Towing has received funding for the project through Petroleum Research Newfoundland & Labrador (PRNL) as a component of the offshore research, development and demonstration programme of Natural Resources Canada's (NRCan) Emissions Reduction Fund (ERF). Funding will support pioneering upgrades to the Platform Supply Vessel, *Atlantic Shrike* and allows the integration of battery systems into the vessel's existing diesel-electric propulsion plant. The vessel is based in Atlantic Towing's homeport of St. John's, Newfoundland, Canada and is one of four modern diesel-electric builds.

Vard Electro will deliver a containerised energy storage system for hybrid battery power. Supporting Atlantic Towing's goal of reducing their carbon footprint the incorporated SeaQ Energy Storage System (ESS) will enable decreased fuel consumption and carbon emissions, it is understood. It is reported that conversion will also reduce the vessel's maintenance requirement without compromising operational performance.

Main system components are all fitted into a self-containing deck house to ensure a fast vessel installation. Control and monitoring of the hybrid system is handled by the energy management system (EMS) that

communicates with the existing control systems in the vessel. By using batteries to absorb and dispense energy through load fluctuations and running engines at optimal load, significant efficiency improvements in fuel consumption and emission reduction can be achieved, it has been reported.

A valuable security tip

Did you know that one of the most commonly overlooked problems when preparing a citadel is a crew member's medication?

Most citadels have a well-stocked first aid kit, (if you have ticked everything off on the citadel checklist then things are in good order) but what happens if one of the crew locked down in the citadel realises they have left their asthma medication or heart pills in their cabin?

Here is a tip: Leave a supply of personal prescription medication in the citadel before entering the High-Risk Area (HRA).

Critical response time

As with any emergency drill, the response time is critical, so the recommendation is to avoid procedures where the crew return to their cabins for medication or valuables when on their way to the citadel.

This advice and the citadel checklist are kindly provided for the benefit of all by Glasgow-based Palaemon Maritime. For more on the company readers are invited to see here: www.palaemonmaritime.com

A free copy of the citadel checklist can be download with this link: <https://tinyurl.com/pa6rzhkp>

Palaemon Maritime are specialists in vessel perimeter protection, vessel hardening and HRA preparation. They welcome comment from seafarers on ship security such as the provision of anti-piracy barriers. These are available for long term leasing costing the same as what might be a typical spend on razor wire, it is claimed.

Connectivity crucial to seafarers' welfare needs

Inmarsat sponsored report

Thetius report, sponsored by Inmarsat, finds digital crew welfare services will be central to shipping's ability to deliver fairer conditions for global seafarers

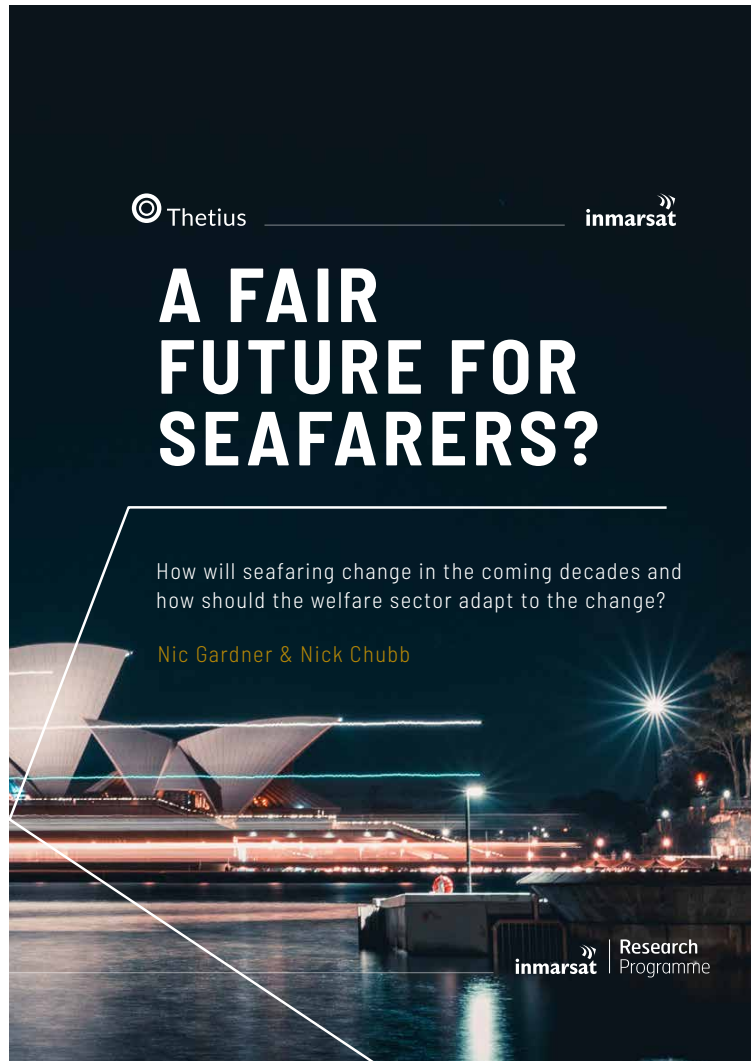
Inmarsat a world leader in global, mobile satellite communications, has further showcased its commitment to crew welfare by sponsoring a new report exploring the future of seafaring to 2050.

