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# IFSMA NEWSLETTER

The Shipmasters' International Voice



*Normand Reach* in the hands of GIBDOCK ©



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## Secretary General's Report

We have just received the sad news that Captain Calvin Hunziker, IFSMA Vice President, passed away at the end of March at his home in USA. Our thoughts are with his family, friends and colleagues.

Just as we thought we were making progress against Covid-19 around the world, many countries have seen a resurgence and a third wave. This is having the effect of lockdowns and travel bans. The IMO, all the NGOs there and others from across the industry are now working around the clock to have the world's seafarers designated as key workers so that they can become eligible for vaccinations through your own nation's programmes. Currently this is the only route as WHO rules that only governments are permitted to buy vaccines from manufacturers.

Much work is underway to make an exemption for seafarers, particularly those from nations where national vaccine programmes are very limited. The IMO, ICS and ITF are taking the lead on behalf of us all to request the WHO to make us a special case. This is not going to be easy, but nothing worthwhile ever is. I will keep you posted as and when any progress is made.

In the meantime, if you are part of a national programme, please get yourself vaccinated as this will make it much easier for crew changing. We are in the meantime urging nations to allow you to fly out and back for crew changes using the current Crew Change Protocols.

I briefed you last month that routine work is starting to be re-established using virtual meetings. This is hard work and very time consuming, with very little time available for the meetings. Because of the large differences in time zones around the world, we only have availability for the meeting for three hours each day. Only essential work is being undertaken at the moment, but I am optimistic we will be able to get some important issues finalised at the next Maritime Safety Committee meeting in May, particularly in the area of maritime security where the continued incidence of piracy and kidnapping are on the increase in the Gulf of Guinea. So that we can be properly represented on the Working Group to discuss this issue our colleagues from the Netherlands Association, NVKK, has kindly volunteered to represent us. As always I will keep you informed of progress.

I wish for you to sail in fair winds and following seas – keep safe.

**Jim Scorer**



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## From the Editor

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It is always good to hear about new builds, new trades and, of course, new commands.

On 18 March Fincantieri in Monfalcone, Italy, announced that *Discovery Princess*, the sixth Royal-class ship built for Princess Cruises of Carnival Corporation, was floated out. Delivery is expected next year.

At 145,000 gt *Discovery Princess* is similar to successful sister ships: *Royal Princess*, *Regal Princess*, *Majestic Princess*, *Sky Princess* and *Enchanted Princess*, built and delivered in the same shipyard from 2013.

As with the sister ships, the new vessel will represent a new technological benchmark in Europe and worldwide for innovative layout, outstanding performance and the quality of its advanced marine technology. *Discovery Princess* will be proof that innovation and customer care are fundamental marketing points and will further consolidate Fincantieri's long-time partnership with Carnival Corporation, the world's largest cruise ship operator.

Partnership between the Monfalcone yard and Princess Cruises will continue with two next-generation cruise ships. These will be the largest built in Italy at 175,000 gt, to accommodate approximately 4,300 passengers and will be the first of Carnival's fleet to be dual-fuel powered primarily by LNG.

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## The IMO Digest

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

Illustrations per [www.imo.org](http://www.imo.org) ©

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## IMO symposium highlights pathways to shipping's decarbonisation

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Various low- and zero-carbon marine fuels will allow shipping to meet its emissions targets, but more work is needed to address availability, safety and other issues. This was the theme of a webinar provided by IMO a few weeks back

The state-of-play of low and zero-carbon fuel options to ensure shipping's path to decarbonisation was set out in an online symposium hosted by IMO on 9 and 10 February.

Speakers from industry and Governments outlined the different fuel options available to owners and operators which will allow the maritime sector to meet targets set out in the Initial IMO Strategy on reduction of GHG emissions from ships.

The symposium explored the technical aspects of various low-carbon and zero-carbon fuels, and also looked at issues such as safety, regulation, pricing, infrastructural availability, lifecycle emissions, supply chain constraints, barriers to adoption and more.

Experts from across the globe presented the latest in research findings and innovation about a wide range of alternative fuels. Strong candidates which are already being trialled on ships include hydrogen, ammonia and methanol. Wind-propulsion was also highlighted.

A number of speakers shared information about practical lessons learned from the use of the currently available alternative fuels such as LNG and biofuels, while also highlighting the potential of further reducing the GHG emissions associated with their use (for instance reducing methane slip or increasing the use of bio-gas).

IMO Secretary General Kitack Lim said in his opening remarks: *'To reach a low- and zero-carbon future for shipping, we will need new technologies, new fuels and innovation. Exciting research and development into low- and zero-carbon marine fuels is already underway.'*

*'IMO wants to further accelerate such initiatives by providing the global forum for sharing knowledge, to promote R&D, and to build partnerships between stakeholders, among public and private sectors, not only in the shipping industry and ports but also private and development banks, and academia at international, national and local levels.'*



## Safety focus

The symposium highlighted the need to discuss and address industry-wide safety concerns around the use, bunkering and storage of emerging fuels, given the varying characteristics of each individual fuel. Several speakers highlighted the need for an intensified effort to further developing the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code), in order to keep pace with new fuels making their way on to the market.

IMO's Sub-Committee on Carriage of Cargoes and Containers (CCC), is responsible for the IGF Code. Work on amending and updating the Code largely takes place in that Sub-Committee, in cooperation with other IMO bodies as and when necessary. Member States are encouraged to share information with the CCC Sub-Committee to ensure that technical discussions are robust.

Crew training on safe handling of alternative fuels was also emphasized, as individual fuels have different requirements for temperature, viscosity, onboard storage and engine operations.

## Collaborative approach

Partnerships among stakeholders, together with clear policy and international regulations, were recognized as key-factors in advancing towards decarbonisation of international shipping

The IMO is keen to ensure that no country is left behind when it comes to the energy transition and is working to ensure that there are multiple opportunities for information exchange between Member States. IMO will play an active role as the global regulator of shipping and also as a promoter and coordinator of initiatives related to low/zero carbon alternative fuels.

Sveinung Oftedal, symposium moderator commented: *'We should not forget that the energy transition of shipping has both sides, a necessity and an opportunity. Shipping decarbonisation is everyone's business and cooperation across the maritime community and beyond would be essential to success. IMO stands ready to continue to be a global platform for knowledge sharing and promoting alternative fuels.'*

## Downloads

To visit the symposium page including presentations readers are invited to see here:

<https://tinyurl.com/y75m3p5h>

Secretary General Kitack Lim's speech can be read here:

<https://tinyurl.com/yctt8x1h>

To watch the recording of the symposium on the IMO YouTube channel available readers are invited to see here: <https://www.youtube.com/user/IMOHQ>

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## GreenVoyage2050: States accelerate action to decarbonize shipping

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### IMO-Norway project is supporting States to implement energy efficiency measures and explore opportunities for low carbon shipping

According to a briefing from IMO eleven states are partnering in the IMO-Norway GreenVoyage2050 Project, which is supporting the path to decarbonisation in the shipping sector, in line with the IMO Initial Strategy on the reduction of greenhouse gas emissions from shipping, otherwise known as the IMO Initial GHG Strategy. (for more on the strategy see here: <https://tinyurl.com/yk4y6rga>)

Through the IMO Initial GHG Strategy Member States have pledged to cut annual greenhouse gas emissions from international shipping by at least half by 2050, compared with their level in 2008, and work towards phasing out GHG emissions from shipping entirely as soon as possible in this century.

We are informed that the GreenVoyage2050 Project is actively supporting States in progressing along this

decarbonisation path. It is reported that the project will also build capacity in developing countries, including small island developing states (SIDS) and least developed countries (LDCs), to fulfil their commitments to meet climate-change and energy-efficiency goals for international shipping. This will be achieved through supporting States in implementing the already-adopted IMO energy-efficiency measures (contained in Annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL)) and to reduce GHG emissions from ships in line with the IMO Initial GHG Strategy.



As of 5 March partnering countries in the GreenVoyage2050 Project are listed as: Azerbaijan, Belize, China, Cook Islands, Ecuador, Georgia, India, Kenya, Solomon Islands, South Africa and Sri Lanka.

Through their participation in the project, they will aim to strengthen their MARPOL Annex VI compliance, facilitate sharing of operational best practices, catalyse the uptake of energy efficient technologies and explore opportunities for low- and zero-carbon fuels. New fuels, new technologies and innovation will be needed to meet the IMO GHG Strategy ambitions.

Specifically, the project is supporting States to:

- draft legislation to implement MARPOL Annex VI into national law;
- undertake assessments of maritime emissions; develop policy frameworks and National Action Plans (NAPs, *for more see below*<sup>1</sup>) to address GHG emissions from ships;
- assess emissions and develop port-specific emission reduction strategies;
- identify opportunities and deliver pilot projects, through the establishment of public-private sector partnerships and mobilization of financial resources;
- access funding and investments into low carbon solutions; and
- establish partnerships with the industry to develop new and innovative solutions to support low carbon shipping.

The project is also supporting cooperation between ship and port sectors in the individual States.

### New Pilot Countries and Pioneer Pilot Countries

Since individual States are at different stages in terms of implementation of IMO's energy efficiency measures and other processes such as baseline assessments, the

partnering countries have been categorised into New Pilot Countries and Pioneer Pilot Countries.

New Pilot Countries (NPCs) are those that, as a first step, are undertaking the development of a national maritime emissions assessment, establishing a baseline and building the information base. These actions will lay the foundation for the development of a robust and informed National Action Plan (NAP) to address GHG emissions from ships.

**New Pilot Countries** are: Azerbaijan, Belize, Cook Islands, Ecuador, Kenya, Solomon Islands, Sri Lanka.

Pioneer Pilot Countries (PPCs) are those that have already undertaken maritime emissions baseline work and have initiated development of their NAP to address GHG emissions from ships. The GreenVoyage2050 Project is supporting PPCs to finalize their NAP, identify pilot project opportunities and develop them further with a view to securing funding for their implementation.

**Pioneer Pilot Countries** are: China, Georgia, India, South Africa.

All partnering countries will be provided training on the regulatory developments related to MARPOL Annex VI and the Initial IMO GHG Strategy, as well as training on key low carbon technologies and fuels.

Other activities include capacity-building on sustainable port initiatives and measures to reduce emissions at the ship-port interface.

## Global Industry Alliance to Support Low Carbon Shipping

### (Low Carbon GIA)

GreenVoyage2050 Project also has a strong private sector collaboration. The IMO-GreenVoyage2050 Global Industry Alliance to Support Low Carbon Shipping (Low Carbon GIA) is a public-private partnership which aims to identify and develop innovative solutions to address common barriers to the uptake and implementation of energy efficiency technologies and operational measures.

### Websites and additional information

The GreenVoyage2050 website can be found here: <https://greenvoyage2050.imo.org/>

About the Low Carbon GIA, readers are invited to see here: <https://tinyurl.com/yjqb6epf>

GreenVoyage2050 is one of a series of projects under IMO's Department for Partnerships and Projects.

