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IFSMA NEWSLETTER

The Shipmasters' International Voice

Tallink's new ferry *MyStar*
See page 17 for article.

UNITY FOR SAFETY AT SEA
IFSMA

International Federation of Shipmasters' Associations (IFSMA)
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Secretary General's Report

IMO has been particularly hectic with two important recent meetings of particular relevance to members, the sub-committee of Navigation, Communications and Search and Rescue (NCSR) held from 19-23 April and the Maritime Safety Committee (MSC) held from 5-14 May.

Both of these meetings were held virtually via the IMO's KUDO system with limited hours each day to suit world-wide attendance, which it makes it very difficult to get through the ever mounting workload.

These IMO Meetings require a lot of research to ensure we don't miss any important points that may be raised and to ensure we have sufficient representatives to attend not only the plenary (main) session but also any important working groups and drafting groups. For example, the MSC meeting had 113 documents to go through before the meeting, then we had six members attending the various parts of the meeting who all had to be properly briefed, they attended from three different countries.

For NCSR the important subjects covered were development and modernisation of GMDSS, revision of guidelines for places of refuge, development of global maritime SAR services, amongst many others. Some subjects were held over until the next NCSR meeting next year and others were passed to either working groups or correspondence groups, the latter conducting their business between meetings via email.

The MSC meeting, to which the NCSR sub-committee reports, had an extended period of ten working days to try and fit as much business in as possible.

The MSC covered a wide range of subjects including issues caused by the Covid-19 pandemic, such as vaccinations, key worker designation and crew change. Other subjects included cooperative efforts against piracy in the Gulf of Guinea, the use of maritime autonomous surface ships where the regulatory scoping exercise was completed, the designation of high risk areas, the human element with ILO, revision of COLREGS (not supported) and many other subjects.

The IFSMA reports on these meetings can be found in the Members Area of the IFSMA website (login required) and the full IMO reports on the IMO Documents website, registration required for access - contact hq@ifsma.org for access details.

For interesting reading I draw your attention to an Internet publication titled "The Maritime Advocate". We always find something useful to read in the this fortnightly newsletter. The first articles have recently been provided by our IFSMA Honorary Member, Michael Grey, who is a former editor of the shipping publication *Lloyd's List*. A former Deck Officer, he writes interesting, topical and common sense articles which affect us all. You can find The Maritime Advocate here: https://tinyurl.com/yeduju3j

From the News Editor

After the explosion which rocked Beirut on 4 August last, the seabed around the port was significantly altered. According to the International Hydrographic Organization (IHO) a team of Lebanese hydrographers re-surveyed the port to reopen it and enable ships carrying supplies and reconstruction materials to safely enter.

IHO informs that Lebanon has been collaborating internationally on hydrography for some years, and has been working closely with Italy on training and equipment matters. As a full member of the IHO, it will be able to extend this cooperation to other countries, and participate actively in regional hydrographic commissions. It will also be able to participate in the IHO capacity-building programme and receive training for its personnel. Lebanon will contribute to discussions on the standardisation of maritime data and the transition into hydrography's digital age.

Seabed knowledge obtained through surveys, is the base for all maritime activities and enables a state to increase the use of its territorial waters and EEZ to develop oil and gas, and gravel extraction. To develop marine renewable energy projects, operators need information relative to the topography of the seabed or the strength and regularity of currents. Fisheries are also dependent upon hydrographic data.

The IMO Digest

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

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The 8th session of the IMO Sub-Committee on Navigation, Communications and Search and Rescue

NCSR 8 - 19-23 April 2021

A summary of relevant items

On 28 April IMO kindly provided a briefing in which we learn that the Sub-Committee NCSR 8 addressed all aspects of safety of navigation, reliable communications and improved coordination to avoid maritime accidents; and ensuring a quick and efficient response in case of a search and rescue incident.

Recognition of Japanese Regional Navigation Satellite System

The Sub-Committee considered a proposal for recognition of the Japanese Regional Navigation Satellite System Quasi-Zenith Satellite System (QZSS) as a component of the world-wide radio navigation system (WWRNS) and prepared a circular for approval by MSC 104.

IMO has an important role in accepting and recognizing radionavigation systems which can be used by international shipping. IMO currently recognizes the global positioning system (GPS), global navigation satellite system (GLONASS), BeiDou navigation satellite system (BDS), Galileo global navigation satellite system and Indian regional navigation satellite system (IRNSS), and will consider the recognition of the QZSS at MSC 104. SOLAS chapter V requires all ships to carry a global navigation satellite system or terrestrial radio navigation receiver, or other means, to establish and update the ship's position by automatic means, for use at all times throughout the voyage.

Polar Code application to non-SOLAS ships – work continues

The Sub-Committee has agreed, in principle, that the safety of navigation related provisions of the Polar Code be extended to include specific sizes of fishing vessels, pleasure yachts and smaller cargo ships. Draft amendments to SOLAS chapter XIV will be developed to apply the relevant provisions of the Polar Code to, as a minimum, the following types of ships on all voyages operating in polar waters: fishing vessels of 24 metres and above; pleasure yachts of 300 gross tonnage and above not engaged in trade; and cargo ships of 300 gross tonnage and above but below 500 gross tonnage. A correspondence group was re-established and instructed to prepare draft amendments to SOLAS chapter XIV and the Polar Code, and report back to the next session.

IMO's Polar Code helps ensure the safety of ships operating in the harsh Arctic and Antarctic areas, taking into account extremes of temperature, and that critical equipment remains operational under those conditions.

Illustration per www.imo.org ©.

The 31st Assembly in 2019 adopted a resolution urging Member States to implement, on a voluntary basis, the safety measures of the Polar Code, as far as practicable, on non-SOLAS ships operating in the Arctic and Antarctic.

While the Polar Code is mandatory under SOLAS, this generally excludes fishing vessels, pleasure yachts, smaller cargo ships under 500 gross tons and vessels on domestic voyages. Consideration is now being given to the possible application of safety of navigation and voyage planning provisions of the Polar Code to non-SOLAS ships and how best to enhance the safety of these ships when operating in polar waters.

Revision of guidelines on places of refuge – work continues

The Sub-Committee reviewed a proposed revision of the Guidelines on places of refuge for ships in need of assistance and decided to continue the work inter-sessionally by instructing a correspondence group, which will report back to NCSR 9. The guidelines were adopted in 2003 (resolution A.949(23)) to provide guidance when a ship is in need of assistance but safety of life is not involved (when safety of life is involved, SAR provisions should be followed).

Routeing measures and mandatory ship reporting systems

Proposals for new routeing measures, which contribute to safety of life at sea, safety and efficiency of navigation and/or protection of the marine environment, are routinely considered by the NCSR Sub-Committee. In light of time constraints, it was agreed that the convening of a meeting of the Experts Group on Ships' Routeing would be recommended to take place in advance of the plenary session of NCSR 9 to consider any proposals.

Maritime transport emissions in Asia

IMO-Germany project

On 1 April IMO and the Federal Ministry for the Environment, Nature Conservation and Nuclear Safety of Germany (BMU) signed an agreement to undertake the preparatory activities leading to the development of a project proposal to reduce maritime transport emissions in East and Southeast Asian countries.

The project is supported through the International Climate Initiative (IKI)[1] of BMU. IMO will partner with the Partnerships in Environmental Management for the Seas of East Asia (PEMSEA) to undertake the preparatory project and to develop the full project proposal.

This agreement is the first step in an ambitious Asia Maritime Transport Emissions project (known as the Blue Solutions Project) that aims to support East and Southeast Asian countries in identifying opportunities to prevent and reduce transport emissions.

It is understood that the full-size project, once approved, will target reduction of GHG and other pollutant emissions from ships within ports, and from hinterland transport through energy efficiency improvements, optimized processes and innovative technologies (blue solutions).

In the words of Jose Matheickal, Chief of the Department of Partnerships and Projects, IMO, '*Partnerships are essential in tackling the global issue of emissions which are harmful to the environment. By identifying opportunities to reduce maritime transport emissions and demonstrating potential technological solutions in partnerships with various stakeholders in the region, this project will help developing countries in Asia to move closer towards a low-carbon future.*

'*We thank Germany for this very timely support and look forward to working with the partner countries and potential other partners from public and private sector to develop and design a full-size project proposal which we hope to submit to Germany for approval by end of this year*.'

Working together

This agreement, signed by Mr Matheickal and Mr Philipp Behrens, Head of Division, International Climate Initiative, BMU, confirms the allocation of €385,697 in funds to develop a full-size project proposal. This will involve a number of information gathering and project design activities to align the aims of the project with those of regional and national stakeholders.

These include: planning workshops; conferences; interviews; identification of candidate demonstration projects; partnership discussions and desktop research and assessment. All key stakeholders will be involved including government partners, the shipping industry, port authorities and operators, technology providers, financial institutions, and local governments.

In addition to undertaking a comprehensive technical, financial and economic analysis of the proposed project, the project proposal will also identify capacity development and knowledge management aspects, as well as assessment of GHG emission baselines.

Opportunities for pilot demonstration projects to advocate for potential of low carbon shipping, ports and hinterland transport will also be identified, it is understood.

Partner countries

At the preparatory stage, IMO will work with the following focus partner countries to develop the full-size project proposal: China, Indonesia, Malaysia, the Philippines, Thailand and Viet Nam.

Efforts may also be undertaken to identify capacity building needs in other Asian countries.

Japan, the Republic of Korea and Singapore are expected to be invited to serve as knowledge partner countries and their level of involvement in the project will be identified and confirmed during the appraisal stage.

All project components and work packages will be coupled with appropriate capacity building and knowledge exchange initiatives.

The full-size Asia Maritime Transport Emissions Project, which is expected to receive funding of some €15 million, is one of several IMO-led initiatives designed to support the developing countries in the implementation of IMO Initial GHG strategy.

[1] https://tinyurl.com/yvds9a8v

IMO-Singapore NextGEN project

To facilitate collaboration and information sharing across maritime decarbonisation initiatives

It was reported at the end of April that the IMO-Singapore NextGEN project aims to build partnerships between stakeholders in the public and private sectors, not only in the shipping industry and ports but also in private and development banks, and academia.

The NextGEN project, which aims to bring together decarbonisation initiatives in the maritime sector, has held its first meeting, bringing together multiple stakeholders from across the global shipping community and the maritime value chain who have an interest in cutting greenhouse gas emissions from shipping and tackling climate change.

NextGEN – where GEN stands for Green and Efficient Navigation – is led by IMO and the Government of Singapore. It aims to facilitate information sharing on various decarbonisation initiatives in the global shipping community and across the maritime value chain, to identify opportunities for collaboration and gaps.

During the NextGEN meeting, some 70 participants discussed ways to ensure that no one is left behind in the maritime decarbonisation process, and brainstormed actions needed to facilitate collaboration across the maritime and energy supply chain.

Participants were also informed of plans to launch a NextGEN portal in the second half of 2021, to aid discussions and share ideas, facilitating coordination between complementary initiatives.

Among participants in the inaugural NextGEN meeting were leaders from the regional Maritime Technology Cooperation Centres (MTCCs), established by IMO in 2017 under a European Union-funded project to drive forward the changes needed to reduce GHG emissions from shipping.

Future of Shipping Conference

On 23 April the NextGEN meeting was held during the Future of Shipping Conference jointly organized by the Maritime and Port Authority of Singapore (MPA) and IMO to address both decarbonisation and digitalisation in the maritime sector. This is one of a number of initiatives to support the implementation of the Initial IMO Strategy on the reduction of greenhouse gas emissions from shipping. The Initial Strategy, adopted in 2018, calls for IMO Member States to cut GHG emissions and work towards phasing out GHG emissions from shipping entirely as soon as possible in this century.

Addressing the Conference, IMO Secretary-General Kitack Lim said: '*No single stakeholder can make decarbonisation of shipping a reality by acting alone. This Conference and the NextGEN workshop are significant in bringing together many different stakeholders in the maritime sector to achieve a common goal*.'

Secretary-General Lim added: '*We all have a part to play in addressing challenges and pushing blue sky thinking to develop and implement solutions. To keep pace with the demands of the global economy and the expectations for sustainable growth, the maritime world needs to be in the forefront of transformational change. We need to facilitate decarbonisation and enhance digitalisation for safer, more environmentally friendly, and efficient shipping*.' (***The keynote speech by IMO Secretary-General Kitack Lim can be downloaded here:*** https://tinyurl.com/3j6y58dv)

Speaking at the opening of the Conference, HE Ong Ye Kung, Singapore's Minister for Transport, said: '*Developments in shipping have a real impact on the development of economies and uplifting of lives around the world. With deep commitment to collaboration in decarbonisation and digitalisation, we can realize a better future for shipping and for the economies and people who depend on it*.'