This report offers recommendations on how shipping, training institutions and welfare services can respond to the changing needs of tomorrow's seafarers.

The thought-provoking study, *A fair future for seafarers?** has been prepared by maritime innovation consultancy Thetius. Authors are Nic Gardner and Nick Chubb and the

document has been published with shipping's Covid-19 crewing crisis yet to be resolved. Taking a view of the shipping industry to 2050, the report suggests epidemics and pandemics may become more common, predicts that crew safety, fatigue and harassment issues are unlikely to recede in the short term, and foresees the potential for seafarer abandonment and criminalisation as growing problems that need to be addressed.

If such scenarios appear bleak, they also highlight connectivity as a necessity. According to the report: *'Seafarers in 2050 will likely have greater interaction and engagement with teams of people ashore.'*



Shipping economics and carbon emission strategies point to shorter port stays. Welfare services will become more digitally focused than physical, face-to-face contact. Lower crew numbers and shorter shore leaves will also mean less reliance on seafarer centres, therefore online charity outreach services will grow in vital importance.

To quote Ronald Spithout, President, Inmarsat Maritime: *'Drawing on recent experience, fast-changing digital landscapes and testimony from industry authorities, this report offers a clear vision of the critical role connectivity and technology will play in crew welfare in the coming years. The 2020-21 pandemic may come to be seen as a tipping point for telemedicine.'*

Issued on 14 July the report highlights how fatigue monitoring and management systems will likely replace manual logging of rest hours.

Following the 2020 Crew Welfare Open Innovation Challenge, Inmarsat and Shell Shipping and Trading are sea trialling the software capability provided by Eupnoos (<https://www.eupnoos.com>) and Workrest (<https://www.workrest.com>) to enable intelligent fatigue management from the data collected by wearable technology.

Inmarsat forecasts that in 2050, seafarers will have been born into the digital era, Gardner and Chubb note, but the use of artificial intelligence (AI), 3D printing, and extended reality (XR) technology onboard ships will still demand higher levels of technical training.

Signs of change are also apparent here, with the Isle of Man Registry working with start-up Tapiit to create an app to live stream training, and organisations such as Ocean Technology Group delivering maritime training using VR headsets.

In conclusion Spithout commented: *'We are fully aware of the sacrifices our seafarers continue to make to keep the world economy running. This new report includes important proposals for the creation of a global seafarer advocacy organisation and an urgent strategic review of local seafarer services.'*

'For its part, Inmarsat is doing everything in its power to support our seafarers. We are doing so through enhancing connectivity and the digital services that support safety, continuous professional development and crew welfare as well as continuously working in collaboration with charities, ship owners and managers to provide enhanced welfare services.'

Inmarsat Fleet Xpress portal

The launch of this report comes at a time when Inmarsat is preparing to launch a refreshed version of its Fleet Xpress portal, Fleet Hotspot, in the third quarter of 2021. Crews access Fleet Hotspot independently of a ship's operational bandwidth.

Spithout reported that this updated service will include new features for crews, including the ability to create their own 'Fleet Hotspot' account and use credit across multiple devices.