To find out more about the topic of IMO Partnerships and Projects see here: <https://tinyurl.com/yzvdsq3t>

<sup>1</sup> <https://tinyurl.com/ygux8gpl>

## Regional crew change and repatriation

### IMO Pacific hub ports concept

The concept of hub ports to receive, quarantine, test for Covid-19 and potentially vaccinate seafarers in the Pacific region was explored at a roundtable meeting on 25 February. This involved representatives from States in the region, UN agencies, the shipping industry, the relevant trade union organisation and the Pacific Islands Forum.

Seafarers from Pacific island States have faced circuitous and lengthy journeys to return home when this has been arranged, illustrating the complexities of the crew change crisis. This was reported by IMO in a briefing of 1 March.

Globally, there are (mid-March) currently some 400,000 seafarers needing to be repatriated from ships, having completed their contracted time at sea, with a similar number trying to join ships. Kiribati informed the meeting that more than 320 of its seafarer nationals were currently stranded, mainly in Brazil, Denmark, Germany and Spain, with plans to repatriate them, in groups of 20, via Germany and Fiji.



Covid-19-free countries, namely Samoa and Tonga, require nationals to quarantine for 14 days in Fiji or New Zealand.

Transit and repatriation requirements, usually via indirect flights, include quarantine days and negative Covid test results before boarding flights / entry into the country.

The meeting identified the potential for hub ports in Australia (notably Brisbane), Fiji and New Zealand, and welcomed those countries' willingness to help. At the same time, limitations such as the need to book limited quarantine facilities in advance, shortage of supply of medical resources, including analytical equipment and test kits, and the costs of repatriation were acknowledged.

### Priority vaccination

The need for priority vaccination for seafarers was also highlighted. Shipping industry bodies pointed out that the inability for seafarers to travel from their country to embark on their new ship under a new contract could mean that



some nationalities of seafarers would find themselves out of work as ship owners would take on seafarers of other nationalities. The vital contribution of seafarers' earnings to domestic economies (and the welfare of individual families) in the Pacific Island States was noted.

### **Standard protocol suggested**

Meeting delegates suggested the idea of developing a standard protocol for port hubs.

### **Representation**

The roundtable meeting was organised by IMO and attended by representatives from Australia, Fiji, Kiribati, New Zealand, Samoa, and Tonga; and from the International Labour Organization (ILO), IMO, World Health Organization (WHO), World Food Programme (WFP), UN Resident Coordinators (Fiji and Samoa), International Chamber of Shipping (ICS), International Transport Workers' Federation (ITF), Pacific Island Forum Secretariat (PIFS).

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## **A message from IMO Secretary-General**

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### **Covid-19 crew change crisis still a challenge**

The crew change crisis caused by Covid-19 restrictions continues to cause challenges, despite some improvement in the numbers, the IMO Secretary-General has warned.

According to the IMO Media service on 19 March in a statement, Secretary-General Kitack Lim said that based on industry analysis, the numbers of seafarers requiring repatriation after finishing their contracts had declined – from a high of around 400,000 in September 2020 - to around 200,000 as of March 2021, with a similar number waiting to join ships. However, this number could rise again indicating that the crew change crisis is far from over. Importantly, issues around vaccination need to be resolved.



More than ever, seafarers need to be designated as key workers to ensure priority vaccination and access to safe transit and travel, Mr Lim said.

His full statement is here: *'One year ago, as the world plunged into the Covid-19 crisis, I spoke of our voyage together and the need for collaboration and cooperation. I am glad to say that over these past twelve months, we*

*have worked intensely with many different stakeholders to address challenging conditions.*

*'The maritime sector has continued to deliver the vital supplies that people need. Seafarers have worked tirelessly, at the heart of this trade, to keep goods flowing. Despite difficulties with port access, repatriation, crew changes and more, there can be no denying that seafarers have gone beyond the call of duty.*

*'Hundreds of thousands of seafarers have been forced to work long beyond their contracted time. We have estimated that throughout the last months of 2020 and up to the beginning of this year, 400,000 seafarers still needed to be repatriated, with a similar number needing to join ships.*

*'Thanks to concerted efforts by Governments, shipowners and others, this figure is now estimated at 200,000 seafarers needing repatriation and a similar number needing to join ships. One of the major achievements of last year contributing to this was the adoption of the United Nations Assembly resolution calling on UN Member States to designate seafarers and other marine personnel as key workers and to implement relevant measures to allow stranded seafarers to be repatriated and others to join ships, and to ensure access to medical care.*

*'But we cannot be complacent. Fewer than 60 countries so far have heeded our call for seafarers to be designated as key workers. More countries need to do so if we are to resolve this crisis and ensure seafarers are treated fairly and so that their travel to and from their place of work is properly facilitated. There is still a long way to go before we are back to a normal crew change regime.*

*'As vaccination is rolled out in many countries, I urge Governments to prioritize seafarers in their national Covid-19 vaccination programmes.*

*'Governments should also identify and prepare for the challenges of the vaccination of seafarers who spend long periods of time away from their home countries. We need to continue to work together to develop relevant protocols and guidance around vaccine certification. This is particularly important as any barriers to travel created by national vaccine protocols may further complicate an already difficult crew-change situation.*

*'On our voyage through this pandemic, which has been challenging for the whole world, I recognize that many seafarers have endured intense hardship as they have worked to keep trade flowing. I wholeheartedly thank seafarers for this.*

*'We will continue to work with our sister UN agencies, with industry bodies and with Governments to address the ongoing needs of seafarers. We will also be looking towards taking the lessons learned going forward, so we can be better prepared in the future.'*

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## UK to lead the way in training for autonomous shipping

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The UK's standing as a world-leader in the safe testing and development of autonomous vessels has been further enhanced by a new standards and safety regime to shape the future of training for autonomous shipping globally. This was reported by the UK's Maritime & Coastguard Agency on 18 February.

A pioneering working group responsible for what are known as the MASSPeople, Maritime Autonomous Surface Ships (MASS) International Training Standards will develop these standards for people operating autonomous vessels.

Here the network has the UK is the first flag state to join and so is set to shape the future of training for autonomous shipping in its commitment to innovation in the industry. Working with the IMO the working group aims to ensure development and roll out of autonomous vessels are safe and secure by design.



As a founding member of MASSPeople, the Maritime and Coastguard Agency will be looking to develop world-leading training standards for those who operate these types of vessels.

Selected flag states have been invited to agree to take part in the International Training Standards working group to consider establishing high standards of training in MASS. It is understood that the group consists of representatives from European and international maritime authorities.

UK's Maritime Minister Robert Courts said: *'Autonomous vessels offer significant opportunities for the UK's economy as well as helping meet our carbon reduction targets.'*

*'We are sailing into new waters, and with the UK's global expertise in shipping safety standards, the UK is best-placed to set the global benchmark in the development and rollout of safe, autonomous shipping.'*

Katy Ware, Director of Maritime Safety and Standards (pictured) added: *'Seafarers and their safety is something we take very seriously and that includes making sure they*

*are trained in all aspects of the maritime industry that they work in.'*



*'As new technology is introduced and new ways of working with it, we want to make sure the training standards keep pace with it so that our seafarers stay safe while they work.'*

*'This working group will not only set the benchmark for qualifications required by operators now but also in the future.'*

Standards currently in place in the International Convention of Standards on Training, Certification and Watchkeeping for Seafarers (STCW) do not currently adequately provide for standards for the operation of MASS. It is understood that they will include such aspects as specialisations, competencies, training structures and qualifications.

Working alongside the MCA will be global geo-data company Fugro and Seabot XR. The latter is an agency for next generation learning products and services.

### About the UK MCA

The Maritime and Coastguard Agency (MCA) is a frontline emergency response agency of the Department for Transport. As well as delivering maritime search and rescue through HM Coastguard (one of the four UK emergency services), the MCA is responsible for maritime regulation, safety and counter-pollution.

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## EMSA Annual Review of Marine Casualties and Incidents 2020

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It was announced from the beginning of February that EMSA had published the Annual Overview of Marine Casualties and Incidents, presenting statistical data on marine casualties and incidents for the year 2019 as well as for the 2014-2019 period. The publication may be downloaded from the EMSA website here: <https://tinyurl.com/ycgx42jv>



It is reported that this annual overview is one of the most downloaded publications produced by EMSA, showing the interest of the maritime sector and the public in general.

Statistics presented were produced from data uploaded to the European Marine Casualty Information Platform by the marine accident investigation bodies of the EU member states.

General figures show:

- 3,062 occurrences reported in 2019 – a decrease of 200 on 2018;
- the total number of occurrences recorded in the EMCIP database over this period stands at 19,500, representing an average of 3,236 marine casualties or incidents per year over the period covered and,
- a total of 833 investigations launched during the 2014-2019 period, for which 2,200 measures or safety recommendations have been issued so far.

### Accident Investigation meeting

EMSA held the annual meeting of the Permanent Cooperation Framework (PCF) for Accident Investigation virtually for the first time in December.

Experts from 24 EU/EE member states and the European Commission attended the online meeting.



On the agenda were several topics related to technical cooperation, safety issues identified during investigation and the ongoing revision of Directive 2009/18/EC. Delegates discussed the impact of Covid-19 on the working process and shared good practices to cope with the risks associated with the pandemic, mainly to gather evidence from witnesses and to deploy investigators on scene. The group reached an important milestone, namely to improve the way human and organisational factors are captured in safety investigations, agreeing to embrace a systemic approach.

Intervention of an expert in human factors from Lund University facilitated the discussion. For the first time, the PCF discussed the possible operational support of the Agency for safety investigations and expressed interest in exploring the tools and services that EMSA can make available.

The PCF validated the methodology for EMSA to provide technical observations on final reports for improving their quality. The group took essential decisions on the users' management of the European Marine Casualty

Information Platform (EMCIP) and the reporting workflow in the system. The new features that will be implemented in the platform were discussed and there was significant interest in the business intelligence tools currently available on the platform.

Delegates agreed to streamline data sharing with the Baltic Marine Environment Protection Commission (HELCOM).

Finally, elections of the PCF chairperson and deputy took place via a dedicated web-based platform that ensured the election integrity in compliance with the PCF rules of procedure.

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## ABS sanitization guidance

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### ABS provides guidance aimed at sanitizing marine and offshore assets exposed to Covid-19

American Bureau of Shipping reports that it has partnered with a leading public health official to address maintaining the safety of vessels and offshore assets potentially exposed to Covid-19

With the title *Response Measures to Covid-19 for the Marine and Offshore Industries* provides best practice guidelines for sanitizing assets exposed to Covid-19 and helps maritime leadership address the many challenges the virus brings.

This best practices document helps to answer a range of practical, urgent questions including how to prevent an asset from getting contaminated, how to maintain an asset in a sanitized state, how to decontaminate an asset when there is an on board Covid-19 case and considerations for the choice, use and disposal of cleaning and disinfecting products.

Produced from a maritime public health perspective, the best practices are applicable to commercial and naval vessels, as well as drilling units, production installations and other offshore units.

