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IFSMA

NEWSLETTER

The Shipmasters' International Voice



*International Day for Women in Shipping
Empowering Women in Shipping
Elpi Petraki gives her views
See page 18*



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Readers are reminded that the opinions expressed in the IFSMA Newsletter are those of the author and not necessarily in accord with IFSMA policy.	

Secretary General's Report

It has been very much routine business here at the Headquarters, but early in the month we were honoured with a visit to our office at the ITF of the management board of the Norwegian Marine Officers' Association, one of our eight founding members. Paul and I were able to brief them on the recent work of IFSMA and some of the key issues we are focussing on at the IMO. It was also an opportunity for us to thank them for all their support over the years and the effort they put into supporting IFSMA at the IMO with subject matter experts when needed.

The highlight of the month here in the UK and with some members of the Commonwealth are the ongoing celebrations for Her Majesty the Queen's Platinum Anniversary (70 years) of her accession to the throne as the UK Head of State. It is quite the most remarkable milestone in the UK's history.

Here I am reminded that she comes from a long line of sailor kings and she and her family play important roles by way of providing patronage in a number of seafarers' charities.



Nevertheless we should not get too carried away and forget those who are less fortunate around the world. We should in particular spare a thought for our colleagues in Ukraine who are suffering so terribly in the war being waged on them by Russia and the barbaric treatment they are having to suffer. We should all give them whatever support we can and pray that the Russians desist their operations, withdraw their forces and allow this proud nation the chance to try and rebuild their shattered lives.

With fair winds and a following sea.

Jim Scorer

Aden: Dilapidated oil tankers and dhow traffic

HE Dr Abdul Salam Hamid, Minister of Transport, Government of Yemen accompanied by the Under-Secretary of the Ministry, Captain Ali Al-Subhi, conducted an inspection on 18 May to Yemen Gulf of Aden Ports Corporation (YGAPC), to discuss a number of important and sensitive issues.



They were received by Dr Mohammad Alawi Amzerba, the Executive Chairman of the Board of Directors of YGAPC and members of the Port Corporation's senior management. They discussed the problem of dilapidated oil tankers in the port, and ways to prevent them from causing pollution or the risk of their sinking in the port, as well as legal and procedural aspects.

The meeting discussed the steps that have been taken regarding the hinterland of the port which comprises strategic areas for the development and expansion of the port and marine services.



At the close of the meeting, HE The Minister of Transport stressed that the Presidential Command Council and the government are paying attention to the port of Aden, as one of the most important sovereign facilities that must be supported to contribute more to the development of the national economy, and to attract investors to the port of Aden, which he said will remain the best in its distinguished strategic location.

A few weeks earlier it was reported that Aden had handled more than 63,000 tons of cargo moved by dhow during 2021

Cargo exported and imported through the port of Aden by dhow with neighbouring ports in the Sultanate of Oman, Djibouti and Somalia achieved a noticeable increase in 2021 compared to the previous six years. There was an increase of approximately 103% compared to 2020 where the tonnage handled was 31,126 tons.

Illustrations per: www.portofaden.net

The IMO Digest

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

Illustrations per www.imo.org ©

IMO Madagascar Port Security Workshop

Strengthening port security was the focus of a workshop held from 9 to 13 May in Antananarivo, Madagascar.

IMO officials assisted the maritime administration to develop the legal framework to give full and complete effect to the IMO instruments dealing with maritime security, including the International Ship and Port Facility Security Code (ISPS Code).

This workshop focused on the legislative aspect of maritime security. Participants are also discussing improving the collaboration of the various bodies involved in maritime security and strengthening the know-how of the Port Facility Security Officers (PFSOs) – who develop security plans and procedures for the port facilities.

EU sponsorship

It is understood that the workshop was the first of a series of activities in Madagascar under a port security project, sponsored by the European Union. It is anticipated that future workshops will involve further collaboration between the implementing partners, IMO, the International Criminal Police Organization (INTERPOL) and the United Nations Office on Drugs and Crime (UNODC).

Madagascar's Port Maritime and Waterways Agency hosted the workshop for 27 participants from various agencies including Customs, fisheries surveillance, police, navy, and representatives of the ports of Toamasina and Ehoala.

Developing a National Maritime Security Risk Register

IMO supports Kenya

Identifying emerging threats to maritime security is key in developing the right tools to ensure sound maritime security governance.

To address this, thirty participants from several Kenyan Government ministries and agencies with responsibility for maritime security policy and operational implementation took part in a five-day IMO-sponsored workshop from 9 to 13 May. They assisted the Kenyan Government in the development of its National Maritime Security Risk Register.

It is understood that the finalized National Maritime Security Risk Register will assess the threat, impact, and vulnerability criteria of all security threats to Kenyan national maritime security interests. This will enable the National Maritime Security Committee to formulate and coordinate new work programmes to mitigate these risks.

Furthermore, the scheme will also drive the development of the strategic objectives in the Kenyan National Maritime Security Strategy, which will set out Kenya's vision for how it will safeguard its maritime domain for the next twenty years.

Securing and safeguarding the growth of the country's blue economy is critical for development and economic growth. This forum followed an earlier workshop on the Development of the National Maritime Security Strategy held this year on 7 and 8 March, which shared good practice on the establishment of an effective National Maritime Security Committee structure and the development of a National Maritime Security Strategy.

EU-funding

This multi-agency workshop of 9 to 13 May was an excellent example of the whole of government approach to maritime security. The workshop is part of the EU-funded project on Port Security and Safety of Navigation in Eastern and Southern Africa and The Indian Ocean, which IMO is delivering with implementing partners Interpol and UNODC.

Abuja MoU

Harmonizing Port State Control and Flag State implementation

IMO collaboration

Heads of Maritime Administrations in West and Central Africa discussed Port State Control and Flag State implementation during a three-day regional workshop in Lagos held from 9 to 11 May.

The main objective of the workshop was to provide a platform to create awareness on the duties and responsibilities of the Heads of Maritime Administrations on port State control matters and to exchange views and discuss experiences to enhance the harmonization of port State control (PSC) activities and flag State implementation in the Abuja MoU region. They also discussed information sharing capabilities.

The Abuja MoU is one of ten regional Port State Control regimes (for more information on PSC readers are invited to see here: <https://tinyurl.com/2p9yaw68>)

The high-level workshop was a collaboration between IMO, the Secretariat of Abuja MoU, Nigerian Maritime Administration and Safety Agency and the Federal Ministry of Transportation, Nigeria. Participants were more than 100 officials from 20* of the 22 Member States of Abuja MoU.

Heads of Maritime Administrations were urged to take immediate action in giving effect to Corrective Action Plans following the IMO Member State Audit (IMSAS) of States in the region. To support gender equality, they were encouraged to include women when nominating personnel for IMSAS auditors following the applicable training.



Specific workshop outcomes included:

- I. Familiarization on the need for an effective port State control regime and the risks and dangers of not doing so.
- Enhanced procedures for port State control inspections, requirements for port State control officers (PSCOs) and understanding of the functioning and harmonization work among regional PSC regimes.
- A progress report on the Abuja MoU on port State activities and Near Coastal Voyage Code.
- Appreciation of IMO's Integrated Technical Co-operation Programme (ITCP) activities and how they relate to the region.
- A draft assessment format for eventual consideration by the Abuja MoU Committee was developed. Participants were encouraged and guided on how to complete and submit an IMO flag State performance self-assessment form.

Three member States (Democratic Republic of the Congo, Equatorial Guinea and Mauritania) made commitments to submit their letters of acceptance to attain full membership of Abuja MoU.

*The participating countries included Angola, Benin, Cabo Verde, Cameroon, Congo, Côte d'Ivoire, Democratic Republic of the Congo, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea Bissau, Liberia, Mauritania, Nigeria, Senegal, Sierra Leone, South Africa and Togo.

The first International Day for Women in Maritime

The first International Day for Women in Maritime on 18 May provided a platform to highlight and celebrate the achievements of women in maritime and identify areas of improvement for gender balance.

IMO Secretary-General Kitack Lim said: *‘There is still a gender imbalance in maritime – but times are changing. It is recognized that diversity in maritime benefits the entire sector. Women in maritime are working everywhere to support the transition to a decarbonized, digitalized and more sustainable future.*

Let us take this opportunity to celebrate the many women who are contributing to the future of maritime: maintaining an engine on a ship, running a company, drawing up a contract, surveying a vessel, or chairing an IMO committee meeting, (Watch the complete video message here: <https://tinyurl.com/3t64ysvy>



The International Day for Women in Maritime provided a platform to highlight and celebrate the achievements of women in maritime and identify areas of improvement for gender balance.

‘While there is much to celebrate, there is also the need for more progress to be made.’