Closing the Conference, Selwin Hart, Special Adviser to the Secretary-General on Climate Action and Assistant Secretary-General for the Climate Action Team, commented: '*It is increasingly clear that decarbonisation of the global economy is inevitable and all sectors must act now. We urgently need all hands-on-deck to speed up this transition and ensure we keep the 1.5 C goal within reach*.'

IMO projects supporting decarbonisation

IMO capacity building projects are supporting developing countries – especially the Small Island Developing States (SIDS) and Least Developed Countries (LDCs) to bring

IMO energy efficiency measures into national law and to implement them.

Current projects include:

- IMO-Singapore NextGEN initiative, aiming to link key maritime stakeholders, decarbonisation initiatives together and support further collaboration.
- IMO-Norway GreenVoyage2050 Project.
- IMO-EU GMN (Global Maritime Network of Maritime Technology Cooperation Centres) project.
- Global Industry Alliance (GIA) to support low carbon shipping.
- IMO-UNDP-GEF GloFouling Project which addresses the issue of hull fouling that contributes to GHG emissions.
- IMO-Republic of Korea GHG-SMART project.
- IMO-EBRD-World Bank FIN-SMART roundtable.
- IMO-Germany Blue Solutions Project for Asia.
- IMO and the UN Environment Programme (UNEP) Maritime Zero- and Low-Emission Innovation Forum in September 2021.

New due diligence tool

To help businesses uphold their responsibility to protect human rights at sea.

A wide-ranging set of guidance has been issued to help enterprises using shipping services to protect the human rights of seafarers, as hundreds of thousands are still stranded on ships due to Covid-19 imposed travel restrictions.

Made public early in May the Human Rights Due Diligence Tool is a joint initiative of the UN Global Compact (UNGC), the Office of the High Commissioner for Human Rights (UN Human Rights), the ILO and the IMO.

The Due Diligence Tool for cargo owners and charterers has been issued amid concerns that the number of crew stranded at sea by Covid-19 restrictions could surge from the current level of 200,000, potentially returning to the peak of 400,000 seafarers at the height of the crew change crisis in September 2020. UN agencies hope the new guidance will help ensure that the working conditions and human rights of seafarers are respected and comply with international standards.

The new guidance aims to ensure that seafarers have their rights safeguarded in areas such as physical and mental health, access to family life and freedom of movement.

While recognizing the importance of the maritime industry in transporting more than 80% of global trade goods, UN agencies have expressed concern at reports of seafarers working beyond the eleven-month maximum period of service on board set out by the ILO Maritime Labour Convention (MLC)[1].

The UN agencies have also expressed strong concern at reports that companies engaged in international trade are avoiding chartering vessels where a crew change is due, with some demanding 'no crew change' clauses[2] in charter party agreements, preventing needed crew changeovers and adding further pressure on the maritime industry.

Under the UN Guiding Principles on Business and Human Rights (UNGPs), companies engaged with the maritime industry have a distinct responsibility to respect the human rights of seafarers as workers along their value chain.

Welcoming the new tool, IMO Secretary-General Kitack Lim commented: '*Seafarers are at the heart of the global supply chain. They are also at the mercy of Covid-19 restrictions on travel and transit. This has led to hundreds of thousands of seafarers being denied repatriation, crew changes, shore leave and ultimately being forced to stay working on ships long beyond their contracts.*

'*It is incumbent on everyone involved with shipping, across the entire supply and logistics chain, to ensure seafarers rights are protected. This tool is an important step forward, providing a practical approach for cargo owners, charterers and logistic providers to consider the human rights of seafarers and ensure they are put first and foremost as they work to deliver the goods that people need and want*.'

The tool provides guidance and a checklist for cargo owners, charterers and logistic providers to conduct human rights due diligence across their supply chains to identify, prevent, mitigate and address adverse human rights impacts for seafarers impacted by the ongoing Covid-19 crisis.

Commenting on the plight of seafarers, Sanda Ojiambo, Executive Director and CEO of the UN Global Compact said: '*The mental and physical wellbeing of seafarers must be a priority and this tool is an important step in building awareness of how to address human rights abuses in the maritime sector. It sends a powerful message of the importance of incorporating maritime workers in due diligence mapping to ensure that adverse human rights impacts are identified, prevented, mitigated and addressed*.'

Guy Ryder, ILO Director General, added: '*As the ILO Committee of Experts said in its general observation last December, it is precisely at times of crisis that the protective coverage of the MLC, 2006, assumes its full significance and needs to be most scrupulously applied. This is even more so given that the Convention contains only minimum standards for the protection of seafarers' rights. The ILO has urged Governments to ensure the protection of seafarers' rights, and welcomes this initiative that will help businesses to play their part in this collective effort*.'

Michele Bachelet, High Commissioner for Human Rights, reflected: '*The Covid-19 seafarer's crew change crisis has*

put the spot on one the weakest links in global supply chains. This is an urgent and grave humanitarian and human rights crisis that is impacting the lives of thousands of maritime workers. All companies involved in global supply chains may be linked to this crisis. The UN Guiding Principles on Business and Human Rights require that companies identify whether they are involved with the crisis, including through their business relationships, and take any necessary measure to seek to address the situation.'

To download: ***Maritime Human Rights Risks and the Covid-19 crew change crisis – A tool to support human rights due diligence*** see here: https://tinyurl.com/3fka5a9s

Measures recommended as part of the tool include:

- Ensuring individual and collective action is taken to address concerns around seafarers' rights, including using leverage to highlight concerns to Governments and maritime transport providers.
- Seeking written assurance that no seafarers have been on board for a continuous period of more than the eleven months maximum period of service derived from the MLC, 2006.
- Verifying with business partners that seafarers are not having to work beyond the expiration of their contracts without their willing consent, as to do so could be considered forced labour.
- Providing seafarers with adequate personal protective equipment (PPE)
- Verifying with business partners that the cost of any quarantine obligations before or after joining the ship are not borne directly or indirectly, in whole or in part, by the seafarer.
- Abiding by the legal obligation to grant seafarers access to medical care ashore, for instance by permitting diversions for the purpose of medical care.
- Using the IMO recommended framework of protocols to ensure safe crew changes during the Covid-19 pandemic, as well as cascading this to any relevant partners.
- Accepting route deviation requests from shipping companies for the purpose of facilitating crew changes, and relay this expectation to business partners.
- Verifying that vessel operators are limiting any avoidable crew contract extensions.

[1] https://tinyurl.com/3sy7cwxc
[2] https://tinyurl.com/4c4fnx59

IMO SG urges fair vaccine distribution for seafarers

On 11 May IMO Secretary-General Kitack Lim called upon all IMO Member States to support a fair global distribution of Covid-19 vaccines, beyond fulfilling their national needs, to ensure seafarers can access vaccines.

In a statement, Secretary-General Lim reiterated his call for seafarers and marine personnel to be designated as key workers and noted that some key maritime labour-supply countries are reliant on the Covax initiative of the World Health Organization to access vaccines.

Lim commented: *To ensure access to vaccines of those countries, I call on all IMO Member States to work together towards a fair global distribution, beyond fulfilling their national needs. No seafarers should be left behind or forced to forgo their careers because of limited resources in their home country*.'

He continued: '*The health of the world's seafarers and the safety of their workplaces has to remain one of our main priorities and can only be guaranteed if industry and Member States continue to provide all necessary measures such as testing, appropriate PPE, access to medical care and sanitation facilities to prevent the spread of the virus*.'

Photo per www.imo.org ©

In conclusion he said: '*We cannot afford to be complacent when it comes to addressing the ongoing humanitarian crisis at sea. I therefore reiterate my call to all Member States to designate all seafarers and marine personnel as key workers providing an essential service. To date only 58 of our 174 Members have notified me that they have done so. The designation of seafarers as key workers will facilitate their access to vaccination, since most States are prioritizing essential workers in their national COVID-19 vaccination programmes, in accordance with the WHO SAGE Roadmap*.

'*However, this figure is still unacceptably high and the humanitarian crisis at sea is by no means over. Seafarers still face enormous challenges concerning repatriation, travelling to join their ships, proper access to medical care and shore leave. Despite these challenges, the seafarers on board ships have continued working, providing an essential service for the global population*.'

200,000 seafarers remain stranded

Seafarers' lives and work have been affected dramatically by the Covid-19 pandemic. In the last quarter of 2020, the estimated number of seafarers globally waiting to either be relieved or join their ships stood at 400,000. Now, in May 2021, thanks to the collaborative efforts of IMO Member States, the shipping industry, social partners and IMO's sister UN agencies, the number is currently estimated to be about 200,000.

The full statement can be downloaded here as Circular Letter No.4204-Add.39.pdf: https://tinyurl.com/zvvbzmdc

The list of notifications of key worker designation can be downloaded here: https://tinyurl.com/26nxndr7

IMO and Energy Efficient Ship Operation

A free online course launched

IMO's public-private partnership initiative to tackle GHG emissions, the Global Industry Alliance to Support Low Carbon Shipping (Low Carbon GIA: https://tinyurl.com/3tt9yccm), has launched a free to access E-Learning course aimed at seafarers and anyone interested in this aspect of shipping. This was introduced by the IMO media service on 13 May.

Self-pacing

The self-paced course, *An Introduction to Energy Efficient Ship Operation* is intended as a first glimpse into how GHG emissions from ships can be addressed. This was reported by IMO on 13 May and a link appears at the foot of this news item.

The online course, designed by e-learning specialist Ocean Technologies Group, features videos, text information, quizzes and other material for an interactive presentation.

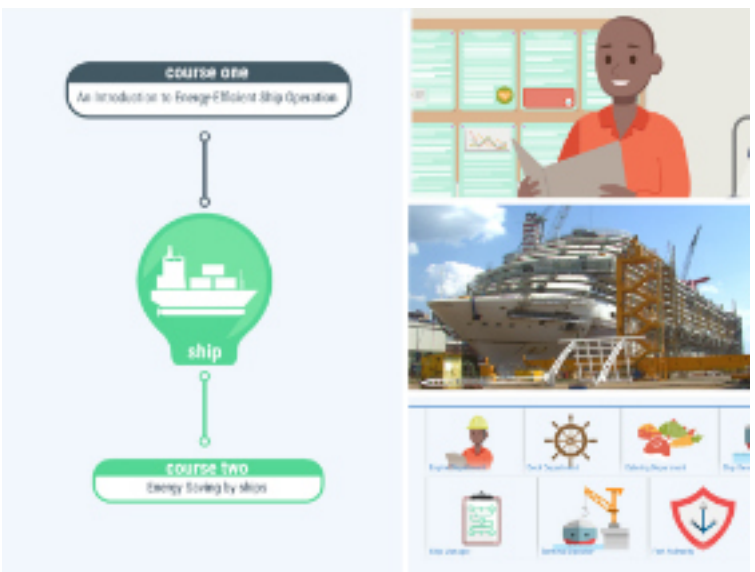

Illustration kindly made available per www.imo.org ©

Each module includes interactive lessons, resources for additional learning as well as a final summary. The course is specifically designed to be accessible to non-technical audiences. It was developed and funded by the Low Carbon GIA, a partnership under the framework of the IMO-Norway GreenVoyage2050 Project (https://greenvoyage2050.imo.org/).

To quote Minglee Hoe, project technical analyst at IMO's Department of Partnerships and Projects: '*We know there is a lot of curiosity about how shipping is working to reduce its environmental footprint and we wanted to make this information easily accessible.*

'*This course can be taken by seafarers or the general public, and is a free resource that can even be worked on offline*' For more see here: (https://tinyurl.com/4j5zrw99).

Two modules

The course features two modules, each of which takes on average one hour to complete:

1. *Greenhouse gases and energy efficiency in the maritime industry* which covers IMO's regulatory framework to address GHG emissions from ships, particularly the Energy Efficiency Design Index (EEDI) and the Ship Energy Efficiency Management Plan (SEEMP) under MARPOL Annex VI.
2. *Practical ways of reducing energy use at sea* which focuses on the operational measures that can be included in the SEEMP Part I (trim optimization, voyage planning, maintenance of engines and so forth) and which can contribute to improvements in the energy efficiency of ships, thereby reducing GHG emissions.

More under development

Additional modules aimed at seafarers are currently under development and will be released in due course. It is understood that these modules will cover detailed practical measures that can be taken and will be particularly suitable for seafarers working in the engine and deck departments, onshore personnel/companies and those working at ports.