To quote Christopher J Wiernicki, ABS Chairman, President and Chief Executive Officer: *'Marine and offshore operators face the same challenge globally today. Determining how to protect crews while continuing operations in complex environments with unique requirements, where decontamination is considerably more challenging than for assets on land.*

*'For instance, improper application of detergents and disinfectants can degrade structural materials or weaken coatings designed to protect structures. This guidance builds on ABS's industry safety leadership to give operators confidence they are doing everything possible to protect their crews and assets. It is yet another example of ABS innovating to find new ways to support the industry during these challenging times.'*

Rear Admiral Joyce Johnson DO MA, US Public Health Service (Retired), a physician with a 35-year career of senior public health leadership in civilian and US military



sectors, commented: 'ABS has compiled a useful, best practices publication for mitigating the SARS-CoV-19 virus threat aboard marine and offshore platforms. The sanitization guidance provided will potentially save lives for people who must live and work at sea.'

*Response Measures to Covid-19 for the Marine and Offshore Industries* is created from a range of independent governmental and commercial sources and is intended to be a consolidation of the best available information at the time of publication. This guidance reinforces ABS's commitment to safety and the continuity of vital industry operations. Through innovations involving remote surveys and a strengthened focus on shipowner needs, ABS continues its industry support.

This guidance follows an announcement last year by ABS subsidiary ABS Group Consulting of a Restart Risk Model™ designed to help commercial and public organizations get workers safely back on site following the Covid-19 stay-at-home directives. The easy-to-follow risk-based framework will aid ship owners to maintain their operations with enhanced working practices that address the 'new normal' business environment. See here: <https://tinyurl.com/yd7rvknr> and <https://tinyurl.com/ybb66akk>

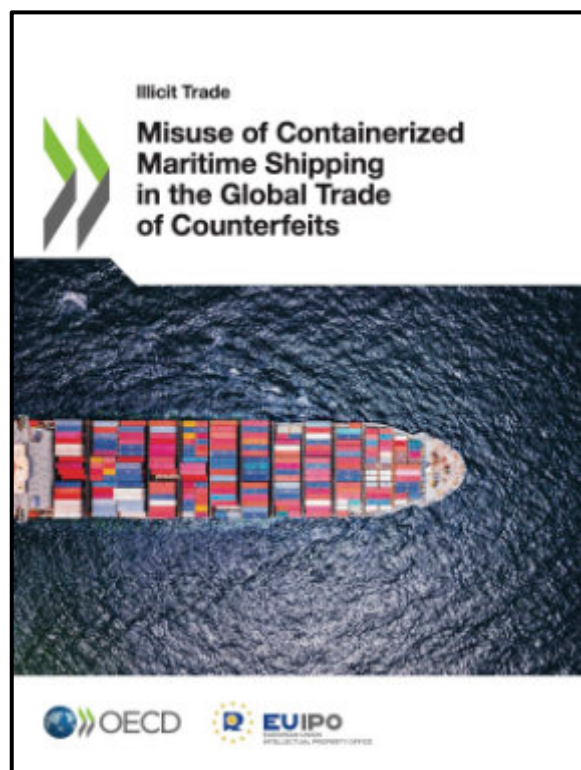
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## Sea transport is primary route for counterfeiters, says OECD

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More than half of the total value of counterfeit goods seized around the world are shipped by sea, according to a new OECD-EUIPO report available here: <https://tinyurl.com/y8d9a5ep>

With the title *Misuse of Containerized Maritime Shipping In the Global Trade of Counterfeits* the document says that seaborne transport accounts for more than 80% of the volume of merchandise traded between countries, and more than 70% of the total value of trade.



It is understood that containerships carried 56% of the total value of seized counterfeits in 2016. OECD's news issued at the same time as the document on 22 February indicated that the People's Republic of China was the largest provenance economy for container shipments, making up 79% of the total value of maritime containers containing fakes and seized worldwide. India, Malaysia, Mexico, Singapore, Thailand, Turkey and the United Arab Emirates are also among the top provenance economies for counterfeit and pirated goods traded worldwide.

Between 2014 and 2016, 82% of the seized value of counterfeit perfumes and cosmetics by customs authorities worldwide, 81% of the value of fake footwear and 73% of the value of customs seizures of fake foodstuff and toys and games concerned sea shipments. Additional analysis showed that over half of containers transported in 2016 by ships from economies known to be major sources of counterfeits entered the European Union through Germany, the Netherlands and the United Kingdom. There are also some EU countries, such as Bulgaria, Croatia, Greece and Romania, with relatively low volumes of containers trade in general, but with a high level of imports from counterfeiting-intense economies.

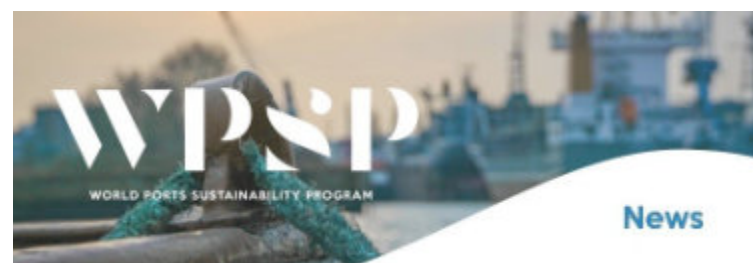
### About OECD

Working with over 100 countries, the OECD is a global policy forum that promotes policies to improve the economic and social well-being of people around the world.

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## 16<sup>th</sup> IAPH Covid-19 Economic Impact Barometer

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### Cargo flows impacting hinterland transport

A number of ports are reported as experiencing some delays in cross-border trucking services, with rail and barge delays increasing noticeably.

The results of the sixteenth survey of global ports were published in the WPSP- IAPH Covid-19 Port Economic Impact Barometer on 19 February, with an even spread of 70 participants worldwide.

It was reported that the share of ports facing a significant drop in container vessels calls (that is in excess of 25%) dropped further to 2%. Some three quarters of ports reported that vessel calls are similar or even higher compared to the same period the year before. The evolution continues to advance in a positive direction given the surge of container volumes on some trade routes (for example trans-Pacific) combined with a sharp

decrease in idle container vessel capacity since July/August 2020.

Co-author of the document Professor Theo Notteboom commented: *'Containerized cargo and other cargoes are on a par with, if not above, the expected levels for this period of the year. Cargo vessel traffic is now getting back to normal. There has been a recovery in goods related to several industries - such as exporting/importing for the steel industry or the movement of automotive units.'*

### **Cruise and passenger services still remain seriously impacted**

The cruise/passenger market remains the most affected by the Covid-19 contagion. In week 6 of 2021, 57% of respondents indicate that passenger vessel calls are down more than 50%, in many cases even down more than 90%.

In some parts of the world, the lack of passenger ship arrivals continues; specific ports reported an annual decline approaching 90% of the expected normal. There are still cases where due to the applied restrictions on people movements, passenger vessels are used mainly for carrying cargo. Many ports report the cruise season as *'cancelled for the entire season,'* with cruise vessels berthing only for lay-up or shipyard work.



### **Increase in barge and rail delays on the intermodal leg**

The situation in hinterland transport slightly deteriorated compared to November and December 2020. November seemed to present a turning point. While in October, none of the ports were reporting delays (of from 6 to 24 hours) or heavy delays (of more than 24 hours) in cross-border road transportation, this figure bounced up to 16.3% in November (week 45) and increased further to 20% in February 2021. While this percentage is far below the figures of more than 40% in weeks 15 and 16, it shows that fewer ports are experiencing normal cross-border trucking operations.

While trucking availability remains unaffected, some 18.6% of ports face disruptions in rail services, up from the record low figure of 4.9% in October (week 41) and 11.1% in December 2020. The situation for barge services has

significantly deteriorated, with 30% of ports now reporting delays.

Co-author Professor Thanos Pallis commented: *'The sudden recent surge in volumes on several big trade routes is testing the capacity limits of some ports/terminals and their inland transport systems, leading to disruptions in hinterland transport connectivity in some ports.'*

### **Reports of under-utilization of quayside and port warehousing areas on the increase**

On the quayside and close beyond the gates, more ports are reporting an underutilisation of local warehousing and distribution facilities for foodstuffs and medical supplies, and consumer goods. This figure went up from 3.8% in week 50 of 2020 to 16% in week 6 of 2021 for foodstuffs and medical supplies and from 1.9% to nearly 17% for consumer goods. In addition, an elevated 30% of ports are reporting underutilization of liquid bulk storage facilities in February 2021, the highest figure since the start of the surveys. Fuel consumption and storage is down due to lower demand.

### **Availability of port workers back to normal**

In the past few months, the Covid-19 crisis has a very limited impact on the availability of port-related workers. Only 8.7% of the ports mention that they face shortages of dockworkers, a figure that is a bit above the record low of 5.4% in week 29 and far below the 12-13% range in weeks 23 to 27. In the meantime, only 2.9% of the sample face shortages for the delivery of technical-nautical services and only 7.2% of the port authorities report a moderate to a more serious decline in shore staff availability. This is far below the figures of the first weeks of the barometer (that is to say 26% in week 18, 22% in weeks 16 and 17, and 28% in week 15), but slightly higher than the 4 to 5% in November and December 2020.



### **Crew changes register only a slight improvement**

On a global scale, 44% of ports that provided information on crew changes reported no crew changes had taken place in week 6 of 2021, down from 55% in week 27. In a quarter of ports, a very limited number of crew changes



have occurred (less than 5) compared to one third in week 27.

When comparing regions, European ports continue to show the best picture in terms of the crew change situation. In North America, crew changes remain at a low level, with 50% of ports indicating there have not been any crew changes in week 6 of 2021. This figure is comparable to the 57% in week 27. Overall, the crew change situation remains more precarious in the Americas compared to Europe. Several responding ports replied that crew changes are possible, but there have not been any vessel calls for crew changes.

The feedback to the survey also re-emphasized that ports have no say in either decisions related to crew changes or in terms of overlooking the implementation process, as these changes depend on other authorities and procedures beyond the port.

A copy of the report *WPSP- IAPH Covid-19 Port Economic Impact Barometer* in PDF format can be downloaded here <https://tinyurl.com/yax2f6f4>



## About IAPH

Founded in 1955, the International Association of Ports and Harbors (IAPH) is a non-profit-making global alliance of 170 ports and 140 port-related organisations covering 90 countries. Its member ports handle more than 60% of global maritime trade and around 80% of world container traffic.

IAPH has consultative NGO status with several United Nations agencies, including the IMO. Through its knowledge base and access to regulatory bodies, IAPH aims to facilitate energy transition, accelerate digitalisation and assist in improving overall resilience of its member ports in a constantly changing world.

In 2018, IAPH established the World Ports Sustainability Program (WPSP). Guided by the 17 UN Sustainable Development Goals, it aims to unite sustainability efforts of ports worldwide by sharing best practices through its project portfolio and collaborative partnerships.

## About WPSP

The World Ports Sustainability Program is an initiative of the International Association of Ports and Harbors (IAPH) that aims to demonstrate global leadership of ports in contributing to the Sustainable Development Goals of the United Nations.

The program empowers port authorities worldwide to collaborate with logistics, industrial and societal stakeholders in creating sustainable added value for the communities and wider regions in which their ports are embedded.