IMO marked the occasion with a virtual symposium, the release of a Women in Maritime report and a social media campaign. IMO has unveiled an iconic new logo to mark the occasion. The logo artistically combines the female gender symbol and maritime anchor symbol.

Virtual Symposium

IMO’s virtual symposium on the day explored the theme of *Training-Visibility-Recognition: Supporting a barrier-free working environment for Women in Maritime*. The symposium highlighted the need for women to be more visible throughout the sector as a whole; more widely represented at decision-making levels; and better supported through appropriate skills development. Register to attend the event here.

Survey report

IMO launched the inaugural IMO-WISTA International (Women’s International Shipping and Trading Association Limited) survey results. The report contains information about the proportion and distribution of women working in the maritime sector, based on information provided by

IMO Member States and the maritime industry. The survey uses data from IMO Member States and the maritime industry to benchmark the current gender balance of the maritime workforce and indicate areas of success and those where more progress is needed.

For the Women in Maritime survey see here: <https://tinyurl.com/y5pu4u97>

Social media campaign

On social media, IMO invited women in maritime to share images of themselves in their working environments using the hashtag #WomenInMaritimeDay. IMO also invited seafarers to share images of themselves with the woman/women in maritime who make their working lives better.

Supporting SDG 5 on gender equality

IMO is working to address the current gender imbalance in maritime and achieve the United Nations Sustainable Development Goal 5 on gender equality. IMO has a longstanding Women in Maritime programme. In 2019, the World Maritime theme was *Empowering women in the maritime community*, with numerous activities promoting gender equality in maritime. At the end of 2019, IMO Member States at the IMO Assembly adopted a resolution pledging to ensure the legacy of 2019 would continue.

In 2021, the IMO Assembly adopted a resolution proclaiming an International Day for Women in Maritime on 18 May each year. The day celebrates women in the industry and is intended to promote the recruitment, retention and sustained employment of women in the maritime sector and raise the profile of women in maritime.

ISWG-GHG 12: Reducing GHG Emissions from Ship

On 24 May IMO reported that the Green House Gas (GHG) Working Group had finalised carbon intensity measures guidance and agreed to further develop a basket of candidate mid-term measures including technical and carbon-pricing elements.

Draft guidelines to support implementation of ship carbon intensity measures coming into effect in 2023 have been finalised by an IMO Working Group.

From 16 to 20 May the twelfth session of the Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG 12), also discussed a number of concrete proposals for mid-term measures and associated impact assessments, in the context of IMO’s Work plan on the development mid-term GHG reduction measures.

Following very constructive discussions, the Working Group agreed to advance towards the further development of a basket of candidate mid-term measures – integrating both technical (for example, a GHG fuel standard and/or enhancement of IMO’s carbon intensity measures) and carbon pricing (for example, through a market-based measure) elements.

The session, held remotely, was attended by more than 430 participants from some 80 Member States, as well as from NGOs in consultative status with IMO.

The ISWG-GHG 12 report will be considered by MEPC 78. The ISWG-GHG 11 session report will also be submitted to MEPC 78, including an update on its work to develop marine fuel lifecycle GHG assessment guidelines, which would cover Well-to-Wake, including Well-to-Tank and Tank-to-Wake emission values, and how to conduct future assessments of possible impacts on States of IMO's basket of candidate mid-term measures.

Draft guidelines/guidance to support implementation of IMO's carbon intensity reduction measures approved

The short-term measure to reduce carbon intensity was adopted as amendments to MARPOL Annex VI in June 2021 and includes the Energy Efficiency Existing Ship Index (EEXI); annual operational carbon intensity indicator (CII) rating and an enhanced Ship Energy Efficiency Management Plan (SEEMP). The new and updated guidelines will supplement (or replace) guidelines already adopted to support the implementation of the EEXI and CII regulations. These guidelines provide additional clarity to Administrations implementing the regulations and to the shipping industry.

Guidelines / guidance finalised

Based on the outcome of a Correspondence Group on Carbon Intensity reduction attended by more than 300 experts in 2021 and 2022, the Working Group finalised the following guidelines/guidance, for adoption/approval by the Marine Environment Protection Committee (MEPC 78, 6 to 10 June 2022):

- 2022 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP).
- Guidelines for the verification and company audits by the Administration of Part III of the Ship Energy Efficiency Management Plan (SEEMP).
- 2022 Guidelines for Administration verification of ship fuel oil consumption data and operational carbon intensity.
- 2022 Guidelines for the development and management of the IMO Ship Fuel Oil Consumption Database.
- Guidance for the submission of data to the IMO data collection system from a State not Party to MARPOL Annex VI.
- 2022 Guidelines on the method of calculation of the attained Energy Efficiency Existing Ship Index (EEXI).
- 2022 Guidelines on survey and certification of the attained Energy Efficiency Existing Ship Index (EEXI).
- Guidance on methods, procedures and verification of in-service performance measurements for EEXI calculation.

- 2022 Interim Guidelines on Correction Factors and Voyage Adjustments for CII Calculations (CII Guidelines, G5).
- 2022 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1).
- 2022 Guidelines on the Reference Lines for use with Operational Carbon Intensity Indicators (CII Reference Lines Guidelines, G2).
- 2022 Guidelines on the Operational Carbon Intensity Rating of Ships (CII Rating Guidelines, G4).

The Working Group also discussed draft amendments to the Procedures for port State control, 2021 (resolution A.1155(32)), related to enforcement of the short-term GHG reduction measure by Port State Control authorities. The Group agreed to refer the draft amendments prepared by the Correspondence Group to the Sub-Committee on Implementation of IMO Instruments (III 8, 25 to 29 July) for further consideration. In particular, the III Sub-Committee is requested to consider the issue of what is regarded as a detainable deficiency in relation to the CII rating and to advise MEPC 79 accordingly.

Proposals for mid- and long-term measures – moving to phase II of the Work plan on the development of mid-term measures

The Working Group considered in detail various proposals for mid-term measures and welcomed the proposals, their initial impact assessments, and other relevant documents (22 submissions to the Working Group as well as submissions referred from the MEPC).



The various proposals received support from several delegations, and the Group recognized that all these proposals contained valuable elements.

Basket of candidate mid-term measures

The Working Group supported, in general, the further development of a basket of candidate mid-term measures, integrating both various technical and carbon pricing elements while recognizing the necessary flexibility.

In accordance with Phase II of the Work plan, the Group agreed to continue its work by means of assessing, in particular, the (i) feasibility; (ii) effectiveness to deliver the long-term levels of ambition and (iii) potential impacts on States, of the basket of candidate mid-term measures.

The Group noted that there would be a need for additional information to support the development of the basket of candidate measures during Phase II. The Group also invited the proponents of the different candidate measures to work together inter-sessionally with a view to exploring how different elements of these proposals could be combined within the basket, and invited Member States and international organizations to submit new documents to a future session, including refined proposals to that purpose.

The work plan for development of mid- and long-term measures, including economic market-based measures, envisages three phases:

Phase I – Collation and initial consideration of proposals;

Phase II – Assessment and selection of measures(s) to further develop;

Phase III – Development of (a) measure(s) to be finalized. (Read more on the work plan here).

Further work

The Working Group developed proposed draft terms of reference for the intersessional group to meet between the MEPC 78 and MEPC 79 sessions. This would include further work on marine fuel life cycle GHG assessment; impact assessment of measures; revision of the ship fuel oil consumption Data Collection System (DCS); and further consideration of a basket of candidate mid-term measures in the context of Phase II of the Work plan for the development of mid- and long-term measures (mid- and long-term includes market-based measures). MEPC 78 may decide to add other GHG-related matters to the agenda of the Working Group.

The workload of the group was discussed. The Working Group agreed on the need to progress efficiently on the many tasks related to the reduction of GHG emissions from international shipping. The Group agreed to work together to find a joint solution on whether to continue working under existing working arrangements or to adjust the working arrangements; and invited Member States, international organizations and the Secretariat to submit relevant documents on this matter.

Day of the Seafarer 2022

This year, once again, the annual Day of the Seafarer (DotS) will be celebrated on 25 June.

This year the theme is: *Your voyage - then and now, share your journey.*

Every seafarer's journey is different, but they all face similar challenges. For 2022 the campaign of the Day of the Seafarers, with the theme *Your voyage - then and now, share your journey*, looks at seafarer voyages, what it includes and how it has evolved over time and what remains at the heart of seafarers' reality.

This campaign gives seafarers a chance to share what resonates with them currently, whether it is the crew change crisis being unresolved or the future of technology.

For this year's Day of the Seafarer IMO Secretary-General Kitck Lim has made a four minute video message available here: <https://tinyurl.com/2p89vma5>

Social Media

As in previous years, the Day of the Seafarer campaign is centred on social media.