Helping countries achieve climate change action

The course is hosted by the UN Climate Change Learning Partnership (UN CC:Learn https://unccelearn.org/course/index.php), a joint initiative of more than 30 multilateral organizations helping countries to achieve climate change action both through general climate literacy and applied skills development.

A certificate of completion is awarded to learners who successfully complete the course assessments. For participants with limited internet access or time online, a PDF version can be downloaded to allow for offline learning and can come back to take the quiz online.

To take the course

Readers are invited to take the course by clicking here: https://tinyurl.com/4sn4scw4

The Fourth IMO GHG Study published

This is the first IMO greenhouse gas study published since the adoption in April 2018 of the Initial IMO Strategy on reduction of GHG emissions from ships. IMO's landmark strategy is aimed at enhancing shipping's contribution to global efforts to combat climate change.

The Initial Strategy sets out a clear pathway to reduce GHG emissions from ships envisaging the phase-out of GHG emissions from international shipping as soon as possible this century. It also identifies levels of ambition

related to a 2008 emission baseline to reduce CO_2 emissions per transport work (carbon intensity) by at least 40% by 2030 and reduce the total annual GHG emissions by at least 50% by 2050.

At 524 pages the document may be download in full by the link to be found here: https://tinyurl.com/5xaejcs2

Furthermore, highlights will be found here: https://tinyurl.com/hccnr

In his foreword HE Kitack Lim, IMO Secretary-General wrote: '*I am convinced that IMO is best placed to continue to develop a robust international regulatory framework for shipping that will enable the global uptake of alternative low-carbon and zero-carbon fuels. When MEPC 75 approved the Study in November 2019, many delegations commended the scientific quality of the Fourth IMO GHG Study 2020, delivered by the international consortium of world-renowned experts under the auspices of IMO, which will greatly assist IMO in evidence-based decision making on further GHG reduction measures.*

'*I extend my thanks to the thirteen members of the Steering Committee of IMO Member States for their dedication and support in overseeing this important Study, that is, Belgium, Brazil, Canada, China, Denmark, Japan, Liberia, the Netherlands, Norway, Panama, Republic of Korea, Singapore, Turkey and United States, supported by experts from twelve different countries undertaking an external review of quality assurance and quality control (QA/QC) issues.*

'*I would also like to express my profound appreciation to the Governments of Australia, Canada, Denmark, France, Japan, the Netherlands, Norway, the Republic of Korea, the United Arab Emirates and the United Kingdom for their financial contributions, without which the Study would not have been possible.*'

Finally he wrote: '*Decarbonisation of shipping is one of the biggest challenges faced by shipping industry, and I trust that the Fourth IMO GHG Study 2020 will constitute a solid scientific reference to those supporting this effort, in particular IMO's Marine Environment Protection Committee, but also industry, research institutions and all other stakeholders involved in this voyage together with IMO.*'

Maritime legal courses for developing countries delivered online

Knowledge of maritime legal matters is crucial for development.

To support ongoing education during the Covid-19 pandemic, 103 officials from Small Island Developing States (SIDS) and Least Developed Countries (LDCs), and from the seven IMO-established Women in Maritime Associations (WIMAs) were recently awarded fellowships to undertake short professional development courses organized by the IMO International Maritime Law Institute (IMLI).

The five specialized legal courses, held remotely from 30 November 2020 to 4 June 2021, help to enhance the professional capacity and understanding of participants, to better assist them with domesticating treaties.

Topics covered included the Law of Treaties, Law of Ports, Seafarers' Rights, Protection of the Marine Environment and Ocean Governance, and International Maritime Security Law. IMO officials contributed to the courses by offering lectures in their field of expertise.

Funds were provided under the Integrated Technical Cooperation programme (ITCP) through the SIDS and LDCs programme, the Women in Maritime programme, and the EU-funded project on Port Security and Safety of Navigation in Eastern and Southern Africa and the Indian Ocean.

IMO calls for further action to address Gulf of Guinea piracy

Member States, national authorities, the United Nations and other relevant organizations are urged to consider strengthening law enforcement to arrest and prosecute pirates in relevant jurisdictions in accordance with international law and national legal frameworks.

In a statement of 19 May IMO called for increased collaboration and action to tackle an escalation in the number and severity of attacks in the Gulf of Guinea region, which threatens the lives and well-being of seafarers and the safety of shipping.

Recommended action

In a resolution on recommended action to address piracy and armed robbery in the Gulf of Guinea adopted by the Maritime Safety Committee (MSC), IMO called on Member States, national authorities, the UN and other relevant organizations to consider strengthening law enforcement to arrest and prosecute pirates in relevant jurisdictions, in accordance with international law and national legal frameworks. Coastal States are urged to harmonize criminal penalties.

IMO also calls for improved governance of available protection solutions, such as security escort vessels for assisting other vessels, in accordance with international law, and with due respect for the sovereignty, sovereign rights and territorial integrity of coastal States.

Wider participation urged

Member States, national authorities, the UN and other relevant organizations are urged to support and encourage wider participation in the Gulf of Guinea Maritime Collaboration Forum (GoG-MCF/SHADE GoG) as well as other platforms, such as the G7++ Friends of the Gulf of Guinea (G7++FoGG). This will help improve maritime security and safety in the region and facilitate the strengthening of cooperation mechanisms for regional maritime patrol and protection.

The resolution highlights the need for greater collaboration with all critical stakeholders, including information-sharing on maritime criminality and illegality, use of maritime domain awareness such as MDAT-GoG (Maritime Domain Awareness for Trade for the Gulf of Guinea) and use of surface and/or air patrol capabilities.

Capacity building

Furthermore, the resolution requests IMO's Secretary-General to make full use of technical cooperation funds to support capacity-building in the region to tackle piracy and armed robbery and to look at creating a common platform for information sharing between existing mechanisms (these include MDAT-GoG, the NIMASA C4i-Centre, Regional Reporting Centres, the ICC IMB Piracy reporting centre and relevant responding law enforcement entities).

Member States, international organizations and relevant stakeholders are urged to contribute financially the IMO West and Central Africa Maritime Security Trust Fund.

The resolution welcomes other continuous efforts made in the region to curb piracy and armed robbery against ships in the Gulf of Guinea, including drafting of anti-piracy laws, the Nigerian Government's Deep Blue project, the Interregional Coordination Centre (ICC Yaoundé) and the ongoing establishment of the Yaoundé Architecture Regional Integration System (YARIS).

Supporting regional initiatives

IMO and the shipping industry have supported efforts to tackle piracy and armed robbery against ships and the kidnapping of seafarers and/or passengers in the Gulf of Guinea, including through providing technical assistance to Member States to implement of maritime security measures. Other initiatives include supporting regional initiatives such as the Interregional Coordination Centre (ICC) to assist with the implementation of the Yaoundé Code of Conduct (YCC). The shipping industry has provided Best Management Practices (BMP) West Africa (WA) to assist companies and seafarers to assess the risks associated with voyages through the Gulf of Guinea and mitigate any potential threats to their safety and security.

Based on reports submitted to IMO, in 2020, the number of incidents taking place in the Gulf of Guinea (West Africa) increased to 90 (up by 20 compared to 2019), with a total of 112 crew members reported as kidnapped/missing. This represented a significant proportion of the total 226 incidents of piracy and armed robbery against ships occurred or attempted in 2020 globally. To date, in

2021, 23 incidents have been reported in the West Africa region.

Bulk carrier *Movers 3*

Australia bans after months of detention for appalling conditions

On 30 April the Australian Maritime Safety Authority (AMSA) announced that it had banned the bulk carrier *Movers 3* from Australian ports for 18 months following outstanding mechanical and survey issues being resolved during week commencing 25 April.

In a statement to the press it was emphasised that AMSA has zero-tolerance for sub-standard ships operating in Australian waters.

Movers 3 a Panama-flagged bulk is operated by Aswan Shipping. The vessel has been detained at anchor off Weipa in far north Queensland since 4 March 2021 for failing to carry out important regular surveys of the ship, and for appalling working and living conditions on board.

Overnight to 30 April it is understood that outstanding issues, namely the replacement of poorly maintained ballast tank head vents and the updated ship surveys, were finally resolved after a lengthy Port State Control detention.

On 29 April AMSA released *Movers 3* from detention and immediately issued it with a ban, prohibiting it from entering an Australian port for 18 months.

Movers 3

Photo: AMSA ©

AMSA Deputy Chief Executive Officer, Sachi Wimmer said Aswan Shipping had shown a complete disregard for its obligations to provide decent working and living conditions for its seafarers, and had not ensured its ships were maintained so they were safe for the crew and Australia's marine environment.

Ms Wimmer commented: '*Aswan Shipping's neglect has resulted in a difficult two months for the seafarers on Movers 3, let alone the effort required by many organisations to support them during this time*.

'*We are holding Aswan Shipping accountable, it needs to step-up and fulfil its obligations as a ship owner and operate responsibly if it wants to trade in Australian ports in the future*.'

Ms Wimmer thanked the various parties involved who had assisted where Aswan Shipping had failed to act, organising food and welfare support for the impacted seafarers.

In conclusion Ms Wimmer said: '*The banning of Movers 3 should serve as a stark reminder to the maritime industry that AMSA will not tolerate or accept sub-standard ships in Australian waters*.

'*A banning constitutes more than just a disruption to shipping schedules, it comes at great financial and reputational loss to the companies associated with these ships. Ship operators like Aswan Shipping are not welcome in Australian waters*.'

Another of Aswan Shipping's vessels, *Maryam* is understood still under detention in Port Kembla for similar issues after being inspected by AMSA on 19 February 2021.

AMSA continues to work with all parties involved with resolving the outstanding issues with *Maryam*.

ÈTA Danica combines global crewing solutions with local knowledge

High quality global crewing provision combines with in-depth local experience in ÈTA Danica Crewing Services, a new venture which has started operations in the city of Leeuwarden in the Netherlands. This was reported on 4 May.

It is understood that ÈTA Danica provides ship operators with a single point of access to more than 70,000 officers living in the areas covered by Danica's eastern European manning network as well as Danica's crew management systems and training services.

This joint venture between ÈTA People and Danica enables Dutch shipping companies to benefit from ÈTA People's in-depth local experience and Danica's high-quality crewing services.

Full range of crewing services

ÈTA Danica offers the full range of crewing services, from providing crew on a single position basis to full crew

management. Allocating the right crew members to meet clients' needs is ensured by strict screening processes which include knowledge and psychometric tests as well as interviews by other ship masters or chief engineers with similar vessel experience.

The company's horizontal organisational structure enables a hands-on and flexible approach, designing crewing services to match each clients' individual needs while remaining very cost effective. Through the ÈTA philosophy, ÈTA Danica strives for efficiency on every level, including optimising crew composition and crew changes. In addition to crewing services, ÈTA Danica also offers problem-solvers, riding squads and repair teams.

ÈTA People was founded by Dutch ship master Captain Sam Gombra and Marloes Stuivenberg who both have a long history within marine human resources and a full understanding of Dutch ship owners' special needs and requirements.

Founded by former Captain Henrik Jensen, Danica is a leading crewing service provider with a network of owned manning offices across Eastern European and an associated office in the Philippines. Danica deploys about 1,500 crew and has more than 50 office team members.

Marloes Stuivenberg, Managing Director commented: '*ÈTA Danica brings together the skills and experience of two crewing and recruitment specialists whose combined international and local expertise will be of great benefit to a wide range of Dutch ship operators*.'

More information can be found here: http://etadanica.danica-maritime.com/

Höegh Autoliners launching Aurora class

Largest & most environmentally-friendly car carrier

Höegh Autoliners has launched what is claimed will be the world largest and most environmentally-friendly car carrier ever built – the Aurora class of ship designed to carry 9,100 motor car equivalent units and a crucial step of meeting Höegh Autoliners' decarbonisation efforts of a zero emissions future.

With the future of cargoes and zero carbon fuels in mind, the Aurora vessels have been designed for a greener future. It is said to be the most environmentally friendly car carrier.

'*The Aurora Class represents a big step on our path to a zero emissions future*,' said Höegh Autoliners' Chief Executive Officer, Andreas Enger.

He added: '*We have entered a Memorandum of Understanding with our professional and long-term partner Xiamen Shipbuilding Industry. This will make it possible to have the first vessel delivered by the end of 2023*.'

