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IFSMA

NEWSLETTER

The Shipmasters' International Voice



CMA CGM Scandola
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Secretary General's Report

On 5th April our dear friend and vice president, Cal Hunziker was laid to rest at a family funeral. Father Sinclair Oubre, Apostleship of the Sea of the United States, held a very touching Memorial Service for Cal on 20th April at the Texas Maritime Academy. This has been available recorded on GoToMeeting for those unable to attend, with restrictions on numbers allowed. Should anyone wish to see the service, please contact HQ and we can send you a link. We agreed with Cal's wife that we would not send flowers, but instead we made a donation from all at IFSMA to the Elizabeth and Calvin Hunziker Endowment which they set up in 2019 to help cadets in their academic costs at the Texas A&M Maritime Academy. I hope you approve as Cal and Lisa devoted their life to helping seafarers and potential shipmasters after Cal retired from the sea as an active pilot. His advice will be sorely missed by us all and those many shipmasters who were lucky to know him.

On 9 April we held a virtual EXCO where it was agreed that it would not be practical to hold the 2021 Biennial General Assembly (BGA) as planned in Ukraine because of the ongoing Covid-19 pandemic and many parts of the world seeing a third wave of the virus. Instead we will hold a virtual BGA from our Headquarters in London late in September. Paul Owen will send out details of dates and structure of the meeting once this has been agreed. Notwithstanding, our Shipmasters' Association in Japan has provisionally agreed to host the 2023 BGA which will be a great opportunity for our members out in that region.

Virtual meetings at IMO have now started in earnest as they try to catch up on all of last year's cancelled meetings. This is not proving easy because of the limited time available. On 5 May we will see the Maritime Safety Committee attempt to run three Working Groups simultaneously which will give IFSMA a challenge. We will be represented in the main plenary meeting as well as in working groups on Autonomous Ships, and Piracy. As usual I will keep you informed via my reports of the meetings in the main website.

Fair winds and a following sea to you all

Jim Scorer

From the News Editor

The six-day blockage of the Suez Canal and the welcome refloating of *Ever Given* has shed new light on the critical job of tug and towage workers. It is the view of ITF's tug and towage experts that unless industry arrests the current sacrificing of quality standards and worker safety or reduction of labour costs the world could be in store for another *Ever Given*-type crisis sooner than imagined.

For a number of years the ITF has warned that a major accident on the Panama Canal could be imminent due to significant reductions in manning and excessive overtime by a short-staffed workforce and ITF has indicated that the situation in Panama mirrors that across the globe when it comes to the tug and towage industry.

A global reduction in standards has been underway in the industry they claim and in 2021 ITF continues to observe highly profitable corporations exerting downward pressure on pricing for critical tug and towage contracts in every corner of the globe. Forced to do the same amount of work (or more), with smaller budgets, these contract squeezes result in job losses and increased pressure on the workforce.

The IMO Digest

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

Illustrations per www.imo.org ©

UN Organisations issue joint call for seafarers and aircrew to be prioritized for Covid-19 vaccination

Seafarers and aircrew need to be protected through vaccination as soon as possible, to facilitate their safe movement across borders.

On 26 March the heads of five UN organizations called for maritime and air transport workers to be prioritized for Covid-19 vaccination, given their key role in supporting global trade and mobility, which is essential for a sustainable socio-economic recovery.

The joint IMO, ICAO, ILO, IOM, WHO statement in full is available here: <https://tinyurl.com/7f73jc4z> (Circular Letter No.4204-Add.38 - Coronavirus (Covid-19) - Joint Statement Calling On All Governments To Prioritize Covid-19... (Secretariat).pdf (imo.org))

As we all know maritime and air transport rely on seafarers and aircrew. They are key workers, required to travel across borders, which may – though contrary to WHO recommendations – result in the need for them to present proof of a Covid-19 vaccination as a condition for entry in some countries.

The UN Crisis Management Team for COVID-19, under the leadership of the World Health Organization (WHO), has recognized that all countries should consider seafarers and aircrew, who are required to travel across

borders during the pandemic, as a priority group for vaccination against COVID-19.

A joint statement, signed by the heads of the International Civil Aviation Organization (ICAO), the International Labour Organization (ILO), the International Maritime Organization (IMO), the International Organization for Migration (IOM) and the World Health Organization (WHO) said: *'For shipping and air transport to continue to operate safely, the safe cross border movement of seafarers and aircrew must be facilitated. We reiterate our call upon countries that have not done so to designate seafarers and aircrew as key workers.'*



Furthermore, the joint statement calls on governments to prioritize seafarers and aircrew in their national Covid-19 vaccination programmes, together with other essential workers, in accordance with the WHO SAGE Roadmap* for prioritizing the use of Covid-19 vaccines in the context of limited supplies.

The document continued: *'Seafarers and aircrew need to be protected through vaccination as soon as possible, to facilitate their safe movement across borders. We also call on governments to identify and prepare for the challenges of Covid-19 vaccination of seafarers and aircrew, particularly for seafarers spending long periods of time away from their home country.'*

The organizations have stated their full support for the timely development of an international harmonized framework for vaccination certificates, to facilitate international travel for seafarers and aircrew.

*See here: <https://tinyurl.com/eff2znwn>

IMO Ship-Port Interface Guide

A new Ship-Port Interface Guide in pdf format focusing on eight practical measures which can support GHG emission reduction at the ship-port interface was released by IMO on 26 March.

The document can be found here:

[Ship-Port Interface Guide.pdf \(imo.org\)](https://www.imo.org/About/Press/Pages/2020/03/20200326-ship-port-interface-guide.aspx)

Developed by the Global Industry Alliance to Support Low Carbon Shipping (Low Carbon GIA) under the IMO-Norway GreenVoyage2050 Project, the Guide aims to support the maritime industry in achieving IMO's emission reduction goals and contribute to greener shipping.

The eight practical measures presented in the Guide are:

1. Facilitate immobilisation in ports.
2. Facilitate hull and propeller cleaning in ports.

3. Facilitate simultaneous operations (simops) in ports.
4. Optimize port stay by pre-clearance.
5. Improve planning of ships calling at multiple berths in one port.
6. Improve ship/berth compatibility through improved Port Master Data.
7. Enable ship deadweight optimisation through improved Port Master Data.
8. Optimise speed between ports.

This list of measures is non-exhaustive and is the result of initial research and findings and aims to raise awareness of potential ideas which the maritime community could explore further.



It is understood that each measure presented in the Guide can be individually implemented, or implemented collectively – which would maximise the emission reduction benefit.

While particularly useful for stakeholders within the port community (e.g. port authorities, terminals, nautical service providers), the Guide is also relevant for ship owners, operators, charterers, ship agents, shipbrokers, and other relevant stakeholders. These play a key role in implementing the necessary changes and facilitating the uptake of emission reduction measures in the ship-port interface.

IMO holds first ever virtual awards ceremony

Exceptional maritime people honoured at virtual IMO awards

The IMO has recognized the contributions of a long-standing maritime industry chief and has presented its highest bravery accolade to two maritime pilots from Brazil and an off-duty seafarer from the Philippines.

The event, which premiered on 7 April, saw Peter Hinchliffe, former Secretary-General, International Chamber of Shipping (ICS), receive the prestigious International Maritime Prize for 2019.

The 2020 IMO Awards for Exceptional Bravery at Sea were awarded to Marcio Santos Teixeira and Fabio Rodrigues Alves de Abreu (Brazil), for averting a major oil spill event at the Terminal Almirante Barroso in São Sebastião Port; and to Ralph Ofalla Barajan (Philippines), who saved the lives of all those onboard the sinking passenger vessel *Siargao Princess*.

Welcoming the online audience, to the first ever virtual awards ceremony, IMO Secretary-General Kitack Lim praised the achievements of the *'remarkable recipients of the IMO Award for Exceptional Bravery at Sea, and their incredible acts of determination and bravery in order to save lives, at great risk to themselves'* and expressed his appreciation to all seafarers who have continued to deliver food, medicines and vital goods for the global economy throughout the Covid-19 pandemic. The Secretary-General also highlighted IMO's efforts to promote the vital role of seafarers, reiterating that *'this year we have dedicated our World Maritime theme to Seafarers are at the core of shipping's future.'*

International Maritime Prize

The International Maritime Prize is awarded annually by IMO to the individual or organization, judged to have made a significant contribution to the work and objectives of the Organization. The 2019 prize was awarded to Peter Hinchliffe, former Secretary-General of the International Chamber of Shipping (ICS). IMO Secretary-General Kitack Lim acknowledged the pivotal role that Mr Hinchliffe had played in the work of IMO in his long career. *'He ensured that the interests of ship owners were always promoted whilst recognizing the need for change and advancement in the environmental and safety aspects of shipping.'*

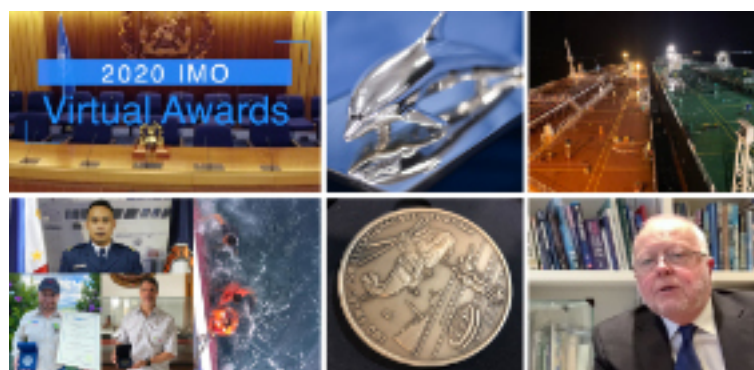
Mr Hinchliffe said he was truly humbled to receive the International Maritime Prize, recognizing the award *'as a recognition of the contribution that ICS made and continues to make to the work of the IMO.'*

Mr Hinchliffe praised the friendship, openness and spirit of cooperation he experienced at IMO. He ended by advocating for an end to crew travel restrictions and urged high priority for vaccination for seafarers across all IMO Member States, as well as for IMO continuing its work on the reduction of greenhouse gas emissions from ships.

IMO Bravery Awards

The annual IMO Award for Exceptional Bravery at Sea recognizes those who, at the risk of losing their own life, display outstanding valour in attempting to save life at sea or attempting to prevent or mitigate damage to the marine environment. In 2020, a total of 31 nominations were submitted by 18 Member States and two non-governmental organizations in consultative status with IMO.

Ten individuals or groups received letters of commendation; four received certificates of commendation; and three recipients received the highest award. (Full list can be viewed here: <https://tinyurl.com/z2zn2dxa>)



Marcio Santos Teixeira and Fabio Rodrigues Alves de Abreu, members of the São Paulo Pilots, were recognized for their actions in averting a major oil spill at the Terminal Almirante Barroso in São Sebastião Port. They were nominated by Brazil for their decisiveness, professionalism, and ship-handling expertise in safely manoeuvring two oil tankers that had gone adrift during a ship-to-ship operation, in extreme weather conditions. Brazil also thanked the crews of all ships involved in the rescue.

Mr Teixeira said: *'I am proud and humbled to be among such a group of people, many who are never seen or recognized. Receiving this award only reinforces my commitment to represent these courageous men and women. It also reinforces my particular commitment to Brazilian Pilots, to their valour and to their fortitude.'*

Mr Alves de Abreu said: *'Being recognized by the IMO with such a prestigious award was tremendously humbling, but to have succeeded in managing that challenging event in the best way possible: helping to avoid economic losses and environmental devastation - and being able to avoid the loss of further human lives was in itself an immense personal and professional achievement [that] I am proud to have attained.'*

Also receiving the highest recognition was Petty Officer, Second Class, Ralph Ofalla Barajan of the Philippine Coast Guard, who helped to save the lives of all 62 people on board the sinking passenger vessel *Siargao Princess*, on which he was also a passenger. He was nominated by the Philippines for his leadership and determination, even while he was off duty. *'I dedicate this award to all the unsung heroes of Philippines coast guard, my fellow survivors and my family,'* Mr Barajan said.

The Awards ceremony can be viewed in full here in a 25 minute video: <https://tinyurl.com/rvx9eba3>

IMO Awards

To learn more about the International Maritime Prize, the IMO Award for Exceptional Bravery at Sea and the Special Recognition for merchant vessels and their crew involved in the rescue of mixed migrants at sea – and to nominate individuals for future awards – readers are invited to visit: IMO Awards and recognitions here: <https://tinyurl.com/5ev8byxw>

Draft amendments to the IMO Council

The IMO Council has approved draft amendments to the IMO Convention to expand the size of the Council, extend the term of its Members and recognize three additional language texts as authentic versions of the IMO Convention. The approvals were made at the 33rd extraordinary session of the Council, which was held virtually on 8 April 2021.

The amendments will now be transmitted to the 32nd session of the IMO Assembly, to be held from 6 to 15 December 2021, for consideration with a view to adoption. Until the amendments enter into force, the current structure will remain unchanged.

The proposed amendments would require acceptance by two thirds of the IMO Membership, or 116 Member States (based on the current membership of 174 Member States and two Associate Members) for entry into force.



Expansion of the Council

Upon entry into force of these proposed Council reforms by the Assembly, the IMO Council will increase by 12 Member States, from its current 40 Members to 52. Expanding the size of the IMO Council would see 12 seats allocated to Categories (a) and (b) each and 28 seats to Category (c).

