

Number 46, November 2021

IFSMA

NEWSLETTER

The Shipmasters' International Voice

Crew member entering an enclosed space

Picture credit: Shutterstock

See page 17



Contents

Secretary General's Report	2
From the News Editor	3
The IMO Digest	3
IMO and Kingdom of Saudi Arabia sign new partnerships	3
New IMO video highlights need for domestic ferry regulations	4
The UN Second Global Sustainable Transport Conference	5
Bridging the gaps for maritime decarbonisation	6
IMO and marine casualty investigations	8
Botswana is IMO's 175 Member State	8
Financial boost for IMO initiatives and institutions	9
Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG 10)	9
North Pole USCG SAR exercise	10
Protecting seafarers' rights and welfare	11
Bulk carrier <i>Alam Seri</i> contact with seabed	13
Vaccine supply chain misery	14
ITF condemns assault on inspector	14
INTERCARGO	15
A Guide to Mental Health at Sea	16
Operating INMARSAT's Global Xpress satellite communications services in India	17
OneLearn Global. Enclosed spaces courses	17
Time for change: mental health is a collective responsibility	18
Managing biofouling in shipping - The Idling Challenge	20
Fatal accidents from falling off ships' pilot ladders	21
USCG Marine Safety Alert	22
Notations for Singapore Registry of Ships	22
ABB launches C-CAMs	23
Seafarers call for shipping to set ambitious climate targets now if its future is to be sustainable	24

Secretary General's Report

I do hope that you are well and keeping safe as we seem to be under a new wave of Covid-19 with countries around the world struggling to get on top of the virus and many nations lacking the vaccines to inoculate their people, even though some of those same nations make the vaccines and then send them onto other nations for political reasons. Our seafarers are steadily getting their vaccines with the help of a few nations around the world, and much pressure is being put on others to open up new vaccination ports. Meanwhile you keep shipping our goods around the world as crew changing remains difficult. Our latest information is that there are over 200,000 seafarers who have had their contracts extended while the Shipowners/Managers try and find alternative ports where crew change might be possible. About 35% of you have had vaccinations.

We have now completed a very successful BGA in London although by virtual means and regrettably with no socialising and networking amongst our fellow members. Nevertheless, much was achieved over the two days. Paul will shortly be posting the synopsis and minutes of the events on the website along with a video of the proceedings in case you were unable to attend. We had 40 members attend representing 22 Associations and 24 nations which was a great outcome so thank you for that as it made it worthwhile for those who put so much into organising it – thank you Paul.

The proposed changes to the Statutes and Bye-Laws were all agreed and Paul will be updating them on the website shortly. I will let you know when this has been completed so that you can bring yourselves up to date – the changes affect the Constitution of the Executive Council. We are very grateful to those Associations who volunteered to host forthcoming BGAs. It was agreed that the Japanese Captains' Association will host in 2023, the Maritime Transport Workers' Trade Union of Ukraine would host the BGA in 2025 and the Faroe Isles Ships' Officers' Association will host in 2027. I very much look forward to seeing many of you in Japan in 2023.

On the second day we were honoured that the Secretary Generals of both the ICS and ITF were able to open the presentations with a roundup of what they have been doing together on your behalf and where they hope the industry is going in the future. They were very open and honest and it was a most informative discussion. We are most grateful to all the other speakers who provided such variety in interesting papers and Paul will ensure these are all on the website for you to read. To all those who presented, I cannot thank you enough.

In last month's newsletter (September) I reported that the United Arab Emirates (UAE) had agreed to repatriate the body of Captain Dan Sandu who unexpectedly died in April this year. Finally, two weeks ago Captain Sandu was returned to his family and the funeral was allowed to take place after nearly six months steaming in Asian waters and more than twelve nations refusing to assist. We are

very grateful to the UAE and to all those who have worked so hard to make this happen, in particular, the ICS, ITF, and both the IMO and ILO Secretariats.

I am currently working with ICS on a major push in the media to highlight the plight of seafarers and as promised by the President and me in our speeches at the BGA, we will not forget and we will expose those nations who are treating you so badly.

Finally, thank you to all of you who are helping to keep this world working for mankind.

Fair winds and following seas

Jim Scorer

From the News Editor

Polar vessels meet at Harwich

On 20 October Hutchison Ports Harwich International welcomed the first call by mv *Maud*, a polar cruise vessel operated by Norwegian Hurtigruten Group. The ship is named after one of the most famous polar vessels, for the original *Maud* took explorer Roald Amundsen on his second expedition to the Arctic in 1917.

Returning from a 14-night cruise in Norwegian waters during which time the vessel crossed the Arctic Circle, *Maud* was in Harwich International port at the same time as the British Antarctic Survey's new vessel, RRS *Sir David Attenborough*.

Sir David Attenborough was due to remain at Harwich then sail for the London River to become the centre of the British Antarctic Survey's showcase of polar environmental science, engineering and technology, to coincide with the UN COP26 climate talks in Glasgow from 1 November.

Maud is powered by environmentally-certified biofuel, made from waste produced from industries such as fisheries, and mixed with marine gas oil, to reduce carbon dioxide, nitrogen oxides and sulphur oxides emissions.

On passage south to Harwich *Maud's* port calls were Stavanger, Ålesund, Brønnøysund, Reine, Svolvær, Tromsø, Honningsvåg, Finnsnes, Kristiansund, Molde and Bergen.

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 ©

IMO and Kingdom of Saudi Arabia sign new partnerships

At the beginning of October IMO reported that new funds will support projects to tackle biofouling and marine plastic litter and the designing of long-term programme to help cut ship emissions.

IMO has signed three partnership agreements with the Kingdom of Saudi Arabia to support the preparation of a new global project that targets ship-based emissions.

Further funding will go to existing projects focused on biofouling and marine plastic litter.

The agreements, signed by IMO Secretary-General Kitack Lim and HE Saleh bin Nasser al-Jasser, Minister of Transport and Logistic Services, Kingdom of Saudi Arabia on 28 September will see US\$509,000 going to the three environmental initiatives.

IMO Secretary-General Lim commented: *'IMO is committed to a global approach to environmental protection, with capacity building in developing countries to ensure that no Member State is left behind on this important journey. Lowering emissions, reducing marine litter and tackling invasive aquatic species are vital to preserving our oceans.'*

'I am very pleased that these agreements will go towards IMO projects to help reduce the impact of shipping on our oceans. They demonstrate our continued commitment to protecting our environment.'



The agreements will see US\$509,000 in funding going to the three environmental initiatives.

HE Saleh bin Nasser al-Jasser added: *'We know that it is technological innovation and the development of alternative future fuels that will be key to progress. But it is equally important that we ensure that innovations in these areas are inclusive and coordinated as well.'*

'No one can do this alone and no one should be left behind. We need both the North and the South to get connected in this innovation ecosystem and we need all stakeholders to be around the innovation table including stakeholders across the value chain.'

Emission reduction

Under the first agreement, around US\$400,000 will be used to fund a 12-month preparatory phase of a new long-term IMO CARES (Coordinated Actions to Reduce Emissions from Shipping) initiative. The Project aims to accelerate demonstration of green technologies and their deployment globally in a manner that facilitates blue economic growth in developing regions. The preparatory Project will lead to the design of IMO CARES Programme and will be executed by IMO's Department of Partnerships and Projects (DPP).

Jose Matheickal, DPP Chief commented: *'IMO is committed to long-term technology cooperation and capacity building programmes focussed on needs of developing countries that will support the IMO Initial GHG strategy, the IMO resolution on technology transfer and*

capacity building as well as the resolution on cooperation between ports and shipping to reduce GHG emissions.'

It is understood that the IMO CARES Project will build on and complement other work by IMO currently underway and connect this work to various R&D and innovation initiatives around the world. This work includes Green Voyage 2050, GHG-SMART Project, the Blue Solutions Project, the FINSMART initiative and the NextGEN initiative.

The Project will continue IMO efforts to increase cooperation and collaboration between all decarbonisation initiatives. The IMO-Singapore NextGEN online portal for information sharing on decarbonisation projects was launched at the same time.

The preparatory phase of IMO CARES is designed to identify various key stakeholders who might become part of the long-term IMO CARES programme. Potential stakeholders include donors, regional maritime technology cooperation centres, various decarbonisation R&D centres, Global Industry Alliances, financial institutions, and more.

The foundation Project will undertake regional and global consultation workshops to design the key elements and framework of the global programme. It will maintain a focus on developing countries in order to facilitate a global decarbonisation shift.

Raising awareness of biofouling for women in Arab States

The second agreement sets out US\$54,500 in funding for IMO's GloFouling initiative, a GEF-UNDP-IMO GloFouling Project to drive actions to implement the IMO Guidelines for the control and management of ships' biofouling.

This funding will go towards holding an awareness-raising workshop on ships' biofouling for women in Arab States. Ships' biofouling is one of the main sources for introductions of invasive aquatic species and is one of the main threats to marine biodiversity. Environmental impacts are often associated with substantial economic costs. Biofouling also results in increased fuel consumption and contributes to GHG emissions from ships.

The workshop will seek to improve awareness and expertise on general aspects of biofouling management to increase participation of women across maritime industries and administrations. Additionally, the workshop will create new opportunities and encourage entrepreneurship, with a specific focus on initiatives sponsored or created by women. It is expected to create an empowering space for reducing existing gender disparities in maritime administrations, the scientific community and the private sector.

The event will gather women in maritime administrations, female business entrepreneurs, researchers and representatives from private sector companies, industry associations and the IMO-supported Women in Maritime associations for a review of the issue of biofouling, and a

cross-sectoral analysis of solutions and services that will be required in relation to biofouling prevention and management.

Targeting marine plastic litter

The IMO-Norway-Food and Agriculture Organization (FAO) GloLitter Project to tackle marine plastic litter will receive co-financing of US\$54,5000 under the third agreement with Saudi Arabia.

Reducing and preventing marine plastic litter, which can include discarded items from ships and discarded fishing gear, is vital to safeguard coastal and global marine resources. The GloLitter Project encourages twinning between countries to create a network for facilitation of knowledge dissemination about best practices to tackle marine plastic litter. The additional funding will be used to strengthen this model.

Under the agreement, the additional funding from the Kingdom of Saudi Arabia will augment the ongoing GloLitter Project by focusing on some of the Lead Partnering Countries (LPC) and twin those with one or more Partnering Country (PC) within the GloLitter network.

IMO will prepare a guidance document for twinning purposes and then the twinning countries can apply to be nominated as twins together with their specific work plan and related funding support needed. Funding support will include aspects such as organising workshops, providing expertise and so forth.

New IMO video highlights need for domestic ferry regulations

Domestic ferry operations play a crucial role in the movement of people and goods in many regions around the world. But about 95% of ferry casualties world-wide occur during domestic operations.