Höegh Autoliners has a solid history on emission cuts and long-term efforts to combating climate change. Since 2008 the company achieved an improved carbon intensity of 37% in its fleet, which has put Höegh Autoliners in the forefront in sustainable shipping in the deep-sea RoRo segment.

The Aurora class is designed to transport the cargo of the future, said Enger: '*Its strengthened decks and enhanced internal ramp systems enable electric vehicles on all decks and provides more flexibility for heavier project cargo*.'

The Aurora Class' multi-fuel engine can run on various biofuel and conventional fuels, including LNG. With minor modifications it can transition to use future zero carbon fuels, including Green Ammonia.

'*With the multifuel engine and DNV's new ammonia ready notation, Höegh Autoliners is bringing the segment and work to decarbonise the maritime industry to a new level*.' said Hans Eivind Siewers, Segment Director Passenger Ships & RoRo at DNV.

He added: '*The Aurora design will further meet the enhanced safety standards and reduce environmental footprint significantly*.'

Siewers said DNV is proud to support Höegh Autoliners on their path to zero: '*With the right partners, technology and mindset, we will be able to achieve a safe and sustainable maritime industry*,' he said.

According to Siewers the Aurora design has the following notations: +1A, Car Carrier, MCDK, ICE C, E0, NAUT-OC, CLEAN DESIGN, BWM-T, TMON, BIS, COAT PSPC (B), GAS FUELED, BATTERY (safety), F(C), Recyclable, SHORE POWER, Gas ready Ammonia (D, S, MEc, T): '*Which makes it the first in the segment that is ready for operation on carbon neutral ammonia. The Ammonia ready notation and the multi-fuel engine proves that Höegh Autoliners is a forerunner in sustainability*.'

MAN B&W engine

The Aurora class ship will operate with the MAN B&W engine and will be able to operate on various fuel types. '*After modifications of the engine, tank and auxiliary*

systems, the engine will be ready to run on virtually any future zero carbon emission fuels: including ammonia. Reducing emissions is more important than ever,' said Kjeld Aabo, Director New Technologies at MAN Energy Solutions.

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www.africaports.co.za ©.

VIKING acquires unique HydroPen™ container firefighting system

Early in May VIKING Life-Saving Equipment announced it had acquired HydroPen™, the company behind the unique HydroPen™ container firefighting equipment supplied to hundreds of ships.

HydroPens rapid uptake has been due to its combination of innovation, efficiency and ease of use. Attached to a ship's fire hose and raised on a telescopic arm by a single crew member, water pressure alone powers its 'drill and spray' nozzle to penetrate a container door before switching to spray mode to extinguish a fire with water, foam or CO_2 – directly at its source.

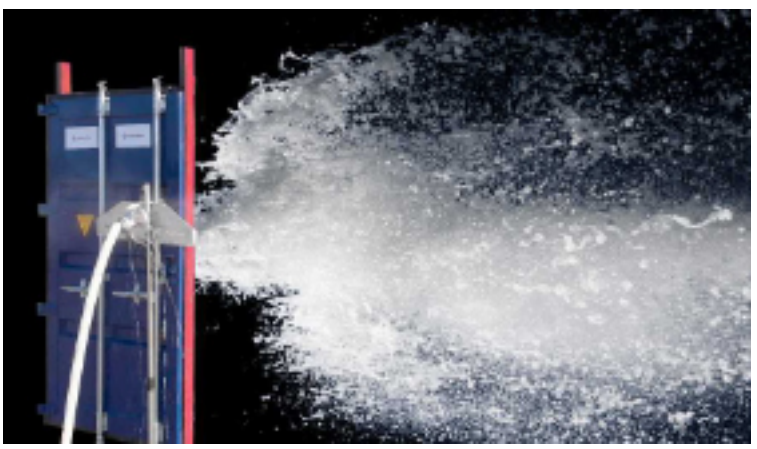
HydroPen was founded in 2016 by Martin Winkel, CEO and Jesper Rosenfeldt Hansen, CTO and system inventor. Their inspiration was to apply innovative, safe and easily operated technology, to revolutionise firefighting on board container vessels.

One container fire every 60 days

Around the same time, the need for new methods was on the rise across the industry. Nine major container ship fires were reported in 2019, followed by ten incidents in 2020, while the leading transports and logistics insurer, TT Club estimates that a container fire occurs on average once every 60 days.

The International Union of Marine Insurance has called for ship design and fire-fighting equipment improvements on Ultra Large Container Ships. The acquisition also follows a fire in April on board a 4,200TEU container ship off Malaysia, which called 50 local firefighters into action after the vessel returned to anchorage.

To quote Lasse Boesen, Senior Product Manager, VIKING: '*This is a significant acquisition for VIKING and for safety in the container shipping industry. We approached the HydroPen originators shortly after the system won the 2017 Danish Tech Challenge accelerator prize. From its official launch at SMM 2018, VIKING became HydroPen's exclusive distributor, going on to support orders from some of the industry's biggest names*.'



Boesen added: '*Once crews familiarize themselves with HydroPen, there is no going back – and since its introduction, the system has already proven itself in live firefighting situations. Recently, HydroPen has also generated interest among land-based fire-fighting operators who have been quick to recognise its value*.'

In conclusion Henrik Uhd Christensen, CEO, VIKING said: '*We are integrating HydroPen into our portfolio, in another evolution of our full scope strategy for marine safety. The HydroPen system meets a specific and widespread industry challenge and safety concern while aligning with VIKING's role as an innovation leader and trusted safety partner, as also demonstrated by the system winning the Safety at Sea Award for Best Safety Product, Fire-fighting*."

Both HydroPen's Martin Winkel and Jesper Rosenfeldt Hansen are happy to see VIKING carry the baton forward on bringing the HydroPen system to market.

Winkel commented: '*VIKING and HydroPen have enjoyed an exceptional spell of cooperation from day one. Driving innovation at the service of saving lives is at the core of what we have wanted to achieve with HydroPen and we are confident that our innovation will be safe with VIKING.*

'*Together we have successfully positioned the HydroPen system as the most innovative container firefighting technology in the industry and we can't wait to follow the journey ahead, both as active stakeholders in the transition period and beyond*.'

About Viking

VIKING Life-Saving Equipment A/S is a global leader in maritime, offshore and fire safety solutions. The company manufactures, markets and services safety and fire-fighting equipment for passenger and cargo ships, offshore installations, offshore wind turbines, fishing vessels, navies, helicopter services, fire departments and leisure yachts around the world.

The company's products protect passengers and crew on many of the world's largest cruise liners and cargo ships, and the company helps to ensure safe conditions for workers on some of the world's most advanced offshore platforms.

VIKING is a privately held corporation, founded in 1960. In recent years it has acquired the Norwegian company Norsafe, whose lifeboats have been used around the world since 1904, and Drew Marine's FSR division, one of the world's three largest providers of marine fire safety and rescue services.

With HQ in Esbjerg, Denmark, VIKING products are manufactured in Denmark, Norway, Bulgaria, Greece, China and Thailand.

For more information on the company's products and services readers are invited to see here: www.VIKING-life.com

MLC 2006 Interagency task force called for

Ship owners and seafarers' representatives have asked the UN to establish an interagency task force to examine the implementation and practical application of the MLC, 2006 during the pandemic, including its impact on seafarers' fundamental rights and on the shipping industry. This was reported by the ITF on 6 May.

The crew change crisis peaked at over 400,000 seafarers trapped on ships working beyond their contracts because of local Covid-19 restrictions and the failure of some governments to cooperate and coordinate to address the crisis.

As at the date of the statement it was understood that the number of seafarers still stranded is around 200,000 and is on the rise again as authorities respond to new variants and explosions in cases like the devastating second wave currently tearing through India.

It is the ITF's view that while some governments have responded well, designating seafarers as key workers and facilitating their travel, too many are sitting idly by while ship's crews are unable to get home in a situation that is tantamount to forced labour. Urgent action is needed.

Call for a UN investigation

The call for a UN investigation came in a resolution adopted at the 4th session of the ILO Special Tripartite Committee (STC) of the Maritime Labour Convention, held virtually between 19-23 April where ITF representatives, ship owners and governments met to keep the Convention under review[1 2].

In the words of Mark Dickinson, Seafarers spokesperson at the ILO and Vice-Chair of the ITF Seafarers' Section: '*The Maritime Labour Convention is a international treaty designed to protect seafarers and contribute to the provision of decent work.*

'*The governance and structure of the industry was brutally exposed during the pandemic. The industry is fragmented despite the requirements of the UN Law of the Sea and this massively contributed to the chaos.**

'*The major flag states are paper tigers – zero visibility, zero ability, zero interest in the welfare of their crews*.

'*Furthermore, the 97 governments who have ratified the MLC have a duty to make sure crew can get home at the end of their contracts. It's there in black and white. There are no get-out clauses or special conditions. Governments who failed to ensure seafarers are repatriated or prevented crew from getting home, denied them medical care ashore, and who failed to cooperate internationally to guarantee seafarers their rights are in clear breach of the MLC and thus their international obligations*.'

Travel bans ill thought- through

The STC meeting noted that, in spite of the pandemic, seafarers have continued to keep supply lines open, ensuring that essential food, fuel, medicines and medical equipment can get to where they are needed. However, governments have had 13 months to get their acts together and still too many impose ill-thought-through travel bans that are preventing seafarers' ability to sign on and off of ships.

Fabrizio Barcellona, ITF Seafarers' Section Coordinator commented: '*If seafarers are designated as key workers globally and allowed to move freely, it will go a long way to resolving this huge human rights problem.*

'*There are a range of measure that authorities must put in place to stop the disease spreading to protect seafarers and port communities including testing and prioritising vaccines for seafarers and dock workers*."

The meeting also recommended better co-operation between nations, temporary waivers to allow travel and international recognition of crew documents. All these things would help the crew crisis without significantly impacting governments' ability to control Covid-19.

Dickinson added: '*Many seafarers have lost their jobs as a result of the pandemic and as a consequence of the way governments are handling the crisis many more are reconsidering their choice of career.*

'*That's had an impact on the shipping business with some companies unable to continue operating owing to crew shortages. That's affecting the whole world economy. Governments must act urgently to prevent the situation becoming even worse*.'

Vaccine priority

The meeting also agreed in a separate resolution that transport workers should be prioritised for Covid-19 vaccination[3], backing ITF's public call last week for governments to stop ignoring WHO advice and prioritise vaccines on humanitarian and economic grounds.

The resolution sets out how governments should make vaccinations available for seafarers and recognise other countries' vaccinations. It suggests setting up hubs in key ports for the vaccination of ships' crews.

* Article 94 is included in the Maritime Labour Convention (MLC). This is from the United Nations Convention of the Law of the Sea, 1982, which governs how all activities in the oceans and seas should be carried out, and Article 94 of the Law of the Sea establishes the duties and obligations of a flag state with respect to labour conditions, crewing and social matters on ships that fly its flag.

[1] The International Labour Organization (ILO) is a UN specialised agency charged (among other things) with overseeing labour standards. The key international treaty relating to shipping and seafarers is the Maritime Labour Convention (MLC), often referred to as the Seafarers Bill of Rights, designed to protect the minimum rights of seafarers.

[2] The fourth meeting of the Special Tripartite Committee of the MLC, 2006 – Part I (held virtually 19-23 April 2021) considered the impact of Covid-19 on the shipping sector and seafarers. The meeting concluded that the International Labour Organization should ask the United Nations Secretary-General to convene an inter-agency task force.

[3] An ILO resolution concerning COVID-19 vaccination for seafarers recommended that all governments should prioritise seafarers for vaccination

Social Interaction Matters (SIM)

Dealing with demographics

Multinational crews are now the norm within the global fleet and are broadly seen as an asset – the diversity and creativity they bring offers the opportunity to build stronger teams. However, it is important to be aware of different cultural preferences when bringing crew together socially to ensure that recreational activities suit the majority and maximise engagement.

ISWAN Phase One survey

More than a third of respondents in the ISWAN Phase One survey[1] of seafarers and other maritime stakeholders identified culture or language as a key barrier to social interaction on board. One seafarer interviewed after the survey told ISWAN: '*If you're not able to speak your native language it creates a difficulty to communicate more freely … when I'm alone on board I find myself more confined to my cabin because I already speak English or another language in working hours and then after work, I just withdraw myself a little bit*.'

Crew differences such as nationality, gender, and age can affect the success of social activities on board. Understanding the impacts of demographics can help in the design of inclusive, engaging activities for the whole crew to enjoy.