This year IMO is asking seafarers to post two photos, one of their first voyage and another one of the latest or most recent voyage, and to tell what has changed. Is shipping greener? Is the technology better? Are seafarers more skilled? What have they learnt?

#SeafarerJourney will be the new hashtag for the 2022 campaign. This hashtag can be used by anyone engaging in the campaign to pay tribute to seafarers.

Seafarers themselves can use it to showcase their voyages.

All IMO's social media platforms are featured but Twitter, Facebook and Instagram account for most activity.

Ukrainian port workers' appeal

Appeal launched by IAPH and The Seafarers' Charity to assist Ukrainian port workers and their families

How readers can help port workers and their families, now and through the crisis

The International Association of Ports and Harbors (IAPH: www.iaphworldports.org) is working with UK-based The Seafarers' Charity to support port workers and their families impacted by the humanitarian disaster caused by the war in Ukraine.

Ukrainian seaports are in the frontline of the war, as the siege of Mariupol and heavy fighting around Berdyansk and Kherson has demonstrated. The environment is chaotic, dangerous, and fast moving, with other ports in the Black Sea, such as Odesa, under threat. Ongoing conflict, violence and uncertainty are causing people to flee their homes and become separated from their families. In some areas, water, electricity and phone connectivity have been affected with many people now unable to contact their loved ones.

For now, the greatest need is basic human welfare – shelter, food, water, transport, access to medical services, along with practical financial help. The need will change shape and undoubtedly grow as conflict continues and lives, communities, port cities and futures need to be rebuilt. It is understood that the charity will work alongside all present and potential future partners to understand what is needed, where the gaps are, and how it can best respond.



Illustration per www.iaphworldports.org

This devastation will be felt for months and thus the charity aims to be as responsive as possible to the needs of port workers and their families impacted by the crisis in Ukraine.

This emergency appeal is being coordinated by the International Association of Ports and Harbors (IAPH) and The Seafarers' Charity. Funds raised will be distributed to appropriate delivery partners operating in Ukraine to support port workers and their families, including the Maritime Transport Workers' Trade Union of Ukraine (MTWTU) and its welfare fund Mortrans. The fund has passed formal vetting and due diligence procedures by The Seafarers' Charity and is an appointed receiver of humanitarian relief. Other duly vetted organisations representing port workers' interests may be added in future.

Donations will be administered and overseen at no cost by The Seafarers' Charity (formerly Seafarers UK), a grant funder which has embedded and well-established governance mechanisms and processes for monitoring and evaluation to ensure efficiency and transparency. All donors will receive a copy of the impact report produced at the end of the year to show where the funds have been spent.

The International Relief for Ukrainian Port Workers initiative was inspired by the Seafarers' International Relief Fund (SIRF), which is also administered by The Seafarers' Charity. It is however different in that it focuses exclusively on Ukrainian port workers and their families.

Simplifying saving lives: automating AMVER

Early in May it was reported that NAVTOR had teamed up with the United States Coast Guard (USCG) to integrate AMVER into its innovative digital chart table software NavStation. The result is said to be a simplification of a crucial life-saving initiative; negating barriers to entry, easing administration and boosting a key support network for sailors worldwide.

AMVER a global institution for seafarers

Launched in 1958, the Automated Mutual Assistance Vessel Rescue (AMVER) System is a constantly evolving safety net for ships in distress.



Embodying the best AMVER values: Captain Thomas B Crawford of Matson Navigation.

Operated by the USCG, AMVER encourages ships to participate in a voluntary reporting scheme that details sailing plans, positions, deviations and arrivals to pinpoint locations and routes.

If AMVER receives a distress call from a vessel outside the reach of the USCG, or other participating coast guards, it can then alert nearby ships to come to the rescue. There is no place on the oceans that cannot be reached by an AMVER participant within 24 hours, it is claimed.

Strength in numbers

Explained Benjamin Strong, Director, Amver Maritime Relations, USCG: *'AMVER represents the very best of what seafarers have to offer, the highest tradition of mariner helping mariner.'*

'It is incredible, a hugely powerful tool for search and rescue, but one that relies on ship participation to succeed. It can only ever be as strong as the network of vessels it attracts, so we have to continually grow that pool of volunteers.'

'The feedback we receive from seafarers is they want to find a way to eliminate manual reporting, easing an

administrative burden which, we have to admit, adds to existing duties. We obviously wanted to help and were keen to leverage any available technologies or partners to do so.'



Simply saving lives with NavStation – now with fully integrated, and automated, AMVER reporting.

The tangible impact of that noble desire of mariner helping mariner, he noted, is that the system has sent ships to 1,889 incidents in the last ten years, saving a total of 3,572 lives.

Awareness is one thing, Strong said, and that is high, with over 11,000 vessels currently involved (with around 6,600 reporting on a daily basis). But lowering the threshold to entry is another, especially given the increasing complexity, and demands, defining modern day shipping.

Maritime mission

The Norwegian maritime technology company of NAVTOR launched NavStation in 2014 as the world's first digital chart table. The software layers vital voyage information over ENC's to unite data on a single, integrated platform – putting, as the company says: *'everything a navigator needs at their fingertips.'*

One benefit of this integrated approach is the ability to simplify tasks, cutting administration through automated processes wherever possible. NavStation's Passage Planning module is a case in point, with the platform slicing admin time from an average of over three hours per voyage to around just 30 minutes.

Todd Allen, Regional Manager, North America, NAVTOR, commented: *'This got some of our key customers* thinking about what else it could do. One area where potential efficiencies were spotted was, of course, AMVER.'*

Instead of having to manually enter data in detailed standardised language and codes, and then emailing it to AMVER, could the information already available through the Passage Planning module on NavStation be automatically collated and sent at the push of a button?

'This was an intriguing idea that fitted perfectly with our mission of enhancing safety and operational efficiency through digital innovation, Allen stated and added: 'We are focused on making life simpler for those at sea and

this seemed to be tackling a pressing, and important, issue for them. So, we got to work.'

A fully integrated system

As a result, the latest incarnation of NavStation – which was due to be available in May – has fully integrated, and automated AMVER reporting as standard (when used with Passage Planning).

Strong added: *'This is a real step forward. Firstly, the integration makes AMVER reporting easy and allows participating vessels to continue their tradition of enhancing safety at sea. Secondly, it eliminates the risk of human error in reporting, making the system more accurate, reliable and robust. Thirdly, it makes it even easier for ships that are not enrolled in AMVER to participate. If a ship uses NavStation, and was not an AMVER participant, then there is now no reason not to get involved. All it takes is the push of a button to be part of this life saving network.'*

'As such, this is a win for the ship's crew, a win for search and rescue personnel, and it's an obvious win for anyone in distress at sea. We are delighted to partner with NAVTOR on a project that delivers such clear benefits for all AMVER stakeholders.'

Supporting heroes

From NAVTOR's perspective, the appreciation is mutual.

In conclusion Allen added: *'Anyone that has ever had a need to call on AMVER knows how fundamentally important an initiative it is. This is a way that we can join in and help support the network, protecting seafarers who – now more than ever after the hardships of Covid-19 – work in isolation to keep our world turning and supply vital services. They are heroes, but they need their heroes too. AMVER answers their call, and we're proud to play our part.'*



Strong had the last word on the issue noting that the integration shows how: *'AMVER has crossed the digital divide' and will 'continue to go from strength to strength, saving lives for years to come.'* A sentiment that sailors worldwide will be grateful to hear.

NavStation is available globally. In addition to the new AMVER functionality, the forthcoming update also integrates IHS Markit port data, time zones and vessel load lines into the platform for the first time. NAVTOR, with HQ in Norway, is a global leader in vessel and fleet e-Navigation and performance systems, with products and services on over 7500 ships worldwide.

For more information on NAVTOR readers are invited to see here: www.navtor.com

NAVTOR would like to dedicate this article to Captain Thomas B Crawford of Matson Navigation.

Captain Crawford was a driving force in pushing the issue of AMVER integration into NavStation and an ambassador for the cause of mariners protecting mariners.

In 2012 Captain Crawford was awarded the Rod Stephens Trophy for Outstanding Seamanship for the rescue of Derk Wolmuth, a participant in the Singlehanded Transpacific Yacht Race. The rescue was made possible through AMVER. Captain Crawford passed away in December 2021. Reflected Todd Allen: *'A fantastic man – selfless, dedicated and passionate about saving lives at sea,'*

Why ports are at the heart of sustainable development

UNCTAD analysis

It is inescapable that most of the products we consume daily travel through ports, making them a key link in the global production and supply chains we rely on.

UNCTAD Secretary-General Rebeca Grynspan commented: *'Our livelihoods – food, jobs, energy – depend on functioning and resilient supply chains.'*

How ports are managed has implications for economic growth, crisis response efforts, environmental protection and gender equality, placing them at the heart of sustainable development.