The categories are:

- (a) - States with the largest interest in providing international shipping services
- (b) - States with the largest interest in international seaborne trade each; and 28 seats to category

(c) - States not elected under (a) or (b) above, which have special interests in maritime transport or navigation and whose election to the Council will ensure the representation of all major geographic areas of the world.

Member term length

Under the approved amendments, Council Members would remain in their roles until the end of the next two consecutive regular sessions of the Assembly, after which they would be eligible for re-election. Since Assemblies are usually held every two years, this would usually mean that Members would serve a four-year term.

Additional authentic languages

Separately, in the spirit of multilingualism embraced by the United Nations system, the IMO Council agreed that Arabic, Chinese and Russian, (which are already official languages of the Organization), should be added as authentic texts of the IMO Convention, supplementing the current authentic texts in English, French and Spanish.

Current Council Members

The current Council Members that have been elected for the 2020-2021 biennium are:

Category (a): China, Greece, Italy, Japan, Norway, Panama, Republic of Korea, Russian Federation, United Kingdom, United States.

Category (b): Argentina, Australia, Brazil, Canada, France, Germany, India, the Netherlands, Spain and the United Arab Emirates.

Category (c): Bahamas, Belgium, Chile, Cyprus, Denmark, Egypt, Indonesia, Jamaica, Kenya, Kuwait, Malaysia, Malta, Mexico, Morocco, Peru, the Philippines, Singapore, South Africa, Thailand and Turkey.

History of the IMO Council

The IMO Council has seen a number of expansions since its original entry into force with 16 Member States in March 1958. The most recent expansion was a result of the 1993 amendments that came into force in 2002 and increased the size of the Council to 40, with Groups (a) and (b) increased to 10 and Group (c) to 20 Member States.

Previous expansions came into force in 1984 when the Council was increased in size to 32, with 16 places for Group (c); in 1978 when Council membership was increased to 24 Member States by enlarging Group (c) to 12 Member States; and in 1967 when IMO adopted an amendment to the IMO Convention that increased the size of the Council to 18.

IMO's Day of the Seafarer campaign

25 June 2021

Fair Future for Seafarers

In the wake of the Covid-19 pandemic, seafarers found themselves both on the front line of the global response and subject to difficult working conditions surrounding uncertainties and difficulties around port access, re-supply, crew changeovers, repatriation and so forth.

In light of this, the 2020 Day of the Seafarer campaign focused its message around urging governments to recognize seafarers as key workers and ease travel restrictions for them to facilitate crew changes.



The 2021 Day of the Seafarer campaign will continue to encourage governments to support seafarers amid the pandemic but will expand its message, calling for a fair future for seafarers.

The campaign will discuss issues that will still be relevant to seafarers after the pandemic, such as the fair treatment of seafarers, fair working conditions (in line with ILO's Maritime Labour Convention, see here: <https://tinyurl.com/xtxnnhj4>), fair training and fair safety.

Seafarers, we are listening

Leading up to 25 June, seafarers are being invited to answer questions on what a fair future for seafarers looks like. The answers will be shared afterwards and will provide a soundboard to help guide IMO's actions moving forward. Polls are available on all IMO social media platforms.

The second seafarer's profile for the promotion of this year's World Maritime theme has been launched and is available <https://tinyurl.com/5azufhje>.

To stream an interview with Helen Frances Coultas, Chief Mate, readers are invited to see here: <https://tinyurl.com/z2mah392>

Previous profiles and other information relative to the year's theme can be found on <https://tinyurl.com/48wa4zz5> here: <https://tinyurl.com/azh87be8>

2021 World Day for Safety and Health at Work



On 28 April IMO Secretary-General, Kitack Lim, issued a message on World Day for Safety and Health at Work and we are privileged to publish it here:

'This day is particularly significant in light of the ongoing Covid-19 pandemic

'While everyone around the world has been impacted by the pandemic to some extent, this crisis has taken a particularly hard toll on seafarers, who have continued to operate as key workers in the global supply chain. On any given day, one million seafarers are working on some 60,000 large cargo vessels worldwide to ensure the flow of international trade. Much of IMO's important work centres on keeping these seafarers, and the ships they operate, safe and secure.

'Despite a lack of access to repatriation, shore leave and crew change, seafarers have ensured that people continue to receive deliveries of food, PPE, equipment needed to work from home and, of course, medications including vaccines.

'Seafarers are integral to helping the world and various economies recover from Covid-19 and they can only do so if they are assured of a safe working environment. Seafarers need unhindered access to medical care when required. They need to be granted access to travel and transit for crew changes so that crew can be relieved when their contracts end, to prevent their physical and mental health from suffering.

'IMO has issued regularly updated protocols to allow crew changes to take place as safely as possible. Allowing unhindered crew changes means that rested, physically able seafarers will be crewing these complex vessels, ensuring a safe work environment and safe voyages.

'More than 80% of the world's goods by volume are carried by sea, making it imperative to take every step we can to keep maritime workers healthy, and ensuring the safety of navigation.

'I commend the 58 IMO Member States that have already granted shipping workers this key worker status. I urge IMO Member States to designate seafarers as key workers and grant them priority access to vaccines and travel and transit.

'As we work towards a safer tomorrow for every one of us, we must make sure that we all honour the seafarers and other key workers that are helping us along the way, by keeping them safe.'

Full complement of BMA documentation now available electronically



At the end of March Bahamas Maritime Authority (BMA) announced that all its certification is now available electronically.

The Authority launched a suite of major enhancements to its online registration information system (BORIS) late last year meaning that companies registering for the service are able to digitally access many of the services offered by The BMA.

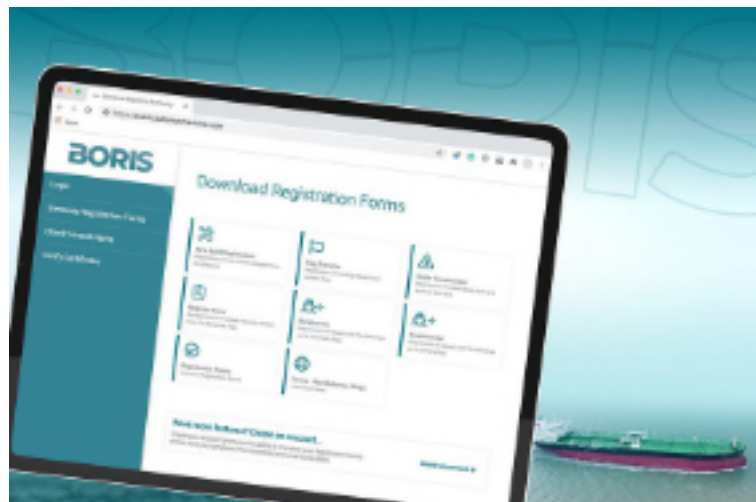


Captain Steve Bomgardner, Global Business Development Director of The BMA.

Implementation of a move to full electronic certification is the natural extension of this amenity and fulfils the

requirements of IMO FAL.5/Circ.39/Rev.2 guidelines for the use of electronic certificates.

Full electronic certification is good for The BMA's clients and good for the environment. Certificates can now be obtained instantly, records are available online round the clock, day in, day out, and confirmed on demand through verification systems. There are environment benefits of this choice as there is less paper waste and a reduced carbon footprint as courier systems are no longer needed. However, where there is a requirement for a hard copy of a certificate, this can be supplied on request.



The Bahamas Maritime Administration launched a suite of major enhancements to its online registration information system (BORIS) late last year.

Captain Steve Bomgardner, Global Business Development Director of The BMA, commented: *'The BMA is committed to improving its services to clients and this latest development provides a simple and rapid solution for all vessels, and seafarers, when they require access to their documentation.'*

Coronavirus (COVID-19)

Vaccination for Seafarers and Shipping Companies: A Practical Guide

Your Questions Answered

It was reported on 24 March that the International Chamber of Shipping (ICS) had coordinated a number of shipping bodies in launching a practical guide on Covid-19 vaccinations for use throughout the industry. This guide is part of an effort to ensure that seafarers are kept safe and fully informed when it comes to vaccines, while also maintaining the integrity of global supply chains.

The guide, entitled *COVID-19: Vaccination for Seafarers and Shipping Companies: A Practical Guide*, is available here: <https://tinyurl.com/3hkfd3vz>

Co-produced with the International Maritime Health Association, Intertanko, and the International Transport Federation (ITF), the publication is being circulated to ship owners for use among crews. It is hoped the guide will help tackle the spread of vaccine misinformation by

providing a trusted source of information for crew members.

Guy Platten, ICS Secretary General said: *'The guide includes straightforward information on the different types of vaccine available globally, and their safety benefits for all parties involved in global maritime. This is to counter 'anti-vaxx' misinformation circulating online that might be dissuading crew from taking up the vaccine.'*

'Often, social media is the main way through which seafarers keep in touch with family and loved ones while at sea, but it can also lead to the spread of inaccuracies around vaccines and make crew less willing to be vaccinated. Some crew may also be reticent due to religious concerns over vaccines containing alcohol or meat products.'

It is unclear how many crew are hesitant to have vaccinations. But polling evidence has found reluctance to be widespread in the general population, running as high as 30% in the US and even 40% in some European Union countries such as France.

The guide provides straightforward advice on the kinds of vaccines available so crew can make educated and informed decisions.



Passport schemes

The launch comes as various nations are considering launching restrictive vaccine passport schemes, which ICS has warned could put ship owners in an impossible position. It could also exacerbate the ongoing crew change crisis, with concern that the figure of 200,000 seafarers impacted by could rise if more countries begin requesting seafarers are vaccinated before ships can enter their ports.

ICS is among several industry bodies calling for seafarers to be treated as key workers and prioritised for vaccines (more than half the workforce, some 900,000, are from developing countries where government-led roll out may not reach them until 2024). This would ensure that seafarers can continue to transport vital goods, food and medical supplies, but key to success will be making sure that crews are as well informed on different vaccines as possible.

Guy Platten added: *‘The vaccines on the WHO list of vaccines for Emergency Use could soon help us all find it easier to get on with international travel and carry out crew changes. Seafarers must travel across borders as part of their day-to-day role and to do that they may soon need to provide evidence they have been vaccinated. We must ensure that governments prioritise seafarers as keyworkers and do not put them at the back of the vaccine queue. This is vital, especially as they will be responsible for much of the world’s vaccine roll out.*

‘It’s essential that seafarers are treated with the respect they have surely earned by keeping global trade moving in a pandemic; and this includes being given all the latest information on Covid-19 vaccines so they can make informed choices.’

New OCIMF publication

Guidelines for Transiting the Turkish Straits

Second edition March 2021

The Turkish Straits present a unique navigational challenge. To help the development of company risk assessments for companies operating in this area the Oil Companies International Marine Forum (OCIMF) has updated its Guidelines for Transiting the Turkish Straits (published in 2007) and provided additional guidance.

This information paper considers new and updated regulations and traffic systems, outlines risks of, and recommendations for, transiting the Turkish Straits to safety of navigation.

The paper may be downloaded here:

<https://tinyurl.com/sf95pfs7>

petrochemicals and gas, and includes companies engaged in offshore marine operations supporting oil and gas exploration, development and production.

The Istanbul Strait (the Bosphorus)



The Istanbul Strait (the Bosphorus).

Purpose and scope

This publication provides guidance for vessel operators considering a transit of their tankers through the Turkish Straits. OCIMF neither endorses nor discourages transiting the Turkish Straits, but this information paper provides additional guidance for companies when developing their own risk assessments.

The Turkish Straits



The Turkish Straits.

About OCIMF

Founded in 1970, the Oil Companies International Marine Forum (OCIMF) is a voluntary association of oil companies having an interest in the shipment and provision of terminals for crude oil, oil products,

The Çanakkale Strait (the Dardanelles)



The Çanakkale Strait (the Dardanelles).

OCIMF member companies and some ship managers develop their own guidelines for transiting Turkish Straits based on detailed risk assessments. These guidelines

comply with Turkish Straits regulations and may contain additional measures to mitigate specific risks identified based on risk assessments.

The effect of the interaction of company guidelines with the regulations can be unhelpful to all parties (for example, if vessels forego their allotted transit slots and interrupt scheduling, because transit conditions do not meet specific company criteria). To avoid this OCIMF recommends that members work to the common guidelines described in this information paper, which are consistent and fully integrated with the Turkish regulations. It is important to note that Turkish Straits regulations are revised from time to time and the latest versions are to be adhered to before planning for any transit.

There are some useful websites referred to here:

Directorate General of Coastal Safety (Kıyı Emniyeti Genel Müdürlüğü)

Provides Turkish Straits maritime traffic information, transit times and information on emergency response services: www.kiyiemniyeti.gov.tr

International Petroleum Industry Environmental Conservation Association (IPIECA) Tiered preparedness and response: <https://tinyurl.com/7dje22u6>

Republic of Turkey – Ministry of Foreign Affairs Note on Turkish Straits and includes vessel transit statistical information: <http://www.mfa.gov.tr/the-turkish-straits.en.mfa>

Turkish Naval Forces Office of Navigation, Hydrography and Oceanography (ONHO): www.shodb.gov.tr

Europe's ports call for more shore power

Onshore Power Supply (OPS) is part of a contribution to greening the shipping sector. It is an important tool for reducing CO₂ emissions and air pollution at berth and in ports. Many ports in Europe are increasing their efforts to deploy more OPS.