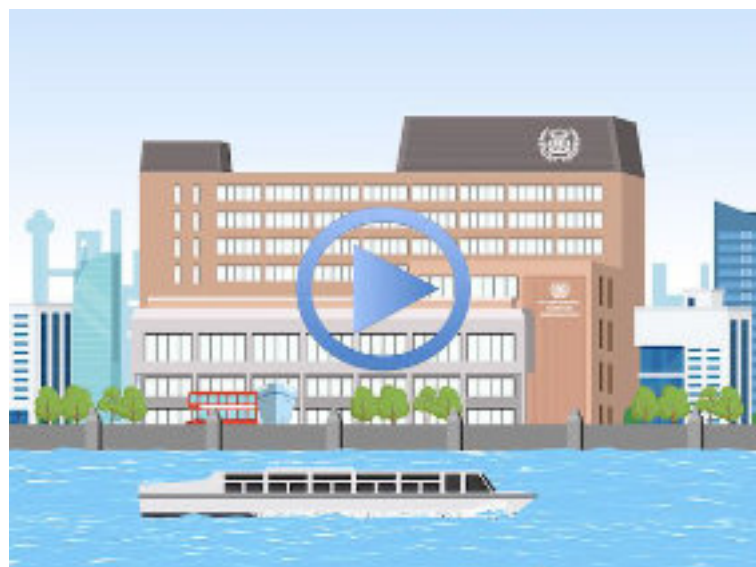
In a new short three-minute animated video, IMO provides key messages on the importance of safety standards on domestic passenger ferries and the development of model regulations.

The video was launched during IMO's Maritime Safety Committee (MSC 104)

which ended on 8 October and which is in the process of finalizing Model Regulations on Domestic Ferry Safety. These provide framework provisions which can be adapted by interested countries for direct incorporation into national law.

Regulations for passenger ship safety in IMO's International Convention for the Safety of Life at Sea (SOLAS) do not generally apply to passenger ships on domestic voyages, but many countries base their regulations on the IMO standards.

To protect the human lives that rely on this transport, creating a safe and reliable ferry system is crucial to many nations' sustainable future.



This video has been made possible through collaboration between IMO and the Royal Thai Government.

The video is available here: <https://tinyurl.com/562waveb>

The UN Second Global Sustainable Transport Conference

14 to 16 October 2021

The second United Nations Global Sustainable Transport Conference took place from 14 to 16 October to provide an opportunity to focus attention on the opportunities, challenges and solutions towards achieving sustainable transport worldwide.

On 14 October by virtual link from UN HQ in New York Secretary-General António Guterres welcomed delegates to the Second United Nations Global Sustainable Transport Conference in Beijing. He expressed his profound gratitude to President Xi and the Government of the People's Republic of China for their generosity in hosting the Conference.

When economies were brought to a standstill at the start of the Covid-19 pandemic, some of the most dramatic impacts were felt in the transport sector — starting with job losses. Global road transport activity went down by half. Air traffic demand in 2020 was just one third of the previous year.

Some essential transport workers in cities, and seafarers trapped on ships, were forced to work in unsafe and inhumane conditions. Communities, economic sectors and even entire countries that depend on tourism faced enormous losses in revenue. In some small island developing States, tourism (much of it seaborne) represents as much as 80% of exports — which disappeared overnight.

And as a deeply uneven recovery gets under way, we are seeing further disruption to global supply chains. The

interconnected nature of transport, global consumption, trade and the economy is clear; but our response lacks the solidarity needed for an inclusive global recovery.

The Covid-19 pandemic has made it clear that transport is far more than a means of getting people and goods from A to B. It is fundamental to implementing the 2030 Agenda for Sustainable Development and the Paris Agreement — which were badly off-track even before the pandemic hit.

Much existing infrastructure, from ports to public transit, is vulnerable to extreme climate events which are happening with greater frequency and severity. We need better risk analysis and disaster planning, even as we scale up solutions.

Secretary-General António Guterres commented: *'We are further from realizing the Sustainable Development Goals on climate, ocean, and biodiversity than we were when they were agreed six years ago. We are already close to the 1.5°C upper limit agreed in Paris. The door is closing for action on climate, nature and pollution.'*

'We must act together, smartly, and quickly, to make the next nine years count. Transport, which accounts for more than one quarter of global greenhouse gases, is key to getting on track. We must decarbonise all means of transport in order to get to net-zero emissions by 2050 globally.'



'We know how to make this happen. First, we must accelerate the decarbonisation of the entire transport sector. Let's be honest. While Member States have made some initial steps through the International Civil Aviation Organization and the International Maritime Organization to address emissions from shipping and aviation, current commitments are not aligned with the 1.5°C goal of the Paris Agreement. In fact, they are more consistent with warming way above 3°C.'

Adopting a new set of more ambitious and credible targets that are truly consistent with the goals of the Paris Agreement must be an urgent priority for both these bodies in the months and years ahead.

The priorities are clear: phase out the production of internal combustion engine vehicles by 2035 for leading manufacturing countries, and by 2040 for developing countries; zero emission ships must be the default choice,

and commercially available for all by 2030, in order to achieve zero emissions in the shipping sector by 2050; companies must start using sustainable aviation fuels now, in order to cut carbon emissions per passenger by 65 per cent by 2050.

For more information

The background paper to the conference titled: *Sustainable transport, sustainable development. Interagency report for second Global Sustainable Transport Conference. 2021* is available here: <https://tinyurl.com/3upuc5ma>

See also in full Secretary-General Guterre's speech at this event here: <https://www.un.org/sq/en/node/260099>

Bridging the gaps for maritime decarbonisation

Collaboration and knowledge sharing around innovation are the most effective ways to propel the global maritime industry towards a decarbonised future, according to participants of the three-day IMO-UNEP-Norway Zero- and Low-Emission Innovation Forum at the end of September.

The online event, held on 27-29 September and broadcast on UN TV, saw over 1,000 participants from across the world exchange best practices, ideas and latest developments with a view to enabling more inclusive maritime innovation towards decarbonisation.

In his opening speech, IMO Secretary-General Kitack Lim said: *'The energy transition of the maritime industry will require new technologies, low- and zero- carbon (renewable) alternative fuels and infrastructure to support low- and zero-carbon shipping. Innovation is core to its success. The IMO-UNEP-Norway Zero- and Low-Emission Innovation Forum is a recognition of this need. This is a novel forum to promote further cooperation and exchange of best practices, and to learn from other sectors where a similar transition has taken place on the global scale.'*

The IMO Chief of the Department of Partnerships and Projects, Dr Jose Matheickal added: *'IMO is keen to ensure that no Member State is left behind in the journey a low-carbon future. This transition requires global effort with buy in from multiple stakeholders, which is why we are thrilled by the level of interest and participation in this forum – as well as the practical steps that emerged from the discussions.'*

In a press briefing by IMO we learn that topics in the spotlight included novel technologies to reduce GHG emissions in maritime; R&D enabling environment, including financing; ongoing projects; and models of innovation and cooperation which could further foster innovation; as well as examples of North-South and South-South cooperation on R&D.

Delegates heard from numerous high-profile speakers, including representatives of Governments, regulators,

industry and academics on these topics. Many exchanges took place during the breakout sessions.

For the list of speakers and the programme readers are invited to see here: <https://tinyurl.com/amiyu6vr>

Making innovation inclusive

An important focus for the forum was addressing the specific needs of developing countries, especially Least Developed Countries (LDCs) and Small Island Developing States (SIDS). An issue that was acknowledged by numerous speakers was a lag between decarbonisation efforts – particularly in research and development – in developing countries and those in the developed countries.

One solution proposed was to raise awareness of innovation projects, financing opportunities and areas of mutual growth of LDCs and SIDS so that they were not left to re-invent the decarbonisation wheel. This awareness must be on a regional and global scale, in order to take advantage of opportunities while avoiding fragmentation.

Forum discussions highlighted the importance of inclusive innovation. They also called for coordination of key stakeholders across the value chain. Inclusive innovation requires close coordination and cooperation among stakeholders, both in developed and developing countries – particularly SIDS and LDCs.

Some speakers highlighted that coordinated actions to reduce emissions from shipping could be achieved by bringing together the R&D initiatives and R&D centres in developed countries (such as Singapore Global Maritime Decarbonisation Centre, MAERSK Center for Zero-Carbon Shipping) with those in developing regions (such as the Maritime Technology Cooperation Centres – MTCCs – a network of regional centres established by IMO under a project funded by the European Union).



Finance was a prominent topic during the forum, with emphasis given to the need to bring on board the private sector, national banks and International Financial Institutions in a coordinated manner. Not only would this minimise risk but would support the demonstration of appropriate solutions in developing countries, including in LDCs and SIDS.

Many speakers noted that this kind of coordination would require innovative financial solutions to underwrite some of the associated risks. This could be achieved through

Government support and International Financial Institution interventions, such as blended public and private financing for technology demonstrations, technology diffusion and eventually wider uptake of innovative solutions.



The online event, held on 27-29 September and broadcast on UN TV, saw over 1,000 participants from across the world exchange best practices, ideas and latest developments with a view to enabling more inclusive maritime innovation towards decarbonisation.

IMO is already operating a number of initiatives in LDCs and SIDS that bridge the knowledge gap with developed nations and spread innovation along the maritime chain. These projects include the sharing of information on new maritime decarbonisation initiatives using the IMO-Singapore NextGEN portal, knowledge sharing via the network of European-Union-funded MTCCs and the IMO-Norway GreenVoyage2050 Project that assists developing countries to implement low-carbon projects and optimise existing systems and is currently preparing a major pilot project. The proposed IMO CARES emission reduction project will also support this process, within its preparatory phase actively seeking solutions on how to link North and South R&D efforts, and how to link country needs and ongoing R&D effort, with the inclusion of the financial sector as well.

Funding a global transition

The need for funding streams to facilitate a global transition to low-carbon operations formed an important part of the discussions, with speakers pointing out that funding of pilot projects raises the profile of and reduces risks associated with new technologies. They also highlighted the importance of varied sources of funding, going beyond those offered by banks, such as private investment, blended financing and more.

Although funding for decarbonisation projects exists, some delegates warned that this is not prolific enough and may not be visible to LDC and SIDS stakeholders. There may also be issues securing funds when scaling up projects after trial periods. One solution put forward during the forum was to develop a capacity building toolkit on potentially available funding sources offered by International Financial Institutions (IFIs) and other key global initiatives and funds (such as the Global Environment Facility and the Green Climate Fund).

Speakers recognised that maritime innovation is currently considered a niche sector for financial stakeholders, which may be the reason for a limited number of participants in this market. This issue can only be addressed by increasing the profile of maritime technological solutions and building trust, as well as mutual capacity building. This trust-building and education on maritime decarbonisation needs and specifics must target the financial sector, with

the opportunities in developing countries an important part of the conversation. LDCs and SIDS must also be educated about potential investment and grant availabilities, as well as processes to secure funding.