Powering trade and economic growth

The efficiency of a port directly affects the economies of the countries it serves, since more than 80% of global trade is carried by sea. The percentage is even higher for many developing countries.

The Covid-19 pandemic has been a stark reminder that when ports slow down, everyone suffers.

Lockdown measures caused disruptions and delays in many ports around the globe. The median time container ships spent in ports worldwide, for example, increased by 20% between 2019 and 2021.

During the pandemic, freight rates reached record highs and have again soared in the wake of the war in Ukraine due to logistics disruptions and port congestion.

UNCTAD analysis has shown how surges in freight rates can raise the prices of goods, especially in least developed countries and small island developing states.

Supporting crisis response

When disaster strikes, ports are the main point of entry for the food, water and medicine people need to survive and the fuel required to keep hospitals and health facilities running.

For example, Yemen, which is experiencing one of the largest humanitarian crises, imports through its ports about 90% of its food.

The war in Ukraine has also been a tragic reminder of the key role ports play in fighting crises like global hunger. The country was the world's sixth largest exporter of wheat in the 2020-2021 season.

In the eight months before the conflict, more than 50 million tonnes of grain were shipped through the country's Black Sea ports – enough to feed about 400 million people.

Now, with ports on the Black Sea blocked, the grain is stuck in silos on land or on ships, unable to move while 44 million people around the world face starvation.

Tackling environmental impact is critical

While ports are vital for economic development and crisis response, the associated maritime traffic, handling of goods, and road and rail transport take a toll on the environment through air and water pollution.



Illustration: The Port of Cork Company ©

This is caused by fuel-powered cargo handling equipment, ships, trucks, trains and the power plants providing the energy needed to run port operations.

The emissions include greenhouse gases such as carbon dioxide and particulate matter, which cause respiratory infections such as bronchitis and pneumonia, and chronic lung and heart diseases.

Reducing port emissions would cut air and water pollution and improve the health of over 3.5 billion people while helping curb climate change.

Need to empower women

Ports are an important source of local employment, but they have historically created more jobs for men than women.

Data from over 50 ports working with UNCTAD's TrainForTrade port management programme show that women held just 18% of official port jobs in 2021. The ports are spread out across Africa, Asia, Europe and Latin America.

The highest regional average was 22%, reported by the European ports that participated in the study.

A closer look showed a more encouraging average of 42% for management and administrative roles in ports. But in cargo handling and operations, just 6% of workers were women.

The figures highlight the need to empower women port workers and to continue working towards gender equality in the sector.

How UNCTAD supports ports

To address existing challenges, UNCTAD provides research, analysis and technical assistance to help ports and the maritime transport sector – especially in developing countries – improve operations, empower women and become more sustainable and resilient to crises, including climate change.

This work includes the annual *Review of Maritime Transport* and frequent expert meetings on transport, trade logistics and facilitation.

TrainForTrade

In terms of capacity-building, UNCTAD's TrainForTrade port management programme has certified over 6,700 port managers in 140 countries on various topics.

The programme's member ports can track their performance on a range of indicators through UNCTAD's port performance scorecard.

UNCTAD's TrainForTrade's Port Management Week, held this year from 10 to 13 May in Las Palmas de Gran Canaria, Spain, brought together over 100 senior managers from around the globe to explore how the programme could help ports contribute even more to achieving the UN Sustainable Development Goals.

Picture caption

The Port of Cork, Ireland, recently played a part in the highly successful Ireland-based UNCTAD TrainForTrade scheme.

For more details see here: <https://tinyurl.com/5n6dd3wk>

International Chamber of Shipping

Future-fuel demand equals global renewables' production

1. Huge and immediate need for renewable-based fuels in shipping represents opportunity for investors, according to *Fuelling the Fourth Propulsion Revolution* report.
2. Investment in green infrastructure key, as shipping will carry more than half of the world's net-zero fuels by 2050, report estimates.
3. Particular opportunity for the Global South identified as net-zero fuel production costs expected to be up to 20% lower in Latin America and Africa.

It was announced simultaneously in London and Vancouver on 17 May that new data reveals how the global shipping industry will require the equivalent of the world's entire current renewable energy demand in order to replace fossil fuel use.

Fuelling the Fourth Propulsion Revolution, authored by Professor Dr Stefan Ulreich from Germany's University of Applied Sciences, and commissioned by the International Chamber of Shipping, highlighted the enormous opportunity for investors and governments represented by the global shipping industry's need for new, green fuels.

Huge electricity needs

To reach the industry's 2050 (net) zero goal, shipping's fuel needs would require electricity from renewable sources to increase by up to 3,000 TWh, the report showed. This is the equivalent of the entire world's current renewable energy production.

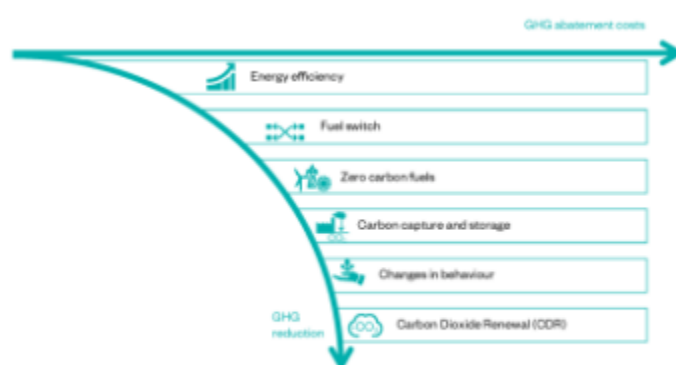


Figure 6.1: The six generic ways to reduce GHG emissions
Source: World Energy Council Germany, Pathways to Climate Neutrality, 2020

It found that to achieve the IEA's Net Zero Emissions by 2050 scenario, the world would need an 18-fold increase in existing renewable production capacity.

Trading in hydrogen

Taking the global trading of hydrogen as an exemplar, the report identified substantial potential benefits for exporting and importing countries, particularly in the Global South. This is due to the expected production cost differentials of such fuels across the world (expected range of €72.60/MWh to €156.40/MWh in 2050).

The cost range reflects the abundance of renewable potential, such as solar and wind power, in many African and Latin American countries, which can generate the electricity needed in the production of hydrogen fuels at much lower cost.

This report identified the first movers who are looking to seize these investment opportunities, including Germany, Algeria, and Chile, who have signed multiple bilateral agreements on the production of hydrogen fuels (seen as key for powering ships).

Increased R&D needed

Unveiled at the World Ports Conference in Vancouver, Canada, *Fuelling the Fourth Propulsion Revolution* urgently calls for increased R&D in green fuels, and to specifically develop production infrastructure in key geographic locations such as Latin America and Africa.

Estimates show a production potential of more than 10,000 TWh for (net) zero carbon fuels in coastal regions worldwide. Shipping views investment in these areas as key to helping countries realise the potential gains present in their bilateral agreements.

Up to this point, there continues to be a lack of investment in zero-emission technologies, with the IEA highlighting that the total amount of corporate R&D investment for maritime has decreased, from \$2.7 billion in 2017 to \$1.6 billion in 2019.

Yet by 2050, at least half of (net) zero fuels traded globally are expected to be moved by ships, according to the International Renewable Energy Agency (IRENA). Today's report indicates that this makes maritime a key enabler of the decarbonisation of land-based industrial sectors.

Prof. Dr. Stefan Ulreich of the University of Applied Sciences Biberach, Germany, the report's author, said: *'To meet the enormous demand for hydrogen-based fuels in the Global North, production centres in the Global South are urgently needed.'*

'While governments are beginning to realise the need to transition to fuels like hydrogen, little thought to date seems to have been given to how they will actually transport those fuels.'

'Shipping must be part of wider energy transition negotiations, and shipping and ports are going to need investment. But with this investment comes huge opportunity for return.'

Stuart Neil, Director of Strategy and Communications at the International Chamber of Shipping commented: *'Shipping will be a key enabler of the global energy transition, providing cost effective and flexible solutions to transport at least half of the net zero carbon fuels traded around the world.'*

'A great deal is talked about the global energy transition to zero emission fuels outside of shipping. But what we have found in this report is that there is a tremendous opportunity for all.'

Fuelling the Fourth Propulsion Revolution is available here: <https://tinyurl.com/299syser>

Fumigant poisoning

mv *Thorco Angela*

Synopsis

A stevedore suffered sickness and disorientation after handling cans containing fumigant while discharging cargo at No 3 Alexander berth in the Port of Liverpool from the general cargo vessel *Thorco Angela**.

The circumstances of the incident are recorded in (United Kingdom) Marine Accident Investigation Branch (MAIB) preliminary assessment (PA) summary number 4/22: *Thorco Angela* published on 18 May 2022.