The new report can be downloaded here: <https://tinyurl.com/yu2aj872>

*The report is sub-titled: *How will seafaring change in the coming decades and how should the welfare sector adapt to the change?*

Five lessons to learn from hydrogen as a ship fuel

DNV paper

Green hydrogen could play a crucial role in the maritime industry's journey towards decarbonisation, but there are significant challenges with implementing hydrogen technology in shipping.

Five points are made in the DNV paper titled *Five lessons to learn on hydrogen as ship fuel* here:

Knowledge gaps: More testing needed on the safety aspects of handling, storage and bunkering hydrogen.

Safety: Hydrogen's unique properties make it very different from natural gas

Fuel system: Use hydrogen in its pure form when possible

Framework: The Alternative Design process is currently the best approach

Implementation: Scaling up hydrogen operations will be a challenge

Produced through electrolysis, H₂ is free of carbon emissions and could be widely available across the globe in the future – as a marine fuel or a key enabler for synthetic fuels. Many in shipping recognise hydrogen's potential, but the barriers to implementing H₂ technology are substantial.



Led by DNV, a consortium of 26 partners and observers have come together in the MarHySafe joint development project (JDP) to address the challenges surrounding hydrogen operations: safety and regulations.

To learn more about hydrogen as a ship fuel readers are invited to see here: <https://tinyurl.com/5bz4v662>

Pilot transfer arrangements

Bahamas Maritime Authority introduces inspection campaign

On 20 July Bahamas Maritime Authority (BMA) once again demonstrated its commitment to seafarer safety by being the first registry to instigate a Concentrated Inspection Campaign (CIC) for pilot transfer arrangements. It is understood that this effort will continue to the end of 2021.

The BMA has shared the results of the International Maritime Pilots' Association (IMPA see: www.impahq.org) Safety Campaign with its fleet since 2015. Noting a consistent level of non-compliant pilot boarding arrangements across the industry and the related tragic deaths, The BMA has implemented a range of steps to improve safety. In January this year, Safety Alert 2021-01 was expanded to highlight common defects and why they are non-compliant as well as to share the IMPA survey results.

Subsequently the Authority published an Information Notice in March 2021 to make vessels under the Bahamian Flag aware of the SOLAS requirements with regards to equipment and arrangements for pilot transfer. This included the pilot ladder construction and maintenance requirements under the ISO 799-1:2019 standard. To further emphasise the importance of the issue, The BMA produced a training presentation for its Authorised Flag Inspectors worldwide to ensure that they were specifically aware of these requirements and regulations.

To underpin the new initiatives, the BMA has decided to undertake a CIC to run for the second half of 2021. The related Technical Alert raises the root causes of many of these cases, namely:

- Use of non-compliant pilot and combination ladders;
- Unauthorised modifications to deck access;
- Defective winches and reels; and
- Incorrect ladder securing.

Not only will inspectors be asked to complete a checklist as to the compliance of equipment, they will also require evidence that the ship has conducted at least one training session to increase crew awareness of correct procedures. To aid inspectors, the checklist includes photographs demonstrating examples of both good and unacceptable practice.

Nick Dowden, Marine Investigator at The BMA, commented on this programme: *'We have supported IMPA's Safety Campaign for some time but realised that we needed to take positive action to improve the situation within our fleet. We are continually striving to make our ships safer and improve the lives of the seafarers who work on them. By insisting that our ships follow the SOLAS requirements to the letter, we hope to mitigate the difficulties experienced by marine pilots as they embark and disembark. In fact, we are hoping that other flags follow suit and add this safety issue to their own inspection criteria.'*

The BMA will review the outcome of the CIC and publish the findings at a later date.



About the BMA

The Bahamas Maritime Authority (BMA) is one of the world's top ten largest ship registries with a reputation for quality and excellent service.

It has a worldwide network of offices and Consulates including representation in Nassau, New York, London, Piraeus, Hong Kong and Tokyo – all dedicated to providing expert advice to its customers 24 hours a day.

EMSA and the impact of Covid-19

Approximately 90% of world trade is transported by ship, with the maritime transport sector acting as a vital facilitator of the global economy. Throughout the COVID-19 pandemic, shipping has been essential in terms of guaranteeing supply lines around the world, and moving vital stocks of food, fuel, and medical supplies from one destination to another.