Large investment required

An ambitious OPS deployment plan entails large investments up front and significant operational costs. These costs cannot be borne by ports alone, making public funding a precondition for a successful deployment of OPS. For Europe's ports, the only way to ensure a rapid deployment of OPS and avoid a waste of public funds is to focus on deploying OPS where it delivers cost-effective reductions of greenhouse gas emissions and air pollution at berth. Together with its members, the European Sea Ports Organisation (ESPO) has put forward a framework that can guide ports and policy makers in developing an effective and intelligent approach for OPS.

Key criteria

To help facilitate constructive and effective policy on OPS, ESPO has identified key criteria to be assessed together:

1. The OPS readiness of the ship (or shipping segment).
2. Is the vessel (segment) spending sufficient time at berth for it to make sense to connect?
3. Are there frequent users of a berth (OPS connection is easier in case of a regular vessel call at the same berth)?
4. Is the berth used enough to make it worth the investment? With planned new berths can OPS be directly integrated in the planning of the port?

In addition to these key criteria, some port-specific circumstances need to be considered:

- The location of the berth and of the port.
- Berth size and layout to match the vessel connection.
- Access to (public) funding.
- Available grid capacity.
- Access to renewable energy and space on the berth to integrate the OPS infrastructure.

As an overall criterion, ESPO believes there should be corresponding engagements between vessels, energy providers, and ports in order to make OPS a viable instrument in terms of both the environmental and cost effectiveness.

Substantial public funding received

In its statement issued on 29 March ESPO indicated that while the cost of installing OPS varies from port to port and between different locations in ports, OPS generally is very costly. It is understood that all OPS projects so far have received substantial public funding or support. When preparing the financial case for OPS deployment, ports need to consider not only the cost of setting up the system, but also the grid connectivity and operational costs with potentially high fixed costs that are not borne by the user. It is ESPO's consideration that an ambitious OPS deployment plan must be accompanied by an ambitious OPS funding policy.

European Commission reviews

With its communication ***Towards an intelligent legislative framework for OPS****, ESPO intends to contribute in a constructive way with the drafting and further discussions of two forthcoming European Commission proposals setting out the policy and requirements on the deployment and use of onshore power supply.

The first is the FuelEU Maritime proposal, which will tackle the demand for clean fuels from shipping, including OPS.

The second file is the review of the Alternative Fuel Infrastructure Directive, known as the AFID, which regulates the supply of fuels and the provision of clean fuel infrastructure

*See here: www.espo.be/news

Multiple cruise ship anchor failures

UK MAIB Safety Bulletin 1/2021

The Covid-19 enforced operational pause saw many cruise vessels anchored off the UK's south coast.

During this period there were several anchor losses associated with the inclement weather over the autumn and winter and the use of the anchoring equipment beyond its intended design parameters.

In the UK the Marine Accident Investigation Branch (MAIB) have identified a trend in the nature of anchoring equipment failures and have released a safety bulletin to the cruise industry to mitigate against further losses both in the short term and when the vessels return to normal operations.



As if on guard at the former Li-Xin shipyard at Pudong, on the Huangpo River, East Shanghai.

Photo: PWR ©

Safety issues

- Ship's masters should be proactive in heading to sea and not wait for the anchor to drag in strong winds before acting.
- Choice of anchor and amount of cable chosen should be varied to avoid single point loading.
- Ship's masters should ensure they and their crew are aware of the reporting procedures to the coastal state in the event of losing an anchor.
- Anchoring equipment should be assessed before returning back into normal service due to the greater use of the anchors during this extraordinary period.

The four-page MAIB document may be downloaded here: <https://tinyurl.com/9bavpux4>

Canal or Cape

Be aware of piracy risks

At the time of the blockage of the Suez Canal this resulted in vessels diverting south to steam around the Cape of Good Hope. Such a passage would have potentially taken vessels through a high risk area and attention to this was drawn by BIMCO.

Introducing BMP 5

It was noted by BIMCO that the threat of Somalia-based piracy is suppressed through a combination of military operations, the application of BMP 5 and the presence of armed guards. However, it was stated that an increase in maritime traffic through the area may present opportunities for Somali Pirate Groups to attack shipping. Furthermore, BIMCO advised that the consequences of not adopting effective security measures could be severe.

BMP 5 dates from June 2018 and was jointly released by BIMCO, the International Chamber of Shipping, the International Group of P&I Clubs, INTERTANKO and the Oil Companies International Marine Forum (OCIMF).

A copy of BMP 5 is available on our website here: [BMP5-small.pdf \(ifsma.org\)](https://www.ifsma.org/BMP5-small.pdf)



BIMCO's advice went on to remind shipping companies of the importance of applying BMP 5 to ensure that a voyage is risk-assessed and that ships are protected against the security threats in the region.

Similarly, it recommended that ships re-routing south should steam to the north-east of Socotra before turning south. Where possible they should maintain a safe distance from the Somali coast in accordance with the risk assessment.

Furthermore, it was stressed that all ships in the region should register with the Maritime Security Centre Horn of Africa (MSCHOA) and report to United Kingdom Maritime Trade Operations (UKMTO) as outlined in BMP 5, to ensure they are visible to the military assets deployed in the region which can assist in cases of piracy, and to ensure that they will be alerted to any threats or incidents.

Mozambique Channel threat

It was noted, too, that security threats now exist in the Mozambique Channel, and these should also be factored into any risk assessment.

Introducing BMP West Africa

Consideration should also be given to the piracy threat in the Gulf of Guinea, for ships transiting along the Western African coast. It is strongly recommended that a threat and risk assessment is conducted for such voyages, and that ships apply BMP West Africa to the fullest extent.

You can see the publication on the IFSMA website here: [BMP West Africa \(ifsma.org\)](https://www.ifsma.org/BMP-West-Africa)

BIMCO recommended that all ships steaming in these waters register with MDAT GOG (Maritime Domain Awareness for Trade for the Gulf of Guinea) by email: watchkeepers@mdat-gog.org or telephone: +33 298228888

ISWAN's Social Interaction Matters (SIM) Project

ISWAN's SIM project aims to help shipping and ship management companies improve seafarers' social interaction on board, and to positively impact the wellbeing of their seafarers through using programmes with proven success.

Social Interaction Matters - What works well on board?

To encourage crew members to connect and socialise outside work it has been found important for shipping companies to understand which activities provide the best chance of success on board and why.

Phase One of ISWAN's Social Interaction Matters (SIM) Project identified four categories of social activities revealed by survey and interview respondents. These were:

- Food.
- Entertainment.
- Social media.
- Sports.

(For more on Phase One readers are invited to see here: <https://tinyurl.com/yh2c77uw>)

Each category has its own strengths and may be better suited to some crews rather than others.

Food

Socialising around food and drink is important in most cultures. It provides an excellent opportunity for crew to gather and multinational crews can bring a diversity of diets and cultural celebrations. Barbeques were by far the favourite food-related social activity among SIM Project survey respondents, but parties, celebrations of special events such as birthdays, and weekly/monthly events were also popular.

As one seafarer put it: *'Captain used to take over the galley every Sunday and cook for the entire crew – it was the highlight of the social week.'*



Chess in the mess on board one of the ships in the ISWAN SIM Project trial.

Entertainment

The category of entertainment covers a range of activities, and the most popular among the survey's respondents were quizzes, games and cards followed by TV/movies/DVDs, watching sport on TV and karaoke/singing. Other examples showed where crews became creative and this can be just as enjoyable as an activity where technology or equipment is required. For example, one survey respondent commented: *'We have had fancy dress parades where people just made stuff out of what they have on the ship. We have had horse racing where you dress up like a horse... it is kind of the slightly more crazy things tend to get more buy in, you don't need alcohol on board and people still have a really good time'*

Social media

Research found that the use of social media often facilitates crew interaction. Many survey respondents formed WhatsApp groups for communicating with fellow crew members about daily life on board and events that might be taking place.

However, it was found that physical activities were more popular on board than online activities (although the opposite was true in port), possibly due to less WiFi access at sea, limits on its use, or charges made for its use.

Sport

This is historically good at bringing people and nationalities together. The most popular sporting activity mentioned by ISWAN's survey respondents was table tennis, but competitions particularly inter-ship competitions were also successful in bringing crews together.



The crew of STI Oxford enjoying an outdoor dinner during Phase Two of the ISWAN SIM Project.

Competitions

It is ISWAN's view that many of the activities mentioned, both sporting and otherwise, could be adapted to involve an element of competition. Competitions can be uniting and provide an attractive focal point to gain people's interest and participation*.

They are a low-cost, flexible way to generate engagement on board and provide an opportunity for different ranks and departments to mix.

ISWAN reported that it had been running a series of inter-ship competitions for ships taking part in Phase Two of its SIM Project, in which it is working with a number of vessels trialling social engagement initiatives on board.

The first competition challenged crew members to walk, jog, run or swim as far as they could over the course of one week. Several ships got involved, including all 22 crew members on board one vessel. The winning crew's collective distance was equivalent to travelling the length of the Panama Canal more than four times, it was reported (*That puts it at 200nm +*).

Support from the shore office can make a real difference in facilitating social interaction on board, whether it is by the purchase of new equipment or providing free WiFi for online games.

ISWAN informs that it has been asking vessels in its trial what facilities have been provided on board. Many reported having a TV, DVDs and speakers and a gym, but fewer had such desirable facilities as a games console or swimming/paddling pool.

Finally, varying the activities organised on board can make a difference to the level of engagement and enjoyment; this was highlighted by one of the ships taking part in SIM Project Phase Two trial in which it commented: *'We decide [a] few activities and play together. We try not to repeat so it doesn't become monotonous. There is always an instant positive mood change amongst the participants and the spectators.'*

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

*Institute of Competition Sciences (November 18th, 2017). Four ways embracing educational competitions will benefit your community [online]. Available here:

<https://tinyurl.com/4pn4av2b>

Helm Operations and ShipTracks launch new harbour automation tools

Initial integration helps harbour operators automatically capture 100% of towage work and revenue in port

It was announced from Victoria, British Columbia, Canada, on 7 April that marine operations software developer, Helm Operations, and AIS services provider, ShipTracks, have launched a new set of integrated features for harbour docking companies designed to deliver efficiency and ensure that companies never miss another job in their ports.

The new integration links Helm CONNECT Jobs, said to be the most widely used dispatch software in the harbour docking market, and ShipTracks' AIS technology to enable the streamlining and automation of towage orders directly from the AIS system. It is understood that this results in greater operational awareness, reduced workloads for dispatchers, and increased revenue as operators identify and capture jobs that were previously lost to competitors.



Modern harbour docking operations use a variety of tools to monitor ports and ensure operational efficiency, including use of AIS systems to track vessel speed and movements, and tug dispatching and invoicing systems such as Helm CONNECT Jobs to schedule and manage towage.



Hitherto these systems have operated largely in isolation, but by integrating them dispatchers can now not only receive automated notifications of vessels entering port, but also see immediately if their company has a contract with the vessel, if the towage work has been scheduled, and automatically import the vessel and related jobs into the dispatch schedule – all from the AIS screen.

Results are said to be dramatically increased efficiencies. What used to take five or ten minutes now only takes 30 seconds and it is known that the information is accurate.

Picture credits:

Images kindly provided by Helm Operations ©.

Romania's border in the Black Sea

EMSA provides enhanced surveillance capacities

On 7 April the European Maritime Safety Agency (EMSA) reported that multipurpose coastguard support using a remotely piloted surveillance system (RPAS) service had been provided at the request of the Romanian Border Police.

The RPAS system will support a number of authorities in Black Sea waters including the Romanian Naval Authority and National Agency for Fishing and Aquaculture.



Illustration kindly provided by EMSA / the Romanian authorities ©.

It is understood that the mid-sized RPAS craft can stay in the air for up to seven hours and has a range of up to 200km. It is equipped with a camera capable of day and night operations, a sea surface scanner, a distress beacon detector and a sensor that can detect vessel positions. It can be used for a range of activities, including border control, monitoring naval traffic, search and rescue, and environmental protection. Data from the RPAS can be recorded and transferred to the EMSA RPAS data centre in real time, and then made immediately available to national authorities.

EMSA reported that the service has been allocated for six months, and will also contribute to specific missions conducted by the Romanian Border Police within the Multipurpose Maritime Operation 2021 in the Black Sea, in coordination with the European Border and Coast Guard Agency (Frontex), EMSA and the European Fisheries Control Agency (EFCA).

RPAS integration was carried out in cooperation with the Romanian Air Force and the Romanian Air Traffic Control Service (ROMATSA), which provided specialised support.

We have been informed that later this year EMSA will add a second RPAS to the region (a light quadcopter), which will operate from the Romanian patrol vessel *Stefan Cel Mare*.

About RPAS

RPAS services, offered free to all EU Member States by EMSA, have been developed to assist in maritime surveillance operations, in support of authorities involved in coastguard functions, and can operate in all seas surrounding the European Union. RPAS services can provide support to traditional coastguard functions, including search and rescue, maritime surveillance and pollution prevention and response.