In July 2021, 8000t of bagged sweet potato product was loaded into the cargo holds of *Thorco Angela* in Rizhao, China. While loading, shore stevedores and, at a later time during the load, *Thorco Angela*'s crew, placed cans and pouches of aluminium phosphide fumigant between the bags of cargo. On 19 July, *Thorco Angela* departed Rizhao for northern Europe, and carried out scheduled crew changes during the voyage that included the master, chief officer, second officer and third officer.

At 1745 on 10 October, *Thorco Angela* berthed in Liverpool. At 1955, stevedores subcontracted to Peel Ports Liverpool started cargo discharge. The stevedores found open cans containing powder among the cargo and alerted their supervisor. At 2200, cargo work was suspended and the stevedores waited in a mess room on the quay.

In the early hours of the next morning, one of the stevedores became unwell and was taken to hospital suffering with nausea, loss of balance, and nerve damage to his hand; he had an extended absence from work while recuperating. After the accident, *Thorco Angela*'s crew removed some of the fumigant from the cargo holds. A specialist contractor subsequently removed 150kg of fumigant from *Thorco Angela*'s cargo holds.

The MAIB preliminary assessment identified that:

1. The fumigant was provided to *Thorco Angela* by one of the cargo suppliers, but it was likely that specialist fumigators were not allowed to board *Thorco Angela* and deploy the fumigant due to the Covid-19 restrictions that were in force in Rizhao. *Thorco Angela*'s crew were not trained to deploy or remove the fumigant and the personal protective equipment they were wearing was inadequate for the task.
2. *Thorco Angela*'s officers did not adhere to the company's safety management system (SMS) or international guidelines on the use of fumigants. Consequently, the fumigant was incorrectly deployed and did not fully volatilise and disperse during the voyage to the United Kingdom.

3. The use of the fumigant in the cargo holds was neither documented on board *Thorco Angela*, nor communicated to Peel Ports Liverpool by *Thorco Angela's* master, voyage charterer, or ship management company before the vessel's arrival. Thus, Peel Ports Liverpool were unaware of the presence of fumigant on board *Thorco Angela* so did not initiate its fumigant removal protocols before clearing the vessel to start discharging cargo.
4. The risk presented by the cans of fumigant was underestimated when they were first found, which delayed the cessation of cargo discharge, and Peel Port's emergency response procedure was not strictly followed.
5. The stevedore ingested fumigant either while working cargo or while eating and smoking after leaving *Thorco Angela*.

Action taken

As a result of the MAIB's preliminary assessment, The Chief Inspector of Marine Accidents has written to Peel Ports Liverpool advising them of the safety issues identified and highlighted the guidance regarding fumigated cargo emergency response planning detailed in the Department for Transport publication *A Guide to Good Practice on Port Marine Operations*.**

The Chief Inspector has also written to the vessel's managers Auerbach MARINE GmbH & Co. KG notifying them of the shortfalls in *Thorco Angela's* officers' actions and the failure of the company SMS.

Peel Ports Liverpool has carried out an internal investigation into the accident and committed to the addition of cargo fumigation status to its vessel cargo work checklist and development of fumigation awareness training for its management, supervisors, and stevedores.

*Ship particulars

Flag: Marshall Islands; classification society Det Norske Veritas; built 1997; loa 139.96m; gt 9938; minimum safe manning 13.

Editor's note

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** See here: <https://tinyurl.com/2unk5edn>

And see advice published by GARD: <https://tinyurl.com/mv654hty>

And West of England P&I Club: <https://tinyurl.com/2p98krjw>

Air cargo

Air France-KLM and CMA CGM accord

Major long term strategic partnership

It was announced from Paris and Marseille on 18 May that Air France-KLM Group and the CMA CGM Group had signed a long-term strategic partnership in the air cargo market.

It is understood that this exclusive partnership will see both parties combine their complementary cargo networks, full freighter capacity and dedicated services in order to build an even more competitive offer thanks to the unrivalled knowhow and global footprint of Air France-KLM and CMA CGM.

A ten-year exclusive strategic commercial partnership

CMA CGM and Air France-KLM share a strong ambition to invest and grow sustainably in the air freight business.

This agreement will have an initial duration of ten years. Air France-KLM and CMA CGM will join and exclusively operate the full-freighter aircraft capacity of the respective airlines consisting initially of a fleet of ten full-freighter aircraft, and an additional combined twelve aircraft on order:

1. Four full-freighter aircraft at CMA CGM Air Cargo (with outstanding orders for an additional eight aircraft, two of which may be operated by Air France-KLM in the future).
2. Six full-freighter aircraft at Air France-KLM Group based at Paris-Charles de Gaulle airport and Airport Schiphol (with outstanding orders for an additional four aircraft).

This new commercial partnership also covers Air France-KLM's belly aircraft capacity, including over 160 long-haul aircraft.

The partnership will leverage both partners' respective global sales teams, presenting one voice to the customer. The strategic commercial partnership is expected to generate significant revenue including the joint design of the full freighter networks and enhanced products and services mix opportunities. It will help meet customers' ever-increasing need for more integrated and resilient supply chains and will leverage Air France-KLM's vast existing franchise, experience and capabilities in air freight, backed by a global cargo network. CMA CGM will mobilize its large commercial network and global logistics platform and will complete this offer with innovative logistics and multimodal solutions, particularly in sea and land transport.

CMA CGM Group to become a reference shareholder of Air France-KLM Group

As part of this long-term exclusive partnership, CMA CGM will reinforce its commitment in the air freight industry by becoming a new reference shareholder in Air France-

KLM. CMA CGM has the firm intention to take up to 9% of Air France-KLM's ex-post share capital, for a period consistent with the implementation of the strategic commercial partnership.

Of this partnership Rodolphe Saadé, Chairman and CEO of the CMA CGM Group commented: *'I am very pleased with this strategic partnership with Air France-KLM. It allows us to significantly accelerate the development of our air division, CMA CGM Air Cargo, which was created just over a year ago, and to position our two companies among the world's leading players in air freight.'*

'This partnership is fully in line with CMA CGM's strategy and its ambition to become a leader in integrated logistics, for the benefit of its customers. Through our stake in the company, Air France-KLM will be able to count on us to support its future development.'

About CMA CGT

The CMA CGM Group, a global leader in sea, land, air and logistics solutions, is present in 160 countries through its network of more than 400 offices and 750 warehouses. With its subsidiary CEVA Logistics, a world leader in logistics, which transports 400,000 tons of air freight and 2.8 million tons of land freight each year, and its air freight division CMA CGM Air Cargo, the CGM Group is continually innovating to offer its customers a complete and increasingly efficient range of new shipping, land, air and logistics provisions.

Edited by Paul Ridgway
London

US Coast Guard Academy graduation

252 new officers Nine international students

The US Coast Guard Academy at New London, Connecticut announced on 18 May that it had graduated 252 new officers along with nine international students with keynote speaker Vice President Kamala Harris in attendance during the 141st Commencement Exercises.



Vice President Kamala Harris delivered the keynote address at the Coast Guard Academy during the 141st Commencement Exercises on 18 May.

Of particular interest is the news that the Class of 2022 consisted of 87 cadets from underrepresented minority groups including the largest number of Asian American and Pacific Islanders to graduate in Academy history.



(US Coast Guard photos courtesy of Petty Officer 3rd Class Matthew Thieme and Mr David Lau. USCG ©).



The Coast Guard Academy graduated 252 new officers along with nine international students.

This year also marked the second highest number of cadets to commission into the Coast Guard in addition to 21 Cyber Systems graduates, the first to graduate from the newly instituted major to meet the needs of the service's cybersecurity strategy of defending cyber space, enabling operations, and protecting infrastructure.

The new officers will begin to serve as leaders in a variety of operational roles throughout the Coast Guard, mostly on cutters.

Nine graduating international cadets from the countries of Cambodia, Iceland, Jordan, Mexico, Madagascar, Palau, Panama, Rwanda and the Ukraine will serve in their respective countries of origin.

Vice President Kamala Harris commented: *'We view our cadets as our eyes and ears and hands and hearts, wherever you serve. You are doing the critical work — you will be doing the critical work to protect our country, to advance our interests, and to shape the trajectory of world affairs.'*

Founded in 1876, the Coast Guard Academy is one of the five US service academies and is ranked among the United States' most prestigious and selective institutions of higher learning.

i-Kiribati seafarers' repatriation

On 9 May in London the International Chamber of Shipping (ICS) reported that the full repatriation of over 600 i-Kiribati seafarers to Tarawa, capital of the Republic of Kiribati, had been completed.

That day six seafarers touched down in the territory's capital Tarawa, marking the end of a two-year period of repatriation blighted by pandemic-related restrictions and delays.

Coalition of employers and the many

Repatriation was led by a coalition of employers, unions and NGOs, in tandem with the government of Kiribati, who successfully navigated global travel restrictions and shifting Covid protocols, to return the seafarers home.