However, 2020 also saw the maritime transport sector affected by the pandemic. EMSA has been tracking its impact on shipping traffic through a series of reports, starting from July 2020, using data and figures to compare traffic with that of other years.

Now, EMSA has released a report that focuses on the impact of the pandemic on this vital sector, as the world moves towards recovery. Using data from EMSA's own sources as well as externally, the study reveals how maritime transport has been affected in areas like trade, ship traffic, shipbuilding activity and the impact on ship inspections.



The first quarter of 2020 was similar to 2019 figures, but a significant decrease in overall ship calls of 26.5% was noted in the second quarter, shortly after the World Health Organization designated the coronavirus outbreak as a pandemic. But by the fourth quarter of 2020, ship call volumes had decreased to within 1.1% of those of 2019.

Maritime trade: impact of Covid-19

Imports, exports and intra-EU maritime trade all declined during 2020. Based on available customs data up to and including December 2020, it is estimated that EU seaborne trade declined more significantly than global trade at 9.3% across 2020, corresponding to a 'loss' of 226 million tonnes of trade.

The most significant decline in trade volumes was in imports into the EU from non-EU states, which fell by 12.2% in 2020, followed by intra-EU trade (down 7.1% over the same period) and then exports from the EU to non-EU states (down 4.3%).

Impact on shipbuilding

Globally, new vessel orders fell by over 30%, although output was relatively well managed at 85% of 2019 levels.

However, EU shipbuilding was more deeply impacted due to its focus on cruise ships, a sector that was heavily impacted by the pandemic. The reduction in 2020 EU shipbuilding activity was partly related to a drop in deliveries of cruise vessels, which declined by 34% in terms of gross tonnage in 2020 (as compared to a 15% decline globally for all ship types), with new orders of cruise ships down 98% on 2019 (34% globally).

Nearly one in every five ships worldwide sails under a European Union (EU) Member State flag, and the EU accounts for approximately a fifth of all global maritime trade. However, during 2020, overall EU maritime traffic dropped by 10.2% as a result of the COVID-19 pandemic.

A statistical overview performed by the European Maritime Safety Agency (EMSA) reveals cruise ship traffic was the most heavily impacted, with an 86% drop in traffic compared to 2019. However, passages by vessels like bulk carriers, chemical tankers, container ships and oil tankers only decreased by approximately 5%.

Drop in trade

In addition, EU seaborne trade dropped by 9.3% in 2020, a larger decrease than the global average of 3.6%, and equivalent to a loss of approximately 226 million tonnes of trade handled by EU ports.

Based on a review of Customs data, the most significant decline in maritime trade volumes was in imports into the EU from non-EU countries, which fell by 12.2% in 2020. Shipping trade between EU Member States was also affected by the pandemic, decreasing by 7.1%. Sea-borne exports from the EU to non-EU states experienced a lower decrease of 4.3%.

However, the share of all world trade carried by sea in 2020 increased by three percentage points to 88%, as the effects of the pandemic had a greater impact on other modes of transport like air, road and rail.

The EMSA report is based on a comprehensive review of available data, including trade volumes and type, cargo freights, maritime traffic data and other shipping indicators.

A summary of the report is also available from EMSA's website here: (<http://www.emsa.europa.eu/COVID19>)

Cargo tank explosion and fire on chemical tanker *Stolt Greenland*

Ulsan, Republic of Korea, September 2019

UK MAIB Accident Investigation Report 9/2021

Summary

On 28 September 2019, a cargo tank containing styrene monomer on board the Cayman Islands registered chemical tanker *Stolt Greenland* ruptured due to runaway polymerisation. This catastrophic rupture released a large quantity of vapour to the atmosphere, and it subsequently ignited. Fire-fighting efforts by the emergency services took over six hours and involved more than 700 personnel and 117 units of fire trucks, pumps and fire tugs.



This investigation was carried out by the UK Marine Accident Investigation Branch (MAIB) on behalf of the Cayman Islands Government in accordance with the Memorandum of Understanding between the MAIB and the Red Ensign Group Category 1 registries of Isle of Man, Cayman Islands, Bermuda and Gibraltar.