IMO is already active on this front, together with European Bank for Reconstruction and Development and the World Bank. They have created the FINSMART Roundtable, to bring together project beneficiary countries, donors and International Financial Institutions, as well as other financial sector representatives to discuss financing risks, opportunities and identify potential financial products, solutions – all with a focus on financing needs of developing countries, LDCs and SIDS.

Some forum speakers highlighted that it is possible that incentive schemes and future market-based measures, such as fuel taxes or other forms of CO₂ pricing, may in future result in an additional funding source for adoption of innovative emission reduction technologies in developing countries, LDCs and SIDS.

Looking forward

A number of practical strategies for the transition to a low- and zero-carbon future emerged during the active discussions.

Recommendations included:

- joining and connecting the pilot projects and research and development initiatives (in developed and developing regions) and sharing the lessons learned and outcomes;
- sharing information and linking maritime decarbonisation initiatives projects using the IMO-Singapore NextGEN portal;
- linking R&D Centres in developed countries closer to the regional centres, as well as existing maritime decarbonisation projects in the developed world;
- fast-tracking port-linked innovations, as many ports are under national frameworks which may support some immediate buy-ins and investment;
- ensuring capacity building of maritime authorities, ports, especially in developing countries, on funding opportunities, potentially available grants and finance options, as well as bankable projects development needs;
- educating policy makers, training project leaders with regard to bankable proposal creation, identifying innovation funding in research institutes and engaging with seafarers as technology users;
- proposing/developing more IMO pilot projects to include technology demonstrations, including more pilot projects in IMO-implemented GHG-related projects, as well as technology demonstrations; and
- arranging further innovation forums to offer a global platform for regular dialogue and exchange of innovation experiences to support the objectives of the Initial IMO GHG strategy.

Roadmap to a low carbon future

Forum delegates were keen to widen the audience for the points raised during discussions and further work together

to promote inclusive innovation for maritime decarbonisation.

It was suggested that information could be disseminated through IMO.

IMO was also seen as the ideal forum to facilitate collaboration and consolidation of the work to spread innovation across the maritime value chain.

For more information

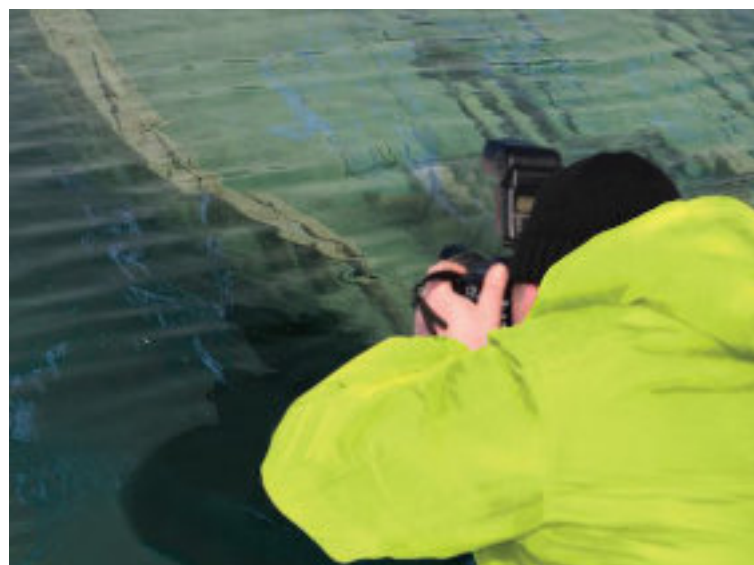
Recordings from the forum can be viewed here: Zero-and Low-Emission Innovation Forum (27-29 September 2021) | UN Web TV <https://tinyurl.com/nkx4jdtc>

Speaker presentations from the event can be found here: <https://tinyurl.com/amjyu6vr>

IMO and marine casualty investigations

Capacity building

According to the IMO the latest virtual regional train-the-trainer course to address the issue of under-reporting of marine casualty investigations is underway. This commenced on 11 October and was due to be completed by 29 October.



It was reported by IMO on 19 October that the comprehensive online course involves participants from nine IMO Member States* in the Asia & Pacific region, with a view to increasing capacity to take on cases and thereby raise the rate of casualty reporting, in line with the mandatory Casualty Investigation Code.

We learn that participants are to cover everything from how to set up an investigation, to mandatory standards, identifying risk, learning theories, how to structure reports, and other topics – through to a programme split into nine sections including a tailor-made case study:

- What is a Marine Casualty?
- Understanding the International Safety Management (ISM) Code & Risk
- Marine Casualty Investigation & Analysis

- Pedagogic aspect – how to train
- Evidence
- Human Elements
- Country's responsibilities
- Reporting

This course was organized by IMO in cooperation with the World Maritime University (WMU www.wmu.se) and the Marine Accident Investigators' International Forum (MAIIF www.maiif.org).

It is part of a programme of action to improve the rate of reporting into marine casualties and incidents.

The roll out of the course follows a pilot in November 2020.

*Bangladesh; Democratic People's Republic of Korea; India; Islamic Republic of Iran; Maldives; Pakistan; Singapore; Sri Lanka and Timor-Leste.

Botswana is IMO's 175 Member State

IMO reported on 26 October that the landlocked Republic of Botswana had become the latest State to join the IMO indicating that the Organization now has 175 Member States. Ocean shipping is effected through Walvis Bay, Namibia, to the west and Durban to the east.



Botswana deposited its instrument of acceptance to the IMO Convention¹ with the United Nations on 22 October 2021.

To read more about IMO's membership readers are invited to see here: <https://tinyurl.com/yw3saamx>

A brief World Bank survey into the economy of Botswana can be found here: <https://tinyurl.com/3m69h7y6>

Another profile by the Southern African Development Community (SADC) is available here: <http://www.sadc.int/member-states/botswana/>

¹ <https://tinyurl.com/y55ktk4b>

Financial boost for IMO initiatives and institutions

IMO's work in support for seafarers, GHG emissions and affiliated educational institutions have received a financial boost from the Government of Malaysia.

This was reported on 21 October and it is understood that the funds will be allocated to a range of activities as below:

- To provide support to seafarers on the frontline of Covid-19: £ 25,000
- The IMO Greenhouse Gases (GHG) Technical Cooperation Trust Fund: £ 25,000
- The World Maritime University (WMU): US\$ 117,400

The cheques were presented to IMO Secretary-General Kitack Lim by HE Wee Ka Siong, Minister of Transport for Malaysia, during the Malaysia's 50th anniversary in IMO reception at the Malaysian High Commission, London, on 19 October.

The funds to support seafarers on the frontline of Covid-19 will be used by IMO's Seafarer Crisis Action Team (SCAT), which has so far dealt with over 500 cases involving thousands of individual seafarers.

The multi-donor trust fund for GHG is a voluntary trust fund providing a dedicated source of financial support for technical cooperation and capacity-building activities to support the implementation of the Initial IMO GHG Strategy.

Malaysia is a Pioneer Pilot Country in the IMO-Norway GreenVoyage2050 scheme and has recently initiated work on pilot projects to support shipping's transition towards a low carbon future.

Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG 10)

Summary outcome

Proposals for mid-term measures to cut shipping emissions presented and considered

Various proposals for mid-term measures to reduce GHG emissions, including a number of submissions related to potential market-based measures, have been submitted and considered by an IMO working group. The session, held remotely, was attended by more than 350 participants from some 70 Member States, as well as from NGOS in consultative status with IMO. This was reported by way of media briefing from the Organization on 26 October.

The Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG 10), which met 18-22 October, also considered how to further progress work on impact assessments and the development of a mandatory carbon intensity code related to the short-term measures. Possible ways forward to deal with the intense workload related to reducing GHG emissions was also discussed. The report of the working group will be presented to the

Marine Environment Protection Committee (MEPC 77), which meets from 22 to 26 November.

Mid-term measures to reduce GHG emissions

The consideration of mid-term measures was progressed in line with the Work plan on the development of mid-and long measures approved by MEPC 76 (June 2021).

Various proposals for measures were tabled, in order to be able to understand and compare their main features and implications.

The proposals presented covered:

- the legal framework of mid-term measures; principles of possible market-based measures;
- a GHG levy, a GHG fuel standard, a GHG cap-and-trade system, and possible combinations of these, and
- principles of carbon pricing, management and disbursement of carbon revenues.

Further discussion and assessment of mid-term GHG reduction measures, including those that incentivise the use of sustainable low-carbon and zero-carbon fuels in international shipping, will take place in line with the Work plan. The Work plan envisages initial consideration (Phase I) 2021-2022 and assessment and selection (Phase II) from spring 2022 to spring 2023, with a view to achieving goals described in the Initial GHG Strategy.



The Chair noted, inter alia, that, at this stage, all proposed measures were welcomed and would be kept on the table for further consideration under Phase I of the Work plan, without selecting nor excluding any proposal, in order to work towards achieving the 2050 level of ambition in the Strategy. The impact on States of proposed measures, or a combination thereof, would need to be assessed.

The Group requested the Secretariat to prepare an information document summarising all views expressed on the different proposals to facilitate it further work. Proponents of concrete proposals for mid-term measures were invited to prepare an initial assessment of impacts on States of their proposal (if not already submitted) and to further consider development/refining proposals for mid-term measures for consideration during Phase I of the Work plan.

Impact assessment

The Initial IMO GHG strategy recognises that the impacts on States of a proposed measure should be assessed and

taken into account as appropriate, with particular attention paid to the needs of developing countries, especially small island developing States (SIDS) and least developed countries (LDCs).

The group considered concrete proposals on how to keep under review the impacts of the short-term measure to reduce carbon intensity, which was adopted as amendments to MARPOL Annex VI in June 2021 (Energy Efficiency Existing Ship Index (EEXI); annual operational carbon intensity indicator (CII) and CII rating). In adopting the measure, the MEPC considered the outcomes of a comprehensive impact assessment of the measure which examined potential negative impacts on States, and agreed to keep the impacts on States of the measure under review so that any necessary adjustments can be made.

The group considered how to undertake the lessons-learned exercise, agreeing that it should be completed by MEPC 79 (meeting in late 2022). The group recommended that an Ad-hoc Expert Workshop on Impact Assessments should meet to consider concrete proposals for improving the impact assessment procedure and provide recommendations to the Group as part of the lessons-learned exercise.

Development of a mandatory carbon intensity code

The group considered the interim report of the Correspondence Group on Carbon Intensity and considered the scope of, and timeline for, development of a mandatory carbon intensity code. In the ensuing discussion, delegations supported the development of a code to ensure a uniform and consistent implementation of IMO regulations on carbon intensity.