The Black Sea service is an important part of EMSA's regional RPAS strategy, which allows multiple coast guard functions in EU Member States to be supported by one or more RPAS services. Further expansion of RPAS regionally is planned in 2021 and 2022.

About EMSA

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

Lisbon ferries

Sustainable river transport. Ten all-electric ferries

ABB reported on 12 April that it had secured a landmark contract with Spanish shipbuilder Astilleros Gondán to supply an all-electric power supply for fast 40-metre urban passenger ferries carrying up to 540 passengers each across Lisbon's Tagus river.

The ten new ferries will be operated by the public ferry company Transtejo SA and will replace the existing fleet serving this route when they enter service between 2022 and 2024. In addition to energy storage, ABB will deliver a fully integrated electric power provision and an integrated marine and propulsion automation system. It is understood that this fleet renewal project represents a significant commitment by Lisbon's metropolitan planners to accelerate the introduction of emissions-free public transport. Financial details of the contract have not been disclosed.

Achieving carbon neutrality

Increased electrification of transport, including inland waterway traffic, will play a key role in helping Portugal achieve carbon neutrality by 2050. According to the national 2050 Carbon Neutrality Roadmap, the transport sector aims to achieve 98% reduction in greenhouse gas emissions compared to 2005, by strengthening the role of the public transport system and replacing current fossil fuelled means of transport with an electric fleet.

ABB estimates that replacing the ten ferries operating on the Tagus river from diesel power to all-electric integrated power solution is expected to cut about 6,500 tons in CO₂ emissions each year. This is equivalent to the annual carbon dioxide emissions generated by around 1,400 passenger cars annually.

In the words of Antonio Pacheco, Director of GRP Division, Astilleros Gondán: *'Cutting greenhouse gas emissions are top priorities in urban planning. Today, the technologies chosen for fast ferries operating so close to the heart of the city must be clean and green, as well as proven in terms of safety and reliability.'*

Juha Koskela, Division President, ABB Marine & Ports added: *'This project is another important industry milestone for zero-emission propulsion, showing that proven technology is available today to serve future needs on sustainable fast passenger ferry transport.'*



Electric ferry illustration.

Credit: Astilleros Gondán©

Power packs

The new ferries, which will be pivotal to Lisbon's public transport system, will be powered by battery packs with a total capacity of 1,860-kWh. ABB's initial contract covers the fully integrated electric power solution and an integrated marine and propulsion automation system for all ten ferries and the battery pack for the debut vessel of the series.

ABB's Onboard DC Grid™ power distribution system will ensure that the battery output is delivered to the ferry's sub-systems in the most optimal way, as well as enabling safe integration and reliable operation of other propulsion components. The overall power setup will be controlled by ABB's Power and Energy Management System (PEMS™), which will also increase fault tolerance and provide a high degree of reliability while ensuring the maximum lifetime for the batteries.

The 40-metre ferries will each have capacity of 540 passengers on three key routes linking Lisbon to Cacilhas, Seixal and Montijo on the south bank of the river Tagus. They will have a service speed of 16 knots and a maximum speed of 17 knots.

IMO target

With the IMO targeting a cut in annual emissions from ships of at least 50% by 2050 against 2008 levels, the all-electric ferry project represents a significant contribution to sustainable shipping by the city of Lisbon. Ferry industry association Interferry estimates that the sector transports over two billion passengers worldwide every year, with electric propulsion considered a proven technology that can reduce emissions at global scale.

Broad range of projects

Data from the Maritime Battery Forum indicates that over 130 battery-powered ferries are already in operation, and 90 more are on order. In line with its strong presence in vessel electrification, ABB has announced all-electric ferry projects with P&O Ferries, Washington State Ferries and Busan Port Authority in South Korea within the last nine months.

DNV safety management audits target crew well-being

On 13 April it was reported from Hamburg that in response to the impact of the coronavirus pandemic on seafarers, DNV had instructed its safety management auditors to specifically address seafarer health, work and living conditions in their 2021 audits.

To quote Georg Smefjell, Head of Maritime Management Systems (MMS) Services, DNV Maritime: *'The pandemic has in many cases made crew repatriation difficult, posing challenges to the mental health of seafarers working and living in relatively confined spaces for extended periods. With the support of experts throughout DNV, we have established a separate audit protocol addressing challenges to crew health and well-being.'*



DNV took part in the 'The Mission to Seafarers' Flying Angel campaign and the development of the Happy-at-Sea App.

The International Labour Organisation (ILO) has noted with deep concern that hundreds of thousands of seafarers have extended their original tours of duty far beyond the recommended maximum. The ILO acknowledges the immense risk that increased fatigue represents for the physical and mental health of individual seafarers and for the safety of navigation, security, and protection of the marine environment.

Knut Ørbeck-Nilssen, CEO of DNV Maritime added: *'The whole value chain of shipping has its role to play in supporting the ongoing plight of the seafarers. Safety at sea is at the heart of everything DNV does and the health and wellbeing of crew is vital to upholding safety*

standards. We believe that increasing our focus on the risks associated with seafarer fatigue in our safety management audits will help support safer operations at sea.'

The new DNV audit protocol is grounded in the International Safety Management Code (ISM) and the Maritime Labour Convention (MLC) of 2006. The overall objective of these regulations is to ensure safety at sea by requiring companies to provide, among other things, a safe working environment through assessing all identified risks to ships and personnel and establishing appropriate safeguards.

Focusing on relevant ISM objectives and implementing appropriate safeguards for risks related to the pandemic will enable DNV Document of Compliance (DOC) holders to better handle the ongoing challenges, according to Smefjell.

It is reported that DNV has recently revamped its MMS audits around the fit for purpose concept, where auditors assess the effectiveness of management systems in meeting customer and regulatory objectives based on analysis of customer performance and needs.

In conclusion Smefjell commented: *'Our customized safety management service will help our DOC holders deal with risks to seafarers associated with the pandemic and take proactive measures to alleviate them. The health and well-being of seafarers is of interest not only because of the need to prevent the spread and consequences of Covid-19 and comply with industry standards, but also because it is key to companies meeting their objectives and goals for safe and effective operations.'*

BEST welcomes CMA CGM Scandola

The first LNG vessel in the Port of Barcelona

It was announced from Barcelona on 14 April that the previous day Hutchison Ports BEST terminal welcomed the first LNG-powered vessel from CMA CGM. This is understood to be the first container ship using LNG as an energy source to arrive at the Port of Barcelona.



CMA CGM Scandola (pictured) belongs to the MEX 1 service, which links Asia to the Mediterranean. The vessel is 366 m loa, 51 m wide and has a capacity of 14,800 TEU. It was built in 2020 in response to the new IMO requirements for energy transition in the maritime industry.

Hutchison Ports BEST's CEO, Guillermo Belcastro commented: *'Today, maritime transport is relatively the most efficient and sustainable mode of freight transport. Shipping lines are already investing heavily in minimising the impact from an environmental point of view and, at BEST, we are aligned with the same objective and ready to receive such ships.'*

Shore power

BEST terminal is working with the Port Authority of Barcelona on several initiatives that will improve the sustainability of the terminal, such as the Shore Power project. As such, BEST will be the first container terminal in Spain to have an electrified quayside. Vessels at berth will be able to connect to electric power while loading and unloading containers at the terminal, thus reducing the carbon footprint in the Port of Barcelona.

For this reason, and because of its operational design based mainly on electric power, BEST terminal is claimed to be one of the most sustainable terminals in the Mediterranean.



About BEST

Hutchison Ports BEST is the first semi-automated terminal in the Hutchison Ports and the most technologically advanced port development project in Spain. It is capable of serving many large vessels simultaneously and has an eight-track railway facility, the biggest on-dock railway terminal of any port in the Mediterranean, connecting it to traffic from and to Southern Europe.

About Hutchison

Hutchison Ports BEST is a member of Hutchison Ports, the port and related services division of CK Hutchison Holdings Limited (CK Hutchison). Hutchison Ports is one of the world's leading port investors, developers and operators with a network of port operations in 53 ports

spanning 27 countries throughout Asia, the Middle East, Africa, Europe, the Americas and Australasia.

Over the years, Hutchison Ports has expanded into other logistics and transportation-related businesses, including cruise ship terminals, airport operations, distribution centres, rail services and ship repair facilities.

Leading industry guidelines on combatting drug trafficking

ICS launches new edition

Criminal gangs are increasingly exploiting merchant shipping to traffic large volumes of illicit drugs to markets worldwide. Nearly 90% of all cocaine, 45% of all cannabis, and 30% of all amphetamine type stimulants seized globally during the period January 2017 to April 2020 were trafficked by sea, despite the best efforts of the shipping industries to combat this activity¹. *'We all share a collective responsibility to assist in combatting this illegal traffic.'* This is the message from the International Chamber of Shipping (ICS) in its latest publication, *Drug Trafficking and Drug Abuse On Board Ship: Guidelines for Owners and Masters on Preparation, Prevention, Protection and Response*.

Guy Platten, Secretary General of the International Chamber of Shipping commented: *'The global value of the drugs trade is estimated at USD 426 billion, and the problems from illicit drug trafficking continue to expand and diversify. Traffickers use shipping as a vector for their illicit cargoes as ships present opportunities for high volume movements from producing to consuming countries.'*



'Drug traffickers exploit society's need to move goods and people across frontiers, and shipping is a key mode in that transport chain. We all share a collective responsibility to assist in combatting this illegal traffic and this latest publication ensures that ship owners and Masters are fully briefed on the best practices to combat this criminal trade.'

Published in conjunction with Witherbys (see: www.witherbypublishinggroup.com), *Drug Trafficking and Drug Abuse On Board Ship* is aimed at supporting the industry in meeting this collective responsibility. Considered the leading industry publication on the topic, the sixth edition has been fully updated to offer guidance on how to protect the ship and the crew and reduce the risk of drug trafficking occurring on board. It also provides advice on how to respond when faced with drug trafficking and drug abuse at sea. The price is £170.00 plus any local taxes.

The new Guidelines also take into account the impact and implications of the Covid-19 pandemic which has had an ongoing effect on drug trafficking and drug abuse, due to the changing nature of the management of national borders and the alteration of established behaviours.

Drug Trafficking and Drug Abuse On Board Ship provides essential professional guidance for shipping companies, ports, ships' officers, Masters, cargo owners, government officials, customs and the maritime industry as a whole. It identifies shipboard operational considerations and responses, as well as the training and procedures that are required both ashore and on board.

The Guidelines also explore all aspects of protection in port facilities, along with areas of cooperation between ports and ships that can help prevent drug trafficking from taking place. Whether this activity is orchestrated by criminal or terrorist organisations, the methodologies employed are sophisticated and dynamic. Successful responses need to be equally sophisticated and require a comprehensive and strategic approach to security, and the Guidelines outline a number of specific measures in detail.

Since drug trafficking is an international criminal activity, improved collaboration between nations, as well as between ships and port facilities, is essential.

The latest edition of *Drug Trafficking and Drug Abuse On Board Ship* also includes a section on the implications of cyber risks for drug trafficking.

The publication covers:

- Key global trafficking routes.
- Ports and places commonly targeted by drug traffickers.
- High profile drug seizures.
- Vulnerabilities of shipping.
- Risk management and security strategy.
- Ship security procedures.
- Port facility security procedures.
- Training and education.
- Emerging drug trends, including drug characteristics and identification.
- Responding to unusual activity at sea, in port, or

involving passengers or crew.

- The signs of drug/alcohol use by crew members.
- What to do when drugs are found on board.

In this new edition there is also included a new section on cyber security measures and drug trafficking in the Covid-19.

¹Statistics provided by the United Nations Office on Drugs and Crime (UNODC)

New Danish command team for Operation AGENOR in the Strait of Hormuz

An exercise in reassurance

On 17 April Operation AGENOR, the military element of the European-led Maritime Awareness mission in the Strait of Hormuz (EMASOH) welcomed a new Force Commander, Commodore Anders Friis, who commented at the Change of Command ceremony (*pictured*): *'I am honoured to have been appointed as the next commander of operation AGENOR. It is clear to me that AGENOR has established itself as a well-recognised and relevant actor in the region, reassuring merchant shipping and promoting safe transit and freedom of navigation in and out of the Strait of Hormuz.'*

'I would like to thank my good colleague, Commodore Carsten Fjord-Larsen, and his team for their great effort during the past three months, leading AGENOR in a very professional and efficient way. High standards have been set and my staff and I will do our utmost to continue along that way. It is with both pride and humility that I take over command of operation AGENOR and I look forward to work for Admiral Fayard and the operational headquarters – for the sake of all merchant shipping in the region.'

From the Force HQ at the French naval base in Abu Dhabi, AGENOR's operations are controlled to monitor the Gulf region's shipping lanes, the Strait of Hormuz and the Gulf of Oman. The aim is to reassure merchant shipping and contribute to defusing tensions in and out of the Strait of Hormuz. Eight European countries contribute to the operation.

Outgoing Force Commander, Carsten Fjord-Larsen added: *'It has been an honour to have been in command of a well-cooperated and very competent European team. It has been a pleasure to see close European cooperation being conducted to reassure and promote a safe transit and freedom of navigation for merchant shipping.'*

He and a Danish Command Team took over the command of Operation AGENOR from France on 13 January this year. Since then, four successive destroyers and frigates and three Maritime Patrol aircraft have been reassuring merchant shipping in these waters.