MAIB Accident Investigation Report 9/2021 was published on 20 July 2021 and may be found here: <https://tinyurl.com/yw3mnek9>

Safety Issues

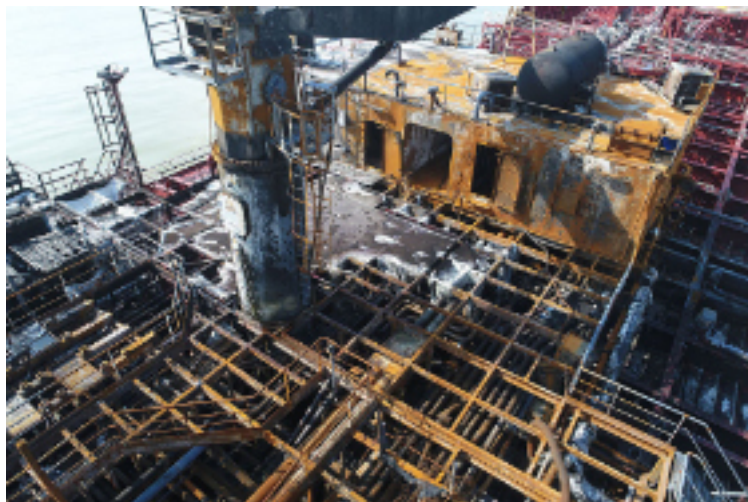
The report by the UK Marine Accident Investigation Bureau (MAIB) indicated safety issues as follows:

- The styrene monomer was affected by other heated cargo tanks.

- Heat transfer from other cargoes was not fully appreciated.
- The styrene monomer temperature was not monitored.

Recommendations

A recommendation (No 2021/122) has been made to Stolt Tankers BV aimed at ensuring the wider marine chemical sector benefits from the lessons learned from the *Stolt Focus* incident and research initiatives that were carried out as a result of this accident.



The International Chamber of Shipping and INTERTANKO have been recommended (No 2021/118 and No 2021/119) to promulgate the MAIB Report 9/2021 to their members.

Recommendations (2021/117, 2021/120 and 2021/121) have also been made to the Cayman Island Shipping Registry, the Chemical Distribution Institute and Plastics Europe (Styrene Producers' Association). These are intended to assist in ensuring that the guidance provided in certificates of inhibitor and styrene monomer handling guides is consistent and achievable given the limitations of equipment and testing facilities on board ships.

Related publications

MAIB issued an interim report that alerted the chemical tanker industry to the circumstances of the accident and requested information about previous similar accidents or incidents on 20 July 2021.

Editor's note:

This article is based on material kindly provided by the UK MAIB.

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The EMSA Steering and Manoeuvrability Study

Final Report

Late in May 2021 the European Maritime Safety Agency (EMSA) issued its report presenting findings from the STEERSAFE project, conducted by DNV for the Agency.

The STEERSAFE project aimed to provide a comprehensive analysis of the SOLAS regulations and associated documents related to ship steering and manoeuvrability, to provide a consistent update of these and to propose practical and significant performance parameters in normal service and in failure mode.

Summary

This report *EMSA Steering and Manoeuvrability Study* presented the results from the EMSA STEERSAFE project. It consolidated the results of the tasks carried out during the first two phases of the project and presented the results from the final phase.

In the following, the objectives of the three different phases of the project were presented.

The **First Phase** of the project aimed to:

1. Provide an overview of the current situation, in terms of a description of relevant steering and propulsion systems (Task 1) and the gaps and inconsistencies in the current SOLAS regulations for steering and manoeuvrability (Task 2), and
2. Establish goals and functional requirements for steering and manoeuvrability (Task 3).

Goals and functional requirements are developed based on a comprehensive hazard identification considering a review of casualty and incident reports of databases, consideration of IMO provisions and an expert workshop.