For more information readers are invited to contact: [mail@sustainableworldports.org](mailto:mail@sustainableworldports.org)

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## Thome Group partners with ShipMoney

### Introduction of digital payment solutions for crew wages



Maritime Payment Solutions, LLC (doing business as ShipMoney), a global, industry-leading provider of payment solutions for maritime companies, announced on 17 February that it will be facilitating Thome Group's crew payments.

Thome Group provides a comprehensive range of integrated maritime services to the international shipping and offshore industries with a global crew pool of around 12,000 seafarers. It manages a fleet of more than 400 vessels, providing a mix of full third-party ship management or crew-only managed services.

All Thome Group seafarers will now benefit from ShipMoney's comprehensive platform of digital payment methods, including crew payroll payments, international remittances, money transfers, mobile tops-ups, payroll advances, and onboard expenses.

In the words of Stuart Ostrow, President of ShipMoney: *'It is very rewarding to be working with Thome, a company unwaveringly committed to both helping seafarers and to finding innovative means to achieve that objective.'*

*'We care deeply about the struggles that seafarers face every day—and which have been exacerbated by the current crew change crisis. Their wellbeing is our top priority and maritime payments for seafarers are our only focus. This enables us to devote 100% of our attention, resources, and expertise to helping crew and their employers.'*

Peter Schellenberger, Vice President, Supply Chain, at the Thome Group commented: *'The Covid-19 pandemic has markedly accelerated the need to switch to card and digital payments, as the industry moves away from the old fashioned cash-to-master system and searches for more convenient digital solutions. This is the first step for Thome in its aim to move towards the 'cashless vessel' and I look forward to working with the team at ShipMoney to make this a reality.'*

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## AMSA Focused inspection campaign - livestock ships

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### Marine notice 1/2021

On 22 February the Australian Maritime Safety Authority (AMSA) issued Marine Notice 1/2021.

This marine publication provides information to ship owners, operators and masters about the Focused Inspection Campaign (FIC) on livestock ships which commenced on 1 March 2021 and is due to run to 31 August 2021.

Readers may wish to be aware that the purpose of the FIC is to:

- determine the level of compliance with the maintenance and repair requirements of international conventions, and
- ensure masters and officers are complying with specific requirements of Marine Order 43 for ships that hold an Australian Certificate for the Carriage of Livestock, including voyage planning, determining the ship's stability, and that accurate values are used for the livestock cargo carried.

### Background

This FIC has been initiated by AMSA and is specific to Australia. The FIC will only be carried out on vessels that Australia has approved to carry livestock under Marine Order 43.

### Inspections

AMSA inspectors will undertake the FIC in conjunction with a normal Port State Control (PSC) inspections.

Any PSC deficiencies will be reported to regional PSC databases. However, deficiencies that relate only to Marine Order 43 will be recorded separately, in accordance with normal AMSA processes, and will not be reported to regional PSC databases.

AMSA encourages ship owners and masters to familiarise themselves with the maintenance requirements of their

vessel, and the requirements of Marine Order 43 for the carriage of livestock from Australia.



Photograph provided by courtesy AMSA ©.

Inspectors will complete a checklist when conducting the focused inspections so that AMSA can collate and report on the outcomes. The checklist may be found here: <https://tinyurl.com/y84a5ggp>

### 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 here: [www.amsa.gov.au](http://www.amsa.gov.au)

### Further information

AMSA's website provides information on the focused inspection campaign and a checklist of requirements that will be used during this FIC.

### Cancellation

Marine notice 1/2021 will be cancelled on 31 August 2021.

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## Nautilus Federation calls for global seafarer vaccination programme

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The Nautilus Federation, a group of 22 leading trade unions representing seafarers and inland waterways workers, has issued a statement calling on governments and global organisations to coordinate a worldwide vaccination programme for seafarers and Inland Waterways Transport crew.

Listed below, the Federation Unions<sup>1</sup> believe that the current Crew Change Crisis could be mitigated by an international response to vaccination of maritime and shipping professionals. There are fears that the nature of their work is likely to cause seafarers to be away from home when invited to take part in vaccination schemes in their own country, as national programmes continue to be rolled out.

It has been well documented that seafarers have struggled to receive medical attention ashore due to Covid-19 protocols in various countries, and an international response will also assist in resolving such failures.

The joint statement notes that vaccination policies and authorisations by government agencies differ in many jurisdictions and calls for seafarers receiving a vaccine outside of their country of domicile only to receive a



vaccine authorised by the regulatory body of their home country. The statement also reflects on the importance of seafarers receiving information on the vaccination they receive in English and in their own language.



While the majority of vaccines authorised by the World Health Organization (WHO) require a regimen of two doses for full protection to be offered, the statement highlights the importance of seafarers being able to access the required number of doses within the timescales recommended by the WHO. Those seafarers who experience side effects as a result of the vaccination must be provided with access to medical advice and medical care where necessary.

Nautilus Federation's statement adds:

- Any vaccinations authorised by the WHO must be recognised as valid for seafarer travel and transit through any national jurisdiction.
- Seafarers who have not yet been able to receive a vaccination must be permitted to travel to and from their country of domicile and their place of work without restriction, including via commercial aviation, for the duration of the global seafarer vaccination programme.
- An education programme targeted towards seafarers should be created to counter the effects of anti-vaccination propaganda and disinformation.

Nautilus Federation director, Mark Dickinson commented: *'There are specific characteristics of the maritime and shipping industries which call for a specific position encouraging vaccination as maritime and shipping professionals must travel to do their job. This places them at additional risk and to mitigate that risk and to protect employment, vaccination is an obvious step.'*

*'Nautilus Federation affiliates, in supporting this statement, recognise that maritime and shipping professionals – the keyworkers who have kept global supply chains moving throughout the Covid-19 pandemic – will require an international solution to ensure they can access vaccines while they are at sea. While national vaccination programmes progress, governments and global organisations must also recognise this urgent and growing need.'*

<sup>1</sup> See the list of Nautilus Federation affiliates here: <https://tinyurl.com/ycr5qoyl>

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## Mental health needs of seafarers

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### Urgent psychological first aid required

Tragic news in late January of the fatal pirate attack on the Turkish-flagged box ship *Mozart* off Gabon, which left one seafarer dead and 15 kidnapped, brought into sharp focus

the need for urgent psychological first aid and professional mental health assistance in situations like this where officers need to support the remaining crew on board.



At Mental Health Support Solutions

(<https://tinyurl.com/y8m8nu3m>)

Christian Ayerst, CEO, commented: *'MHSS's thoughts are with the next of kin of the deceased seafarer and with the families of the kidnapped crew, and those left on board. The series of events which struck the vessel are deeply upsetting. It is likely to increase anxiety in the seafaring community, especially for those entering areas known for piracy attacks.'*

Specialists in providing mental health support and guidance, MHSS provides support to seafarers with one to one therapy and also offer a free mental health hotline number which offers round the clock confidential and psychological support on board and ashore.

Charles Watkins, Clinical Psychologist and Managing Director at MHSS, added: *'Such an attack by pirates raiding a vessel can cause serious mental and emotional wounds among the crew. They may feel a range of cognitions and emotions like anxiety and/or survivors' guilt.'*



Christian Ayerst, CEO

*'This may traumatise them, understandably. They may go through a range of PTSD symptoms or other symptoms related to trauma. They've lost a friend, a work colleague, they're going to mourn their loss. They're also likely to worry about how events could have unfolded differently and picture other scenarios.'*

*'This is a lot to process and may take some time to recover. We're hopeful that the kidnapped crew will be freed too and offered therapy upon their release. They should all be professionally supported with access to*

*psychologists to assure all of them have access to the help they need and deserve.'*

MHSS is creating a Psychological First Aid (PFA) course designed to educate crew on how to deliver psychological first aid in a traumatic situation before professional support can get involved. It was scheduled to be launched in February. The aim is to provide band aid until clinical psychologists can provide professional support to them.

The company also runs a series of workshops to help train seafarers to cope under stressful situations but also prepare them should they be kidnapped. MHSS can provide seafarers will tools to give them resilience in extreme situations to manage things but also relaxation therapies such as meditation and breathing techniques. Its team of professional psychologists can also provide tailor-made workshops.

In conclusion Ayerst added: *'This incident is a stark reminder to the industry that seafarers need professional psychological support more than ever. It's the maritime industry's responsibility to provide it. The seafarers have a weight of worries on their shoulders from managing the crew crisis, Covid, their loved ones – and then also terrifying pirate attacks to contend. The industry needs to take action and invest more in mental health. We owe it to our seafarers.'*

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## **ABB's analytics and AI software**

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### **To improve ships' efficiency and cut fuel consumption**

- Insights into ships' operational data, amplified by Artificial Intelligence (AI) can help save up to 10% fuel and cut cost
- Unlocking the value of advanced analytics can increase vessel uptime and reduce essential service visits by up to 30%

Digital technologies, including AI, data integration and analytics solutions, are expected to transform international shipping in the coming decades as ship owners are seeking solutions that allow them to increase operational efficiency and sustainability and help to comply with environmental regulations.

This was reported by ABB from Zurich on 10 February.

A persistent challenge has been the tendency to gather and process data on a system-by-system basis, rather than analysing interdependent operations. Feeding datasets into disconnected silos limits meaningful analytics capability, burying potential efficiency gains in an ocean of data.

According to news from ABB the Ability™ Genix Industrial Analytics and AI Suite, now available for shipping companies, unleashes the power of advanced analytics and Artificial Intelligence to drive better decisions and significant efficiency gains.

ABB Ability™ Genix is said to be a scalable advanced analytics platform that collects operational, engineering

and information technology data from on board equipment and converts it into actionable insights that help ship owners improve operational efficiency, safety and sustainability.

It is understood that the solution opens the way to analyse the relationships between processes and events, using embedded fusion hubs, machine learning and advanced analytical components to map out a far richer picture of what is really taking place on a vessel or across a fleet.

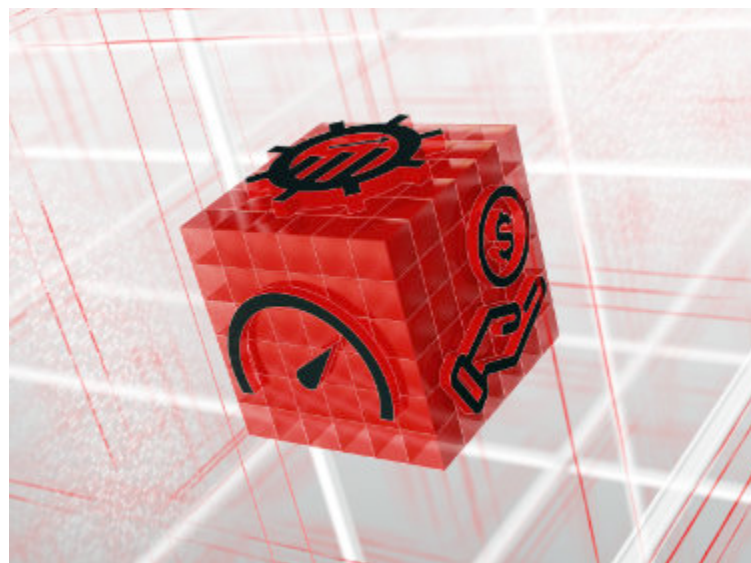


ABB estimates that deeper insights into a vessel's operational data, amplified by AI and analytics enabled by ABB Ability™ Genix, can result in up to 10% fuel reduction, cutting costs and emissions as a result. Additionally, maintenance savings using condition-based monitoring and early identification of potential malfunctions improve vessel uptime and reduces essential service visits to vessels by as much as 30% it is claimed.