Carsten Fjord-Larsen concluded by saying: *'Thanks to the staff members and the ships and air crew with their dedication, I think we have contributed to keeping the situation relatively calm through de-escalatory presence. I'm confident Commodore Anders Friis will keep on building on that, with high vigilance as the situation still*

have potential for volatility, and I wish the new team all the best.'

Operation AGENOR is the military part of the EMASOH mission. It commenced on 25 February 2020, and has been fully operationally capable since. The AGENOR operation is conducted within the operational responsibility of the French Admiral commanding the maritime zone of the Indian Ocean, ALINDIEN.

The EMASOH diplomatic track is led by a Senior Civilian Representative, SCR, currently Danish Ambassador Julie Elisabeth Pruzan-Jørgensen.



At the Change of Command ceremony on 17 April, the outgoing Danish team received the French *Médaille commémorative française* in recognition of their service.

Mental Health: Practical guidance for shipping companies on improving mental wellbeing

<https://tinyurl.com/9h5nuade>

The UK National Maritime Occupational Health and Safety Committee (NMOHSC) issued guidelines to shipping companies on mental health awareness in 2018.

On 23 March our attention was drawn to this publication by the UK Chamber of Shipping who cooperated with Nautilus International and the UK seafarers' union RMT in its preparation.

Practical guidance for shipping companies on improving mental wellbeing sets out practical steps that companies may wish to take to promote the mental wellbeing of their employees.

According to the publication's introduction it focusses principally on seafarers but some parts of the guidance may be equally applicable to shore personnel.

It is explained that the NMOHSC does not endorse the examples as part of industry-wide implementation but presents them as practical steps that have proven beneficial to seafarer wellbeing in the specific circumstances where they have been applied.

Much as with physical health we all have mental health, both these states can change over time. Therefore, it is important to recognise that mental wellbeing can fluctuate from feeling mentally well to mentally unwell. Mostly, we can manage our mental health by integrating positive practices to sustain a healthy mental state. It is possible for shipping companies to aid this and counterbalance negative stressors that might impact a person's wellbeing.



Sometimes a mental health condition might need a diagnosis. People with a diagnosed mental illness can cope well and experience positive mental health.

Most episodes of mental ill health are short lived and there are different types of early interventions that can help when a person is experiencing mild symptoms.

The document goes on to inform that early intervention and a holistic approach to wellbeing can negate more serious harm to the individual and those around them. As such, nurturing a working environment that is conducive to good mental health, reduces stigma and encourages peer support is necessary.

ABB Azipod® electric propulsion

From its creation three decades ago to its market-leading position in global shipping today, Azipod® propulsion has revolutionized marine transport with its unparalleled performance, efficiency, sustainability and reliability.

First seen on the Finnish icegoing vessel *Seili* in 1991, Azipod® electric propulsion has clocked over 20 million running hours at an impressive availability rate of 99.9%, while saving about 1,000,000 tons of fuel in the cruise segment alone, it was reported by ABB from Zurich early in April.

Over three decades, ABB has developed Azipod® propulsion to meet varied and ever-changing needs of shipping companies, bringing higher performance for all kinds of vessel. Today, it is reliably reported that over 25 different vessel types rely on Azipod® technology – from cruise ships to cargo carriers, icebreakers, ferries and superyachts. It is understood that in total, ABB has sold over 700 Azipod® units over the course of 30 years.

Björn Rosengren, CEO of ABB commented: *'ABB has played a pioneering role in electric transportation for more than a century. The launch of the Azipod® technology in 1991 marked a new era in ship propulsion and has firmly established ABB's contribution to reducing the environmental impact of the maritime industry. I am convinced that this state-of-the-art technology will continue to play a major part in supporting our role as a front runner in sustainable transportation.'*



Azipod® propulsion has set numerous records in the shipping industry, from powering the largest cruise vessels to enabling the first crossings of the Northern Sea Route for tankers without icebreaker assistance.

Juha Koskela, Division President, ABB Marine & Ports added: *'Azipod® technology will help any vessel type cut cost and carbon footprint, both because it is a superior propulsion solution and because it further improves the greater efficiency inherent in electric propulsion.'*

'An independent study in 2019 showed that Azipod® propulsion could help ferry owners save \$1.7 million in annual fuel costs per vessel while cutting CO₂ emissions by approximately 10,000 tons. With IMO's goal to halve greenhouse gas emissions from ships by 2050, I am

confident that Azipod® propulsion will be driving sustainable shipping in 30 years' time, and beyond.'

With the electric drive motor housed within a pod outside the ship's hull, the Azipod® system can rotate 360 degrees, increasing manoeuvrability and allowing even the largest vessels to dock in harbours where turning circles are restricted. Crucially, Azipod® propulsion also improves operating efficiency, boosting a ship's hydrodynamic performance and cutting fuel consumption by up to 20% when compared with a traditional shaft line configuration. Space saved by locating the motor outside the ship allows for more flexible design and frees up space for cabins, cargo or other features.

Azipod® propulsion was initially designed as a future-proof system able to adapt to virtually any energy source. With the electric drive motor at its core, the Azipod® system can be powered by electricity drawn from different energy sources including batteries and fuel cells, and ship owners can add or exchange power sources as they evolve. Electrical power minimises engine noise and vibration as well, ensuring a smoother, quieter passage.

An integral part of the vessel's overall electrical propulsion configuration, the Azipod® technology seamlessly integrates with power systems and equipment on board. ABB's Propulsion Control System ensures communication with onboard systems, while ABB's Power and Energy Management System (PEMS™) controls the overall power distribution. The combination of the Azipod® system and ABB's electric propulsion setup makes it possible to configure the equipment for optimised performance, resulting in increased efficiency and lower emissions.

In line with ABB Marine & Ports *'Electric. Digital. Connected.'* approach that envisages shipping's digital and connected future, vessels equipped with Azipod® propulsion have the capability to leverage the digital ABB Ability™ Collaborative Operations infrastructure and centres for predictive maintenance and remote technical support.

Azipod® unit power ranges from 1MW to 22MW, with different models delivered from two Finnish plants and one in Shanghai. Successive generations have been refined for enhanced hydrodynamics, space efficiency and structural strength, and for easier installation and maintenance. Up to 95% of the material used in the production of Azipod® units is recyclable, testimony to the sustainable lifecycle perspective that guides the development and application of this remarkable technology.

Stream Marine Training and the University of Gibraltar

Collaborative partnership

It was reported early in April that Stream Marine Training (SMT) and the University of Gibraltar have formed a collaborative partnership to provide MCA approved STCW courses and technical training for maritime students

completing the new BSc (Hons) Maritime Science with Cadetship Programmes and seafarers.

The University has established the Gibraltar Maritime Academy and has the local resources required to teach trainees key skills such as fire-fighting techniques, which form part of the MCA-approved fire-fighting courses.

SMT will offer its expertise in the form of its MCA-approved online safety critical courses and advice from its trainers, many of whom are former mariners, who can relate the theory to real life situations at sea.



UNIVERSITY OF GIBRALTAR

In addition, the University is keen to capitalise on the 10,000 commercial vessel calls at the port of Gibraltar each year by offering visiting seafarers the opportunity to take advantage of its refresher courses and basic safety training programmes. Similarly, as the cruise industry begins to open up again, the University is also able to provide the necessary mandatory training essential for the crews that make up the hundreds of cruise liner calls at the port of Gibraltar each year.

Colin McMurray, Group Managing Director of SMT commented: *'Working with the University of Gibraltar is a key initiative for SMT as we expand our global reach to share our expertise and knowledge to ensure crews receive proper accredited levels of training so they can perform their duties safely and competently.'*

'The University of Gibraltar is a highly respected educational institution providing degree level maritime courses to equip its students with the necessary qualifications for a successful career in the maritime industry. We are delighted to be able to assist the University in its ambitious plans to broaden its maritime training course portfolio to attract seafarers who want to refresh or upgrade their skill sets.'

Commenting on the collaboration Aaron Lopez, acting Maritime Academy Manager for maritime courses at the University of Gibraltar added: *'This collaborative partnership will benefit the maritime industry as it combines the facilities and resources of the University with the knowledge and expertise of Stream Marine's personnel in delivering MCA approved training programmes. Seafarers and students will be able to benefit from both companies working together to provide best in class maritime training and education for talented individuals that want a structured career path in shipping.'*

'We are delighted to offer BSc (Hons) Maritime Science degrees, which are unique to the University of Gibraltar, as guaranteed, MCA-approved sea time placements with well-regulated and reputable shipping companies are included. This gives our graduates the opportunity to experience life at sea and gain the practical expertise required as a Merchant Navy Officer Cadet to qualify for a rewarding career in the maritime industry.'

Onelearn Global Learning Management System

OneLearn Global has placed motivation and inspiration at the head of its list of priorities as it pledges to deliver highly interactive and effective training courses via an intuitive next generation learning management system (LMS) for the maritime, energy, hospitality and industrial sectors.

The company, a division of One Net which is a member of the Fameline Holding Group based in Limassol, Cyprus, launched on 20 April and promises an enhanced and engaging, yet personalised, enjoyable and intuitive learning experience through the effective use of digitalisation, we understand.

OneLearn Global's world class Learning Management System (LMS) will deliver training at the point of need, across devices, whether on shore or onboard, to optimise the learner experience and, in turn, drive engagement through certifications and award badges for positive encouragement and reward.

Unlike a physical classroom environment, OneLearn Global is available day in, day out, around the clock. This is a distinct advantage given the wide geographic spread of its customer base. In an instance, seafarers can study both specific and pertinent courses prior to embarking a vessel or as pre-joining training prior to employment.



Nigel Cleave, Senior Advisor at OneLearn Global, said quality content, service and affordability were cornerstones of OneLearn Global's business philosophy.

He commented: *'Our award-winning audit compliance LMS delivers modern future ready-learning experiences, enterprise-wide training capabilities and dashboards with all the information our customers require which, together with a world class learner experience, will empower their organisations to stay ahead. Our courses have been specifically designed to be highly effective, thus ensuring high absorption rate resulting from authentic interactivity and smart content.'*

'We offer a totally transparent, no nonsense, pricing structure based on an annual subscription fee, with no hidden surprises. What is unique about the system is that each user will have content access to the OneLearn Global LMS, with absolutely no limitations as to the'

frequency of titles accessed throughout the subscription period.'

It is reported that OneLearn Global's next generation learning management system (LMS) puts the customer in control when delivering personalised learning experiences to their employees. The LMS, combined with a fast growing course library, not only encourages exploration but also reduces the skills gap to manage a learner ecosystem that is engaged, compliant and updated.

Cleave added: *'The administrator-controlled application for recommended training informs your users directly on the home page with regard to learning programmes that match their qualifications as well as the client's specific training requirements. Furthermore, via a powerful API framework, we encourage our customers to integrate the LMS into their own platforms. Branding, customization and bespoke content development are just some of the strong points of our service.'*

Accessible anytime, any location and when needed most, users can study at their own pace using any device (computer, tablet, smart phone) online and offline and, thereafter, complete a course following successful completion of an assessment.

The course modules, which guarantee consistency, may be repeated as often as is required. With OneLearn Global's LMS, customers are also able to view a wide range of digital statistics and training reports, which are ideal for audit purposes.

On 20 April the OneLearn Global website was launched at: www.onelearn.global The prime contact is Dmitry Gladkov – General Manager & Sales Director and he may be contacted here: dmitry.g@onelearn.global

OneLearn Global offers a growing list of maritime related courses including, for example, basic maritime safety, more complex, as well as specialist courses such as ECDIS.

A maritime decarbonisation centre in Singapore

Funding of S\$120 million

It was announced from Oslo on 21 April that Foundation Det Norske Veritas – which owns DNV Group – had teamed up with the Maritime and Port Authority of Singapore (MPA) and five other industry leaders to establish a maritime decarbonisation centre in Singapore.

The centre's stated mission is to catalyse and facilitate decarbonisation in the maritime sector and will be supported by contributions from the founding members totalling S\$120 million. Its creation follows the release of a recommendation by the International Advisory Panel (IAP) – a Singapore Maritime Foundation initiative – on maritime decarbonisation to set up a decarbonisation centre in Singapore.

The Memorandum of Cooperation was signed on 21 April in the presence of Mr Chee Hong Tat, Singapore's Senior Minister of State for Transport and Foreign Affairs.

Foundation Det Norske Veritas has committed S\$10 million – a figure matched by partners BW Group, Eastern Pacific Shipping, Ocean Network Express, Sembcorp Marine Ltd, and BHP with the MPA adding S\$60 million to the contributions.



MPA and six strategic partners signed a Memorandum of Cooperation to establish a S\$120 million fund.

'The Foundation Det Norske Veritas is driven by a desire to help society tackle major global transformations,' said Remi Eriksen, Chief Executive Officer of the Foundation Det Norske Veritas and DNV. 'Transforming the world energy system is one of the biggest challenges currently confronting society, and shipping must play its part. But doing this cannot be achieved without industry wide collaboration. That is why we have taken the decision to become a founding member of the Singapore decarbonisation centre.'