Photo: IMO Women in Maritime - Makhosi Mbokazi©

If a seafarer is the only one of their nationality on board, there is a chance they may be marginalised. This can also apply to other minority groups on board such as women, ethnic minorities and those from the LGBTQ+ community. If there is no cohesion between different groups on board, cliques can form and minorities can be isolated. One seafarer respondent said:

Another comment from one interview: '*I was the only female [on board], so I felt segregated. I was also a cadet, so my opinion really didn't make it that far. In my off time I spent most times in my cabin watching movies or on deck looking at the ocean*.'

Good communication is crucial in combating isolation on board

The hierarchical nature of the Merchant Navy means that the onboard culture is strongly influenced by the behaviour

and example set by the Master and other senior officers, so strong leadership is key, particularly in the case of multinational crews. Different nationalities can also have different responses to authority, as this respondent noted: '*… some cultures are more free where you can openly ask questions, in other cultures the boss is the boss and he's always right, and that kind of culture we need to change the mindset of the senior staff. Juniors are coming in and they learn from us, so I think that must be the starting point*.'

Diverse crews can bring different skills, viewpoints and creativity – illustrated by these observations from female respondents: '*I don't know if it is just because women are better at it, but normally on the ships where I go, I think that I am better at gathering people than a guy would have been. I always arranged movies nights, or football tournaments, and I go down and knock on people's doors or call them, and as my colleagues say, they don't experience the same with male colleagues*.'

'*I think that men find it easier talking about the difficult stuff with women.*'

The age of crew members may also have an impact on socialising among the crew. Research by ISWAN found that 49% of respondents over 40 years old considered WiFi a barrier to social interaction, whilst only 12% of those aged 18-28 considered it an issue.

A supportive company culture which considers diversity and gender and promotes inclusion is vital to establishing a safe, happy and productive environment on board.

John Darrell M Jives©

Connected

Younger generations have grown up with connectivity and internet access, whereas older generations may remember a time when alcohol and bars on board were focal points for social interaction. Engaging crew members of different generations with varying interests requires creative thinking – while activities involving social media and gaming may work for some, they will not necessarily suit everyone.

Now for Phase Two

Phase Two of the SIM project is continuing– ISWAN is working with a number of shipping companies who are trialling social engagement initiatives on board their vessels.

We understand that the data and feedback from the trials will be used to develop a toolkit containing guidance for shipping companies.

Readers wishing to learn more about ISWAN's SIM Project and download the Phase One report released in January 2021 are invited to see here: https://tinyurl.com/46bjuus7 .

[1] https://tinyurl.com/yh2c77uw

StormGeo to be acquired by Alfa Laval

It was reported from Bergen on 10 May that StormGeo, a global leader in weather intelligence software and decision support services, will be acquired by Alfa Laval – a world leader in heat transfer, centrifugal separation and fluid handling.

It is understood that this will accelerate digital services offered and to add an important tool to the decarbonising tool box.

Alfa Laval is headquartered in Lund, Sweden and has a 138-year history of growth and visionary innovation, with 16,700 employees globally. The company serves the Food & Water, Energy and Marine industries and is listed on the Swedish stock exchange.

StormGeo provides weather-centric services to more than 2,200 customers globally in a variety of industries, including shipping, energy and onshore industries such as healthcare, hospitality, insurance and retail.

With extreme weather being the primary cause of business disruptions globally, the company's site-specific forecasts, coupled with asset specific data, enable customers, particularly ship masters, to safeguard people, assets and operations while minimising downtime, improving performance and saving fuel and resources.

It has been reported that from 2018, StormGeo advanced decarbonisation for its shipping customers by saving 2.1

million tonnes of fuel, thereby reducing CO_2 emissions by 6.2 million tonnes.

Closing of the deal is expected during Q2 of 2021, subject to customary conditions. StormGeo will become part of Alfa Laval's Marine Business Division.

To quote Tom Erixon, President and CEO of Alfa Laval: '*The acquisition of StormGeo will be a strong addition to our toolbox of solutions that help our customers address the decarbonisation challenge in the industry. Furthermore, StormGeo fits excellently to our digital acceleration ambition, and we will use their digital and customer experience to level up our offerings and to get deeper experience in the digital space*.'

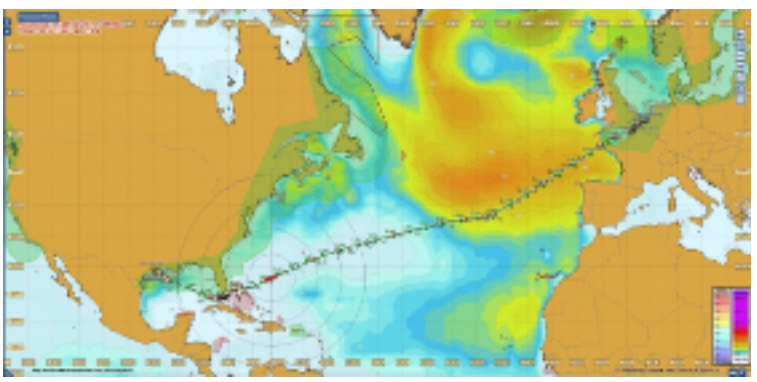
Søren Andersen, StormGeo CEO added: '*Joining Alfa Laval, a world-leading industrial owner, benefits StormGeo by developing our business through increased geographic and technological expansion. By investing even more into developing leading software and SaaS products, we enable our customers to improve efficiency and reduce their carbon emissions while keeping their people, assets and operations safe from increasingly extreme weather*.'

About Alfa Laval

Alfa Laval is active in the areas of Energy, Marine, and Food & Water, offering its expertise, products, and service to a wide range of industries in some 100 countries.

Alfa Laval's innovative technologies are dedicated to purifying, refining, and reusing materials, promoting more responsible use of natural resources. They contribute to improved energy efficiency and heat recovery, better water treatment, and reduced emissions. Thereby, Alfa Laval is not only accelerating success for its customers, but also for people and the planet. Making the world better, every day.

Alfa Laval has 16,700 employees. For more see: www.alfalaval.com



About StormGeo

StormGeo is a global leader in weather intelligence software and decision support services, with leading solutions in shipping, oil and gas, renewable energy, utilities, cross industry and aviation.

Its products help customers manage risk, optimize performance, reduce costs and increase revenue. Headquartered in Bergen, Norway, StormGeo has 24 offices in 15 countries. As a participant in the UN Global Compact for Sustainable Business in the Oceans, StormGeo's passion for climate and the protection of natural resources is a motivation to support its customers in making environmentally responsible business decisions.

For more information see: www.stormgeo.com

Illustrations per www.stormgeo.com ©

Tallink's new ferry *MyStar*

ABB software to enable energy savings and performance gains

In a repeat order for ABB, a new passenger and car ferry *MyStar* will join the growing number of vessels to benefit from sustainability and efficiency gains enabled by ABB Ability™ Marine Advisory Systems – OCTOPUS

MyStar, due for delivery from the Finnish Rauma Marine Constructions shipyard in 2022, will be deployed by the Estonian ferry operator Tallink on the 80km trans-Baltic route between Tallinn, Estonia, and Helsinki, Finland.

OCTOPUS optimization software will collect and transfer operational data from the vessel's onboard systems to the ABB AbilityTM Marine Fleet Portal – a provision that delivers remote monitoring and a detailed performance analysis.

It is understood that based on these insights, OCTOPUS offers operational advice, empowering the shipboard personnel to make informed decisions about the way the ferry is operated and optimise its performance.

Collecting and analysing data through OCTOPUS has helped identify fuel savings potential for the two existing Tallink vessels – *Megastar* and *Star*. On the Megastar, adjustments to the vessel manoeuvring in Tallinn and Helsinki saved 5% of the energy consumed during manoeuvring in one port and up to 13% in the other. Meanwhile, according to OCTOPUS, improved auxiliary engine management on the *Star* cut annual auxiliary engine fuel consumption by close to 4%.

Successful use of the OCTOPUS system on two Tallink shuttle vessels and the close relationship between owner and supplier have been key for choosing ABB's software also for *MyStar*, according to Tarvi-Carlos Tuulik, Head of Ship Management at Tallink Grupp who commented: '*We are very pleased to install OCTOPUS on the new shuttle ferry MyStar. We have already seen what this software can achieve onboard Star and Megastar installations through energy savings, performance gains and environmental benefits. The system has proven itself vital both for seagoing and onshore personnel*.'

ABB Marine & Ports' Head of Digital Services, Antto Shemeikka added: '*…we are pleased to supply another OCTOPUS system for MyStar. We expect to see high energy efficiency gains as the software generates more insights into optimized operations*.'

The OCTOPUS setup on board *MyStar* will comprise five separate modules: (i) Advanced Performance Monitoring; (ii) Dynamic Trim; (iii) Clean Hull; (iv) Specific Fuel Oil Consumption (SFOC) Monitoring and (v) Powerplant Optimizer.

In total, the OCTOPUS system offers thirteen different monitoring and optimization modules, enabling vessels of all types to benefit from a flexible setup enabling increased efficiencies, safety and availability.

Ocean Network Express expands its refrigerated container fleet

On 10 May it was announced from Singapore that Ocean Network Express (ONE) is continuing to expand its current refrigerated container fleet by adding another 27,500 new units (including 850 units equipped with advanced Controlled Atmosphere (CA) technology) to meet the growing demand for refrigerated cargo around the world.

This new investment comes on the heels of 5000 units (all 40ft HC or high cube at 313mm taller than a standard TEU of FEU) invested by ONE in early 2020 to meet the demand for containerised reefer trade.

Despite the challenges triggered by COVID-19, the global refrigerated container trade showed strong resilience in 2020 compared to dry cargo and ONE expects this growth to be maintained in 2021. ONE is currently working towards the application of the latest IoT technology into its fleet of reefer containers which provides real time visibility of critical information such as the temperature and humidity inside the container, thereby enhancing cargo care during the entire voyage.

Hiroki Tsujii, Managing Director, Marketing & Commercial in Ocean Network Express (ONE) commented: '*ONE now has one of the largest and youngest reefer fleet in the world, equipped with the most advanced technologies designed to handle perishable cargo demand. Since inception, ONE has been consistently investing in new reefer containers, which in turn has helped to position ourselves in a strategically important & growing business segment*.'

ONE's Global Reefer Business Planning team based at ONE's HQ in Singapore, is developing ONE's global reefer marketing and business strategy through the close monitoring of market demand and the close collaboration with ONE's regional reefer teams located around the world.

At ONE the Reefer technical team is available both on board and on shore providing round the clock assistance and monitoring of its customers' precious reefer cargo throughout the voyage.

Höegh Autoliners and Kongsberg's digital partnership

Early in May it was reported that Kongsberg Digital with its Vessel Insight system had entered into an agreement with MAN Energy Solutions in respect of its PrimeServ Assist device in digitalisation.

Kongsberg Digital's Vessel Insight is a cost-efficient data infrastructure provision for the maritime market while MAN PrimeServ Assist digital concerns optimisation of engine use and maintenance. After entering a strategic digitalisation partnership they undertook the delivery of a joint digital infrastructure to Höegh Autoliner's Horizon class sister-vessels *Höegh Trotter* and *Höegh Traveller*. It is understood that the pilot completion is formalised, and the project has been successful.

In the words of Andreas Jagtøyen, EVP Digital Ocean, Kongsberg Digital: '*We are very pleased with the results of the pilot project with Höegh and MAN Energy Solutions.*

'The joint digital infrastructure allows the operator to monitor vessel assets and check the running conditions of the engines remotely from shore, in order to give decision-making support to the ship's crew.

'Also, the Vessel Performance application from the Kognifai Marketplace gives Höegh tools for reducing fuel consumption and unnecessary running of equipment, as well as benchmarking performance between vessels. We are happy that Höegh has decided t o roll Vessel Insight, MAN PrimeServ Assist and Vessel Performance out on several additional vessels.'

It is understood that Höegh, are currently installing Vessel Insight, the MAN PrimeServ Assist app and Vessel Performance on four other vessels. Access to complete and contextualised high-quality data from several vessels allows fleet benchmarking and is a significant step towards digitalising fleet operations.

When developing Vessel Insight, Kongsberg focused on making it a low-cost, easy-to-implement data infrastructure solution for a broad market. An important aspect of this is that installation can be carried out by vessel crews while at sea. The Vessel Insight hardware is sent to the vessel and the crew connects it, we understand. Immediately, all data is sent to the Kognifai cloud and contextualised.

Using experience from the first installation, the installation time was drastically reduced on the second Höegh vessel, taking only a day, it was reported.