Sustainable transportation including shipping plays an important role in ushering in a low-carbon future. With shipping accounting for up to 3% of the world's total greenhouse gas emissions, the marine industry is under regulatory pressure to halve its carbon footprint by 2050.

To quote Jyri Jusslin, Head of Global Service, ABB Marine & Ports: *'ABB is now offering the marine industry a scalable platform that is flexible enough to meet today's needs cost effectively, and robust enough to support tomorrow's ambitions.'*

*'Whether the goal is to save fuel and cut emissions, enhance vessel uptime or to improve a company's financial performance, all digitalization projects benefit from the most extensive monitoring and measurement. Exploiting digital analytics to its full potential relies on comprehensive data.'*

With ABB Ability™ Genix, marine customers can subscribe to a variety of analytics on demand. This makes the solution suited both to ship owners taking their first digital steps as well as those already well advanced in digitalization and looking to develop a more holistic approach to vessel management.



Antto Shemeikka, Head of Digital Services, ABB Marine & Ports commented: 'ABB Ability™ Genix allows leveraging the power of data integration that can be customized to a client's fleet or vessel performance needs. The platform pools large varieties of data from shipboard systems, such as maintenance systems and third-party equipment, to deliver greater data fusion than has ever been possible.'

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## Britannia P&I supports Sailors' Society

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### Wellness at Sea Awareness Campaign

Britannia P&I announced on 25 February that, as part of its recently launched BSafe initiative, it is supporting the Sailors' Society's Wellness at Sea awareness campaign.

This campaign was developed in response to the Covid-19 crisis and aims to increase awareness of mental health and wellbeing issues, to motivate crew and to provide practical support to help seafarers through challenging times.

The awareness campaign, which reflects the Sailors' Society's experience in wellness training and supporting mental health at sea, will be rolled-out by Britannia to its Members throughout 2021.



A variety of resources and materials will be made available on Britannia's BSafe website (<https://britanniapandi.com/>) including podcasts, videos and posters. Each part of the campaign includes seafarer activities which are designed to encourage seafarers to engage and take active steps to support their mental health and general wellbeing.

Britannia's BSafe initiative is a proactive safety campaign targeted at seafarers on board its Members' ships. Under the three main themes of onboard safety, seafarer health and onboard security, the aim of the campaign is to help influence behaviours and prevent onboard injuries and losses.

By sharing relevant information and developing initiatives to support various aspects of onboard operations, the objective is to help Britannia's Members' crews to be safe. Crew welfare and wellbeing is particularly relevant at this time given the extra demands and pressures under which seafarers are operating due to the global pandemic.

In the words of Graham Wilson, Divisional Director, Loss Prevention at Britannia: 'As seafarer wellbeing is such a critical issue and a key theme for our BSafe campaign, we felt that Sailors' Society's Wellness at Sea awareness programme represented the perfect opportunity to support a worthy charitable initiative and supplement our campaign.'

*'We shall be rolling out the Wellness at Sea materials as part of BSafe campaign over the course of the year, with a*

*new module being introduced every month. We encourage our Members to make their seafarers aware of the campaign and use the available resources to support their own efforts to assist their crew members to keep mentally fit.'*

Sara Baade, Sailors' Society's CEO added: 'In these challenging times, it is particularly important that we continue our vital aid to seafarers and their families. We are delighted that Britannia P&I have recognised this and have chosen to care for seafarers' mental health by partnering on our Wellness at Sea Awareness Campaign and rolling support out to crews via their members. The most important element of the Wellness at Sea Campaign is to let seafarers know that they are not alone, with the emphasis on where they can seek help if needed.'

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## DNV GL joins Smart Maritime Network

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### Industrial cooperation on digitalization

It was reported from Hamburg on 25 February that DNV GL had joined the Smart Maritime Network, an initiative dedicated to supporting collaboration and standardization in the development of IT systems for the shipping sector.

Bjørn-Johan Vartdal, Head of DNV GL's Maritime Incubator, and Magnus Lande, Head of APAC for Veracity by DNV GL, will also join the Smart Maritime Council.

DNV GL has used its position as an independent third party to build trust in data quality and confidence in secure data sharing. At the same time the classification society has been working to take advantage of the opportunities created by new technology in offering new services and methods in an effort to improve quality.

To quote Vartdal, Head of DNV GL's Maritime Incubator: 'Shipping is in the midst of a tectonic shift towards digitalisation – towards being able to access and utilize the massive amount of information the industry generates every day in digital format.'

*"This will impact all facets of the maritime industry, including ship classification. However, in order to fully exploit this opportunity, we need the industry to work together."*

He emphasised that foundations are needed to be able to effectively share and use data for the benefit of the whole industry.

Magnus Lande commented: 'Veracity aims to make it easier for organisations in the maritime industry to undergo their digital transformation, by offering a platform for storage of high security data with safe sharing mechanisms, data contextualised according to industry standards and easy access to sector-specific applications. For us, the Smart Maritime Network is highly relevant as it will affect how fast the maritime industry can move forward in deriving full value from its data.'

The goal of the Smart Maritime Network (SMN) is to provide a platform to promote the benefits of enhanced integration and data sharing among stakeholders within the maritime and transport logistics sectors, informing and educating the industry on technological developments and

innovations while providing wider opportunities for relationship building and knowledge sharing.

Rob O'Dwyer, chief network officer of the Smart Maritime Network added: *'We are delighted to welcome DNV GL as members of the Smart Maritime Council, an organisation already deeply interconnected with many of our existing member companies when it comes to certifying and managing the technological infrastructure installed on modern vessels.'*

*'As a group focused on promoting standardisation and interoperability in maritime IT, our Council felt that expanded class society representation was important in building connections across the industry, given those societies' experience working with both vessel operators and equipment providers on shipboard technology implementation.'*

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## Engine failure and fire

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### mv *Finlandia Seaways*

#### UK MAIB report

At 0033 on 16 April 2018, the Lithuanian registered ro-ro cargo vessel *Finlandia Seaways* suffered a catastrophic main engine failure that caused serious structural damage to the engine and a fire in the engine room. The vessel's third engineer, who was on duty in the engine room at the time, suffered serious smoke-related lung, kidney and eye injuries during his escape. This event was encapsulated in a (UK) Marine Accident Investigation Branch report issued at the end of February 2021. This Lithuanian flag-vessel of 163m loa, 11,530 grt, with a crew of 19 was carrying a mixture of heavy goods vehicles, containers, cars, campervans and caravans.

*Finlandia Seaways* was 11nm east of Lowestoft on a regular voyage from Zeebrugge to Rosyth when one of the main engine's connecting rods broke. Several of the engine's major internal rotating components were thrown through the side of the crankcase into the engine room, and a short but intense fire occurred. Within 20 minutes the crew had conducted a muster, sealed the engine room, activated its carbon dioxide fixed fire-fighting system and extinguished the fire.

The third engineer was recovered by Coastguard helicopter to Norfolk and Norwich hospital for medical care, and made a successful recovery.

The MAIB's technical investigation was carried out with support of the Lithuanian Transport Accident and Incident Investigation Division and the engine manufacturer, MAN Diesel and Turbo SE.

The investigation identified that a fracture of the connecting rod small end had led to the sudden failure of the main engine. The investigation also found that the method used to replace the connecting rod small end piston pin bearing bushes by the vessel manager's maintenance support contractor had introduced stress raisers that significantly increased the likelihood of crack initiation and fatigue failure.

Other factors that contributed to the engine failure included: standards of maintenance management; lack of appreciation of the importance of following the engine manufacturer's instructions for the removal and refitting of the piston pin bearing bushes; and external oversight of the engine maintenance process.

With regard to the emergency response, although the carbon dioxide fire-fighting system was activated successfully, the third engineer was fortunate to have survived given that there were no emergency escape breathing devices on his escape route. In common with other accidents in which carbon dioxide has been released following a fire, the inability to confirm which gas bottles had discharged hampered re-entry to the engine room. In addition to this, the voyage data recorder did not record the incident due to the uninterruptible power supply failing.



Fire damage to upper engine room (looking forward)

Photo MAIB ©

On 27 July 2018, the MAIB and the Lithuanian Transport Accident and Incident Investigation Division wrote to MAN Diesel and Turbo SE and the vessel's classification society recommending that they provide technical advice to *Finlandia Seaways*' operator to reduce the likelihood of a similar accident occurring in the future. In response, *Finlandia Seaways*' sister vessel *Botnia Seaways* was withdrawn from service and its engine connecting rods removed and replaced. In addition to many actions taken by stakeholders as a result of this accident, further recommendations aimed at addressing the safety issues raised in the MAIB report have been made to the vessel operators, DFDS Seaways AB-Lithuania and its engine maintenance support contractor, Diesel Service Group.

#### Safety Issues

With regard to safety issues:

- the engine's connecting rods had not been maintained in accordance engine manufacturer's instructions;
- defects introduced during component overhauls had not been identified by the ship's crew or the company's technical superintendents;
- the significance of the damage caused to the connecting rod small ends during overhaul was not fully appreciated and although a Class survey item,



- Class was not kept informed;
- there were no emergency escape breathing devices on the secondary escape route used by the third engineer.

## Recommendations

A recommendation was made to MAN Energy Solutions and Lloyd's Register (2018/121) to provide technical advice to DFDS on the actions the company should take to minimise the risk of a similar catastrophic engine failure, and any other vessel operators whose MAN engines might have been subjected to similar maintenance practices.

Further recommendations aimed at addressing the safety issues raised in this report have been made to the vessel operators, DFDS Seaways AB-Lithuania and its engine maintenance support contractor (2021/102), Diesel Service Group (2021/103-105).

For the MAIB report see here:

<https://tinyurl.com/yc3j8u2a>

## Editorial note:

The text reproduced here is based on Marine Accident Investigation Branch Report No 2/2021 of February 2021: *Report on the investigation of the engine failure and fire on board the ro-ro cargo vessel Finlandia Seaways resulting in injury to one crewman 11 miles east of Lowestoft 16 April 2018.*

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## Ship paints underestimated as source of microplastics

### University of Oldenburg study:

### Microparticles in the southern North Sea come mainly from paints and varnishes

According to a statement from the Germany's University of Oldenburg on 23 February shipping can be an essential source of tiny plastic particles floating in the sea, especially on the open waters.

Environmental chemists from the Institute of Chemistry and Biology of the Sea at the University of Oldenburg, led by Dr Barbara Scholz-Böttcher, are now providing an overview of microplastic distribution in the North Sea for the first time in the journal *Environmental Science & Technology*.