Eriksen added: *'We believe the deep expertise behind the Foundation complements Singapore's status as a world-leading maritime ecosystem for sustainable energy and climate change. Working together, I am confident the Centre will deliver a global impact on decarbonisation while further bolstering the Foundation's purpose of safeguarding life, property and the environment.'*

Ms Quah Ley Hoon, Chief Executive of MPA, said: *'Maritime decarbonisation is a global challenge requiring a collective responsibility from all stakeholders involved. It is crucial to have strong public-private sector partnerships. We thank like-minded partners like the Foundation Det Norske Veritas that have responded strongly to our call for collaboration. The agreement signed today is a first step, which we hope will catalyse a larger, much needed momentum to make international shipping more sustainable.'*

'Collaboration is key to progress on the decarbonisation pathway. At DNV, we are pleased to widen the scope of our longstanding cooperation with MPA by sharing our technical competence and industry knowledge in this maritime decarbonisation centre. Together with leading shipping firms in the region, we look forward to support the adoption of new low- and zero-carbon solutions which will help to reach the IMO greenhouse gas reduction targets,' said Cristina Saenz de Santa Maria, Regional Manager South East Asia, Pacific & India, Maritime at DNV, who signed the Memorandum of Cooperation on behalf of the Foundation Det Norske Veritas.

Spanning a five-year period, Foundation Det Norske Veritas's contribution will support research and technology development projects in the areas of greenhouse gas emissions reduction, and collaborations with higher education institutes and research bodies.



Memorandum of Understanding with Temasek to collaborate on opportunities in the area of maritime decarbonisation.

About Foundation Det Norske Veritas

Foundation Det Norske Veritas is a free-standing, autonomous and independent foundation whose purpose is to safeguard life, property and the environment. This purpose is achieved through its ownership of companies – of which the most important is the DNV Group, a classification, certification and technical assurance and advisory company. The DNV Group was formed following the merger between the classification societies DNV and GL in September 2013. Foundation Det Norske Veritas owns 100% of the DNV Group through Det Norske Veritas Holding AS.

About the Maritime and Port Authority of Singapore (MPA)

The Maritime and Port Authority of Singapore (MPA) was established on 2 February 1996, with the mission to develop Singapore as a premier global hub port and international maritime centre (IMC), and to advance and safeguard Singapore's strategic maritime interests.

MPA is the driving force behind Singapore's port and maritime development, taking on the roles of Port Authority, Port Regulator, Port Planner, IMC Champion, and National Maritime Representative. MPA partners the industry and other agencies to enhance safety, security and environmental protection in our port waters, facilitate port operations and growth, expand the cluster of maritime ancillary services, and promote maritime R&D and manpower development.

Accelerating decarbonisation in shipping

A no regrets approach using wind power



Institution of Mechanical Engineers report for World Earth Day

- On World Earth Day, 22 April, the Institution of Mechanical Engineers called for the Government to support the development of a demonstration ship with retro-fitted sails.
- Shipping emissions have grown rapidly over the last decade and could account for 20% of global emissions by 2050 if unchecked.
- Fitting sails could reduce emissions quickly.
- UK Government is to include shipping in new emissions targets.

Fitting sails to cargo ships and slow steaming could reduce greenhouse gas emissions from the shipping industry by up to 40% or possibly more as technologies improve, according to a new report from the Institution of Mechanical Engineers.

Air pollution from shipping has increased rapidly over the last decade driven by growth in world trade, and as most emissions are from international shipping, they are not included in individual countries' reduction targets.

The UK announced in week commencing 18 April that it is to include international shipping in its new emissions targets.

If unchecked, shipping could account for as much as 20% of global emissions by 2050 compared with 3% today, it is claimed.

In its report *Accelerating Decarbonisation in Shipping: A No Regrets Approach Using Wind Power*, the Institution called for the Government to support the development of a demonstration ship using retro-fitted sails to help ship owners and users understand the business case for how wind could be used as primary propulsion for cargo vessels.

For the Report and an associated video readers are invited to see here: <https://tinyurl.com/9a5f223u> And here: <https://tinyurl.com/rbmvm5yv>

Dr Jenifer Baxter, Chief Engineer at the Institution of Mechanical Engineers, commented: 'We need to use existing and emerging technologies to urgently reduce the impact of our global supply chain on the environment. Continuing with the "business as usual" approach could result in shipping being responsible for up to a fifth of global emissions by 2050.'

The Institution recently supported a feasibility study by Smart Green Shipping which showed the potential for reducing emissions on a ship retrofitted with fixed sails could be as much as 30% given the right conditions.

Slow steaming improves fuel savings and thus cuts emissions.



As we well know the shipping industry is focused on developing alternative fuels such as hydrogen and ammonia to replace polluting bunker fuel, but these fuels will be at least three times more expensive and will not be ready for the shipping market for at least a decade, it is claimed. Using alternative fuels combined with wind power makes economic sense however.

Diane Gilpin, founder and CEO of Smart Green Shipping, added: *'Wind is free, clean, abundantly and exclusively available to ships equipped to harness it. It decouples ship owners / operators from volatile land-based commodity fuel supply, critical in an energy-constrained future – and, most importantly, has the capacity to drive emissions out of the shipping sector immediately.'*

About the Institution

The Institution of Mechanical Engineers was established in 1847 and has some of the world's greatest engineers in its history books. It is one of the fastest growing professional engineering institutions. With HQ in London it has operations around the world and over 120,000 members in more than 140 countries working at the heart of the most important and dynamic industries such as the automotive, rail, aerospace, medical, power, maritime and construction industries.

Commitment to sustainable marine biofuels

Samskip drives forward

Global multimodal logistics company Samskip has increased its commitment to greener shipping through a new formal agreement with sustainable cargo initiative GoodShipping to run part of its fleet on marine biofuels and significantly reduce carbon footprint.

It is understood the initial use of biofuels will enable a CO₂-reduction of up to 45%, with plans to scale up to a CO₂-reduction of up to 80% for any given voyage later in 2021. This initiative underlines the company's longstanding dedication to take a leading role in reducing CO₂ emission within the sea freight industry.

Samskip Endeavour, an 800TEU capacity containership which normally runs on traditional fuels, commenced operating with the partnership by using sustainable biofuels in its recent sailings. By bunkering sustainable biofuels, Samskip enables cargo owners to reduce their ocean carbon footprint significantly in their supply chains, it is reported.



Samskip Endeavour.

Two years ago *Samskip Endeavour* that was the first vessel to be biofuel-bunkered through the GoodShipping initiative, demonstrating the viability of biofuels as a marine alternative to fossil fuels. Made from sustainable waste streams, the fossil-free bio-residual fuel equivalent product has proved to be a successful substitute for conventional marine fuels as part of the vessel's scheduled sailings between the Netherlands and Ireland.

Under the renewed agreement, also in partnership with GoodShipping, biofuels supplier GoodFuels is supporting Samskip's plan to rapidly extend the use of biofuels on more of its vessels this year. GoodFuels' second-generation sustainable biofuels consist of certified feedstock, labelled as waste or residue. It is understood that there are no land-use issues, no competition with food production or deforestation during the production process.

In the words of Ásbjörn Gíslason, Chief Commercial Officer and Deputy CEO at Samskip: *'Sustainability runs through Samskip as a core value from every perspective. Therefore, we take great pride in, and welcome, the collaboration with GoodShipping to strengthen our deep*

partnership, becoming one of their fulfilment and innovation partners.

'We always aim to build a better future and to leave a positive footprint on our planet. By playing a forward-thinking and pioneering role in the energy transition, our customers can now benefit from a simple and easy means of decarbonising their cargo streams. We get to pioneer advanced marine biofuels, and the environment benefits from an immediate carbon reduction.'



Samskip Innovator.

'This announcement marks yet another important milestone in our journey beyond the fossil default,' said Katarin van Orshaegen, Commercial Lead at GoodShipping who concluded by saying: 'Reducing fuel emissions and consumption is a vital next step for the maritime transport industry, so we are extremely pleased to have found a stable fulfilment outlet for our sustainable cargo streams with Samskip, deepening a long-term partnership that is helping to change the way our market thinks about future fuels.'

About Samskip

Samskip offers pan-European, environmentally responsible combined transport services via shortsea, road, rail and inland waterway routes. It is committed to cost-effectiveness, operational excellence and best practice in sustainable transport. High frequency services connect destinations across Europe, the Baltic States, Iceland and Faroes Island, and Russia, both door-to-door (including collection) and quay-to-quay, transported using a wide range of owned vessels, containers, trucks and trailers. To match equipment to cargoes shipped, options include a full range of ISO containers and reefers, including 33-pallet capacity 45ft units.

About GoodShipping

GoodShipping is claimed to be the first sustainable shipping initiative in the world that offers companies the opportunity to make container shipments less polluting by offering a way to substitute fossil fuels with clean, climate-neutral and truly sustainable fuels. This is done in collaboration with GoodFuels, pioneer in the field of sustainable bio-based fuels.

Developing guidance on the safe use of ammonia as a shipping fuel

It was reported in mid-April that the Lloyd's Register Maritime Decarbonisation Hub (LR) and the Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping had joined forces in a new project to develop guidance around the safe use of ammonia (NH₃) as a fuel to support the shipping industry's drive towards a decarbonised future.

Industry partners involved in the project include AP Moller-Maersk, MAN Energy Solutions, Mitsubishi Heavy Industries, the NYK Line and Total, we are informed.

As we have learnt ammonia as a fuel is heavily debated as a suitable long-term solution for maritime use as the industry transition towards a zero- or low- carbon value chain.

Green ammonia can be produced from renewable power by electrolysis of H₂O, ultimately making it a zero-carbon fuel. However, due to the extreme toxicity of the fuel, it is critical to address the safety issues of ammonia in order to mitigate risks to people, assets and the environment.

According to a statement issued on behalf of the partners the overarching purpose of the project is to understand and guide the safe use of ammonia as a fuel on board ships. Part of this will include developing a mature and detailed understanding of risk and safety concerns, which will be assessed through a Quantitative Risk Assessment methodology in Phase One of the project. It is understood that this will ultimately lead to the development of best practices for safeguards in design and arrangements when using ammonia as a shipping fuel.



For more on this topic readers are invited to see the website of the Ammonia Society here: <https://www.ammoniaenergy.org/paper/>

We have learnt that the project will also determine the risk of fatality from unintended releases of ammonia, as well as to determine the risk contribution of key equipment and spaces dedicated to ammonia storage.

To illustrate the potential for risk mitigation measures, the project partners will, it is understood, assess alternate vessel designs, optimised to be fuelled by ammonia.

Funded by the participating partners, the project will be managed by the Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping and is expected to run throughout 2021.

To quote Claus Winter Graugaard, Head of Onboard Vessel Solutions, the Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping: *'In the eagerness to decarbonise the shipping sector, proper risk management is critical and safety must not become an afterthought. This project will provide matured understanding of safety risk enabling industry guidance towards future safeguard design and adequate operational guidelines. Enabling safe and adequate deployment of ammonia as marine fuel'*

Commenting on the new project, Lloyd's Register Decarbonisation Programme Manager, Charles Haskell added: *'Shipping needs collaboration if the industry is to successfully meet the IMO 2050 targets, and this collaboration between the LR Maritime Decarbonisation Hub and the Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping is a significant milestone in this journey. We look forward to working with the project partners, who each represent different areas of the supply chain, in developing guidance, risk mitigation measures and best practice on using ammonia so that we can support the safe uptake of the fuel.'*

DNV awards first merchant vessel SILENT-E notation

On 22 April it was reported from Mokpo, Republic of Korea, that *ONEX Peace*, an Aframax tanker built by Hyundai Samho Heavy Industries and delivered to its owner ONEX, has become the world's first merchant ship to receive DNV's SILENT-E notation. Furthermore, it was reported that DNV is the first classification society to offer an underwater noise notation.

The SILENT-E notation ensures ships do not exceed average-to-moderate Underwater Radiation Noise (URN) levels. Vessels with this notation can minimize their impact on marine life and document noise performance for authorities, or those requiring proof of noise emissions for transit through vulnerable areas.

In the words of Gemma McQueen, Director of Corporate Communications at ONEX DMCC Dubai UAE: *'ONEX Peace is a competitive ship that can operate in waters with strict regulations without disrupting the sea's ecosystem. This proven low noise technology will create the capability to deliver improved operational performance, expand operational routes, and enhance environmental management of the ship.'*

Won-Ho Joo, Senior Executive Vice President, Hyundai Heavy Industries (HHI) added: *'In a highly competitive market, HHI has proved its capability to build a high-quality ship with improved fuel efficiency while satisfying eco-friendly underwater noise standards. We will strengthen research and development on low-noise and green ships to ensure our continued competitiveness in the future eras of eco-friendly ships.'*

In conclusion Booki Kim, President of Korea Research Institute of Ships & Ocean Engineering (KRISO) indicated: *'We are very pleased to achieve the world's first DNV SILENT-E notation certification for a merchant ship with our technical support. We will actively support the industry by continuously developing eco-friendly and low-noise ship-related technologies that proactively respond to IMO environmental regulations and take the lead in the development of marine environment protection technologies.'*



ONEX Peace.

Photo courtesy: HSHI©

DNV, HHI and KRISO are conducting a joint research project on measuring and evaluating underwater radiation noise. As part of the study, the parties carried out the underwater noise measurement and analysis of the *ONEX Peace*. Subsequently, DNV granted the SILENT-E notation, verifying that the meets the requirements of certification.