The **Second Phase** of the project aimed to:

1. Define performance requirements and parameters for safe steering and manoeuvrability in both normal and failure mode, as well as the operating conditions under which the parameters should be tested (Task 5b and 5c).
2. Carry out the Verification of Conformity between the Functional Requirements previously proposed and the current IMO Provisions (Task 4), and

The **Final Phase** of the project based on the previous work aimed to:

1. Carry out the revision of update and development of amendments to the present prescriptive regulations and associated IMO Resolutions and Circulars (Task 6), and
2. Map the current practice in terms of propulsion and steering/manoeuvrability standards for Safe Return to Port (SRtP), analyse the results and, if relevant, propose a harmonised approach consistent with the revision/update of the performance requirements for steering (Task 7).

The results and findings from the above presented topics are summarised with conclusions in the 305-page EMSA final report *EMSA Steering and Manoeuvrability Study* to be found here: <https://tinyurl.com/7re9dsya>

Gulf of Guinea Declaration on Suppression of Piracy

In the words of a statement by BIMCO in mid-July we learn that every person deserves to be safe while carrying out their work, and to be able to return to their homes without being victims of violent crime. Seafarers deserve no less.

In response to growing concerns and increasing attacks in the region, a taskforce of stakeholders from across the shipping industry drafted the Gulf of Guinea Declaration on the Suppression of Piracy.

This declaration has now been signed by organisations across the maritime industry (**including IFSMA**) as well as flag state administrations, ship owners, charterers, and shipping associations.

To view the full list of signatories readers are invited to see the link within the document here: <https://bimco.org/GoGDeclaration>

The piracy problem in the Gulf of Guinea has developed into a curse for seafarers over the past decade. In 2021, the threat that looms for all seafarers sailing in the region is being kidnapped at gunpoint for ransom.

While overall numbers of pirate attacks are largely unchanged the violence, scope, and sophistication of the attacks on shipping has continued to increase and today takes place across an area of more than 200 nautical miles from the pirate bases that are principally located within the Niger Delta.

By signing up to the declaration, signatories committed themselves to tangibly supporting anti-piracy law enforcement as mandated by international law, including international treaties, (for example UNCLOS), by non-regional naval forces providing an incident response capability to complement regional coastal states' anti-piracy law enforcement operations.

Safety of navigation: Australia

Focused Inspection Campaign

Towards the end of July the Australian Maritime Safety Authority (AMSA) issued Marine Notice 4 / 2021.

This marine notice provided information to ship owners, operators and masters about the Focused Inspection Campaign (FIC) on safety of navigation which will run from 1 August to 30 September 2021.

It was reported that the purpose of the FIC is to determine the:

- Level of compliance with the safety of navigation requirements of International Conventions, and
- Familiarity of the master and officers with their processes for ensuring safety of navigation.

Background

This Focused Inspection Campaign (FIC) has been initiated by AMSA and is specific to Australia.

We understand that it will apply to foreign-flagged ships and Regulated Australian Vessels (RAVs) arriving at an Australian port.



Inspections

AMSA inspectors will undertake the FIC in conjunction with a normal port or flag State control inspection.

Any port State control deficiencies will be reported to regional port State control databases.

AMSA encourages ship owners and masters to familiarise themselves with the requirements of SOLAS Chapter V, Australian Marine Order 27 and their safety management systems implemented on board.

It is understood that inspectors will complete a checklist when conducting focused inspections so that AMSA can collate and report on the outcomes.

Outcome of the FIC

The results of the FIC will be analysed at the conclusion of the campaign, and a report will be published on the AMSA website at www.amsa.gov.au

Further information

AMSA's website provides information on the focused inspection campaign.

See here: <https://tinyurl.com/35yfmw7s>

There is a checklist of requirements that will be used during this FIC to be found here: <https://tinyurl.com/pbk24c3v>

AMSA encourages ship owners, operators and masters to review the information provided at the links above.

Cancellation

This notice will be cancelled on 30 September 2021.

All current marine notices are available at: www.amsa.gov.au/marine-notices

IMEC and ITF on vaccination of seafarers

According to a statement on 26th July it was learnt that the International Maritime Employers' Council (IMEC) and the International Transport Workers' Federation (ITF) have since the beginning of the Covid-19 pandemic worked closely together to ensure that seafarers are kept safe from the coronavirus and that crew change continues with minimum disruption.



Image credit: SIU Canada©.

Throughout the pandemic seafarers have ensured that the global supply chain continued to deliver goods despite the restrictions, and it is essential that these key workers are prioritised when it comes to lifesaving vaccines.