Seafarers returned in groups due to pandemic-related travel restrictions across the globe. From November 2020 – April 2021, 362 Kiribati seafarers returned via Fiji to Tarawa on various flights organised by the Kiribati government. In November 2021, 141 Kiribati seafarers returned on a vessel hired by their employer.

A gradual reduction in numbers

At the start of 2022, seventy-three seafarers were repatriated in groups of around ten on flights chartered by the Kiribati government, employers, and a religious organisation that supports seafarers.

At the time of writing towards the end of May the remaining six seafarers repatriated from Fiji were due to complete their quarantine in a government facility, as have all the repatriated seafarers both before departing and upon arrival.

ICS as the catalyst

This coalition was convened by the ICS bringing together the International Transport Workers Federation (ITF), South Pacific Marine Services (SPMS), including Hamburg Süd and Reederei Leonhard & Blumberg, and UN representatives from the International Labour Organization (ILO) and IMO.

ICS SG speaks

Speaking on the seafarers' return, Guy Platten, Secretary General, International Chamber of Shipping, said: *'It is an enormous relief to finally see all the*

i-Kiribati seafarers returned home to their families, but it should never have been this difficult to get these seafarers home.

'Governments must look at the hardship these keyworkers have faced and ask if it was really necessary?

'We must learn from this lesson and make sure policy is put in place that means it never happens again.'

Difficulty repatriating the 600 i-Kiribati seafarers was due, in part, to the crew change crisis that at its height left approximately 400,000 sailors stranded globally.

During the pandemic, Kiribati operated a zero-Covid policy, implementing total lockdowns to inbound travel. Due to unequitable global distributions of PPE, Covid treatments, and vaccines, the government of Kiribati employed border closures as their main defence against the virus.



Seafarer employers began housing the i-Kiribati seafarers in Denmark and Germany in early 2021 as their contracts finished. Seafarers were provided room and board by their employer while awaiting a change in Kiribati's border protocols. All the seafarers received their full dose of the vaccine if they had not been vaccinated while on contract.

IMO S-G's comment

IMO Secretary-General Kitack Lim, said: *'I am pleased to hear that these seafarers will finally be reunited with their loved ones, some after being stranded overseas for nearly two years, thanks to extensive collaboration among all stakeholders in the industry, labour organizations, governments and the UN.*

'Their story of extended time at sea – and then on land to get home – has been repeated many times over throughout the pandemic. Seafarers need to be

designated as key workers by all States, so that their travel and repatriation can be facilitated.'

The German Ship Owners' view

Gaby Bornheim, President of Verband Deutscher Reeder, said: *'It is a great relief to know all seafarers safely home after more than two years. Responsible ship owners have worked hard to achieve this, even though none of the delays has been their fault.'*

'We are also happy to acknowledge that in the crisis we have experienced the firm social partnership with unions and NGOs who have been instrumental for the successful return.'

'The return of the seafarers would not have been possible without the tremendous support of international organizations such as ILO and IMO. It has proven that multilateralism is to the benefit of people.'

Report: The Perfect Storm

The ICS recently commissioned a report with Hamburg Business University to evaluate the scope of the crisis and mitigation of a recurrence. The Perfect Storm report* defines the necessary actions governments and international organisations must take to prevent another humanitarian crisis and disruptions to the global supply chain.

The report notes Australia, China, India, and Japan as responsible for the worst treatment of seafarers during the height of the pandemic.

*Available here: <https://tinyurl.com/y64sav77>

Research featured in this report investigates macro and micro-effects of the COVID-19 pandemic on the shipping industry. More specifically, it assesses:

- The economic and regulatory responses to the pandemic, particularly those enacted by national governments;
- The impact of national public health policies, implemented to contain and mitigate COVID-19, on shipping labour markets and the supply chain; and
- The effects of national policies on the international logistics network and the shipping industry, as well as on shipping's longstanding commitment and contributions towards the United Nations (UN) Sustainable Development Goals (SDGs), including in the context of global shipping employment.

ICS and Suez accord

The London-based International Chamber of Shipping representing 80% of world's merchant fleet and the Suez Canal Authority have signed a landmark agreement to enhance cooperation.

It was announced on 11 May from Ismailia, Egypt, that the International Chamber of Shipping (ICS) and Egypt's Suez Canal Authority (SCA) had signed a Memorandum of Understanding (MOU) covering key issues impacting international ship owners and operations of the Suez Canal.



*Illustration per www.suezcanal.gov.eg
Suez Canal Authority ©.*

This yearlong commitment, signed during a meeting at the SCA HQ, will increase information sharing and negotiations on the movement of global trade through the Canal. It will open communication on long-term strategies for toll pricing, environmental protection, and decarbonisation.

In-depth collaboration

It is understood that the MOU represents a formalisation of dialogue between ICS and SCA. The organisations hope it will lead to in-depth collaboration on operational and structural policies of the Canal, the safety and security of transiting vessels, and enhancing pilotage, towing and repair services.

The agreement follows a period of close co-operation between the two organisations, who have been in regular contact over the Covid-19 pandemic, and during the grounding of *Ever Given* in 2021.

COP 27* this November

Egypt is increasingly positioning itself as a key figure in the shipping sector's decarbonisation, and the country will host COP27 this November. A maritime delegation led by ICS is scheduled to return to Egypt for the UN climate summit to continue meaningful dialogue on shipping's transition to net-zero.

Admiral Osama Mounier Mohamed Rabie, Chairman and Managing Director of SCA, remarked: *'We adopt an ambitious vision to reinforce the pivotal role of the Suez Canal Authority amid the international community of maritime navigation, and the benefit of our clients is our major priority.'*

Esben Poulsson, Chairman of the ICS, commented: *'ICS has enjoyed a close liaison with the Suez Canal Authority for almost a century. We thank the Authority for its hospitality and look forward to building on our cemented relationship.'*

'The maritime industry is at an inflection point as we earnestly begin our transition to a renewable future. The conversations we have had this week leave me with great confidence that Egypt will be one of the leaders of industry's green transition, leaning on its position at the heart of the maritime world.'

This was the first in-person meeting between ICS and the SCA since July 2015.

The previous visit focused on the widening of the southern canal, and an overview of the dual canal construction system, which has since been completed.

*For more see here: <https://tinyurl.com/ecbjpi3z>

USCG & JCG Cooperation

Operation Sapphire

On 19 May the United States Coast Guard and Japan Coast Guard formally expanded cooperative agreements and established a new perpetual operation during a ceremony in Tokyo.

Vice Admiral Michael McAllister, Commander of US Coast Guard Pacific Area, and Vice Admiral Yoshio Seguchi, Japan Coast Guard Vice Commandant for operations, represented their respective services during the historic document signing ceremony and celebration at Japan Coast Guard Headquarters.



Vice Admiral Michael McAllister, Commander of US Coast Guard Pacific Area, Vice Admiral Yoshio Seguchi, Japan Coast Guard Vice Commandant for operations, and members of their staffs pose in front of the Japan Coast Guard Ship Bukou on 18 May.

Although a memorandum of cooperation between the sea services has existed since 2010, strengthened relationships, increasing bilateral engagements and continued focus on maintaining a free and open Indo-

Pacific region necessitated expansion of the memorandum.

It was reported that the new operation's name, SAPPHIRE, is an acronym for Solid Alliance for Peace and Prosperity with Humanity and Integrity on the Rule of law-based Engagement, and it honours the gem regarded as an emblem of integrity and affection found throughout the Indo-Pacific region.

Operation Sapphire encompasses all the annual interactions between the Japan and US Coast Guards, with the goal of increasing interactions over time.



To formalize the expanded cooperation, annexes were added to the existing memorandum of cooperation outlining Operation Sapphire to include standard operating procedures for combined operations, training and capacity building, and information sharing.

Said Admiral McAllister: *'We rely on our partners, allies, and like-minded nations to achieve our shared missions. As evidenced by this agreement, our relationship with the Japan Coast Guard is stronger than ever, and I am looking forward to many more decades of partnership and collaborative operations in the Indo-Pacific.'*

In response Admiral Seguchi said: *'We will conduct smooth cooperation in the fields of joint operation, capacity building and information sharing by this agreement. Sapphire embodies the rule-of-law based engagement between the coast guards, and we will expand the principle of Free and Open Indo-Pacific to other nations.'*

*Courtesy Photos
US Coast Guard Pacific Area
USCG ©*

Empowering Women in Shipping

The Route to Achieving Gender Equality

Elpi Petraki, Operations, Chartering and Business Development Manager at ENEA Management, and President of WISTA Hellas, says it is vital that the industry works together to empower women working in shipping and eliminate gender inequality.