It was reported that in water samples taken by the team near important shipping lanes in the German Bay, researchers mainly found plastic particles derived from ship paints. She said: *'We assume that ships leave a kind of brake track in the water, which is as important as the source of microplastics as the tyre abrasion of cars on land.'*

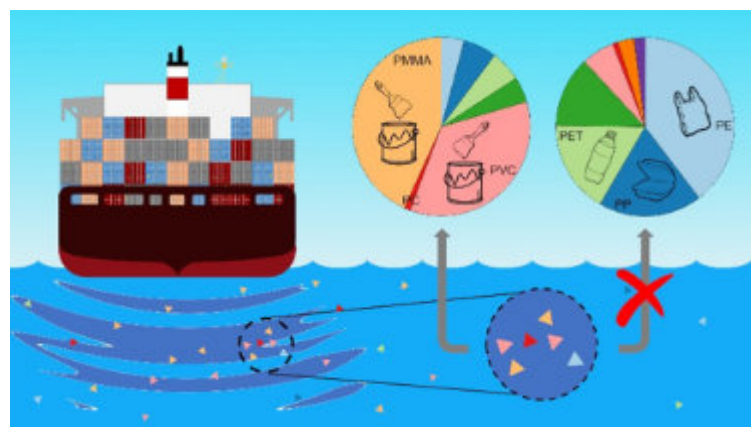
In autumn 2016 and 2017, the Oldenburg team took water samples at various points in the German Bay with the

research vessel *Heincke*. With stainless steel sieves, Scholz-Böttcher and her colleagues Christopher Dibke and Marten Fischer filtered plastic particles with a diameter of less than one millimetre out of the seawater.

They then determined the chemical composition of the collected particles. Using a special analysis method, they first decomposed the plastic molecules at temperatures of almost 600° Celsius into smaller, characteristic fragments, which separated them based on their mass and chemical properties and were assigned to different groups of substances.

Researchers were also able to determine the mass of the respective fractions.

Scholz-Böttcher emphasised: *'Previous studies have only determined particle numbers for the North Sea, and for the first time we have also determined the mass distribution and thus obtained a more comprehensive picture of the emergence of different types of plastics.'*



*In water samples from the German Bay, Oldenburg researchers mainly found microplastic particles from ship paints (pink and orange in the pie diagram). Packaging plastics (blue and green pie pieces) had a smaller proportion.*

*Picture reprinted with permission from Environ. Sci. Technol. 2021, 55, 4, 2285-229 ©. Reproduced by kind permission.*

It was reported that the result surprised the team: Indicators for polyvinyl chloride (PVC), so-called acrylates and polycarbonates appeared in the samples. Their mass together accounted for about two-thirds of all samples, and in selected samples they even had a mass share of 80%. Packaging plastics such as polyethylene (PE), polypropylene (PP) and polyethylene terephthalate (PET), which until now were considered to be the most important component of microplastics in the sea, accounted for a much smaller proportion. Scholz-Böttcher added: *'We did not expect such a distribution.'*

When the researchers detailed the results, they found that PE, PP and PET were mainly found near the coast. The other types of plastic, on the other hand, prevailed on the open North Sea and in the Elbe estuary – especially near major shipping routes.

In conclusion Scholz-Böttcher added: *'We assume that these particles come from ship paints, where such plastics*

are used as binders, for example in acrylic paints or epoxy resins.'

The result suggests that significantly more microplastics are produced directly at sea than previously thought. In the European Union alone, the team reports, research shows that several thousand tonnes of paint enter the marine environment every year. With potentially harmful consequences: Ship paints contain heavy metals and other additives that are toxic to many living organisms. These antifouling components aim to prevent unwanted vegetation and are constantly shaved off the ship's hulls by wind and waves.

Finally it was reported that the team is currently carrying out further studies, for example in estuaries and sediments, in order to further clarify the path of microplastics in the environment.

## Global tank container fleet increases

On 26 February ITCO, the International Tank Container Organisation, published its 9<sup>th</sup> Annual Tank Container Fleet Survey. This year's survey estimates that, at 1 January 2021, the global tank container fleet had reached 686,650 units worldwide, compared to the figure of 652,350 on 1 January 2020, a year-on-year growth of 5.26%.



The 2021 ITCO Tank Container Fleet Survey reports that the global tank container fleet has now reached 686,650 units. The complete survey can be downloaded from the ITCO website <http://www.itco.org>

Reflecting market uncertainty during 2020 – primarily caused by the global Covid-19 pandemic – the number of tank containers produced last year was lower than in 2019. In 2020, a total of 35,800 tank containers were built, compared to 54,650 in 2019, a decrease of some 18,850 units over the previous year.

This survey shows how, numerically, the industry continues to be dominated on a global level by a relatively small number of major tank container operators and leasing companies. The top ten operators account for over 246,000 tanks representing over 55% of the global operators' fleet of 443,100 units.

The top ten leasing companies account for over 250,000 tanks, about 80% of the total leasing fleet of 316,710. The top three leasing companies account for nearly 159,000 tanks, over 50% of the total leasing company fleet.

Commenting on the results of the survey, Reg Lee, ITCO President, noted: 'While tank container production in 2020 was lower than the previous year, there have been clear signs in recent months of a recovery in orders – indicating an improved situation in 2021. The figures in this survey confirm that the Tank Container industry is continuing to expand, with shippers appreciating the Just in Time concept allowing them to increase or decrease their product being shipped to meet the ever changing pattern of their customers' requirement and greatly reducing the need and costs for large amounts of static storage at either end of the liquid supply chain. At the same time, they recognise the safety, efficiency and operational benefits of this type of equipment. ITCO's Fleet Survey is part of the work that the Organisation undertakes, to promote the tank container and to support its Members.'



ITCO has donated a tank container to the Shanghai Maritime University, to enable students to learn more about the industry.

Lee continued: 'ITCO continues to promote the benefits of the tank container and encourage education and training – especially with the use of the ITCO E-learning Course. With staff at many companies unable to go into their offices over the past year, the E-learning course has proved particularly valuable for companies to give their staff who are working at home some relevant training in key aspects of the business.'

Over the past year, ITCO has undertaken an active campaign to promote the environmental benefits of tank containers. A video has been prepared explaining the problems of single-use plastics and encouraging the use of ISO tanks as a more sustainable mode of transport



In conclusion Lee commented: *'ITCO takes the issue of plastic waste very seriously and is endeavouring to play its part in the reduction of single use plastic. The new generation of professionals also want to see that the tank container industry is taking a serious approach to the environment and sustainability. They need to see that the industry operates, repairs, maintains and cleans its equipment in the correct way.'*

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## Understanding the long-term impacts of the Covid-19 pandemic on seafarer wellbeing

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### Advice to UK companies

On 2 March the UK Maritime & Coastguard Agency issued an eleven-page document entitled: MIN 656 (M): *Understanding the long-term impacts of the Covid-19 pandemic on seafarer wellbeing.*

This Marine Information Note (MIN) provides guidance for ship owners on the stressors which have been created or exacerbated by the conditions throughout the Covid-19 pandemic and provides some mitigating strategies.

The document provides information on the potentially long-lasting and far-reaching impacts of the Covid-19 pandemic on seafarer wellbeing. strategies.

In this document the term ship owner is used in the sense that it is used in health and safety regulation, as the person responsible for the operation of the ship. This is often the same organisation as the 'company' referred to in the ISM code.

This is a notice to all ship owners, ship operators, shipping managers, shipping agents and Masters.

This MIN expires 1 March 2022.

The document MIN 656 (M) *Understanding the long-term impacts of the COVID-19 pandemic on seafarer wellbeing* can be found here: <https://tinyurl.com/ycqjufex>

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## IGPANDI and safety animated film

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The loss prevention units of the 13 International Group of P&I clubs (that is to say former seafarers who provide advice and guidance on technical matters to ship owner members of the clubs) have collaborated with a professional media company and produced a safety animation video that draws attention to the risk of fatalities caused by entering enclosed spaces on board ships.

While the central tenet of the animation focuses on seafarers, the message applies equally to stevedores and surveyors who are among those to have died in these tragic circumstances. The issue is hugely important as is well known and the International Group is keen to play a part in the mitigation of these dreadful and preventable deaths on board ships.

### Video link

The animation is available on the International Group website as Enclosed Space Entry - The International Group of P&I Clubs (see <https://tinyurl.com/y9juy8d4> ) and has been added to the Group's LinkedIn channel here: <https://tinyurl.com/y84o8tml>

Too many lives are lost unnecessarily when seafarers or shore-based personnel enter enclosed spaces on board ships.



Enclosed spaces exist on ships of all types and sizes and the animation highlights different scenarios that could lead to the tragic loss of life in areas on ships where oxygen levels are depleted.

Despite the safety requirements described in SOLAS Regulation XI-1/7, all Group Clubs continue to see fatalities caused by oxygen depletion in confined or enclosed spaces on ships.

In the video safety animation highlights the importance of observing the statutory requirements described in SOLAS and compliance with best practice procedures on board ships, to mitigate the risk of further unnecessary deaths.

### Research into fatalities

The International Group has undertaken research into fatalities arising from enclosed spaces during the period of 2015 to 2020. Of the 83 deaths that occurred in enclosed spaces, 53% of deaths were due to oxygen depletion and over 60% of the incidents were located in the cargo hold.

The overriding message, running throughout the video, is **Stop, Think, Stay Alive.**

The six acts comprise:

- External Pressure
- Time Pressure
- Procedures, Practices and Equipment
- Preparation and Communication
- Unsafe Situations
- Emergency Drills

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## Green financings concluded for six large container ships on order

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- Syndicated loan of US\$ 417 million and lease financing of US\$ 472 million agreed
- Both transactions fulfil the Green Loan Principles of the Loan Market Association
- Compliance with relevant requirements certified by DNV GL

Hapag-Lloyd reported in recent weeks that it is breaking new ground in financing by concluding two debut transactions according to the Green Loan Principles of the Loan Market Association (LMA). This has also been verified by an independent expert in the form of a secondary party opinion of the DNV GL.

Both transactions are associated with the financing of six ultra-large 23,500 TEU container ships, which were ordered in December 2020.

The syndicated green loan in the amount of US\$ 417 million has a 12-year maturity and will be used to finance three of the six container ships on order. The credit facility is being backed by the Korea Trade Insurance Corporation (K-SURE), and the syndicate consists of eleven banks. KfW IPEX-Bank and BNP Paribas were in charge of structuring and coordinating the transaction.

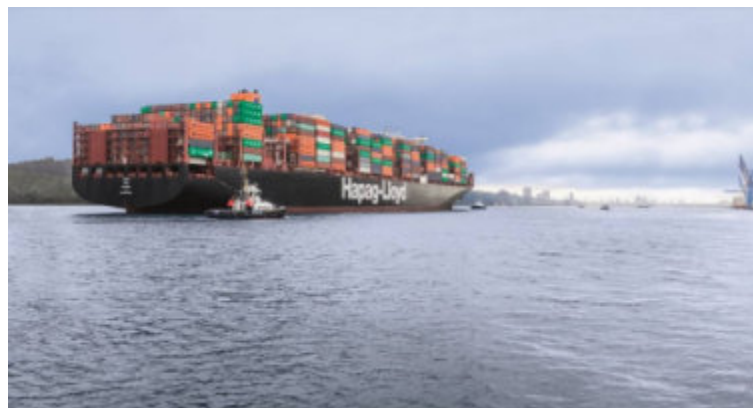


Photo per [www.hapag-lloyd.com](http://www.hapag-lloyd.com) ©.