Several vaccines have now been authorised in different countries and more are gaining official authorisation on a regular basis.

Some countries have already started mass vaccination campaigns and, when stocks allow, are also vaccinating foreign seafarers in their ports. The US led the way but were soon joined by countries such as Canada, Belgium, the Netherlands, Germany, Cyprus and the UK.

In the global fight against Covid-19, vaccination is a key. Therefore, IMEC and ITF have strongly recommend to seafarers to get vaccinated and for companies to ensure that the seafarers that want to be vaccinated are allowed to do so when this is possible.

The following links from International Christian Maritime Association (ICMA) and North American Maritime Ministry Association (NAMMA) provides lists where vaccines may be available to seafarers:

ICMA: <https://icma.as/vaccines>

NAMMA: <https://namma.org/vaccines>

Prevention of pest contamination

Cargo Integrity Group calls for risk-based measures

Joint Media Statement has been published on behalf of the five partners¹ in the Cargo Integrity Group.

The international freight transport organisations of the Cargo Integrity Group are calling for urgent action from actors in global supply chains to reduce the risk of pest transference through international cargo movements.

The five partners in the Cargo Integrity Group, known as CIG, recognise the vital importance of focusing on the threat of invasive pests to natural resources across the world, and of the urgency in crafting risk reduction measures that address the situation.

This call to action² follows the intentions by pest control experts under the auspices of the International Plant Protection Convention (IPPC)³, to take all-encompassing, internationally imposed steps to mitigate such risks.

One measure under serious consideration is the mandatory certification of cleanliness for all containers prior to loading on board a vessel, a measure that would have significant impact on global trade when it comes to both time and cost.

Lars Kjaer, Senior Vice President of the World Shipping Council (WSC), explains the CIG partners' concerns around these very broad proposals: *'We know that more serious risks occur among certain types of goods and from identified regions. The CIG recommendation centres on the need to provide proper risk assessments in defined trades and focus mandatory measures on these high-risk areas and cargoes.'*

The partners in CIG are committed to ensuring that international trade is conducted in a safe, secure, and environmentally sustainable manner. They rigorously promote the use of the *Code of Practice for the Packing of Cargo Transport Units* published by the IMO, the UNECE (the UN United Nations Economic Commission for Europe) and the ILO (the CTU Code).

The serious issue of the transfer of invasive pests between different natural ecosystems is very much a part of this commitment. It is also crucial that the development of any such controls is undertaken in full consultation with other appropriate bodies, in particular the international agencies responsible for the governance of world trade and for the regulation of different modes of transport, as well as supply chain stakeholders and industry practitioners.

James Hookham, Secretary General of Global Shippers' Forum concluded by saying: *'There are identified risk areas and cargoes which must be addressed, and the CIG partners look forward to contributing essential industry expertise to the work of the IPPC to ensure an effective and efficient set of recommendations and best practices to stop the transfer of invasive species.'*

¹The five organisations co-operating in the Cargo integrity Group are: Container Owners' Association (COA); Global Shippers' Forum (GSF);

International Cargo Handling Co-ordination Association (ICHCA International); TT Club and the World Shipping Council (WSC).

² The full CIG submission to the IPPC can be accessed here: <https://tinyurl.com/2uejzn2a>

³ The IPPC is an international convention, signed by over 180 countries and governed by the Commission on Phytosanitary Measures, part of the UN's Food and Agriculture Organisation (FAO). Agreed amendments to the convention are enforceable by all national governments which are signatories.

DNV backs South East Asia crew change programme

It was announced from Singapore on 28 July that classification society and risk management experts DNV is embarking on an instrumental role in helping to facilitate safe crew changes amid South East Asia's Covid-19 crisis as an auditor in the alliance-backed CrewSafe programme.



Seafarer gazing out to sea (DNV©)

CrewSafe is the creation of the Singapore Shipping Tripartite Alliance Resilience (SG-STAR) Fund Task Force (SFTF). This was established by the Singapore Shipping Association (SSA), the Maritime and Port Authority of Singapore (MPA), Singapore Maritime Officers' Union (SMOU) and the Singapore Organisation of Seamen (SOS) and later joined by the International Transport Workers' Federation (ITF), the International Maritime Employers' Council (IMEC) and the International Chamber of Shipping (ICS).