Much has changed in the maritime industry over the last decade. The industry is in a period of transition as it embraces new technologies, modernises and moves towards a more sustainable future. However, shipping itself is also changing as it strives to rectify its historic gender imbalance and create a more diverse and gender balanced industry.

Over the last 24 years Elpi Petraki has seen more women enter and succeed in the maritime industry. *'At the start of my career, there were very few women working directly in the shipping industry. Greece was one of the exceptions, as there have always been many women working in maritime related positions, but this was not the case internationally,'* she explained.

However, Petraki highlights that women can now be seen throughout the sector and hold a wide range of positions, in ship chartering, brokering and operations, engineering, technical management and QHSE, and as crew on board vessels.

Petraki is the Chartering, Operations and Business Development Manager at ENEA Management – a Greek shipping company that operates a fleet of specialised tankers. She is the Petraki, a member of the board of directors for the Hellenic Chamber of Shipping and an active member of Intertanko.

She is also the President of the Women in Shipping and Trade Association (WISTA) Hellas and is committed to eliminating gender-based inequality in the maritime sector by promoting diversity and inclusion and supporting women in furthering their careers.

WISTA promotes diversity and the empowerment of women, and Petraki explained its approach as two-sided: *'On the one hand, we aim to ensure women have a seat at the table and can participate on an equal basis in the dialogue on how to create a more diverse and inclusive workforce. On the other, it gently prods the industry into recognising that women can, and are, meeting the requirements of any shipping-related position, whether it's in an office, boardroom or on a vessel.'*

Diversity is the key

However, Petraki stressed that removing gender inequality is not about women replacing men; it is about working together to empower women and acknowledging that they have the skills and experience to lead effectively, make decisions and address the challenges facing the industry.

She added: *'Diverse teams are known to work better, make better decisions and deliver better results. So, we need to keep working together to create a diverse and*

inclusive culture that not only celebrates the individual, but recruits people who can provide different perspectives and experiences.'

To further promote gender diversity in the sector IMO organised the first International Day for Women in Maritime on 18 May 2022. The inaugural theme: *Training-Visibility-Recognition: Supporting a barrier-free working environment* highlighted the need for women to be more visible throughout the maritime sector, and to be more widely represented at the decision-making level, while also looking at skills development.



On reflection Petraki said: *'The IMO's International Day for Women in Maritime is a great opportunity to raise awareness, celebrate women in the industry and really highlight their contribution, skills and experience.'* However, raising awareness is only the first step, Petraki added, as the need for diversity and inclusion in all its forms needs to be promoted year-round.

Supporting Women at Sea

While the number of women working in onshore positions has increased significantly, there are still areas where women remain underrepresented. This is particularly the case at board level, in technology and research, and at sea.

According to the 2021 BIMCO/ICS Seafarer Workforce report, the number of women serving as seafarers has increased by 45.8% compared to 2015. However, Petraki points out that while progress has been excellent, this still only accounts for just over one percent of the global seafaring workforce.

Petraki: *'To encourage more women to consider a career at sea, it is essential that the industry understands the challenges that women face when working at sea so that the necessary steps can be taken to make sure the environment on board is right, so that women are safe and happy at work.'*



At the forthcoming Posidonia conference (6-10 June), WISTA Hellas will host a Women at Sea seminar where women seafarers will share their experiences, providing an opportunity to discuss the challenges they face and the steps the industry needs to take to create a more diverse seafaring workforce.

Petraki suggested that the Short Sea Shipping sector could offer a route in for women considering a career on board, as the voyages are shorter and more predictable. In her words: *'Many of the Short Sea Shipping companies are small to medium sized, making it easier to implement the necessary changes at a faster pace.'*

Making the industry more accessible

Another way in which the maritime sectors can help break down the barriers is through education and access to training programmes. A strong advocate for education, Petraki is also on the board of the Hellenic Maritime Museum where she assists with the preservation of maritime history and developing an environment where younger generations can learn about the maritime industry and what it has to offer.

She commented: *'WISTA is committed to supporting the next generation through continuous professional development by offering education and training which can help women and other people become better equipped to deal with the challenges they face in shipping every day.'*

WISTA Hellas works closely with prominent educational institutes. It offers full and part time scholarships to its members for courses such as the ALBA Graduate Business School's MBA in Shipping, an MSc in Logistics and Supply Chain Management from the BCA College and the University of Piraeus' MSC in Ship Management. It has also partnered with the ALBA Graduate Business School to provide a Leadership Programme specifically for women in maritime.

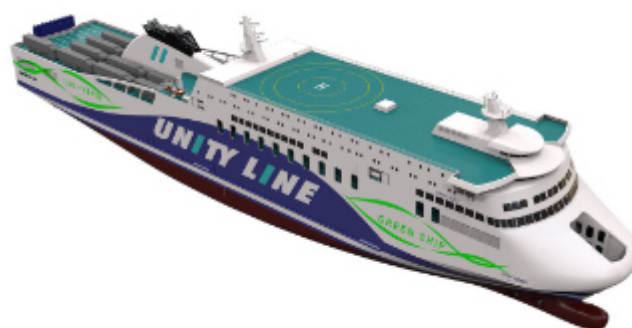
Similarly, at an international level, in March this year the IMO and WISTA International launched the Maritime ShEO Leadership Accelerator Programme, which has been designed to provide women with the management knowledge and skills they need progress into leadership roles and create visible role models within the industry.

In conclusion Petraki highlighted that women in leadership positions also have a responsibility to lead by example and share their knowledge and experience with others: *'Setting an example is very important', she says. "I truly believe that by working together and sharing our own experiences, we can bring about change and encourage others to take the next step in their careers as we strive to create a more supportive, diverse and inclusive maritime industry.'*

Hybrid powered Ro-Pax ferries

MacGregor equipment order

MacGregor, part of Cargotec, reported that it had been selected to supply comprehensive packages of Ro-Ro equipment for three pro-ecological, low-emission vessels powered by four LNG engines of dual-fuel type with battery assistance (hybrid).



Polskie Promy ferry.

Remontowa Marine Design & Consulting ©.

These Ro-Pax ferries will be built at Remontowa Shiprepair Yard S.A, the largest shipyard of Poland's shipbuilding group Remontowa Holding, for the Polish ferry company Polskie Promy, part of Polska Żegluga Morska (PŻM).

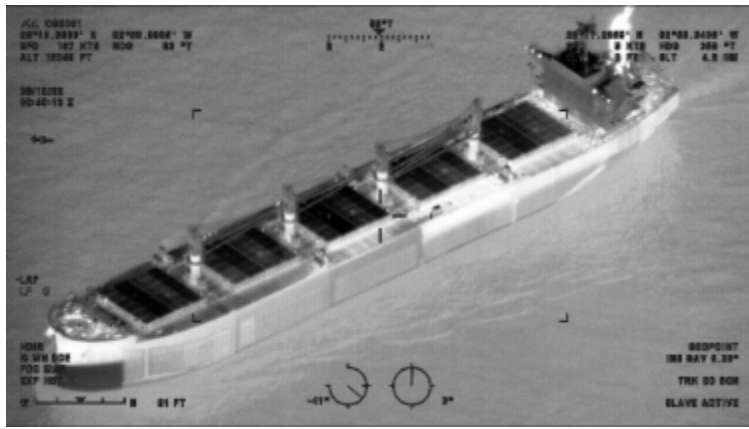
MacGregor's scope of supply encompasses design, manufacturing, transport and installation assistance for the bow and stern equipment together with internal ramps and doors. The bow ramp folding frame provision and mooring rope self-tensioning system increase efficiency by enabling loading at two levels and reducing turn-around time in port, it is stated.

Atlantic medical evacuation

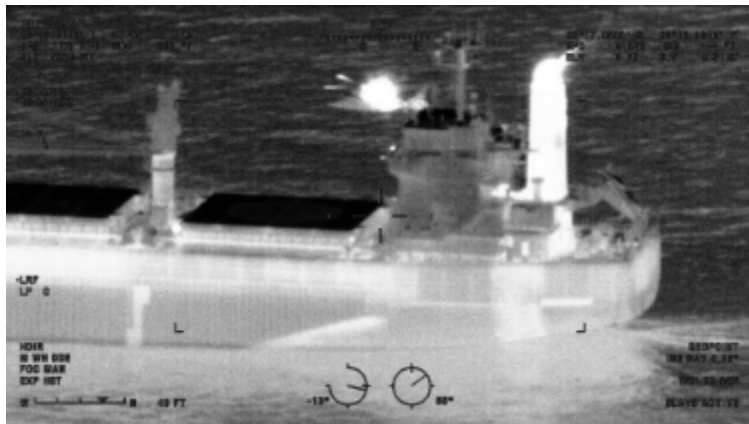
The US Coast Guard medevaced a man on 18 May from a bulk carrier approximately 130 miles SE of Galveston, Texas.