Following the successful project, Höegh Autoliners decided to install Vessel Insight on an additional four sister-vessels in itsHorizon class fleet.

EMSA news

Vessel Traffic Monitoring System upgrade

On 13 April, the European Maritime Safety Agency (EMSA) successfully launched a new release of the EU's vessel traffic monitoring and information system, SafeSeaNet (version 4.5). A useful introduction is to be found here: http://www.emsa.europa.eu/ssn-main.html

New functions to retrieve port call information are now available to users, it is reported.

Following feedback received from member states, the performance of SafeSeaNet was enhanced. This was the last update of SafeSeaNet as a new major release is expected by the end of 2021.

As SafeSeaNet continues to evolve and support new and revised EU rules, SafeSeaNet version 5 will support the changes in the legal requirements of the amended Directive 98/41/EC on the registration of persons on board passenger ships, and Directive EU 2019/883 on port reception facilities for the delivery of waste from ships (repealing Directive 2000/59/EC).

The work continues for this new development both at EMSA and within the member state's own national systems.

Trinity House[1] to replace Channel Lightvessel with Type 1 buoy

Trinity House announced on 12 May that it will replace the Channel Lightvessel with one of its largest Safe Water Mark buoys, now that the lightvessel position has successfully established a marine traffic pattern in the area. The LV is moored in mid-Channel between the South Coast of England and the Cherbourg peninsula.

The operation to tow the lightvessel and deploy a replacement buoy is set to take place in mid-August. The relevant Notice to Mariners is to be found here: https://tinyurl.com/2w9vunrt

Background

Following the grounding of the *Amoco Cadiz* in 1978, the IMO adopted the Off Casquets Traffic Separation Scheme (TSS) in 1979; Trinity House established the Channel Lightvessel so as to clearly define the new TSS to all mariners at a time when such schemes were a relatively new maritime feature.

The requirement

As part of the continuous review of its provision of aids to navigation—and further to the discontinuation of the East Channel buoy in 2018—Trinity House has carried out extensive analysis on the requirement for the Channel Lightvessel.

It has been determined that as the lightvessel marks only the end of the TSS and not any physical hazards to navigation, it could be removed now that the marine traffic patterns in the area are well established.

Recognising that the Channel Lightvessel has become a prominent physical mark for all sectors of the marine community, Trinity House has decided to replace the

lightvessel with one of its largest Safe Water Mark buoys in order to enable position verification in the area.

Photo per: www.trinityhouse.co.uk ©

The new aid to navigation

The replacement buoy for the Channel station is based upon a standard Type 1 modular configuration and will incorporate a bespoke electrical design that independently powers the buoy's aid to navigation equipment and also the array of sensors and communication equipment required for the Met Office's meteorological and hydrographic installation. The AIS and radar beacon (RACON) features will be retained to enhance conspicuity.

The aid to navigation is a standard monitored buoy that will communicate over a roaming 4G network (with a fall back satellite-based communications unit) allowing the Trinity House round the clock Planning Centre in Harwich (English East Coast) to ensure the nine nautical mile range light source exhibits a light during periods of darkness, to monitor its position via a GPS receiver and to give regular updates on battery condition and state of charge.

Weather monitoring

The meteorological and hydrographic equipment has been developed in close cooperation with the Met Office, collaborating on a system that utilises modern technologies to accommodate the required equipment in a way that makes optimal use of the limited available space.

The lightvessel at the Channel station has been a reliable platform for meteorological observations for many years and this service will continue on the Channel buoy. The new meteorological observations set-up will have a full back-up system to maintain service year-round and will report the same parameters as the lightvessel. Visibility sensors will be deployed and monitored for changes, and the new set-up affords the opportunity to collect full spectral wave measurements. The visibility measurements will be published once verified as accurate by the Met Office.

Green engineering

Being able to recreate the systems that once required a large lightvessel on a much smaller buoy is in many respects thanks to the technological advances made in recent years. The nine nautical mile range navigational light will come from an LED source that requires only nine watts of power and lasts ten years.

Battery technology to store the solar-generated power is also constantly improving; when these technologies are combined it results in less maintenance and fewer visits from Trinity House service craft with a positive impact on the marine environment while still providing the essential visual navigation mark for all passing mariners.

About Trinity House

Trinity House, London, established in 1514 under a charter of Henry VIII, is a charity dedicated to safeguarding shipping and seafarers, providing education, support and welfare to the seafaring community with a statutory duty as a General Lighthouse Authority to deliver a reliable, efficient and cost-effective aids to navigation service for the benefit and safety of all mariners.

[1] The General Lighthouse Authority for England & Wales, the Channel Islands and Gibraltar.

East Africa Service EAS 3

Due to commence May

It was learnt from HAPAG in Hamburg that the East Africa Service 3 (EAS3) was due to arrive in the ports of Mombasa and Dar Es Salaam in week 23 May, as we were closing this edition of Newsletter.

It is understood that the new service will employ seven 2,800 TEU vessels.

EAS3 will offer direct weekly sailings between China, South-East Asia, Kenya and Tanzania with competitive transit times, it is claimed. It is expected to provide better connectivity between Asia and East Africa.

In addition, EAS3 will offer connections to Hapag-Lloyd's global network via the hub ports of Singapore, Port Kelang and Shanghai.

Hapag-Lloyd entered the Sub-Sahara African market about 13 years ago and has seen steady and significant growth in cargo volumes to and from Africa since then.

In East Africa, the China Kenya Express Service (CKX) connects Kenya with some of the most important ports in Asia, such as Singapore and Shanghai, while the East Africa Service 2 (EAS2) connects East African with the west coast of India and Jebel Ali in Dubai.

Benefits of own offices

Hapag-Lloyd now has five own offices on the continent: in South Africa, Egypt, Ghana, Nigeria and Kenya. In addition, it recently opened a Quality Service Centre in Mauritius. The offices in Kenya, Nairobi and Mombasa, enable Hapag-Lloyd to better serve and be closer to its customers in this thriving economic hub of East Africa.

Connections to the interior

Hapag-Lloyd also serves landlocked East African countries – such as Uganda, Rwanda, Burundi and South

Sudan – with regular inland connections to and from Mombasa. As part of its growth strategy, the shipping company will also endeavour to develop inland connections to Somalia, Southern Ethiopia and Northern Tanzania.

In the words of Dheeraj Bhatia, Senior Managing Director Region Middle East at Hapag-Lloyd: '*Hapag-Lloyd has been steadily expanding its business in East Africa in recent years as part of our strategic focus on selected growth markets worldwide.*

'*Our new EAS3 service will create a new option for our customers and help us to forge even stronger connections between this flourishing region and the rest of the world*.'

West Africa position

Hapag-Lloyd has also been strengthening its offerings and presence in West Africa in recent years. For example, in October 2019 the Middle East India Africa Express (MIAX) service was launched, providing direct and fast connections between the Middle East, India, South Africa and key markets in West Africa such as Ghana and Nigeria.

Nile-Dutch

In September 2020, a new office was opened in Lagos and, in mid-March 2021, Hapag-Lloyd signed a sale and purchase agreement with the Dutch container shipping company NileDutch.

Acquisition of NileDutch allows customers to benefit from an even denser network and a much higher frequency of sailings, particularly from and to ports in West and South Africa. Currently, the completion of the transaction is subject to the approval of the responsible antitrust authorities, it is understood.

May 2021

The first westbound voyage of the EAS3 commenced in Shanghai on 29 April 2021 with an ETA Mombasa of 23 May. The port rotation is here:

Shanghai – Ningbo – Nansha – Singapore – Port Kelang – Mombasa – Dar Es Salaam – Port Kelang – Singapore – Shanghai.

Bulk carrier fire

mv *Iron Chieftain*

ATSB report

A fire on board a bulk carrier that took five days to contain and extinguish highlights the lack of adequate regulatory requirements and standards to address the known risk of fire on-board self-unloading ships, an ATSB investigation has found.

The 202 metre loa Australian-flagged self-unloading bulk carrier *Iron Chieftain* was discharging its cargo of dolomite at Port Kembla, New South Wales in the early hours of 18 June 2018 when friction, probably from a failed bearing, generated enough heat to ignite a rubber conveyor belt in the C-Loop internal cargo handling space.

(Editorial note: *Self-unloading bulk carriers are equipped with a series of conveyor belt systems and spaces that enable cargo to be unloaded without requiring shore-based equipment*.).

During a regular safety round of the self-unloading system during cargo discharge operations, a crew member detected a strange smell and white smoke that abruptly changed to black as the crew member approached the deck casing door for the C-loop space.

The ship's crew then initiated an emergency response but shipboard efforts to control the fire proved ineffective, with the fire soon establishing itself and spreading to the exterior of the ship, setting the discharge boom alight. The ship's crew were eventually evacuated and Fire and Rescue New South Wales (FRNSW) firefighters took charge of the response to the fire. The fire was contained and eventually extinguished about five days later.

The fire caused substantial structural damage including breaches of two fuel oil tanks, and much of the self-unloading system was destroyed. The ship was subsequently deemed uneconomic to repair and declared a constructive total loss before it was towed to Turkey for recycling. However, there were no serious injuries or marine pollution reported as a result of the fire.

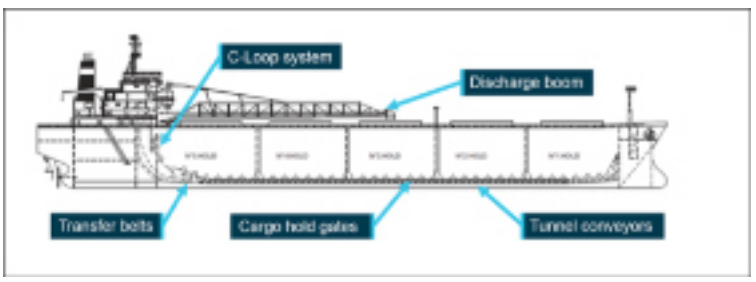
In the words of ATSB Chief Commissioner Greg Hood: '*The fire on board Iron Chieftain demonstrates how the effectiveness of a shipboard response to a fire depends primarily on the ability to detect the fire at an early stage and quickly extinguish it at the source.*

'*Iron Chieftain's self-unloading system was not equipped with a fire detection or fixed fire-extinguishing system in the C-Loop space, but nor was it required to be.*

'*This highlights the lack of adequate international standards or regulations for dedicated fire detection and fixed fire extinguishing systems in cargo handling spaces of self-unloading bulk carriers.*'

ATSB's investigation report also notes that the initial emergency response by the crew, in particular stopping the conveyor belts, aided the fire's early development as heat could not dissipate.

Hood continued: '*Following ignition, the combination of high fuel loads in the form of rubber conveyor belts in the C-Loop space and airflow from the vertical design of the loop and its ventilation fans, meant the fire quickly established itself and travelled along the C-Loop's rubber conveyor belt system to the ship's exterior to the deck discharge boom and set it alight*.'



In addition, heat from the fire in the C-Loop space caused thermal stress, cracking and deformation to the adjacent heavy fuel oil tanks, releasing additional fuel for the fire and increasing its intensity and complexity.

Hood said the ATSB welcomes the commitment by the Australian Maritime Safety Authority (AMSA) and Lloyd's Register to approach the IMO and the International Association of Classification Societies (IACS) respectively, to highlight the safety issue regarding the inadequacy of fire safety standards or regulations for self-unloading system spaces.

In conclusion he added: '*The ATSB recommends the introduction and improvement of international standards for suitable fire detection and fixed fire-extinguishing systems in the cargo handling spaces of self-unloading bulk carriers and the introduction of standards for the fire resistant properties of their conveyor belts*.

'*The absence of these measures has been a contributing factor in at least three major shipboard fires over a 25-year period, including Iron Chieftain*.

'*Nonetheless, the ATSB is recommending that AMSA formally raise the safety issue with the IMO to initiate safety action aimed at addressing the risk of fire in the cargo handling spaces of self-unloading bulk carriers due to the inadequacy of the current associated standards and regulations*.'

Separately, the investigation notes that while the operators of *Iron Chieftain* had identified the fire risk in the ship's cargo handling space due to the lack of fire detection and fixed extinguishing systems, particularly in the C-Loop space, about five years earlier, the prevention and recovery measures it put in place were not sufficient to mitigate the risk.

In response to the *Iron Chieftain* fire, the operator's parent company, the CSL Group, initiated a fire risk mitigation project across its global fleet of self-unloading bulk carriers to improve fire detection and suppression technology, reviewing its firefighting policy and setting minimum fire safety standards for early fire detection and suppression at the ship design and build stage.