The CrewSafe programme is based on Singapore's crew change model to establish safe crew change corridors. DNV is one of the appointed auditors for the programme. CrewSafe audits comprise quality checks on quarantine/holding, medical, and swabbing facilities in countries engaged in crew supply.

CrewSafe accreditation will be granted to facilities that successfully pass the audits. DNV has already completed fifteen audits at facilities located in Singapore, the Philippines, and India, it is understood.

The aim is to increase the capacity for owners and managers to bring new crew on board and enable opportunities for on board crew to return home.

In the words of DNV Maritime CEO Knut Ørbeck-Nilssen: *'DNV is fully supporting and facilitating this programme as seafarers are the true backbone of our global industry.'*

'Seafarers need to be fully recognized as key workers, and CrewSafe is one such programme assisting crew source nations and fostering a higher level of confidence and quality control checks in the crew change processes.'

Ørbeck-Nilssen added that seafarers play a vital role in world trade and supply chains but he acknowledged that fatigue, despair, depression, and mental health concerns among those at sea are now threatening marine safety.

He continued: *'The ongoing crew change crisis shows that international problems need international solutions. CrewSafe is one such initiative DNV is rightly proud to be assisting.'*

Quah Ley Hoon, Chief Executive of MPA, commented: *'Singapore takes its responsibility to facilitate safe crew change seriously. We are pleased to welcome DNV on board due to its renowned quality audits and look forward to working with our tripartite partners in ensuring facilities remain safe for crew change amid the pandemic.'*

Michael Phoon, SSA Executive Director, concluded by saying: *'Many governments around the world are restricting travels to prevent Covid infections in the community. To provide assurance to all crew change stakeholders and facilitate safe crew change, the SG-STAR Fund Task Force initiated the CrewSafe programme.'*

'We are glad to have the support of DNV to conduct stringent audit checks on holding and medical facilities to ensure that the necessary quarantine and testing requirements can be fully met.'

Canada's Clear Seas incident and accident dashboard

Biennial surveys by Clear Seas (www.clearseas.org/en/ *) show that the safety of commercial marine shipping is a key concern. This is especially true when it concerns vessels carrying oil and other hazardous materials, whether or not it is the cargo or just the fuel oil that propels them.

To enhance the safety of the marine shipping industry, regulators and ship operators try to mitigate foreseeable risks to prevent accidents. They seek to ensure the health and welfare of crews and residents of coastal and Indigenous communities, safeguard fragile marine ecosystems and protect vessels and their cargoes on passage.

Clear Seas inform us that their *Marine Incidents and Accidents* dashboard is now available online.

This dynamic, web-based mapping application provides a comprehensive, first-of-its-kind publicly available picture of marine shipping incidents and accidents in and around Canadian waters.



It combines Canadian and US data sources and accesses thousands of reports of vessels involved in incidents and accidents – from cargo ships, tugs, cruise ships, and ferries – over a ten-year period.

This powerful new resource will enable users to analyse previous trends, allowing them to learn from past events, better assess risk, and help build a safer and more responsible marine shipping industry.

It is understood that the mapping application is accompanied by a summary report providing detailed information on how it was created, the data on which it is based as well as its potential applications and limitations.

Readers are invited to download the Clear Seas dashboard here: <https://tinyurl.com/y9czf5mc>

*Clear Seas Centre for Responsible Marine Shipping is an independent research centre that supports safe and sustainable marine shipping in Canada. Clear Seas provides impartial information on marine shipping in Canada to policy makers and the public. Its mandate is to initiate and interpret research, analyse policies, identify best practices, share information and facilitate dialogue.

Research focuses on the human, environmental and economic impacts of marine shipping. That includes practices for safe handling of bulk commodities at marine terminals, impacts of oil and liquefied natural gas shipping, spill prevention and response, impacts on coastal and Indigenous communities, and much more. The organisation collaborates with Indigenous groups, stakeholders and experts to identify knowledge gaps, share results of existing studies, and facilitate new research to ensure decision makers have access to accurate, up-to-date information.