The Group requested the Secretariat to identify a possible timeline for the development of a code and to review the content of guidelines from a technical/legal point of view with a view to identifying a possible scope, for the Group's consideration at a future session.

Future sessions

The working group agreed, for consideration by the MEPC, draft terms of reference for ISWG-GHG 11 (envisaged for March 2022); ISWG-GHG 12 (May 2022); and for an Ad-hoc Expert Workshop on Impact Assessments (February 2022).

Working arrangements

The Working Group invited the Committee to note its discussion and support for a proposal to establish a Standing Technical Group on reduction of GHG emissions from ships (ST-GHG) to replace the Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG) in the future.

The Group also invited the Committee to note some concerns regarding, inter alia, inclusiveness, oversight by the Committee, administrative burden for delegations, budget, quality of the outcome and multilingualism.

To learn more

To learn more on IMO's work to reduce GHG emissions from shipping readers are invited to see here: <https://tinyurl.com/249uw5fv>

North Pole USCG SAR exercise



It was reported last month that staff from the Seventeenth Coast Guard District participated in an international search and rescue exercise at the North Pole, from 1 to 15 September, 2021.



The sun shines over the camp where participants endured a 24-hour survival exercise in the North Pole, on 7 September. The team were part of a multi-national party that tested their survivability in the frigid climate.

Photo: Lieutenant Commander Aaron Riutta USCG ©

Two Seventeenth Coast Guard District personnel, Lieutenant Commander Aaron Riutta and Mr Paul Webb,

participated in an international search and rescue exercise aboard a French vessel (mv *Le Commandant Charcot*) at the geographic North Pole.

It is understood that the exercise enabled crews to test emergency communications capabilities with international Arctic rescue coordination centres (RCC) and to test the polar survival protocol and equipment.

As it got underway the exercise simulated a fire aboard the ship to practice an abandon ship drill onto the ice.

There were 67 volunteer passengers and crew participating in the drill and they remained on the ice pack for 24 hours to test the ship's polar survival plan and equipment.

In addition this exercise allowed international Arctic RCCs, to include Joint RCC Juneau, to test emergency communications capabilities with each other.

To quote Commander Riutta: *'The Coast Guard's Seventeenth District in Alaska is the gateway to America's Arctic. The partnerships developed with Arctic nations during this exercise support the common goal of protecting lives in our respective regions as they become more accessible.'*

Protecting seafarers' rights and welfare

Shipping industry's Code of Conduct and self-assessment

On 12 October in London ILO launched a landmark Code of Conduct and self-assessment tool developed to protect the human rights and welfare of the world's nearly two million seafarers.

This initiative aims to support a safe, healthy and secure onboard work environment, and goes beyond the ILO Maritime Labour Convention (MLC) to focus on the full spectrum of seafarers' rights and wellbeing, from fair terms of employment and minimum crewing levels to the management of grievance mechanisms.

The documents can be accessed here:

<https://tinyurl.com/rhvdh25b>

This project has been led by the Sustainable Shipping Initiative (SSI) and the Institute for Human Rights and Business (IHRB), in collaboration with the Rafto Foundation for Human Rights, and RightShip.

Key SSI members played an active role in its development, with expert input from Forum for the Future, the Louis Dreyfus Company, Oldendorff Carriers, South32, Standard Chartered Bank, Swire Shipping and Wilhelmsen Ship Management.

Kristina Kunigenas, Human Rights Lead at the Sustainable Shipping Initiative, commented: *'A sustainable shipping industry needs to ensure the protection of its workforce. This presents a unique*

opportunity for the industry to work together and take concrete action for the rights of nearly two million seafarers worldwide, now and in the future.'

Based on international labour and human rights standards and principles, the Code of Conduct and self-assessment were created over eight months of consultation and collaboration with ship owners, operators, charterers, cargo owners, seafarers' associations, civil society and others.

To enable immediate action across the industry, RightShip has launched an online self-assessment tool developed in collaboration with SSI and IHRB. This freely available questionnaire provides practical guidance on utilising the Code of Conduct, helping ship owners and operators understand their responsibilities while assessing current operations and ways of working, and consequently showing areas for improvement.

Frances House, Deputy Chief Executive at IHRB added: *'The global pandemic brought seafarers rights firmly into focus, with many crews forced to endure exceptionally difficult conditions to keep global supply chains and trade freely flowing.'*

'We expect a great deal from them and it's only right that they expect an adequate standard of care, conditions, and quality from us. This is a proud, vital industry that depends on people to keep sailing. This Code of Conduct and self-assessment will help build a platform to respect worker dignity while advancing industry progress. We look forward to widespread engagement from industry stakeholders everywhere.'

Testimonials from SSI members and partners

Cynthia Morel, Senior Sustainability Strategist, Forum for the Future commented: *'This marks a vital step towards ensuring that seafarers' human rights are respected. We hope that this will lay the foundation for fostering the deeper relationships, connections and trust necessary to ensure the shipping sector commits to honouring human dignity and enabling equitable outcomes in its operations and supply-chains it is active in.'*

Sebastien Landerretche, Head of Freight at the Louis Dreyfus Company: *'As a leading global charterer, LDC is committed to promoting the welfare of seafarers, who are essential to the continuity, resilience and decarbonisation of the shipping industry. We believe today's launch is an important foundation for a sustainable future, setting industry participants' responsibilities and reinforcing support processes for crew members.'*

Scott Jones, Director of Communications at Oldendorff Carriers: *'The shipping industry has been, and continues to be, very focused on reducing its carbon footprint. However, it is equally important that we focus on the human element to make sure that seafarers' rights are respected and that we have a holistic view to make the industry truly sustainable. This Code of Conduct is an important new step in highlighting seafarers' rights and giving the shipping industry a sustainable future.'*

Jostein Hole Kobbelvedt, Executive Director, Rafto Foundation for Human Rights: *'There are growing expectations towards companies with regard to adhering to international human rights standards such as the UN Guiding Principles on Business and Human Rights. A proactive and systematic approach is necessary. The Rafto Foundation has had the privilege of working with IHRB and SSI to develop the Code of Conduct – Delivering on seafarers' rights. We hope it will be a valuable tool for the shipping industry in order to promote social sustainability and deliver on human rights.'*

Christopher Saunders, Chief Product Officer at RightShip: *'At RightShip, we have an ambitious vision for a maritime industry that causes zero harm to people and the environment we operate in, so we are delighted to be working with SSI and key stakeholders to deliver this important initiative for seafarers. While technology is changing the way that we move cargo, the human contribution to the supply chain is the lifeblood of our industry. Safe, sustainable voyages rely on crews that are supported to work safely, without risk to their wellbeing. We believe the Crew Welfare Code of Conduct and self-assessment tool will be a significant step forward in giving our essential workers the respect and recognition they deserve and importantly provide guidance and support to those striving to operate beyond compliance.'*



"Just a typical day in West Africa" by Richard Arguelles from ITF Seafarers' Trust's Still At Sea Photography Competition, 2020.

Robert Haggquist, Senior Chartering Manager at South32: *'We are pleased to have worked with likeminded partners across the shipping value chain to deliver this important initiative that we believe will contribute to a more sustainable maritime industry. The pandemic has highlighted the vulnerability of seafarers but also their importance to keep global supply chains working. With this Code of Conduct we are addressing the systemic issues in the industry by giving owners and charterers a platform to collaborate and to improve transparency around seafarers' welfare. Only by improving the respect for seafarers' rights can we achieve truly sustainable supply chains with positive social impact.'*

Samantha Bramley, Director Environmental & Social Risk Management, Sustainable Finance, Global Banking at Standard Chartered Bank: *'Standard Chartered has made a commitment to achieve zero CO2 emissions from our global operations by 2030 and transport by 2050. In line with our work under the Poseidon Principles we are integrating climate considerations into lending decisions with an aim to supporting shipping decarbonisation. However, the S in ESG must not be forgotten, and the work being done to protect and respect seafarers' rights should remain a priority for lenders, investors and other stakeholders in the maritime sector.'*

Simon Bennett, General Manager – Sustainable Development at Swire Shipping: *'Seafarers work long, hard hours, for many months away from their families and friends. They deserve to be treated with respect, and to receive the same rights that their shore-based colleagues experience as the norm, and then more, to take account of the non-standard working environment. Many of us had assumed that the ILO MLC (2006) would assure this. But sadly the Covid-19 pandemic showed that whilst much was said about the crucial nature of the job they were doing, little was practically delivered, and in fact in many places their treatment became markedly worse. We believe that this Code of Conduct details the areas required to be addressed to ensure that seafarers' rights are observed, and exhort all ship owners to facilitate, provide them and support shippers and others with interests in our delivering a sustainable and humane shipping value chain and industry to assure themselves, using this assessment, that this is indeed the case.'*

Carl Schou, CEO and President at Wilhelmsen Ship Management: *'The question is no longer whether seafarers deserve better, but how we are addressing this and taking action. This Code of Conduct and self-assessment tool is a good check and balance for responsible owners and operators to improve the welfare of our seafarers. The responsibility to ensure a thriving seafaring community is in our hands.'*

About the Sustainable Shipping Initiative

The Sustainable Shipping Initiative (SSI) is a multi-stakeholder collective of ambitious and like-minded leaders, driving change through cross-sectoral collaboration to contribute to – and thrive in – a more sustainable maritime industry. Spanning the entire shipping value chain, SSI members are ship owners and charterers; ports; shipyards, marine product, equipment and service providers; banks, ship finance and insurance providers; classification societies; and sustainability non-profits.

[See also: www.sustainablesipping.org](http://www.sustainablesipping.org) | @SustShipping

About the Institute for Human Rights and Business

Founded in 2009, IHRB is the leading international think tank on business and human rights. IHRB's mission is to shape policy, advance practice, and strengthen accountability in order to make respect for human rights part of everyday business.

[See also: www.ihrb.org](http://www.ihrb.org) @ihrb

Bulk carrier *Alam Seri* contact with seabed

Approach to Bluff Harbour, New Zealand, 28 November 2018

New Zealand Transport Accident Investigation Commission (TAIC) investigation

This new TAIC report presents crucial lessons for ship operations, human factors, and pilot training. A bulk carrier ship, under the conduct of a harbour pilot, went off course in strong wind while entering Bluff Harbour. Its anchors failed to deploy in time, and it contacted the seabed. There was minor damage to the ship's hull, damage to two tugs, no personal injuries.

What happened

On 28 November 2018, *Alam Seri* was entering Bluff Harbour in a strong east-south-easterly wind under the conduct of a harbour pilot. (*Alam Seri*, flag: Panama; built 2011; Class NKK; 164m loa; 18,000gt.