It is understood that by receiving the notation, ONEX and HHI are demonstrating that they are looking to stake a step ahead in working to minimize the impact of shipping on the environment. As will be seen this is becoming increasingly important for stakeholders and that the notation is another level to raise standards in shipping.

Bahamas Maritime Authority to implement research into the mental wellbeing of seafarers

On 20 April the Bahamas Maritime Authority (BMA) announced a new survey, the Seafarer Covid-19 Welfare Survey, designed to capture and reflect the mental health needs of seafarers around the world during the coronavirus pandemic. This initiative, in collaboration with researchers at the University of Washington School of Public Health, manifests itself as a short, online survey open to any and every seafarer.

It was reported by the BMA that over the course of the last twelve months, the Authority had been assisting seafarers around the world and has observed through countless industry experiences, discussions and webinars that this pandemic has affected every seafarer in a different way – some positively, but in most cases the emotional, physical and mental strain is ever-present, for now and perhaps well into the future.

We have been informed that the aim of the survey is to accurately collect information from front-line seafarers (who will remain anonymous throughout), specifically focusing on their mental health needs before and during the pandemic. Data collected will be analysed and used to understand the challenges the world's seafarers have experienced in order to develop effective solutions that raise awareness and guide international efforts to improve the livelihoods of those who choose to serve at sea.



Illustration per www.bahamasmaritiem.com with grateful thanks.©

Simple to complete

The electronic survey itself (this can be found here: <https://tinyurl.com/fnk7czu8>) is simple to complete and will take about ten minutes.

All results will be kept confidential at the University of Washington and respondents can choose not to answer any question with which they are uncomfortable.

To maximise uptake the BMA has approached a number of key industry bodies to support and raise awareness of the initiative, giving as many seafarers as possible the opportunity to participate and contribute towards this endeavour.

In the words of Tom Jenkins, Deputy Director and head of The BMA's Investigations Department, and who was responsible for implementing the survey: *'The Covid-19 pandemic has impacted everyone, but especially those members of our industry who form the backbone of the world economy and extend a lifeline to so many.'*

'The impact and repercussions of this pandemic cannot be overstated, and it is our collective responsibility to support these individuals and recognise the significance of their role in society.'

'We very much hope that the results of the survey will enable the industry to provide the support identified by seafarers themselves as being the most appropriate in these difficult times.'

Further information can be found on the Bahama Maritime Authority website here: <https://tinyurl.com/xuhd4v9m>

Seafarers and emotional suffering

Crew health advice

With news from the UK P&I Club at www.ukpandi.com we learn that loss is an inevitable, fundamental truth of life that bonds people together.

Grief is the emotional suffering we experience when we lose someone or something valuable to us.

The death of a loved one is one of the most painful experiences in life that can leave us feeling devastated, sad and heartbroken.

Death is not the only loss we encounter in life; There are divorce, relationship break ups, illness or the loss of health, the death of a pet, a miscarriage, the loss of a job, the loss of financial security, the letting go of our dreams and hopes and all things that we value in life, may evoke powerful feelings of grief.

Now UK P&I Club has produced advice, written in collaboration with IMEQ¹ to cover the emotional reactions one may experience, the stages, signs and symptoms of grief, as well as how to cope with it.

The full advice can be downloaded here: <https://tinyurl.com/y3c2pkpx>

Impact of grief on crew

In collaboration with IMEQ, Sophia Bullard, Crew Health Director at UK P&I Club, discusses the issue of grief and its impact on crew, exploring the stages, signs and symptoms of grief, as well as coping mechanisms:

'Loss is an inevitable, fundamental truth of life and grief is the emotional suffering we experience when we lose someone or something valuable to us. For seafarers, loss and the subsequent grief can be compounded by a sense of isolation, physical distance and impracticalities of a life at sea. That's why it's so important for crew to recognise these emotions when they occur, helping themselves and others to cope through their journey of healing.'

"Death is not the only loss we encounter in life: divorce, break ups, illness, a miscarriage, the loss of a job, or even letting go of our dreams and hopes may evoke powerful feelings of grief. The loss of normalcy, social connections and safety we are currently experiencing because of the pandemic has taken an emotional toll on all of us, and in many ways, we are all grieving and in need of healing. For those at sea, this can be even more challenging as they are away from home, away from their loved ones and with limited resources to deal with their grief.'

What are the most common emotional reactions to grief?

- Numbness, shock, disbelief and denial
- Sadness and emotional pain
- Yearning, searching and preoccupation with the deceased or circumstances of loss
- Despair, anger, guilt and fear
- Physical reactions include loss of sleep, loss of appetite, physical exhaustion, and crying

What are the stages of grief?

- Stage 1: Denial - 'this is not happening to me'
- Stage 2: Anger – 'why is this happening to me? Who is to blame?'
- Stage 3: Bargaining – 'I will do anything to change this'
- Stage 4: Depression – 'What is the point of living after the loss?'
- Stage 5: Acceptance – 'It is going to be okay'. Healing begins
- Stage 6: Finding meaning - integrating the loss and moving through life by finding your own meaning to the loss

How can I support other in grief?

- Ask them about their feelings
- Be a good listener
- Do not minimise their grief
- Do not offer false comfort by telling them it was for the best
- Be understanding
- Share your feelings
- Acknowledge their pain
- Offer practical help – help them with practical tasks



Illustration per www.ukpandi.com ©.

Sophia Bullard concluded by saying: 'No matter how major or subtle the loss we experience may be, grief touches all of us in unique ways. Grief is a natural reaction to loss that allows us to move forward in our healing journey. However, there is no specific time frame to healing or particular ways of grieving; if you find yourself suffering or feel that the pain is too much to carry, seek professional assistance to help you move forward in your healing journey.'

For the full advice* on grief and bereavement, readers are invited to visit: <https://tinyurl.com/u5h6cspw>

* This advice was compiled in collaboration with I.M.E.Q.

¹ The Innovative Marine Emotional Intelligence Centre; see here: <https://imeq-center.com/>

President Biden's Leaders' Summit on Climate

Shipping bodies called on world leaders to bring forward discussions on global market-based measures

On 23 March President Biden invited 40 world leaders to the Leaders' Summit on Climate he hosted on 22 & 23 April.

One day before the event the world's major shipping organisations called upon world leaders to urgently examine the role of market-based measures (MBMs) to ensure ambitious decarbonisation targets are met across the entire global shipping industry.

With the summit hosted by the US seen as a vital precursor to COP26 and the IMO's Marine Environment Protection Committee (MEPC), shipping bodies indicated that they wanted leaders to put their political weight behind the industry's desire to eliminate the 2% of all global CO₂ that the sector emits.

Shipping bodies BIMCO, Cruises Lines International Association, International Chamber of Shipping, World Shipping Council, along with other industry groups, submitted a proposal to the IMO, calling for the UN's regulatory body to bring forward discussions around MBMs by several years. These measures will be critical to incentivise the transition of the global fleet to new fuels and technologies, which will be more expensive than those in use today.

Economic incentive

MBMs put a price on CO₂ emissions to provide an economic incentive for a sector to reduce its emissions by narrowing the price gap between fossil fuels and zero-carbon fuels.

Shipping leaders indicated their belief that now is the time for the IMO member states to consider the role of MBMs so that measures can be developed and implemented to facilitate the adoption of zero-carbon technologies and commercially viable zero-carbon ships.

For a pricing signal to work, there must be viable alternatives to fossil fuels, it was reported. These alternatives do not yet exist for large trans-oceanic ships.

IMO to coordinate R&D

Development of alternative technologies would be enabled by a massive acceleration of IMO coordinated R&D – to be financed by the industry – so that ocean-going ships will be able to switch to new fuels.

It was indicated in a *communiqué* issued by ICS that to this end member states and industry have already put forward a mature proposal to create a US\$5 billion fund to provide the research and development needed to create the technologies to decarbonise the sector. Industry leaders have also emphasised their call for nations to support this R&D proposal at the IMO.

The growing need for the consideration of MBMs at the global level, along with accelerated research and development, is too urgent to ignore.

The industry bodies set out in their submission to the UN as here: *'The ability to consider different candidate measures in parallel will be critical if [we are] to move forward with the urgency that the challenge of decarbonising shipping requires, given the urgent need to make progress on delivering [our] levels of ambition.'*

In alignment with shipping's strategy to reach decarbonisation targets already set by governments, the industry is encouraging the world's largest economies to expand and accelerate applied research and development efforts. As MBMs can take several years to develop and enter into force, implementation of MBMs and their incentivising impacts will only be able to coincide with the wider introduction of zero-carbon technologies if measures such as the industry-financed R&D fund proposal are approved.



Photo received with thanks per

<https://tinyurl.com/tv6amk7m>

Photo: The White House ©.

Fair market-based measures (MBMs) needed

To continue with their statement we learnt from it that the shipping groups are calling for any MBM to be applied in a fair and equitable way. They echoed concerns that have been raised over unilateral carbon pricing schemes, such as the EU's proposed expansion of its Emission Trading System (ETS) ¹, which is seen by some observers as a market distorting solution to a global problem.

The industry bodies added: *'Fair and equitable MBMs are a viable policy option to transition to the new fuels and technologies that will be necessary to phase-out GHG emissions in the sector. We're joining with industry colleagues to urge the UN and national governments to prioritise discussion on MBMs to make sure that shipping remains on course to meet vital decarbonisation goals.'*

'The decarbonisation of international shipping will depend on out-of-sector stakeholders developing market-available zero-carbon technologies and fuels and the maritime

sector will need the technologies to use these. The urgency of the challenge requires leadership and a properly coordinated approach to catalyse and incentivise the transition to zero-emissions sector.'

Per President Biden: '... every country will need to invest in new clean energy technologies ...'

At the closing session of the summit on 23 April President Biden said from the White House: *'When we invest in climate resilience and infrastructure, we create opportunities for everyone. That's — that's at the heart of my Jobs Plan that I proposed here in United States. It's how our nation intends to build an economy that gives everybody a fair shot.'*

'As you heard in the last session, it requires investing in innovation. That's why I've asked the Secretary of Energy — my Energy Secretary, Jennifer Granholm, who you saw earlier — to speed the development of critical technologies to tackle the climate crisis.'

'No single technology is the answer on its own because every sector requires innovation to meet this moment. You know, this critical effort is going to propel the most impactful breakthroughs at home and around the world and lower the cost of — we're paying now for polluting the air so badly. We're going to move to net zero in a transition in all countries.'

'Now, look, every country will need to invest in new clean energy technologies as we work forward and — to deal with net-zero emissions.'

Readers may be interested to read President Biden's address from the White House here:

<https://tinyurl.com/4saecv7>

¹ For an introduction to the EU's ETS see here: https://ec.europa.eu/clima/policies/ets_en

Baltic Purple: One of a lessening number of reefers

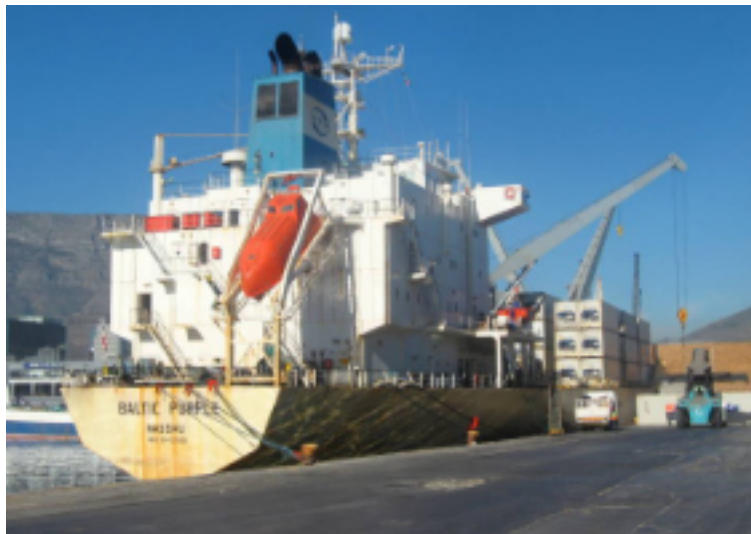
South Africa is well known as one of the world's greatest producers and exporters of upmarket fresh fruit, as anybody who resides outside the country can testify, knowing the pleasures of biting into a fresh Outspan Orange or a juicy Cape Gala Apple, something not well known to the South African locals.

Being in the Southern Hemisphere, Autumn when most deciduous fruits are harvested, and exported, occurs in the same period as what constitutes Spring in the Northern Hemisphere.

That means that now is the time when exports of fresh fruit is increasing, and the majority of the harvest is loaded into refrigerated containers for export either by container ship, or by traditional reefer ship, with the occasional palletised cargo also loaded directly into reefer ships. Cape Town traditionally exports the largest amount of fresh fruit and sees the majority of the traditional reefer ships.