Coast Guard Sector Houston-Galveston command centre watchstanders received a medevac request at 1927 the previous day from the *Lacta*, a 646ft loa bulk carrier, stating a 20-year-old man aboard was experiencing complications from high blood pressure.

Watchstanders consulted with the duty flight surgeon, who recommended a medevac.



A Coast Guard Air Station Houston MH-65 Dolphin helicopter crew launched to conduct the medevac while a Coast Guard Sector/Air Station Corpus Christi HC-144 Ocean Sentry airplane crew launched to provide an overflight and relay communications.



The Dolphin crew rendezvoused with the bulk-carrier, hoisted the man and transferred him to the University of Texas Medical Branch at Galveston in stable condition.

Courtesy Photo: US Coast Guard District 8. USCG ©.

Australian election update

National Fleet will boost Australia's maritime industry

The International Transport Workers' Federation (ITF) has again congratulated the Australian Labor Party on its win in the country's election, saying it will be profoundly important for the nation's seafarers. This was reported by ITF on 26 May.

The party promised, and now has a mandate from the Australian public, to establish a National Fleet with improved rules on coastal trading (cabotage), which will revitalise the Australian maritime sector.

The new Prime Minister, Anthony Albanese, was the architect of Australia's short-lived 2012 cabotage law (struck down by conservatives in 2015) and is an outspoken proponent of a strategic fleet.

Albanese told *Daily Cargo News* during the Ports Australia Biennial Conference 2018 in Darwin; *'You need a maritime sector and maritime skills It is a matter of understanding that there is a national interest.'*

He continued: *'You do not allow a truck to take goods from Melbourne to Sydney on the Hume Highway, with a Filipino truck, with Filipino standards — why should that be allowed on the blue highway?'*

During the election campaign, both major parties came out in favour of a strategic National Fleet.

The benefits of cabotage are clear

Stephen Cotton, General Secretary of the ITF commented: *'Ninety-one countries, including most of Australia's trading partners, have cabotage laws to protect their own maritime industries.'*

'Their governments recognise a slew of benefits. National security. Fair competition. The maritime knowledge and technology a country needs. The creation of good quality jobs. Safety and security for ships and their crews. Marine environmental protection. Above all, it is an essential step in tackling climate change.'

Most industry experts agree the policy is vital in protecting Australia's economic and security interests.

Yet despite overwhelming support that the policy is vital in protecting Australia's economic and security interests, lobby group Shipping Australia is continuing to prosecute an ill-informed case against the establishment of a strategic national fleet.

Cotton added: *'Shipping Australia's stance is out of step with the ship owners that it is purporting to represent — I cannot believe that they are persevering with their baseless claims that cabotage laws and the Jones Act in the USA, have been failures.'*

'Shipping Australia has made itself largely irrelevant with its stance. We (ITF) are actively lobbying ship owners to abandon Shipping Australia and to demand that ship owners who are members of the body clarify their position and publicly retract from statements that fail to represent their interests.'

David Heindel, ITF Seafarers' Section Chair and Secretary-Treasurer of the United States-based Seafarers' Union International, took issue with Shipping Australia's slur against the US Jones Act.

He reflected: *'Shipping Australia's attack is ill-informed, negligent and opportunistic given the importance of the Jones Act and its broad support by every Administration since inception in 1920.'*

'The Act provides national and economic security for the United States and plays a role in international stability. Many of the shipping companies Shipping Australia purports to represent in Australia are in full partnership with US carriers and would resent and reject the group speaking in this way on their behalf.'

Cabotage to bring more prosperity to Australia

Ship owners should work with the government and maritime unions to build a prosperous industry for everyone, according to Chris Given, chair of the ITF's global Cabotage Task Force.



Australia's new Prime Minister, Anthony Albanese, is an outspoken proponent of a strategic fleet.

He commented: 'We look forward to the government's plan for a strategic fleet and further work to strengthen cabotage in the maritime shipping sector in Australia.'

'Workers, particularly seafarers, suffered greatly under the previous administration and we are optimistic that this new government will take immediate steps to right years of wrong-doing, bringing back decent, well-paid seafaring jobs.'

Given characterised Shipping Australia Limited's position as peddling 'inaccurate and deceptive' arguments against the globally-accepted cabotage regime.

In conclusion he said: 'We encourage major shipping lines to reject falsehoods from mouthpieces like Shipping Australia Limited and instead see this moment for what it is — an excellent opportunity for Australia to secure economic growth, foster a talented and qualified workforce, and advance sustainability in their domestic trade.'

Dangers of cargo liquefaction

North P&I Club has released a new briefing paper exploring the insurance implications when solid cargoes behave like fluids and presenting typical responses to claims arising from cases of liquefaction.

Published on 25 May *A Most Dangerous Trade: The Problems of Liquefaction* provides insight into the consequences of liquefaction, whereby solid bulk cargo behaves like a fluid, creating a free-surface effect that may, in certain cases, cause the vessel to capsize. The paper is written by David Richards, Director (Claims), North P&I Club.

Opening with an overview of the phenomenon in the maritime context, *A Most Dangerous Trade* describes how liquefaction risk might be overlooked initially and later identified during loading or mid-voyage — despite compliance with the International Maritime Solid Bulk Cargoes (IMSBC) Code. The paper goes on to investigate

the insurance implications of liquefaction causing the loss of a ship — presenting typical claims responses from charterers and cargo interests — and outlines the role of P&I providers in covering such incidents.



Illustration per: www.nepia.com with thanks.

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A Most Dangerous Trade: The Problems of Liquefaction is available now. To download, visit:

<https://tinyurl.com/3rzkprrds>

Marine geospatial collaboration

UK's role as a global leader in ocean science

A collaborative study from partners across the UK in government, industry and academia reveals that groups responsible for gathering marine geospatial information must find new, more efficient ways of working together.



The future of UK marine geospatial data report

The UK's approach to collecting data from the world's oceans will significantly improve with greater collaboration

among members of the marine geospatial community, according to a new report launched on behalf of the UK Marine Geospatial Community. This was reported by the UK Government News Service (www.gov.uk) on 11 May.

The recently completed *Future of UK marine geospatial data* study found that marine geospatial stakeholders from UK government, industry and academia must find new ways of working together to source and manage marine geospatial information. This will help drive the UK's Build Back Better plan, while ensuring the nation retains its position as a world leader in ocean science.



The report was created as a result of a call for evidence from the Geospatial Commission on how geospatial data can support economic growth and productivity across the UK. To assist with that call, the Commission requested that UKHO and BEIS work together on a Marine Geospatial Evidence Base.

The BEIS and UKHO, along with the government's Policy Lab – a hub to enable teams across Whitehall (the seat of government ministries) to develop impactful policy decisions – hosted workshops to give stakeholders from across the UK's diverse marine geospatial sector a forum to discuss opportunities, barriers, future users and best practices.

Highlighting the critical role of marine geospatial data to the future of the ocean, the report champions four principal recommendations from the UK's Marine Geospatial Community.

Firstly, it reaffirms the call for greater collaboration between, and more strategic direction, for the 30+ public sector organisations, along with an even larger pool of private and academic bodies, collecting geospatial data in the UK. Doing so will help reduce duplication of effort and maximise the value and re-use of data.

The second recommendation is for common data standards, cutting down on individual approaches to creating and storing information and making it more useable to those who need it. To ensure data quality is maintained, organisations should agree on a framework for marine geospatial data that enables all to commit to using it. This, the report argues, will help to ensure the UK becomes a leader in global data standards and the epicentre for end users and innovators who need high density and quality data.

More transparency and a common approach to data access is the third recommendation. Presently, data is held in multiple locations of varying visibility, and often constricted by time consuming red tape. The Geospatial Commission will explore ways to overcome this so that members of the geospatial community can access the information they need, while respecting important values such as intellectual property rights, data fidelity and national security.

The report's final recommendation is for greater data collection efforts. The Marine Geospatial Community would strongly benefit from a shared view of what information is being gathered, by whom, when and to what standard. This basic but essential understanding of what everyone is doing will enable the Community to remove duplication and explore collaboration opportunities that make use of economies of scale, so that even more data is collected.

Commenting on the report's findings, Chris Parry, Project Co-Chair at the UKHO, said: *'Through using best practice from PolicyLab, this evidence base report represents the first time the UK's world-leading Marine Geospatial Community has come together to share and validate known and new challenges and opportunities.'*

'We hope this will be an invaluable resource to the entire Community that helped to create it and helps to promote the critical role marine geospatial data plays in the sustainable use of our oceans; and provides an actionable blueprint for addressing our collective challenges and opportunities.'

To view and download the 24-page report (4MB) readers are invited to see here: <https://tinyurl.com/mr4yvp86>