Near the end of Number 1 Reach the vessel had to make a turn to port into Number 2 Reach. To achieve this the pilot ordered a succession of helm orders, and at about the same time ordered the engine speed to be reduced from half ahead to slow ahead.

Shortly after entering Number 2 Reach the vessel began to veer off course to starboard, despite the helmsman applying full port rudder. The pilot ordered the engine speed to be increased to half ahead again to provide better steering control, and called for early assistance from two harbour tugs that were routinely waiting ahead to assist. However, concerned about the decreasing available safe water, the pilot then ordered the engine to be set to full astern and asked the crew to deploy both anchors. The crew were not able to deploy either anchor in time to provide assistance.

Alam Seri was brought under control using astern engine power and the assistance of the two tugs, but not before momentarily making contact with the seabed near the Inner Davey beacon. Both tugs were damaged during the event and their towlines parted¹ while bringing *Alam Seri* under control.

Alam Seri's underwater hull suffered paint abrasion as a result of making contact with the seabed, and above the waterline the hull was damaged as a result of contact with one of the tugs.

Why it happened

The strong east-south-easterly wind, acting on the starboard side of the ship, was creating a strong starboard turning moment that could not be countered by the application of full port rudder. The resulting turning moment to starboard produced by the wind on the accommodation block exceeded the steering capability produced by water flow over the rudder when the engine was reduced from half to slow ahead.

Delayed deployment of the anchors likely resulted in the vessel not stopping as soon as it could have, although it is uncertain whether the anchors would have prevented the ship from contacting the seabed if they were deployed when ordered.

The bridge team did not have a shared understanding of the manoeuvring capabilities of the vessel in the weather conditions at the time, or of how the planned turn from Number 1 to Number 2 Reach would be achieved in the east-south-east conditions.

The absence of electronic charting and information aids on *Alam Seri* likely reduced the bridge team's situational awareness, particularly during the manoeuvres to regain the channel following the incident.

What we can learn

Successful ship-handling and manoeuvring centres on balancing the forces acting on the vessel. On this occasion the bridge team did not share a common understanding with the pilot of how the reduction in engine speed and the relative wind speed and direction would affect the vessel's steering capability.

Manoeuvring actions and outcomes should be discussed during the master-pilot exchange and the bridge team should agree on defined parameters for monitoring and initiating a challenge.

When safety-critical equipment, such as an anchor, is required to be available for immediate use in the event of an emergency, any factors affecting its immediate use should be communicated and discussed during the master-pilot exchange.

Recommendations

Recommendations are made to those who can make the changes needed to address safety issues identified during an inquiry.

On 27 September 2021, the TAIC made a recommendation to South Port that they ensure South Port's safety management system develops measures to make certain that pilot training and proficiency requirements are being met as per the *South Port Pilot and Tugmaster Training Manual* and as required by *Maritime Rule Part 90: Pilotage*.

It is understood that the Company accepted the final recommendation.

In 2020 the Company commissioned an external review of pilotage practices in Bluff. This was completed by Marine Logistics Australia (MLA). The review recommended the development of a Pilotage Operation Safety Management System (POSMS) that forms part of the Company's overall Port Safety Management System.

It has been reported that good progress is being made with the development of the POSMS, with continuing oversight from MLA.

All aspects of pilotage in Bluff, including training and proficiency have been included. The Covid-19 pandemic and the limits this has placed on overseas travel has slowed the final draft completion date. The final draft is now expected to be completed by 31 December 2021, it is understood.

Final report

The final report may be downloaded here:

<https://tinyurl.com/uu76jzxt>

Recommendations are available here:

<https://tinyurl.com/33f4rfbp>

Vaccine supply chain misery

ITF acts

It was announced by the International Transport Workers' Federation (ITF) simultaneously in London, Berlin, Bern and Brussels on 14 October that 376 trade unions, representing over 12 million transport workers from 118 countries around the world, have penned an open letter to governments who oppose removing Intellectual Property (IP) restrictions on Covid vaccines, accusing them of compounding supply chain crises and inflicting what is regarded as economic self-harm.

Trade-Related Aspects of Intellectual Property Rights: TRIPS

These many trade unions wrote to leaders of the UK, Germany, Switzerland, and the EU Commission demanding that they end their opposition to a temporary intellectual property waiver on Covid vaccines, treatments and diagnostics proposed to the World Trade Organization (WTO) known as the TRIPS waiver, otherwise as the Trade-Related Aspects of Intellectual Property Rights, see here: <https://tinyurl.com/8dvrfwnw>

The International Transport Workers' Federation (ITF) delivered the letter to the leaders ahead of the second day of the WTO's TRIPS Council meeting in Geneva on 13 and 14 October.

Need to speed up global vaccination

A waiver system, it said, is vital to speed up the global vaccination roll out without which the IMF has warned that \$5.3 trillion could be further wiped from global GDP in the next five years.

This follows from IMF chief Kristalina Georgieva saying that the most immediate obstacle to full recovery is the great vaccination divide, and Professor Sarah Gilbert, the Oxford vaccine creator warning a failure to provide vaccine access to poorer countries risks the rise of dangerous new variants and that the priority must be to vaccinate as many people as possible and as quickly as possible.

It is understood that by today (mid-October), less than 3% of people in low-income countries have received a single dose.

Stephen Cotton, ITF General Secretary commented: *'It's schizophrenic that these three countries and the EU are blocking universal access to vaccines and lifesaving tech whilst simultaneously claiming to be solving the supply chain crisis.'*



Illustration per www.itfglobal.org/en

'These politicians seem hell bent on socio-economic self-harm to further line the pockets of Pfizer, Moderna and BioNTech billionaires. It is utter madness; these leaders are holding the recovery of rest of the world to ransom. They need to follow the leadership shown by the US, recognise the unprecedented circumstances, stand up to Big Pharma and support the waiver.'

Seafarers' difficulties

It is well-known that the UK is still recovering from the impact of a nationwide fuel shortage caused by a lack of HGV drivers. Two years of inconsistent and inhumane travel bans have stopped seafarers being able to get go afloat and come ashore on leave, which has added intense pressure to already crumbling global supply chains. In the weeks after the rise of the Delta variant in the UK, in early 2021, airlines were forced to cancel over 70% of their scheduled capacity between the UK and Germany due to new travel restrictions.

ITF condemns assault on inspector

Call for zero-tolerance towards violence in maritime

On 18 October ITF reported that one of its inspectors was physically assaulted by a ship's Master in an unprecedented attack which the Federation says must be condemned.

The assault happened on board a vessel which was being investigated by the Inspectorate of the International Transport Workers' Federation (ITF) for failing to comply with safety regulations, and for apparent irregularities in crew pay and conditions. The company is said to be a well-known European ship owner, with their vessel flagged to landlocked Luxembourg.

ITF Inspectorate Coordinator Steve Trowsdale commented: *'The ITF strongly condemns what has happened here: a physical assault against an ITF inspector who was just trying to do their job.'*

Trowsdale said that the ITF would not be releasing the name of the inspector to protect their privacy, nor wider details of the incident as the Federation considers its options for pursuing matters via legal avenues.



The ITF has also chosen to withhold the name of the Master, the vessel, and the company at the centre of the assault case, for the time being.

He added: *'The ITF has a zero-tolerance policy towards violence at work, and this extends to how employers in the industry or their agents treat officials such as ITF inspectors.'*

'Our inspectorate team must always be allowed to get on with their important work unencumbered and unintimidated. The ITF stands behind our inspectors and will defend them whenever necessary.'

Trowsdale said the ITF's 134 inspectors, coordinators, and union contacts do outstanding work daily defending the rights of seafarers, helping thousands of seafarers every year. However, ITF inspectors are not always welcomed with open arms by a ship owner or their representative on board – particularly if they have something to hide.

Since the unnamed inspector was attacked earlier this year, the ITF has launched a review into the training and support it offers to inspectorate officials.

INTERCARGO

Time to recognise the value of the dry bulk sector

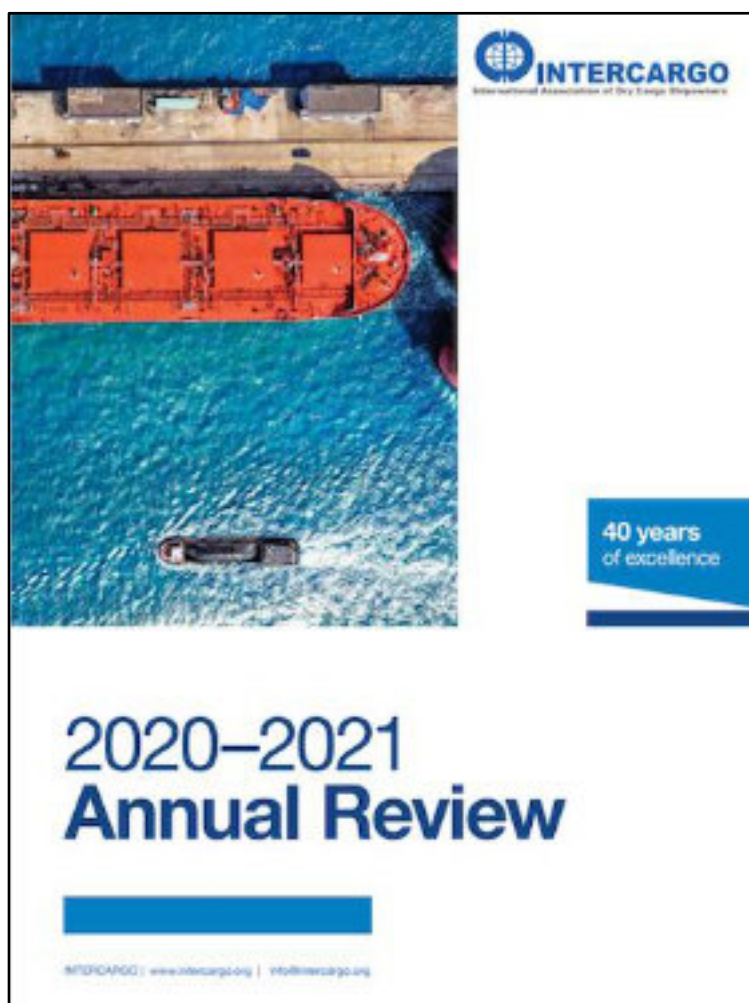
As news headlines underscore the quality and flexibility of the bulk sector fleet in meeting the challenges of current trade disruptions, Dimitris Fafalios, Chairman of INTERCARGO, believes that now is the time to re-evaluate the image of the bulk carrier sector and recognise the commitment of INTERCARGO members to a safe, efficient, high quality and environmentally sound dry bulk shipping industry.

Bulk carriers employ hundreds of thousands of seafarers and carry more cargo deadweight to more diverse ports than any other shipping sector. They deliver essential goods even to the most isolated and distant ports and adapt their tramp trading patterns as demand dictates.