On 15 April at 0800 the traditional reefer *Baltic Purple* (IMO 9143099) arrived in the Cape Town anchorage from

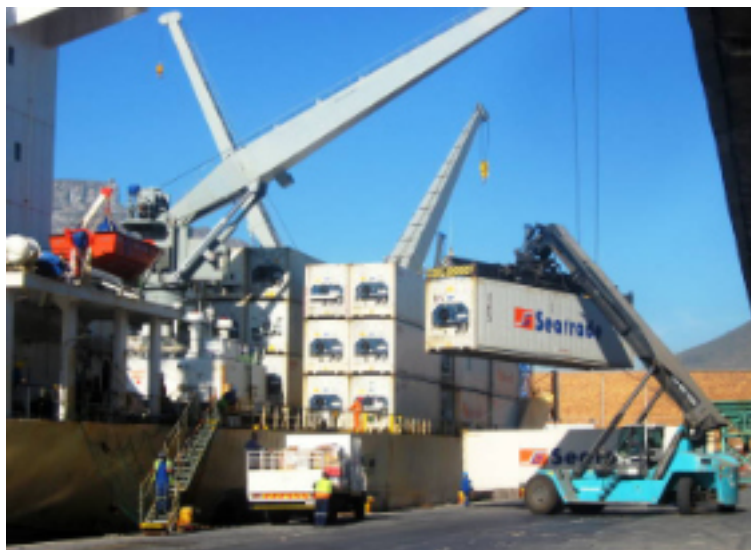
Dover and by 16 April at 2300 she was alongside the Fruit Terminal at C Berth in the Duncan Dock.



The refrigerated cargo ship (reefer) Baltic Purple loading fruit at the port of Cape Town.

The ship arrived in port with a welcome number of empty reefer containers. There is currently a worldwide shortage of these causing concern among fruit exporting countries.

Initially she discharged 84 empty reefer, or refrigerated, containers which were destined for the United Container Depot (UCD) at Paarden Eiland in Cape Town. UCD, which is a part of the Grindrod Group, will be cleaning the containers, servicing them and preparing them for their next cargo. The Baltic Purple will also be loading 4,000 tons of mixed deciduous fruit destined for first Rotterdam, and then on to St. Petersburg in Russia.



The ship arrived in port with a welcome number of empty reefer containers. There is currently a worldwide shortage of these causing concern among fruit exporting countries. Here an empty container has been lifted off the ship using ship's own gear and will be moved away by the blue reach stacker.

The lack of refrigerated containers in Cape Town is linked to the perennial issue of productivity at the Port of Cape Town, which tied in with wind and weather delays has resulted in ship owners diverting container ships away from the port and directing them to Ngqura and Durban, as they cannot afford the potential eight day delay in entering port that they often face on arrival in Table Bay.

A recent MSC container vessel, carrying 500 empty refrigerated containers, some destined for offload in Cape Town, was diverted by her owners and bypassed Cape Town directly for Ngqura where they were discharged. This meant that Cape Town fruit exporters were forced to truck their harvest to Ngqura and Durban to ensure that their product was loaded onto vessels destined for the Far East, which is where lack of reefer container availability is placing most pressure on this emerging export market.



Another view of Baltic Purple on C Berth in the Duncan Dock.

The problem of the shortage of containers, together with the ongoing port congestion problems is so acute for the Cape fruit growing industry and the fruit exporters that they now have meetings with Transnet every second day to resolve any issues that are raised in the port that are affecting the fruit export process. Having to truck their product to the Eastern Cape, in order to guarantee export to meet delivery dates for their customers, is not the answer to the fruit industry's problem.



Pallets of fruit on the dockside ready to be loaded into the refrigerated chambers in the holds of Baltic Purple.

The Western Cape deciduous fruit harvest includes apples, pears, peaches, apricots, nectarines, plums, pomegranates and, of course, table grapes. Together with Cape Citrus fruits they account for three of the top five export products, comprising 22% of the Western Cape economy, or 4% of the whole South African economy, with Cape Fruits being the seventh highest on the national

export list, and the vast majority of this cargo is shipped out of Cape Town.

The good winter rains of 2020 in the Cape, together with a cool spring and a moderate summer has resulted in good crop yields, with apple exports this season expecting to have increased by 4%, and pear exports by 5%.

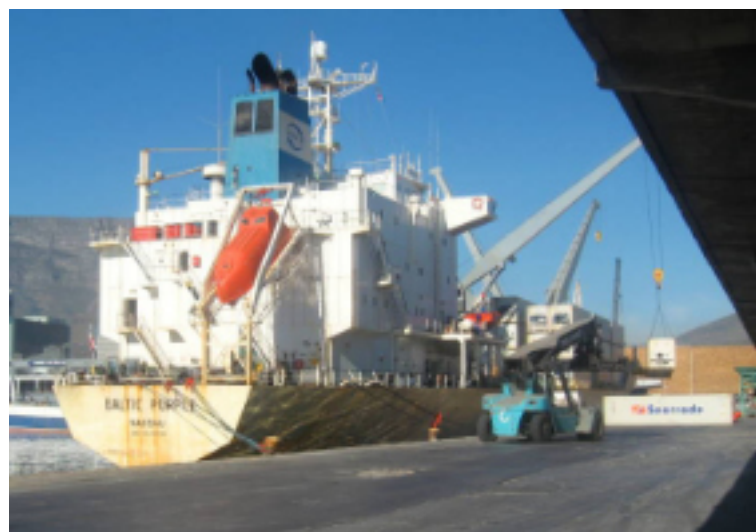


The palletised cartons of fruit arrive in the port by truck, from where they will be loaded straight into the reefer ship.

By late March a total of 250,000 tons of deciduous fruit had been exported, with 144,000 tons heading to the EU countries, 59,000 tons to the United Kingdom, 14,000 tons to Canada, 13,000 tons to Southeast Asia and 12,000 tons to the Middle East.

The recent visit to Cape Town by the *Baltic Purple* is her second in recent months as she made a quick 30 hour loading stop on 29 and 30 December, where she loaded an export cargo of fresh fruit for delivery in Los Angeles.

Built in 1996 by the Shikoku Dockyard of Takamatsu in Japan, *Baltic Purple* is 154 metres in length with a deadweight of 10,432 tons. Nominally owned by Web Smart SA of Panama, she is managed and operated by Ost-West-Handel und Schifffahrts GmbH of Bremen.



One final view of Baltic Purple, in which can be seen an empty 40ft reefer container on the dockside and another being lifted ashore on the ship's crane. The reach stacker will assist by moving them out of the way.

She is powered by a single 2-stroke, single acting, Mitsui MAN-B&W 6L60MC main engine providing 15,600 bhp (11,473 kW) driving a fixed pitch propeller, has five auxiliary generators of 725 kW providing 3.860 kVA, and a single vertical boiler of 3.46 t/h from Tortoise Engineering of Japan.

This article by Jay Gates with illustrations by Dockrat was first published on 20 April in Africa Ports & Ships (www.africaports.co.za) and appears here by kind permission of the Editor

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EMSA's latest publications

Since our last *Newsletter* we have learnt of two valuable publications issued by the Lisbon-based European Maritime Safety Agency (EMSA)

EMSA Facts and Figures 2020 at 44-pages is a shortened account of the Consolidated Annual Activity Report which details how EMSA has implemented the annual tasks set out in its work programme and this edition contains the first overview of EMSA's work under its five-year strategy (2020-2024)¹.



Overshadowing all activities in 2020 was the Covid-19 pandemic, which had – and which continues to have – a global impact. Throughout the year work in EMSA as with that of the maritime community as a whole, continued at an increased pace. As lockdowns spread around the world, the shipping industry showed its resilience and its

strength, delivering vital supplies and helping to drive global trade. In EMSA, staff continued to give full support to the maritime sector, and to all who use its services.



The second publication is the eight-page EMSA's *Preliminary Annual Overview of Marine Casualties and Incidents 2014-2020*

This publication is based on EMSA's activities in the field of accident investigation. EMSA's role begins with support to the accident investigation bodies of the Member States, but it also goes much further. At the heart of EMSA's support role is EMCIP, the database of accidents that is populated by the accident investigation bodies since 2011.

EMCIP, the European Marine Casualty Information Platform, as well as being a database is a data distribution system operated by EMSA, the European Commission and the EU/EEA Member States. EMCIP aims to deliver a range of potential benefits at national and European relevance by:

- Improving the information background about marine casualties and incidents;
- Widening and deepening the analysis of the results of casualty investigations;
- Providing at-a-glance information, enabling general risk identification and profiling;
- Sharing lessons learned and safety issues detected in the course of safety investigations.

¹ See here: <http://emsa.europa.eu/strategy.html>

Seafarer abandonment – an ongoing problem

Although the new year commenced with a glimmer of hope for seafarers as organisations pushed for seafarers to be designated as keyworkers, there was the welcome news that some countries would be prioritising seafarers for the Covid-19 vaccine, yet abandonment continues to be a problem for the industry.

While the issue of seafarer abandonment is well known within the shipping sphere, it gained some high-profile coverage in February when various mainstream publications and broadcasters shone a light on the issue of the motor tanker *Iba*. A gruelling case which saw five seafarers stuck at sea for four years, without pay and food as the vessel's owner went bankrupt.

However, it was when the tanker became beached opposite a Dubai tourist hotspot, the warm golden sands and inviting azure waters of Umm Al Quwain – that the struggle of seafarers in relation to abandonment was explicitly highlighted to the general public.

The Mission to Seafarers' regional director for the Middle East & South Asia region, Andy Bowerman, who was proud to have played a vital role in negotiating the long overdue salary of the seafarers, commented: *'We were hoping that once they got beached, this would be resolved more quickly...If there was a strong maritime legislation in place this ship would be arrested and put out to auction immediately.'*

Although the men in *Iba* were gradually repatriated and their losses were recouped against the auction of the vessel, this was not the last time we would hear about the issue.

Just recently, amidst the news of the Suez Canal blockage there was news of another seafarer, Syrian national Mohamed Aisha, who has been living alone on an abandoned cargo ship, mv *Aman*, for four years.

Staff at the London-based charity The Mission to Seafarers continue to deal with similar issues which are of course not going to be solved overnight.



Illustration per: www.missiontoseafarers.org ©

In the port of Mombasa, mv *Jinan*, a vessel which has been abandoned since October 2019 with ten crew on

board, continues to receive fervent support from the port chaplain, Reverend Moses Muli and his team.

Speaking on the case, Reverend Muli, commented: *'We have continued to care for seafarers onboard mv Jinan supporting them with foodstuffs, water, fuel and cooking gas.'*

'We thought the matter was going to be settled soon after the court ruled in their favour, but actually the process of selling the ship is taking longer than we had anticipated. This has been the most challenging experience I have ever encountered since I joined the mission.'

The Mission to Seafarers is always grateful to its supporters who donate and volunteer, especially through these difficult times.

For information on the work of the Mission to Seafarers readers are invited to see here: <https://www.missiontoseafarers.org/>

EMSA Pollution Response Services:

Annual Report of Drills and Exercises available online

The EMSA Drills and Exercises Annual Report 2020 is now available for download from the EMSA website at: www.emsa.europa.eu/publications

The report provides statistics, considerations and conclusions related to the activities of EMSA pollution response services consisting of a network of stand-by oil spill response vessels, equipment assistance service including specialised stand-alone equipment, and dispersant stockpiles, as well as the MAR-ICE network of chemical experts.



The outbreak of the Covid-19 pandemic from the beginning of 2020 has led to travel and border restrictions, including a massive disruption to flight operations as well as to the establishment of special public health and safety measures across Europe.

In spite of the difficult circumstances, the level of service remained high thanks to close cooperation with the service providers and frequent videoconferencing. Except for the significantly lower number of operational and notification exercises arranged by the member states, the number and results of events performed by EMSA services remained at a similar level to 2019.

From the IFSMA Office

Last month we held an Executive Council meeting using remote conference facilities. We had a good turnout with 10 persons in attendance. Important subjects discussed included: crew changes, vaccinations and seafarers being designated as key workers. We continue to press for resolutions to these problems at IMO and through our participation in important meetings such as those held by the ICS and ITF. One major problem with vaccinations is that it has been agreed internationally that vaccinations can only be provided by government organisations, work continues on finding a solution to this problem.

As mentioned in the Secretary General's article on page 2, we are planning to hold the BGM virtually/electronically. This will be a challenge as we have not organised such a large meeting before online, amongst other matters we need to find which virtual conferencing system to use to cope with the large numbers of attendees expected. As there will be no travelling or hotel expenses to attend we expect more members to join us than usual. We also have the time zones to consider, to solve this problem we are considering have the meeting over two days, following the meeting times used by IMO which are 11:00 to 14:00 each day to allow as many members as possible to attend from around the world. One day we will hold the IFSMA business subjects, then we are planning something interesting for the second day. The dates haven't been fixed yet but will likely be during the second half of September

An opinion

It was recently reported in the maritime press that LNG and Hydrogen fuels will play a key role in the energy transition.

With the majority of the world's governments committing to the Paris Agreement for the reduction of greenhouse gasses, something has to change. Reducing the sulphur content, and therefore the CO₂ emissions, is simply not enough to make the changes required to save our planet. Perhaps not for us but for our children.

Hydrogen as a fuel is the obvious answer, with LNG playing a vital role in the interim, LNG is already coming into use to power ships. See article on page 16.

You will have seen an article on page 25 about ammonia as a fuel, I would not like to serve on a ship with large quantities of ammonia on board. To quote from the article "Green ammonia can be produced from renewable power by electrolysis of H₂O, ultimately making it a zero-carbon fuel. However, due to the extreme toxicity of the fuel, it is critical to address the safety issues of ammonia in order to mitigate risks to people, assets and the environment."

What do you think?