Finally, the ATSB also identified a safety issue relating to Fire and Rescue New South Wales's marine firefighting capability as well as other safety factors related to the inconsistent conduct of ship's drills and Port Kembla's emergency response plans.

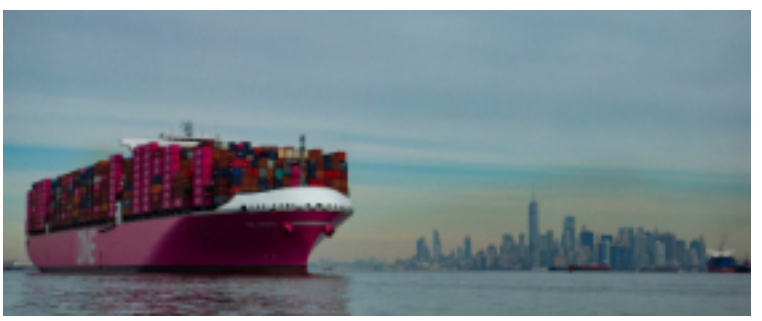
The report may be downloaded here:
https://tinyurl.com/ptnr7bvk

Editorial note: This article is based on material kindly provided by the Australian Maritime Safety Bureau. ATSB ©

ONE and StormGeo partnership

Enhancement of fleet safety and fuel efficiency

It was announced from Bergen in mid-May that StormGeo, a leader in weather intelligence, ship routeing and fleet performance management systems had increased its partnership with Ocean Network Express (ONE), the world's sixth largest container carrier. This cooperation gives ONE access to a wider range of ship routeing services—ensuring the safety of their fleet, maintenance of their operating schedules and close monitoring of all related performance criteria as they work toward their supply chain goals.



This partnership began in July 2019, and as ONE's internal evaluations proved the value of StormGeo's services, the partnership expanded to include enhanced routing, ETA services for sensitive trade routes, and fleet-wide installation of StormGeo's onboard software: s-Planner BVS.

Sachin Sirsikar, General Manager Global Vessel Operations of ONE commented: '*StormGeo's products and services are an essential part of our on board and onshore operations. Having access to weather forecasts specific to our voyages helps us manage our strict ETAs with a focus on safety and fuel efficiency. In a time of digitalisation and sustainability within shipping, we are proud to partner with a company who prioritizes these values as much as we do*.'

Route recommendations provided by StormGeo to the ONE fleet are widely accepted by both shore and afloat staff. Kim Sørensen, StormGeo's COO Shipping, believes this is largely due to the trust that has been built between the two companies.

According to Sørensen: '*Our customer service teams have a great relationship with ONE, particularly with their Global Ocean Route Advisory team in Singapore. We work hard to ensure their fleet is safe, timely and fuel efficient, utilising constant power to optimise their passages. It's truly a win-win cooperation*.'

As part of the recent expansion of the partnership, ONE vessels now have StormGeo s-Planner BVS installed, which utilises frequent, accurate forecasting to ensure avoidance of potentially damaging sea conditions. ONE's onshore staff also have access to StormGeo's s-Insight web platform, giving instant visibility of the whereabouts and performance of the fleet.

About ONE

ONE (Ocean Network Express Pte. Ltd.) is a major global container shipping

ONE emerged from the legacy of three Japanese liner companies, who historically prided themselves on high level service quality and process excellence. The new company's global headquarters is in Singapore, to enhance its intended strong international trading presence.

About StormGeo

More than 12,000 ships rely on StormGeo software or services for navigational planning, route optimisation, weather routeing and fleet performance. The company has 24 offices in 15 countries, including eight round the clock global operations centres.

As a participant in the UN Global Compact for Sustainable Ocean Business, StormGeo's passion for weather and the protection of natural resources motivates the company to support its clients in making informed, environmentally responsible business decisions.

Protecting the Right Whales

Cabot Strait Voluntary Slowdown

(Eastern Canada)

Currently in effect to 29 June then 29 September to 15 November 2021

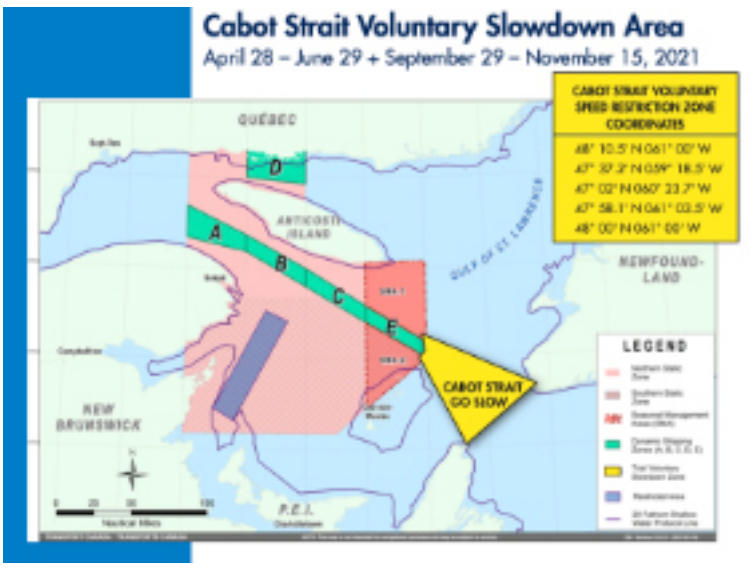
Mariners play a crucial role in reducing North Atlantic Right Whale mortalities.

Cabot Strait is an essential migratory corridor for Right Whales to access the Gulf of St. Lawrence, where they feed and socialize.

Ship masters can help prevent a lethal collision by reducing vessel speed to no more than 10 knots.

Between 2017 and 2020 it was reported that there were twenty-one North Atlantic Right Whale deaths in Canadian waters, of which at least seven were a result of collisions with vessels.

To help prevent a lethal collision with these critically endangered whales, Transport Canada is asking vessels transiting through Cabot Strait to voluntarily slow down to 10 knots or less over the ground, when safe to do so.



Why the slow down to 10 knots or less?

A 10 knot speed limit is designed to achieve a balance between safe navigation and reduced risk of lethal collisions with Right Whales when they are migrating through Cabot Strait.

When is the voluntary slow down in effect?

Between 28 April and 29 June, and again between 29 September and 15 November, which is when the majority of Right Whales likely migrate in and out of the Gulf of St. Lawrence through Cabot Strait.

What else is being done to protect Right Whales in the Gulf?

Vessel strikes and fishing gear entanglement are the leading causes of death for North Atlantic Right Whales. Additional mandatory static and dynamic measures are in place in other areas of the Gulf of St. Lawrence. Vessels must comply with these speed restrictions at all times.

For general information on mandatory measures, readers are invited to see Transport Canada's Ship Safety Bulletin 05/2021 here: https://tinyurl.com/hyk5fb78

For the status of dynamic measures, see Navigational Warnings (NAVWARNs).

Publicity material for the Cabot Strait Voluntary Slowdown is supported by the Canadian Whale Institute, University of New Brunswick, Saint John, and the Government of Canada. Text here is based on material provided by those organisations.

Grimaldi's new Cork-Antwerp-Cork service

The Port of Cork has announce that the Grimaldi Group is now offering a twice weekly direct Ro-Ro service from Cork to Antwerp. This commenced in mid- May and builds on Grimaldi Group's reputation and their continued investment.

Conor Mowlds, Chief Commercial Officer, Port of Cork commented: '*The decision by the Grimaldi Group to offer a direct Cork-Antwerp-Cork freight service is very welcome and will greatly support our efforts to keep supply chains moving during the current Covid-19 pandemic.*

'*The new service will also further strengthen Cork's direct links with the heart of Europe, capitalising on the market's growing use of the unaccompanied freight model, as shippers seek direct links to market rather than use the UK Land bridge.*'

The Grimaldi Group have been calling to Cork on a regularly for almost 25 years for the transport of rolling freight and containers. The Naples-based Group operates a fleet of over 130 Ro-Ro, Con-Ro, Ro-Pax and cruise ferry vessels supported by investments in people, ports, terminals, and intermodal equipment worldwide and this new Irish service will link into the network at Antwerp.

In February the Port of Cork reported that it was undergoing a significant expansion project within the Ringaskiddy Freight and Ferry Terminal to provide improved capacity within the estate.

At the turn of the year CLdN's* weekly Con-Ro service from Cork to Zeebrugge, was extended to a second call to accommodate demand and took account of Brexit at the same time as bypassing the UK Land bridge and avoiding unnecessary border checks ensuring cargo flows from Ireland direct to the Continent.

*See www.CLdN.com

ATSB releases *MPV Everest* fire investigation preliminary report

The Australian Transport Safety Bureau (ATSB) has released a preliminary report from its ongoing investigation into a fire on board *MPV Everest* multi-role vessel while on charter to the Australian Antarctic Division.

The report outlines basic factual information including the fire's sequence of events as established as part of the investigation's initial evidence collection phase, and does not detail any safety findings or analysis.

On the morning of 5 April, *MPV Everest* was about 1,075 NM north-east of Mawson station in the Southern Ocean on an NNE course bound for Hobart, with a crew of 37 and 72 expedition staff on board, the preliminary report details.

The ship was making good 11 knots, with power for propulsion being provided by three of the ship's six engines – numbers 2 and 3 in the port engine room and number 6 in the starboard (the ship's two engine rooms each contained two 5,760 kW and one 1,920 kW marine diesel engines).

Shortly before 1100, the ship's master saw large flames erupting from open louvres in the port engine room's exhaust casing. In response the master raised the alarm and instructed crew and expedition staff to report to their emergency muster positions.

The preliminary report details subsequent events on board the ship, including the mustering of the crew and expeditioners, the firefighting response, the shutting down of the ship's port engine room and machinery, the ship's loss of power, and the subsequent confirmation of the fire's extinguishment.

Passage resumed at about 1820 after propulsion was restored with two engines in the starboard engine room (with the port engine room and machinery unusable). There were no injuries to anyone on board.

The following day, the ship's master diverted *MPV Everest* to Fremantle, where it arrived on 13 April.

The preliminary report notes that during initial inspections of the fire-damaged engine room, the crew observed fuel oil dripping down into it from within the exhaust vent casing above.

Recorded data from the ship's integrated automation system (IAS) showed a routine transfer to top-up the fuel oil settling tank in the port engine room was started at about 0925 on the morning of the fire, the report details. That data indicates that this tank probably overflowed sometime after 1030. The port fuel oil settling tank's air vent pipes terminate inside the port engine exhaust casing.

ATSB Chief Commissioner Greg Hood commented: '*The ATSB's investigation will continue to examine the origin and cause of the fire and its development, and the operation of the ship's fuel oil transfer system, including pumps, piping, alarms and automation.*

'*Other areas of investigation include the performance of the ship's firefighting equipment, the effectiveness of the ship's emergency response, and the efficacy of shipboard communication systems*.'

Investigators will also continue to analyse recorded data, including from the ship's integrated automation system and CCTV, and consider relevant human factors.

Hood noted the preliminary report does not include any safety findings or analysis, which will be detailed in the investigation's final report to be released at the conclusion of the investigation.

He added: '*However, should a critical safety issue be identified at any stage during the investigation, the ATSB will immediately notify relevant parties so appropriate and timely safety action can be taken*.'

ATSB's preliminary report *Fire on board MPV Everest, Southern Ocean, 5 April 2021* may be seen here: https://tinyurl.com/fv55ks9a/

Study of maritime worker health initiatives

Seafarers' Hospital Society and Yale University contribution

Early in May the London-based Seafarers' Hospital Society (SHS) and Yale University are collaborating on a landmark study to determine the effectiveness of initiatives taken by shipping companies, charities and the wider maritime sector to keep seafarers healthy and safe. This six-month study aims to review existing research and recommendations, identify current practices, determine their coverage across the industry and assess their perceived effectiveness. Results of the study will be disseminated to the global seafarer community to encourage the adoption of best practice and improve seafarer health, safety and wellbeing.

Independent global charity Lloyd's Register Foundation (the Foundation), which has a mission to engineer a safer world, is also working on the project to provide support and expertise in evidence collection with a specific focus on mental health and wellbeing.

Announcing the study Sandra Welch, Chief Executive Officer at SHS, said: '*We are delighted to be working with prestigious partners Yale University and Lloyd's Register Foundation on such an important and ground-breaking study in this our 200th anniversary year. The Seafarers' Hospital Society together with many other maritime welfare charities, has undertaken research and implemented numerous programmes aimed at improving the health and wellbeing of seafarers.*

'*At the same time, shipping companies have introduced programmes and adopted practices with the same aim. But no one has looked across the board at who is doing what and how effective they have been. This study aims to address this gap in our collective knowledge and understanding so that best practice can be identified and the most effective practices adopted across the maritime sector*.'