Speaking at the organisation's semi-annual meetings in London in week commencing 10 October, Fafalios highlighted the importance of seafarers in the supply chain, and the role that they play in easing the strain on world trade.

He commented: *'This is a complex global issue but there is no doubt that we are relying on properly vaccinated, mentally and physically fit seafarers to contribute to the solution.'*

'Universal commitments for collective action are imperative to resolve the seafarers' humanitarian crisis and to keep global trade moving. Coordinating a worldwide vaccination programme for seafarers is an urgent priority. While the efforts of the IMO and global maritime bodies must permeate every area of the shipping industry, urgent action outside the maritime sphere is needed by government leaders at the highest level, ultimately leading to the recognition of seafarers as key workers. We must hope that the global press coverage that we are seeing will facilitate that.'



The AGM

INTERCARGO's Annual General Meeting, Executive Committee and Technical Committee met both virtually and in person in London over two days, with the meetings presided over by Chairman Dimitris Fafalios, Vice Chairman Spyros Tarasis, Vice Chairman Uttam Kumar Jaiswal, and Technical Committee Chairman Tom Keenan.

Top of the agenda was the need to urgently resolve the humanitarian crisis faced by seafarers under Covid-19.

Issues debated also included initiatives for the reduction of greenhouse gas (GHG) emissions and the Environmental, Social and Governance (ESG) agenda; the implementation progress of DryBMS as the quality standard for the dry bulk sector; the safe carriage of cargoes; bulk carrier design standards; the investigation of bulk carrier casualties; ballast water management; implications of the sulphur limit on fuels; and piracy threats.

Annual Review 2020/2021

INTERCARGO also presented its 2020/2021 Annual Review to the membership. Following a doubling of the Association's membership during 2016-2019, the last 18 months has seen membership stabilised at historic high levels.

In order to express its appreciation to all members for their continued support and especially those who, under the current circumstances, were unable to enjoy the networking opportunities afforded by face-to-face meetings, the Association has also created a special electronic compilation of promotional material from its members, which is available on a dedicated webpage.

Secretary General Kostas G Gkonis added: *'INTERCARGO's badge of quality is widely recognised by the industry. We thank our members – comprising more than 220 forward thinking companies from across 30 countries – for their continued support of our Association's collective efforts for the benefit of our sector and in the service of societies at large.'*

It is understood that the Association will hold its next semi-annual meetings in March 2022.

A Guide to Mental Health at Sea

Stella Maris to share with seafarers

Global maritime charity Stella Maris has teamed up with Mental Health Support Solutions (MHSS) to provide seafarers with practical tips for dealing with the pressures of working at sea.

This partnership, announced on World Mental Health Day (10 October), will see Stella Maris chaplains in the UK distributing the MHSS booklet *A Guide to Mental Health at Sea* to crew members during their daily ship visits.

The booklet offers seafarers straightforward tips and strategies for practising good mental hygiene when sailing the world's oceans. Issues covered include the importance of socialising with colleagues and staying safe while working.

In addition the guide raises awareness of mental health at sea, complementing the well-being strategies that MHSS – provider of day in, day out, round the clock psychological support to the maritime industry – develops for companies.

Stella Maris Chief Executive Martin Foley commented: *'Everyone's mental health fluctuates in response to life events. For seafarers, the ups and downs of life are magnified by many aspects of the job, especially being away from their families for long periods and not being able to control or help with events at home.'*

'We are particularly pleased to be working with MHSS to give seafarers some of the tools necessary to improve their own and others' mental health.'

Christian Ayerst, CEO of MHSS, added: *'It is common knowledge that the stresses and strains of working at sea can have a detrimental effect on crew members' mental health. However, their anxieties are likely heightened by the extraordinary times we're living in, with seafarers unable to get off ships or be repatriated because of the Covid-19 pandemic.'*



'Our guide, created by MHSS psychologists with maritime industry experience, is a vital resource for any mariner struggling with their mental health or working with someone who may be suffering.'

By providing a listening ear and becoming the trusted friends of seafarers, Stella Maris chaplains and ship visitors provide necessary and timely support to crew members under pressure.

At the height of the pandemic, when several cruise ships were moored long-term in Glasgow, a cruise company that recognised the importance of faith to its crew members invited a Stella Maris chaplain aboard its vessels. The chaplain arranged regular services for the staff who remained on those ships.

Ian Stokes, Stella Maris' Head of Corporate Engagement and Partnerships concluded by saying: *'Stella Maris chaplains and ship visitors worldwide conduct up to 70,000 ship visits a year around the globe. They play an integral part in helping seafarers cope with hugely stressful jobs, and the MHSS guide now gives them another tool in their armoury.'*

Editor's note:

Readers will recall the article by MHSS: *Struggling seafarers need more mental health support from employers*, which appeared in Newsletter 45, see page 15.

Operating INMARSAT's Global Xpress satellite communications services in India

On 20 October Inmarsat confirmed that its strategic partner BSNL has received the necessary licences to deliver Inmarsat's Global Xpress (GX) mobile broadband services in India.

Under BSNL's Inflight and Maritime Connectivity (IFMC) licence from the Indian Department of Telecommunications, GX will be available to Indian customers across government, aviation and the maritime business, it is understood.

This announcement means that India's commercial maritime companies will be able to enhance significantly the digitalisation of their vessels for more effective ship operations and crew welfare services.

At the same time airlines will be able to deploy GX for in-flight connectivity within India and throughout the world.

BSNL's license will also see the GX service offered to government and other users. There will be a phased introduction of services for customers and partners, it is reported.



Rajeev Suri, Inmarsat CEO, commented: *'Today is a significant day for Inmarsat and our valued, long-term partnership with India, which was a signatory to the founding treaty establishing Inmarsat in 1979.'*

'Inmarsat is delighted to make the world's only global high-speed mobile broadband Ka-band network available to the Government and businesses in India through our partner BSNL.'

'We are committed to India and the company has been a trusted partner for the Indian government for four decades.'

'Today's announcement, which we share proudly with our friends at BSNL, will help to underpin the further economic growth that we all wish to see in India.'

It is understood that the service will enable Indian domestic airlines and international airlines flying over India to provide the world's fastest inflight connectivity. Furthermore, we learn that the service on offer will give an edge to the Indian Government, including its defence forces.

For the future: ORCHESTRA

Inmarsat recently unveiled plans for ORCHESTRA, the communications network of the future, which will bring the company's existing geo-synchronous (GEO) satellite networks together with low earth orbit satellites (LEO) and terrestrial 5G to form an integrated, high-performance solution, unmatched, it is claimed, by any existing or planned competitor offering.

We understand that ORCHESTRA allows capacity to be boosted in high-density areas such as at ports and harbours and at airports, eliminating network hot spot congestion.

OneLearn Global Enclosed spaces courses

Launch of lifesaving enclosed spaces course

A maritime training course to enable safe access to enclosed spaces on vessels could help save the lives of seafarers entering such areas with dangerously low oxygen levels, explosive gases or physical hazards present.

OneLearn Global, a digital eLearning training provider to the maritime industry, has launched the *Entry Into Enclosed Spaces* course in response to sobering figures that show an alarming number of fatalities in recent years. This was announced in late October.

From 2015 to 2020 no less than 83 crew members died while working in enclosed spaces, with 53% of deaths attributed to oxygen depletion and 60% of all incidents taking place in the cargo hold, according to the International Group of P&I Clubs.

A report in 2019 by the International Transport Workers Federation (ITF) revealed 145 casualties in enclosed spaces dating back to 1999.



Of those fatalities, 28 (16 port workers and 12 seafarers) occurred in the 16 months leading up to January 2018. The causes were asphyxiation, explosions or falls involving seafarers who passed out because of poor air quality.

Nigel Cleave, Senior Advisor at OneLearn Global, commented: *'A lack of training can lead to costly, potentially fatal mistakes for seafarers working in enclosed spaces.'*

'To avoid further tragedies, it is absolutely paramount that seafarers get the right training and education before heading into confined areas with numerous hazards. Being blunt, a course like ours could be the difference between someone emerging unharmed or losing their life.'

The new OneLearn Global course outlines the preventative and protective measures crew members should take before entering enclosed spaces on board. Its ten learning objectives help seafarers to identify the confined areas throughout a vessel, recognise the associated hazards and understand the risk assessment procedure for entering potentially dangerous spaces.

All duties and responsibilities of involved persons, space entry safety requirements and means of rescuing a seafarer from an enclosed space are also covered.



Crew member entering an enclosed space.

Picture credit: Shutterstock.

Video scenarios

Learners are taken through various animated or video scenarios to explore the potential risks and procedures facing crew members and to identify the mistakes made by the fictitious characters. Moreover, crew members explore the subject through captivating infographics, imagery, concise explanations and bullet points.

The easily understood course is divided into seven sections, giving seafarers the freedom to choose how much they complete when logging into OneLearn's industry leading Learning Management System.

About OneLearn Global

OneLearn Global was created to provide digital training solutions to serve the maritime, energy, hospitality and industrial sectors and offers a rapidly growing content library via an enormously effective and intuitive next-generation Learning Management System (LMS), designed to deliver both an enhanced and engaging, yet personalised and intuitive, enjoyable learning experience through digitalisation.

With HQ in Cyprus, OneLearn Global is a member of the Fameline Holding Group (FHG), a truly diverse business entity comprising of over 50 companies actively engaged in the maritime, industrial, energy, exploration and healthcare sectors.

Time for change: mental health is a collective responsibility

On 10 October, World Mental Health Day, the ITF urged stakeholders across the transport sector to come together and recognise their collective responsibility in prioritising the mental health of all workers.

ITF called for a collaborative approach to synergise existing efforts of trade unions, employers, and all relevant stakeholders including government and international agencies across the industry, to achieve a common understanding and establish a plan of action that will help to drive real and lasting change.

Recognising responsibility

With the high-risk nature of mental health only just beginning to be widely addressed across the transport sector, the ITF urged employers to recognise their responsibility, step up, come together, and take action to make change.

Workers across the transport sector have long been experiencing unparalleled levels of stress and pressure in roles which by their nature and environment make them more susceptible to mental health issues. Seafarers, long distance truckers, and some railway workers in particular are away from home for extended periods of time, meaning they are more difficult to reach and for them to reach out themselves.

Limited access to services, information, communication, family and friends contributes to a compromised mental health. Additionally, the stigma that surrounds mental health in the transport sector can often make it difficult for workers to address their issues and seek support.

These relentless challenges have only been exacerbated by the uncertainty brought on by the pandemic. Transport workers are facing very real concerns around salary cuts, job loss, sickness, and extended periods of isolation. The increased anxiety is likely contributing to increased psychological distress and therefore an increased risk of developing mental health problems. The ITF has called for more to be done, and fast.