It is understood that the lease financing for the remaining three newbuildings is in the amount of US\$ 472 million, has a maturity of 17 years plus construction-phase financing, and has been structured by the Industrial and Commercial Bank of China Leasing (ICBC Leasing).

In the words of Mark Frese, Chief Financial Officer of Hapag-Lloyd: *'Our first green financings are a major milestone for us, as we are breaking new ground in the container shipping segment by financing newbuilding projects geared towards sustainability. The transactions will help us to modernise our fleet while further reducing our CO<sub>2</sub> footprint at the same time.'*

Thanks to their extremely fuel-efficient high-pressure dual-fuel engines, the new buildings, it is reported, will be able to reduce CO<sub>2</sub> emissions by approximately 15% to 25%. This indicates that in addition to the requirements of the LMA's Green Loan Principles, the ships will also satisfy the EU Taxonomy's technical screening criteria for sea and coastal freight water transport.

These advanced concept vessels are being built in South Korea and are scheduled to be delivered in 2023, it is understood.

### About Hapag-Lloyd

With a fleet of 234 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 13,200 employees and 388 offices in 129 countries.

Hapag-Lloyd has a container capacity of approximately 2.7 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 trades.

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## Round Table shipping organisations

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### Key issues highlighted for the maritime industry

On 9 March it was reported that leaders of the Round Table of International Shipping Associations: BIMCO, INTERCARGO, International Chamber of Shipping and INTERTANKO had met virtually the previous week to debate key issues facing the maritime industry today.

At the meeting, the associations affirmed the industry's commitment to universal recognition for seafarers, the decarbonisation of shipping and addressing the threat to shipping from piracy in the Gulf of Guinea.

### Seafarer recognition

High on the agenda was the continued lack of universal recognition for seafarers as key workers. The Covid-19 pandemic highlighted a raft of issues, including lack of access to medical services, the need for an efficient, consistent and prioritised worldwide vaccination programme, and the ongoing need to resolve the crew change crisis in preparation for a global reboot of the world's economy.

Dimitris J Fafalios, INTERCARGO Chairman, and chair of the meeting commented: *'It is time for UN Agencies, governments and global organisations to coordinate a worldwide vaccination programme for seafarers in line with the timescales recommended by the World Health Organisation.'*

*'Government leaders must commit to collective action and take to task their counterparts who fail to appreciate that the welfare of seafarers is not only a humanitarian issue, but that the world's seafarers are responsible for keeping global trade moving.'*

### GHG emissions

Addressing the climate emergency and reducing emissions remains a key priority for the industry. Members of the Round Table highlighted the importance that the



shipping industry places on its environmental stewardship, and on controlling and reducing its GHG emissions. They also, stressed that a large-scale investment in research and development is paramount for real progress towards a zero-carbon industry by 2050.

To this end, members also confirmed their commitment to the industry-wide Maritime Research and Development Board (IMRB) initiative to accelerate the introduction of zero-emission technologies for maritime transport. Decarbonisation can only be achieved with the immediate acceleration of the development of zero-carbon fuels and technologies, and the IMRB is a crucial vehicle for driving the progress needed to build a zero-carbon shipping industry.

## Piracy

The piracy threat in the Gulf of Guinea continues to escalate. It was recognised that Nigeria has invested in law enforcement capabilities, but these are likely to take some time before having a significant effect. Effective maritime law enforcement in both territorial and international waters in the region is long overdue, and enforcement by able and willing naval forces is needed urgently to counter the deadly threat to seafarers. Members of the Round Table were unanimous in their agreement to continually review options and to take all necessary actions to reduce the Nigerian piracy threat.

Attending the meeting were President Sadan Kaptanoglu from BIMCO; Chairman Dimitris J Fafalios from INTERCARGO; Chairman Esben Poulsen from ICS and Chairman Paolo d'Amico from INTERTANKO.

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## VARD delivered second Expedition Cruise Vessel to Coral Expeditions

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It was announced jointly in Norway and Vietnam on 10 March that VARD, one of the world's major designers and builders of specialized vessels, had successfully handed over a second Expedition Cruise Vessel, *Coral Geographer*, to Coral Expeditions of Australia.



*Coral Geographer*, Expedition Cruise Vessel, loa 93.7 metres, beam: 17.2 metres. Built to VARD 6 01 design.

Following successful delivery of the sister ship *Coral Adventurer* in 2019, Australia-based Coral Expeditions ordered a second VARD 6 01 Expedition Cruise Vessel as part of its fleet expansion.

At the time of writing in mid-March, *Coral Geographer* was ready to sail after delivery at Vard Vung Tau, VARD's shipyard in Vietnam. Preparations were made for the maiden voyage with passengers to commence from Cairns, Queensland, at the end of March.

The vessel's VARD 6 01 design was developed by Vard Design in Norway in close cooperation with the customer. It has been specially tailored for personalized expedition cruises to remote destinations in Asia and Oceania. *Coral Geographer* has accommodation for 120 persons. The on-board spaces are designed to support daily shore expeditions, lectures, and briefings, while finished to a high standard.

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## Pandemic Response Guidance for Maritime SAR Organisations

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### IMRF launch

### **New manual provides vital recommendations for operational planning and response in health emergencies**

It was reported early in March that the International Maritime Rescue Federation (IMRF), supported by Lloyd's Register Foundation, had launched comprehensive guidance for those working in search and rescue, on how to ensure that SAR operations can continue safely in the face of challenges posed not only by Covid-19, but also by any future health emergencies.



Illustration per [www.international-maritime-rescue.org](http://www.international-maritime-rescue.org) ©

The Pandemic Response Guidance will support SAR providers in improving their level of preparedness for any forthcoming pandemics and enhances initial materials produced by IMRF members in early 2020, in response to the emerging Covid-19 pandemic. The guidance has been peer reviewed by IMRF members around the world and is free to download from the IMRF website here:

[www.international-maritime-rescue.org](http://www.international-maritime-rescue.org)

Theresa Crossley, CEO, IMRF commented: *'This guidance brings together all the knowledge and experience of our international membership. It's been developed specifically for the challenges faced in the current global pandemic, but designed in such a way, that it can be used as a basis for operational planning and response in any future pandemics or major health emergencies. All around the world, our members report that their search and rescue services are needed as much as ever. Yet operating conditions are far more challenging and SAR teams face unprecedented new risks.'*

*'We are very grateful to Lloyd's Register Foundation for supporting the development of this important guidance and to all our members for sharing their experiences and learnings so candidly. This is a demonstration of what the IMRF is all about – sharing best practice and knowledge wherever possible, to save more lives in the world's waters.'*

This Pandemic Response Guidance includes important background information on pandemics and recommends actions to help with mitigation and containment. It outlines the roles of different stakeholders and priorities for maritime SAR organisations, as well as suggesting options for the delivery of essential training and guidance for non-operational activities. Importantly, the manual also addresses the well-being of SAR personnel and measures for safeguarding the environment.

The IMRF will be organising a Pandemic Response Guidance session at its forthcoming conference (International Mass Rescue Conference (G5) 17-19 October 2021, Sweden) and the document will be reviewed in three years to incorporate further learnings and any new developments.

The Pandemic Response Guidance can be downloaded from the IMRF website.

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## International Tribunal for the Law of the Sea (ITLOS)

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Early in March the Tribunal issued its first newsletter for 2021 in which it looked back at the last three months its work.



With regard to judicial news, on 4 January 2021 Nigeria requested an extension to the time-limit for the submission of its Counter-Memorial in The *M/T San Padre Pio* (No. 2) Case (Switzerland/Nigeria), referring to the emergence and spread of the Covid-19 pandemic as justification for this request. After consulting with Switzerland, which had no objection to Nigeria's request, the date for submission of the Counter-Memorial was extended to 6 April 2021 by Order of the President of 5 January 2021.

Further, the final round of the deliberations of the Special Chamber in the Mauritius/Maldives case was held in January, with the Special Chamber delivering its Judgment on 28 January 2021. The Special Chamber found that it had jurisdiction to adjudicate upon the dispute concerning the delimitation of the maritime boundary

between the two States and that Mauritius' claim in this regard was admissible. The Special Chamber may now proceed to examine the merits of the maritime delimitation dispute. By Order of 3 February 2021, the President of the Special Chamber set time-limits for the submission of the Memorial of Mauritius and the Counter-Memorial of Maldives as 25 May 2021 and 25 November 2021, respectively.

As the constraints imposed by the Covid-19 pandemic continue, the need for hybrid meetings of the Tribunal is clearly continuing: deliberations of the Special Chamber as well as the reading of its Judgment took place with physical and remote participation of the Members of the Chamber, with delegations and a wide audience joining remotely for the delivery of the decision at the end of January.

It is understood that the forthcoming administrative session of the Tribunal (due to be held in March) will also be held in hybrid format. In the words of Judge Albert Hoffmann, President of the Court: *'I am pleased that the Tribunal has managed to pursue its agenda and complete its work in accordance with its usual expeditious time-frame despite the current circumstances. While we certainly miss the opportunity for face-to-face discussion and deliberation with our colleagues, we have found alternative working methods to ensure that international adjudication can follow its normal trajectory and does not need to be put on hold even at such challenging times. It is essential that we do everything in our power to allow international adjudication to continue its course and to avoid any disruption: justice delayed is justice denied.'*

He continued: *'That being said, I very much hope that during the course of this year we may be able to return to a way of work at the Tribunal which is closer to our usual methods. I am sure that both my colleagues on the bench and indeed counsel appearing before it will agree with me, oral proceedings and deliberations are certainly easier when conducted face-to-face rather than behind the interface of multiple screens.'*

*'As with the judicial meetings, so our capacity-building programmes have been proceeding in hybrid format. We are, however, very pleased that now all but one of the Nippon Fellows have made it to Hamburg for the final stage of the ITLOS - Nippon Foundation capacity-building and training programme and await the presentation of their respective research papers to the Judges....'*

*'Looking ahead, applications for the 2021-2022 programme are now open and we are grateful for the continued support of the Nippon Foundation for this programme, a stellar opportunity for a select group of young government officials and researchers to deepen their knowledge of the dispute-settlement regime established by UNCLOS and follow lectures and training sessions on a wide range of topics related to the law of the sea, from delimitation to fisheries, seabed mining to genetic resources, climate change to human rights at sea. We look forward to receiving many applications for the programme.'*

*'Finally, I am happy to inform you that the Tribunal's website has been redesigned with a fresh look and an improved navigation system. The site, which provides a*



variety of resources for government representatives, counsel, academics, researchers, students, media representatives and the general public, aims to be informative, user-friendly and inclusive.'