The study will be led by Martin Slade, Director of Research, Yale Occupational & Environmental Medicine and Director of Yale University Maritime Research Center.

Dr Slade said: '*This is an important new study that will allow the maritime industry, which employees 1.5 million workers, to implement specific practices to help ensure the health and safety of its workforce*.'

Olivia Swift, Senior Programme Manager at the Foundation added: '*There's a unique culture in seafaring involving long hours, dangerous working conditions and social isolation – all of which can, and do, threaten mental health. While the crewing crisis and other effects of the pandemic have weighed heavily on seafarers, this is an issue that existed before the pandemic and is likely to continue afterwards despite many initiatives to tackle this very problem. We want to find out how these long-term structural factors can be addressed based on companies' experience of what actually works in practice*.'

Working alongside SHS and Yale, the Foundation will be hosting two virtual round table meetings on 29 June and 15 July, where shipping companies, policy makers and maritime welfare organisations can share their perspectives on seafarers' mental health and wellbeing.

Topics will include training, living conditions, interpersonal factors and work demands, and Chatham House rules* will apply.

To find out more on the study and to register interest readers are invited to e-mail as here: olivia.swift@lrfoundation.org.uk

* *A rule or principle according to which information disclosed during a meeting may be reported by those present, but the source of that information may not be explicitly or implicitly identified*.

Global vaccine rollout needed to stop crew crisis third wave

On 21 May seafarers' unions challenged governments, particularly those with maritime responsibilities, to endorse universal access to Covid-19 vaccines to prevent the crew change crisis from spiralling out of control for a third time.

To quote International Transport Workers' Federation (ITF) Seafarers' Section chair David Heindel: '*If the wealthy countries do not support patent waivers at the 8 June TRIPS Council meeting, then not only will more seafarers' lives be lost – we will also miss our opportunity to be rid of the crew change crisis and the daily risk it places on essential supply chains*.'

At the same time ITF estimated that there were still around 200,000 international seafarers forced to work on vessels beyond their contracts due to governments' ongoing border and travel restrictions. Thousands have been on board more than a year. With unprecedented Covid outbreaks gripping India and other major seafarer labour-providing nations, the maritime industry fears that the number of seafarers trapped working on ships could double within weeks.

Heindel added: '*We are at a crossroads. One path is universal access to vaccines for all seafarers by everyone doing their part: government, union, business; simultaneously and globally. The other path is seriously frightening: Covid on ships, seafarers dying at home, those on board unable to sign off*.'

Flag states need to step up

Continued Heindel: '*We are on the precipice of a third wave of the crew change crisis. Now is the time for generosity and action from every kind of government*.

'*We need to see the home countries of seafarers prioritising them as key workers for vaccines. We need port States to offer vaccines to seafarers visiting their shores. We need flag States to vaccinate all seafarers on ships which fly their flags*.'

Heindel said the ITF welcomed news that the Dutch government had partnered with ship owners and local unions to vaccinate 49,000 seafarers from mid-June at a number of ports in the Netherlands and at Schiphol International Airport. The single-dose Johnson & Johnson's Janssen vaccine will be given free to seafarers working aboard ships flying the Dutch flag or those under Dutch management.

'*Congratulations to the Dutch government for recognising their responsibility to vaccinate seafarers on ships flying their flag. Operating a ship registry is not an opportunity to make easy money; it is a serious commitment. Flag States must uphold health, safety and seafarer welfare on their ships. The Netherlands understand this, and they are leading the way in stepping up to their responsibilities*,' said Heindel.

He added: '*Likewise, the US Coast Guard has assisted industry and labour representatives on an ad hoc basis to vaccinate seafarers and plans are underway to introduce a programme to assist desiring crew in ports where a US state makes vaccines available*.'

Port States need to reopen borders to international seafarers

Heindel said that some governments were re-introducing border restrictions after earlier giving international seafarers exemptions to have crew changes.

He concluded by saying: '*We are deeply concerned that the Norwegian government has announced it is reintroducing quarantine for seafarers regardless of their Covid or vaccination status. This is the time for port State governments to be introducing new and expanded green lanes for international seafarers, not going backwards with more restrictions. Now is the time for them to welcome seafarers and use their ports as seafarer vaccination hubs*.

'*Securing the global shipping industry requires global cooperation. The rich countries who have strong vaccine programmes should now turn their minds and resources to helping vaccinate these key workers*.'

International Transport Workers' Federation

Seafaring unions are helping to drive vaccination effort

Unions across the world were already doing their part to help get international seafarers vaccinated. ITF inspectors and coordinators have been working with local unions and seafarer welfare charities to help roll out vaccine doses in the US, while ITF-affiliated maritime unions are pushing for their port State governments to extend vaccines to visiting crew:

In April Nautilus called for the United Kingdom to become an international seafarer vaccination hub, while the Seafarers' International Union of Canada warned of a total shutdown of the country's shipping industry if a plan was not developed to rapidly vaccinate seafarers.

On 6 May ITF Inspector Barbara Shipley (Seafarers International Union – SIU) took nine members of the crew of the *BW Canola* to be vaccinated in Newport News, Virginia.

Picture caption

The ITF is supporting the campaign for patent waivers to support universal access to Covid-19 vaccines (Credit: Médecins Sans Frontières ©).

CHIRP Maritime Feedback

The UK-based Confidential Hazard Investigation Reporting Programme (CHIRP) contributes to the enhancement of maritime safety in the UK and worldwide, by providing a totally independent confidential (not anonymous) reporting system for all individuals employed in or associated with these industries.

Now available issue No 63 of *CHIRP MARITIME FEEDBACK* focuses upon an investigation report from a Flag administration relating to a fire on a motor yacht, and also discusses promulgation of all accident investigation reports to the wider maritime community.

This issue of *FEEDBACK* also highlights a report where a vessel attempted to cover up the presence of Covid-19 on board – the reporter is highly commended for highlighting this issue. There is also a report discussing engine issues in bad weather highlighting leadership, communications, and spare parts policy, and a report highlighting recreational vessels interacting with fishing gear.

There is also a discussion on unmooring operations during a ship-to-ship transfer operation and the associated hazards; flooding of a cofferdam while a speed log was being maintained, and engine issues during pilotage.

The publishers of *MARITIME FEEDBACK* are extremely grateful to all its reporters, and welcome any comment with respect to the content.

FEEDBACK 63 is available online in: English, Chinese, Portuguese and Filipino and is freely available here: https://tinyurl.com/29kws7ny

Annual Digest

CHIRP Maritime has recently published *Annual Digest 2020* the flag ship publication of the CHIRP Programme and contains all the published reports and articles of the previous twelve months. This publication is available in digital format, at no charge here: https://www.chirpmaritime.org/

Other publications

Several guides on medical and psychological issues relating to Covid-19 have been prepared by members of the CHIRP Maritime Advisory Board. Again these guides are freely available from the CHIRP website.

CHIRP Maritime is the world's foremost maritime confidential reporting programme.

United States Coast Guard at work

News from received from the US Coast Guard 7th District (Puerto Rico and the US Virgin Islands) HQ in San Juan that USCGC *Willow* completed a twelve-day mission on 19 May servicing 23 critical aids to navigation (AToN) across eight ports in Puerto Rico. This is a splendid example of the US Coast Guard going about its business for the safety of the world's mariners and the protection of the marine environment.

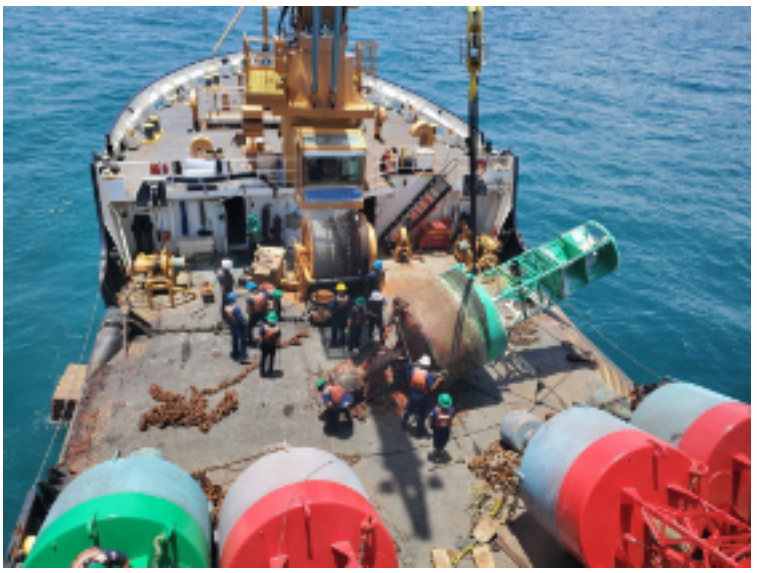
The crew of the cutter *Willow* serviced AToN in the ports of San Juan, Mayaguez, Tallaboa, Ponce, Guanica, Ceiba, Culebra and in the southwest pass of Vieques, Puerto Rico.

In the words of Commander Margaret Kennedy CO of *Willow*: '*After 15 months of multiple major maintenance periods and Covid restrictions, the Coast Guard Cutter Willow is excited to be back in Puerto Rico.*

USCG Photo'*It's dirty but satisfying work, which makes the waterways safe for commercial and recreational marine traffic, and helps facilitate the flow of maritime commerce to and from the island. Our ship and crew still have a lot of work to do, and we look forward to returning to the Sector San Juan area later this summer to complete it.*'

Willow (WLB 202) is a 225-foot sea going buoy tender homeported in Charleston, South Carolina.

Coast Guard Cutter Willow prepares to enter the Port of San Juan, Puerto Rico 8 May, 2021.



U.S. Coast Guard District 7 PADET San Juan©

As the only heavy lift asset within the Coast Guard's Seventh District, cutter *Willow* is primarily responsible for the continuous operation of 245 fixed and floating aids to navigation spanning from the US Virgin Islands to South Carolina, and relies on a crew of 48 personnel to complete this and other Coast Guard missions.

Servicing of these maritime resources requires a systematic process that often places the cutter in hazardous waters while the crew works to lift the aid, steel chain, and concrete sinker out of the water to replace components of the buoy and mooring on deck.

This occurs up to six times a day and requires a team effort by all hands onboard to complete the task. Once set back in the water, the aid is precisely placed using GPS coordinates that best mark the waterway for the mariner to reference.

Safety rules for enclosed spaces

UK consultation

New rules which would improve safety for those who have to work in enclosed spaces on board vessels are the subject of a consultation launched by the UK's Maritime and Coastguard Agency (MCA). This was reported on 24 May.

MCA indicated that six people have died over a ten-year period from 2009 to 2019 in UK ports while working in such spaces. This has led to legislation being introduced.

Although it is accepted that working in enclosed spaces is a necessary but dangerous part of working on ships, the MCA has indicated that it is important for risks to be reduced significantly.

With regard to the current International Convention for the Safety of Life at Sea (SOLAS), given the serious risk to seafarers' health and safety, the MCA wants to extend new measures to all merchant ships and fishing vessels operating in UK waters.

Proposed changes would replace previous legislation to strengthen protection of those working on ships and fishing vessels from the risks of entry into enclosed spaces through such measures as emergency drills and providing atmosphere testing equipment.

Enclosed spaces include chain lockers, cargo holds, duct keels and water tanks – or any area that has been left closed for any length of time without ventilation.

Katy Ware, Director of Maritime Service at the UK MCA said: '*We remain committed to protecting the safety of those who spend their lives working at sea. There is a serious risk to seafarers' health and safety by going into these enclosed spaces, even though it is sometimes a necessary part of their work and we want to do all we can to reduce it.*

'*Risks from working in enclosed spaces are well known across the shipping world and all of us know that more needs to be done to reduce the number of fatalities. These proposed regulations would replace and extend current legislation which will go right across the merchant sector and demand the same safety requirements for fishing vessels.*'

Two men seen working at the entry into an enclosed space.

It is understood that the consultation on draft legislation will last eight weeks with effect from 24 May and close at 2345 on 19 July 2021

Prohibition and improvement notices are also available directly under the Merchant Shipping Act 1995. The general policy approach, in line with the MCA's published enforcement policy, is to use these civil sanctions whenever possible before invoking criminal law.

A link to UK MCA consultation may be found here: https://tinyurl.com/69ahhv56