The ITF believe that the need for all stakeholders to consolidate their individual learnings and take direct action is becoming increasingly obvious. Reports illustrate the harsh reality that many across the maritime industry are struggling with their day-to-day activities.

In 2019, long before the start of the Covid-19 pandemic, the ITF Seafarers' Section and ITF Seafarers' Trust commissioned Yale University of Medicine to conduct a study on, *Mental Health and Risk Factors in Seafarers*. According to the study, prevalence of depression and anxiety among the surveyed seafarers was 25% and 17%, respectively. There is no doubt that the past 18 months will have increased these shocking statistics.

While for some employers across the maritime industry tackling the challenge of mental health can seem like a daunting task, the ITF are resolute in their assertion that the time is now to take collective action. Transport workers cannot wait any longer for a better and more consistent approach to mental health support, particularly as we continue to deal with the aftershocks of the pandemic.



Photo credit: Jake Lester Bodegas.

Stephen Cotton, ITF General Secretary, added: *'The Covid-19 pandemic has impacted maritime transport workers and those from the wider transport industry in a myriad of ways, including stress and anxiety about health and family, social isolation, and mental and physical fatigue.'*

'Even though limited measures such as access to helplines and communications were put in place by some employers during the pandemic, this World Mental Health Day we are urging the industry to come together to create a centralised plan of action that will give mental health the focus and attention it needs and deserves. The workforce we represent are key workers who often go under

appreciated for their efforts, they need help and support now more than ever. Let's not let them down.'

Continuing support

The ITF recognises the mental health crisis across the transport sector and continues to develop and implement initiatives via its global Wellbeing Programme, aimed at increasing awareness, providing support, and initiating change.

Against the backdrop of the pandemic, life for the seafaring community has been extremely challenging, making the continued support of the Programme all the more important.

To respond to the specific conditions created by the Covid-19 pandemic, the ITF launched its innovative *Reflect, Recognise, and Reach out* digital campaign. The campaign utilises social media platforms including Facebook, Twitter, and Instagram to share information, advice, and support on managing stress, depression, and other mental health issues.

Based on three core pillars, the campaign encourages seafarers to reflect on the challenges being faced and the effects on their mental health so they could be addressed, recognise the early signs and symptoms of stress to mitigate the effects, and ultimately reach out to get support, while signposting to services and other sources of support.

Other long-standing initiatives offered by the Programme include the provision of training and technical support to ITF affiliates to enable their members access to high quality round the clock, day in, day out tele-counselling on a range of wellbeing issues, including mental health. This sees the ITF working with large-scale seafaring unions such as the National Union of Seafarers India (NUSI), Associated Marine and Seafarers' Union of Philippines (AMOSUP), Forward Seafarers' Union of India (FSUI), National Union of Seafarers Sri Lanka (NUSS), and Seafarers' Union of Turkey (TDS), to maximise the benefits.

Facebook Live sessions

Additionally, in collaboration with its affiliates from different transport sectors, the ITF has been holding regular Facebook Live sessions on a variety of mental health issues, which it plans to continue following increasing demand. Each live session has attracted thousands of transport workers, in addition to over 100,000 views of the recordings so far.

To increase awareness of and access to the counselling services available to seafarers and their families, the ITF has created the ITF Seafarers' Wellbeing Directory. This consolidates the resources available for ITF affiliates and other organisations to make it as easy as possible for seafarers to access these valuable services that are often out of reach in the isolated environments in which they work.

Library of documentation

The Programme has also curated a library of factsheets and guidance sheets offering practical advice on a range of wellbeing issues. All the content is simplified to make it as accessible as possible for all seafarers requiring support.

ITF Seafarers App

The ITF Seafarers App has been developed with the particular needs of the seafarers in mind – with the ability to be downloaded for free and accessed anytime, anywhere. The software offers a hub of practical information and has recently been revamped to provide essential advice regarding important wellbeing issues such as stress and depression, as well as a valuable contact point to the ITF for further support.

Facebook Messenger

A recent survey carried out by the ITF indicates that Facebook is the most effective way to communicate with seafarers. With this in mind, the Wellbeing Programme utilises its Facebook page to update seafarers and other transport workers on wellbeing issues, while members frequently use the associated Facebook Messenger as a means to contact the ITF for support and guidance on their specific needs.

Jacqueline Smith, ITF Maritime Coordinator, commented: *'Deteriorating mental wellbeing has long been a growing concern for the maritime industry. Seafarers' psychological health issues are often sparked by poor conditions and long working hours, as well as money worries and even the loneliness that comes with spending so much time away from family and friends. I strongly support the call for the wider transport industry to implement clear and robust guidance regarding mental health, and factor it into existing policies where appropriate.'*

Education is vital

Education is vital to tackling mental health issues. Prevention, early recognition, and early intervention often result in positive outcomes. This is why the ITF remain committed to highlighting the issue and sharing information and advice at cadet and trainee level.

Over the years, the ITF has drawn on its expertise to develop modules on Wellbeing, covering subjects such as managing stress, that are taught in maritime schools across the globe. In collaboration with its affiliates and selected maritime academies, the ITF has introduced these modules in countries including India, Philippines, Sri Lanka, Bangladesh, Mexico, Chile, Peru, Colombia, Panama, Thailand, Uruguay, and Ukraine.

The ITF Wellbeing Programme

Furthermore, the ITF Wellbeing Programme is currently developing a comprehensive training module on mental health issues for unions' 1st Responders/Peer educators in direct response to the stressors presented by the pandemic. The module has been field tested among road transport and maritime unions of India and is expected to

be launched in next few weeks. Union educators, organisers, youth and women committee members in the transport sector will be trained to fulfil these roles and prove crucial in mitigating the long-term mental health and psychosocial issues stemming from current stressors.

Looking to a brighter future

The ITF believe that while mental health support is slowly improving across the transport sector, accelerated change is needed to prevent further damage to the workforce.

A three-stage approach

At present, stakeholders are considering the issues surrounding mental health individually, which is preventing significant action.

To find a better way forward, the ITF calls for a three-stage approach.

Firstly, that all relevant stakeholders, including unions, employers and government agencies reach a common understanding of the issues surrounding mental health.

Secondly, that they recognise their joint responsibility and create a synergy between the existing efforts of stakeholders.

Then thirdly, that they launch a collaborative endeavour whereby all stakeholders come together to develop programmes and initiatives to make real and lasting change.

The ITF believe that this approach would evolve and gain traction against the backdrop of all stakeholders involved identifying mental health fundamentally as a workplace issue firmly intertwined with the nature of the roles and environment of the transport industry.

Managing biofouling in shipping – The Idling Challenge

How idling affects ship operations and profitability

We learn that I-Tech (www.i-tech.se) developers of Selektope® (www.selektope.com) produced an I-Tech AB White Paper in September 2021 with the title: *Managing biofouling in shipping – The Idling Challenge: How idling affects ship operations and profitability.*

I-Tech is a global biotechnology company operating in the marine paint industry. The company has developed and commercialised the product, Selektope.

As we fouling is a pressing environmental and financial problem. Therefore, prevention rather than cure is the correct approach to tackling the global issue as only with a barnacle-free hull can global emission targets most likely be met.

In the introduction to the White Paper it is stated that: *'Barnacles can cause an increase of fuel consumption of*

over 40% and with an increasing risk of fouling, the problem has grown to new levels...'

This 28-page document has paragraphs regarding key findings and highlights. It indicates how biofouling occurs, provides a study into the effect of idling leading to decarbonising in shipping, the choice of antifouling and risks involved.

The White Paper may be downloaded here: <https://tinyurl.com/sz7z9mvw>

We see that the number of vessels idling for more than 14 days increased for most segments within the global fleet. For example: for the container fleet, there was a clear peak in June 2020 with 99 vessels idling at warm waters, 96 vessels idling at medium waters and two vessels idling at cold waters giving a total number of 197 vessels being idle.



Comparing this to June 2019 when there were only 22 vessels idling at warm waters, 13 in medium waters and 1 in cold water giving a total number of 36, this is an increase of over 447% year on year.

The effects of the pandemic had an impact also within the bulker fleet. There was an increase from 1,100 vessels being idle in the beginning of 2020 to over 1,500 in April 2020. The majority of vessels were idling in water warmer than 25°C.

Over the last decade, the number of idling vessels has roughly doubled and, on top of that much idling is taking place in tropical waters where vessels are exposed to an intense fouling risk

One example quoted is that of mt *Calypso* – barnacle free after 63 months in operation. When analysing the speed loss of *Calypso* during the period from December 2015 to January 2021, *Calypso* was operating with a Selektopaint containing paint, the conclusion is that friction and speed loss were significantly lower than the industry average and the hull performance was exceptionally good. The low speed loss indicated a smooth, non-fouled hull with low friction between hull and water. The hull was found to be completely free of barnacles, this after the ship both sailed and lain at anchor in high-risk areas for hard fouling and the growth of barnacles.

Fatal accidents from falling off ships' pilot ladders

AMSA issues Marine notice

On 5 October the Australian Maritime Safety Authority (AMSA) issued Marine Notice 2021/06 highlighting the obligation of ship owners, operators, masters and crew to ensure safe arrangements are in place when embarking or disembarking a vessel using a pilot ladder.

Background

Transfers using pilot ladders are high risk activities. Fatalities have occurred when crew have fallen to their deaths while climbing up or down pilot ladders.

In August 2021, AMSA received notification of the death of a crewmember who fell into the water while climbing down the pilot ladder of a bulk carrier to board a crew transfer boat. That same day, the crewmember had signed off the vessel to go home.

Managing risks

Embarking and disembarking a vessel using a pilot ladder is a high-risk activity. Failing to provide safe access can be fatal.

A risk assessment for safe transfer of people by pilot ladder, or other means, should be part of the vessel's safety management system.

Pilot ladders and associated equipment must comply with international standards (SOLAS V/23), be certified and properly maintained.

When considering the risk of use of a pilot ladder for transfer, as a minimum, attention should be given to:

- The experience and capability of people using the pilot ladder.
- The physical demands of using a pilot ladder.
- Sea state and weather conditions.
- The ability of a launch or other vessel to act as a platform to safely transfer people to or from a pilot ladder.
- Measures to prevent falls.
- Emergency response if a person using the pilot ladder falls.
- Use of other means of transfer which present a lower risk in the circumstances, such as a helicopter.