The ITLOS website may be accessed here: [www.itlos.org](http://www.itlos.org)

## ABS issues sustainability white paper on Methanol as Marine Fuel

As regulations continue to emerge and the drive to decarbonisation pushes forward within the maritime industry, one thing remains the same, the need for available fuel options that will assist the global fleet in accomplishing this great feat.

Methanol is one of the many fuel options being considered in achieving decarbonisation and offers several advantages, including:

- Existing infrastructure: Methanol is shipped globally as a commodity and therefore already has a supply chain in place to support ports around the world.
- Carbon-neutral potential: Biomass and biogas from landfills and wastewater treatment can be used as feedstock for the production of methanol, allowing for the potential of methanol to be a carbon-neutral fuel in the future if it is produced through a renewable source.
- IMO Interim Guidelines: The IMO recently adopted MSC.1/Circ.1621\* providing detailed goal based and prescriptive requirements for the use of methanol as fuel and even includes a risk assessment requirement.

A copy of the ABS Sustainability Whitepaper is available here: <https://tinyurl.com/yfw8myhl>

\*See at 38 pages: INTERIM GUIDELINES FOR THE SAFETY OF SHIPS USING METHYL/ETHYL ALCOHOL AS FUEL issued by IMO: <https://tinyurl.com/yh3aqf5z>

## A London museum's effort to highlight the crisis at sea

**The Neptune Declaration is raising awareness of their plight.**

As we well know seafarers around the world are facing a humanitarian and safety crisis. Due to Covid-related travel restrictions, seafarers have been left stranded on ships, unable to disembark or carry out crew changes.

Many have paid a high personal cost, from missing the birth of their children to being unable to say goodbye to dying loved ones. Seafarers make a vital contribution to our day-to-day lives – around 90% of global trade is transported by commercial shipping – yet their work often goes unrecognised.

### Major London effort

At the National Maritime Museum in Greenwich, South East London, staff are working to make sure their voices

are heard and have signed the Neptune Declaration, a pledge which calls on government bodies to take urgent action to safeguard the rights and welfare of seafarers.



Fallen © Cezar Gabriel

The Museum is also partnering with two leading maritime welfare organisations, the International Transport Workers' Federation Seafarers' Trust and Mission to Seafarers, to record oral histories of seafarers during the coronavirus pandemic.

See here:

<https://www.itfglobal.org/en/news>

and

<https://www.missiontoseafarers.org/>

This oral history project will enter the Museum's collection as a permanent record of the challenges that seafarers have faced throughout the pandemic. Their testimony will ensure that the voices of Covid-19's forgotten keyworkers are heard.

'Seafarers continue to be deeply impacted by the pandemic,' said Laura Boon, the Lloyd's Register Foundation Public Curator of Contemporary Maritime at Royal Museums Greenwich. She added: 'It is vital that we capture their experiences now – both to raise awareness and act as a record for the future.'



Cargo operations during pandemic © Cezar Gabriel

### Valuable film

For a first-hand insight as to how the pandemic has affected those working at sea, readers are invited to watch the Museum's film made with ship's chief engineer and photographer, Cezar Gabriel, here: <https://tinyurl.com/yfmb2ywy>

This is featured in the Museum's exhibition *Exposure: Lives at Sea*.

The Neptune Declaration on Seafarer Wellbeing and Crew Change has mapped out four key steps to resolve the crisis.

These include:

- Calling for seafarers to be recognised as keyworkers and given priority access to coronavirus vaccines;
- Implementing health protocols for safe crew changes;
- Increasing collaboration between ship operators and charterers to minimise the risk of Covid-19 spread on vessels;
- Ensuring that air transport continues to operate between major maritime hubs.

More than 700 companies and organisations have signed the Neptune Declaration as of March 2021, including shipping company AP Moller-Maersk, the International Transport Workers' Federation, the International Chamber of Shipping and the Global Maritime Forum.

For more information about the Neptune Declaration, see: [www.globalmaritimeforum.org](http://www.globalmaritimeforum.org)

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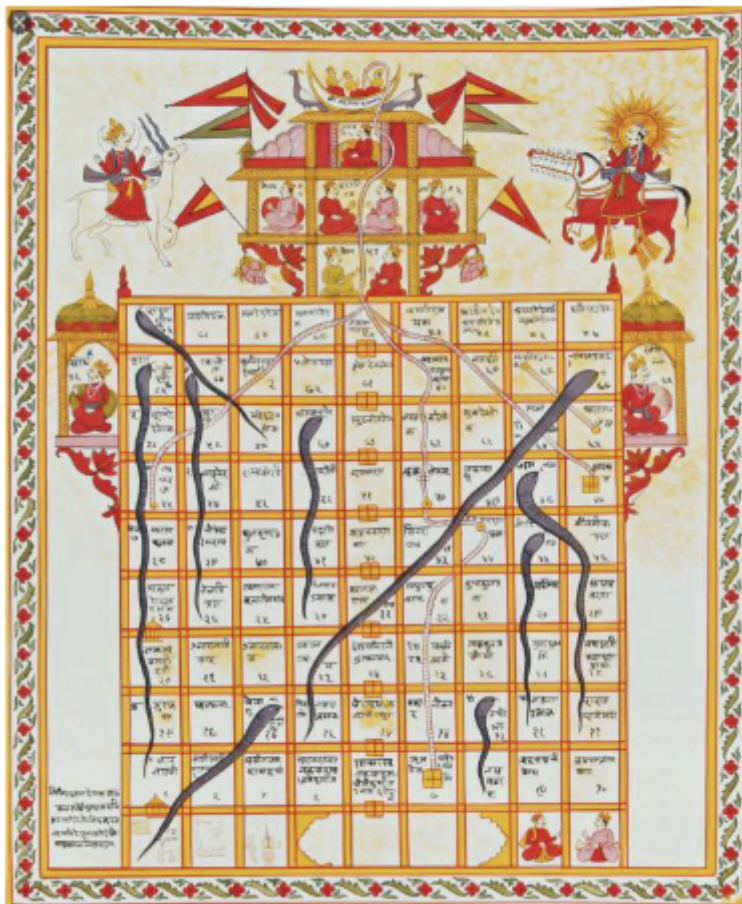
## Snakes or Ladders

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### Boarding and Landing of Maritime Pilots

#### A mixed methodology review

Firstly readers are invited open and study the paper available here on LinkedIn: <https://tinyurl.com/ysrpkkv4>



Although the boarding and landing of pilots is regulated, there is a high volume of non-compliant transfer arrangements throughout the industry. An industry which highlights and is conscious of risk and promotes the importance of a proactive safety culture. In light of this, it is the aim of this research to critically investigate and

understand what is contributing to such a high level of non-compliance.

The first step was a literature review which highlighted several key areas where associated areas of the framework may be falling down. The problem was, owing to a lack of current research, the failings in the literature review could not be directly linked to the boarding and landing of pilots. To this end, a mixed methodology review was adopted in order to further investigate and document the areas affecting compliance.

Research produced a number of key findings. Namely a failure in regulation, regulatory enforcement, training and vessel design. All underlined in an industry which did not promote, encourage or learn from accidents and incidents. This resulted in an industry which erroneously and dangerously left pilots to become the last line of defence in a system which did not work.

Although the research identified several key failings, the main conclusion that was drawn was that there are several key measures which can be adopted to greatly improve the safe boarding and landing of pilots.

Results and conclusions in the paper are based upon the review of relevant literature, research and data analysis and have not been influenced by the professional views, opinions or experiences of the author.

The author may be contacted here: [ejj.ratray@icloud.com](mailto:ejj.ratray@icloud.com)

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## Hapag-Lloyd acquires Africa specialist NileDutch

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### Acquisition significantly strengthens Hapag-Lloyd's position in the African market

On 17 March Hapag-Lloyd and NileDutch indicated that they had signed a sale and purchase agreement where Hapag-Lloyd acquires all shares of the Dutch container shipping company Nile Dutch Investments BV (NileDutch).

With over 40 years of expertise, NileDutch is one the leading providers of container services from and to West Africa. The company is present in 85 locations across the world and has 16 of its own offices in the Netherlands, Belgium, France, Singapore, China, Angola, Congo and Cameroon.

With ten liner services, around 35,000 TEU of transport capacity and a container fleet of around 80,000 TEU, the company connects Europe, Asia and Latin America with West and South Africa.



Headquartered in Rotterdam, NileDutch has some 350 employees worldwide with particular expertise in the African market.



Photo kindly provided by Hapag-Lloyd ©.

Rolf Habben Jansen, CEO of Hapag-Lloyd commented: *'Africa is an important strategic growth market for Hapag-Lloyd. The acquisition of NileDutch strengthens our position in West Africa and will be an excellent addition to our existing activities on the continent. Our combined customer base will benefit from a denser network from and to Africa as well as from a much higher frequency of sailings. We welcome the new colleagues from NileDutch and hope that together we can further develop our business in Africa in the years to come.'*

Wim van Aalst, President of NileDutch, added: *'Hapag-Lloyd and NileDutch are a very good fit and I am happy that we join forces. Combining our business and expertise in West Africa with Hapag-Lloyd's worldwide network will enable us to make the next step and further develop the Africa business.'*

The completion of the transaction is subject to the approval of the responsible antitrust authorities.

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## From the IFSMA office

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This month the UK continues in lockdown. We are optimistic for the future and if the vast majority of the UK population manages to get vaccinated, restrictions may be eased towards the end of June. Foreign travel for business and vacations remain to be decided as it not only depends on the Covid-19 situation in the UK but also in the country people wish to travel to.

Therefore, any IFSMA meetings planned will need to be held virtually for most of the rest of this year. When the Executive Council meets in April we hope to be able to fix the date for the next IFSMA (virtual) Biennial General Meeting in September.

Most of you will have heard about, or even been held up by, the blockage in the Suez Canal at the end of March. At the time of writing there were several hundred ships queuing to transit the canal.

With today's 'Just in Time' company cultures there could be lots of manufacturers and wholesalers who will run out of stock and be looking for compensation from very nervous insurers. Was the incident with the *Ever Given* an Act of God or due to mechanical or human failure, lots of people will want to know the answer. Our thoughts are with the Master and crew at this difficult time.

The IMO has issued the following on the mv *Ever Given* incident:

IMO Secretary-General Kitack Lim has issued a statement about the incident involving the mv *Ever Given*, which ran aground in the Suez Canal on 23 March 2021.

The IMO has been closely monitoring the incident involving *Ever Given*.

IMO Secretary-General Kitack Lim said:

*'I offer my encouragement to the Egyptian Authorities, as well as the salvors, tug and dredger operators and all other parties, who are working tirelessly to safely re-float the ship and resume transit through one of the world's busiest maritime trade routes as soon as possible. I appreciate the efforts of every individual involved.'*

*'I am aware of the implications of the temporary closure of the canal, and I ask for patience from stakeholders across the supply chain as everyone works to ensure that the ship, its crew, its cargo and the environment remain protected.'*

*'I look forward to receiving information from the investigation into the incident so that IMO can act on any appropriate recommendations derived from the findings.'*



Photo: Suez Canal Authority ©.

A video of the AIS track can be seen here: <https://old.reddit.com/mediaembed/mecb5d>

As we went press it was reported that the canal is now clear.