Further reading

- AMSA's *Maritime Safety Awareness Bulletin issue 10—Safe vessel access* provides further guidance on safe access including information on managing risks. See here: <https://tinyurl.com/3um9y6yn>
- Marine notice 3/2019 – Pilot transfer arrangements see here: <https://tinyurl.com/ux449ww>
- Australian Transport Safety Bureau Investigation Report into the fall from the pilot ladder on the bulk carrier *Atlantic Princess*, Whyalla, South Australia on 3 July 2013 300-MO-2013-007 available here: <https://tinyurl.com/te6snewc>

About AMSA Marine Notices

AMSA Marine Notices provides important safety related information, general guidance and details about forthcoming changes to legislation to the shipping and maritime community. They may be found here:

www.amsa.gov.au/marine-notices

USCG Marine Safety Alert

Accommodation ladder corroded turntable pins

In mid-September the US Coast Guard issued a Marine Safety Alert (No 05-21) in respect of corroded turntable pins and the fact that they can cause structural failure on accommodation ladders.

Outlined in the USCG alert was the fact that a recent marine casualty resulting in an injury of a crewmember on board a foreign freight vessel brought to light a potentially dangerous situation involving the turntable pin on accommodation ladders.

It is apparent that, currently, there are no established timelines or requirements to replace turntable pins.

Without proper and periodic examination and replacement, corrosion can ultimately lead to structural failure.

After the incident, the Coast Guard noted that multiple foreign-flag vessels had accommodation ladder turntable pins in service for more than 20 years without replacement.

Guidelines on the maintenance of accommodation ladders is contained within 74 SOLAS (14) II-1/3-9, MSC.1/Circ. 1331, and 74 SOLAS (14) III/20.7.2.

However, it was found that none of the aforementioned references include maintenance guidelines for the turntable pins.

While the turntable pin may seem like a minor component, its failure can cause significant harm to all persons using the accommodation ladder.

With regard to the incident reported, in this instance, the vessel's crew was in the process of stowing the accommodation ladder when the turntable pin failed. As a

result, a crew member who was on the accommodation ladder at the time fell approximately 30 feet and sustained serious injuries.

The US Coast Guard in its **Marine Safety Alert 05-21** strongly recommends that vessel owners and operators:

- Maintain the turntable pins.
- Periodically inspect the condition of the turntable pins and replace them when necessary.
- Revise accommodation ladder maintenance plans to include turntable pins.

Marine Safety Alert 05-21 of which we report here is provided for information purposes only and does not relieve any domestic or international safety, operational, or material requirement.

The document has been developed by the Investigators of Sector Delaware Bay and distributed by the Office of Investigations and Analysis.

We understand that questions may be sent to HQS-SMB-CG-INV@uscg.mil

Notations for Singapore Registry of Ships

(SRS Notations)

The Singapore Registry of Ships (SRS) has introduced voluntary notations for Singapore ships to drive and promote sustainable shipping, digital transformation and seafarers' well-being.

It is understood that the SRS Notations will serve to encourage SRS ship owners, operators and managers to adopt solutions to enhance Singapore ships' safety, security, environmental protection, operational efficiency as well as crew well-being.

The four categories of notations are:

- Green
- Cyber
- Smart
- Welfare

Upon review of applications received, Singapore ships that qualify will be awarded with the applicable notation(s) and issued with a Certificate of Recognition, it is reported.

SRS Green Notation

SRS Green notation is introduced to encourage Singapore ships to adopt technologies and/or use low or zero carbon fuel to reduce their carbon intensity. This notation is sub-categorised into:

- Green (Carbon Reduction CR)
- Green (Low Carbon LC)
- Green (Zero Carbon ZC)

SRS Cyber Notation

The SRS Cyber Notation is introduced to encourage Singapore ships to adopt advanced cyber security measures to protect the shipboard Operational Technology (OT) systems that are vulnerable to cyber-attacks. The four main OT systems that are vulnerable to cyber-attacks have been identified as the following:

- Communication Systems
- Propulsion, Machinery & Power Control Systems
- Navigation Systems
- Cargo Management Systems

SRS Smart Notation

SRS Smart (Remote Inspection) is introduced to encourage Singapore ships to equip itself with suitable communication network on board to facilitate remote inspection, survey and audit to be carried out by FSC inspectors, class surveyors, class auditors, company internal auditors and so forth. This notation is sub-categorised into SRS Smart R, SRS Smart R+ and SRS Smart R++.

SRS Welfare Notation

SRS Welfare is assigned to Singapore ships that enhance seafarers' quality of life on board and mental wellness. Singapore ships must fulfil the minimum criteria with respect to habitability, mental health and increasing personnel comfort. The notation is sub-categorised into SRS Welfare, SRS Welfare+ and SRS Welfare++.

ABB launches C-CAMs

Automation solution for merchant vessels

ABB's newly launched C-CAMs automation provision applies to vessel systems, power management, cargo control and tank gauging, improving efficiency and safety by enabling faster troubleshooting and maintenance as well as enhanced situational awareness. This was reported by ABB on 27 October with the introduction of C-CAMs as an easily installed and used system that automates and integrates control, alarm and monitoring of critical services on board.

It is said to be the first marine automation application to feature a mobile overview of system data, with the ABB Ability™ Edgenius Operations Data Manager, providing access to the alarm and monitoring data regardless of the user's location in a vessel. Above all the system has been designed for merchant marine applications and the service is the first of its kind to offer access to system data by way of mobile devices.

To quote Stian Torkildsen, Global Product Line Manager, Automation & Control Solutions, ABB Marine & Ports: *'C-CAMs integrates easily with relevant vessel systems and can be accessed and serviced remotely to facilitate maintenance and repair.'*

'In addition, modern connectivity options and interfaces allow crew to access automation system data throughout the ship via mobile devices, so the solution benefits on board personnel as well as the vessel owner.'

It is understood that this intuitive service has been developed based on ABB's extensive expertise in automation delivering cyber-security by design and built on reliable and robust hardware that enables a long service life for all components.

Furthermore, high availability is further supported by system redundancy, while safety margins are higher than for comparable systems in the market, it is reported.



Illustration per: www.abb.com ABB ©

Thanks to system design it is understood that C-CAMs are easy to retrofit, and installation costs are approximately 50% lower than for conventional marine automation systems, ABB claims.

Rune Braastad, Business Line Manager Marine Systems, ABB Marine & Ports added: *'We are proud to build on ABB's long history in power and automation technologies and expand our automation offering to the ocean going vessels in the marine commercial fleet.'*

'The C-CAMs automation system offers major benefits for shipyards and ship owners, enabling faster engineering, installation and commissioning compared to traditional automation systems, ultimately resulting in a lower total cost of ownership.'

Spares and technical support are said to be accessible worldwide and here ship owners can also specify the inclusion of ABB's Power Energy Management System (PEMS™), which ensures the optimal use of a vessel's total power resources to promote safe, efficient and environmentally friendly operations.

For more information readers are invited to see here: www.abb.com

Seafarers call for shipping to set ambitious climate targets now if its future is to be sustainable

The shipping industry needs to set ambitious targets to help prevent global climate catastrophe, the International Transport Workers' Federation (ITF) cautioned in a new position paper launched on 29 October.

The title is: *The Green Horizon: We see beyond the Big Blue. How Seafarers will lead the just transition needed for a sustainable shipping future.*

A pdf version may be downloaded here:
<https://tinyurl.com/pxhcbhdu>

There are currently more than 50,000 cargo ships on the world's oceans, the majority of which run on low-grade, heavy 'bunker' fuel. Together, the ships emit as much greenhouse gas into the atmosphere as entire countries, such as industrial powerhouses Germany and Japan.

International shipping has not been explicitly included in the landmark Paris Agreement or its predecessors.

The Paris Agreement aims to limit the global temperature increase to 1.5°C. To bring international shipping into line with the Paris Agreement, the ITF is calling for the industry and regulators to commit to a target of zero-carbon by 2050.

In the words of Stephen Cotton, the ITF's General Secretary: *'People who work at sea witness the impacts of climate change every day and are extremely concerned that their industry is not acting quickly enough.'*

'Huge changes are needed swiftly to switch the shipping industry away from fossil fuels. Seafarers have the passion, knowledge and ideas to help move the industry to a carbon-free future.'

'The decisions made by leaders over the coming weeks at COP and elsewhere will be crucial to preventing irreversible climate change. As working people, we deserve a planet that is safe to live on.'

Fundamental principles for a just transition

This sustainable shipping position paper sets out eight 'fundamental principles for a just transition' to make sure the decarbonisation of the industry includes workers' voices, as the industry tests alternative fuels, redesigns skills and career pathways, and shifts employment from fossil fuels to alternative fuel bunkering systems.

David Heindel, ITF Seafarers' Section chair and the Federation's Sustainable Shipping Working Group chair added: *'Seafarers want to be part of the solution. We want to be proud of the action taken by our industry. We want to lead the transition.'*

But switching from carbon-heavy bunker fuel to new energy sources such as hydrogen or ammonia has the

potential for danger for workers, the ITF's paper points out.

Transition could lead to more employment

Safety must be carefully thought through. Seafarers must receive adequate training. Changes such as the introduction of new technology must not be used as an excuse to reduce crewing numbers on ships or to attack workers' jobs or conditions. In fact, it says, the transition could lead to more employment, and is especially an opportunity to encourage more women and young people to take up work at sea.

Heindel continued: *'Seafarers must be at the table from the outset, if we are to deliver sustainable shipping for future generations. The industry would be well-advised to draw on workers' experience and expertise. That way, plans for achieving zero-carbon emissions can happen quickly, safely and fairly.'*

Major investment needed in ports

Ports, the ITF warns, will need major investment to replace diesel tanks and pipeline infrastructure with the fuel systems of the future. Upgrades could cost hundreds of billions of dollars. Transitioning shipping to zero-carbon will be a challenge, particularly in the global south. The ITF position paper calls on international regulators, governments and the shipping industry itself to look at ways the transition can be funded fairly, particularly for investments needed in the world's poorest countries.

Cotton concluded by saying: *'A just transition for workers was included in the Paris Agreement for a reason – there can be no climate justice without labour justice. Workers will drive the urgent transformation of the global economy, and seafarers will drive the transformation in shipping. We're up for the challenge.'*

The paper comes as Glasgow hosts the 26th UN Climate Change Conference of the Parties (COP26) from 31 October – 12 November 2021).

Calls for concrete climate action at Glasgow have been coming from all sectors. There has been a steady drumbeat of key reports showing that it is imperative for countries to take measures to curb emissions as soon as possible.'

The UN Secretary-General António Guterres called for a 'massive mobilization' of political will that requires trust among the world's biggest economies – the G20 – and between developed and developing countries, including emerging economies.'

COP26 can still be a turning point towards a safer and greener world, and it is not too late he commented, but 'we must act now', he stated. 'Without decisive action, we are gambling away our last chance to – literally – turn the tide.'

Glossary of terms

Mid-week UN News published an informative and entertaining introduction to climate change, COP and more. It is available here:
<https://tinyurl.com/k6nm6f3e>