

Number 64, May 2023

# IF SMA

## NEWSLETTER

The Shipmasters' International Voice

*Teekay Group Sustainability Report*

*See page 25*



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## Secretary General's Report

As you will have read in April's Newsletter the Secretariat has been extremely busy with IMO related business. This month has continued much in the same vein with my attendance with Andrew Higgs (UK) and David Appleton (Nautilus Int) at the second meeting of the MSC/LEG/FAL Committees Joint Working Group (JTWG) on MASS.

This was a very high-profile meeting for IFSMA as we were the leading NGO at the meeting tabling three of the eleven papers which were highly influential in the drafting of the new Goal Based Code on MASS.

The JTWG consider all issues that are common to the three committees for resolution in order that the drafting of the code by the MSC is not delayed.

IFSMA was seen in very good light and my thanks go to both Andrew and David for all the hard work they put in on our behalf. Following that extremely busy week I went straight into the IMO Pollution, Prevention and Response sub-Committee. Although there was not much direct input from IFSMA it was necessary to keep abreast of the issues being discussed such as plastic litter and reduction of greenhouse gas emissions from ships and the carbon particle impact on the Arctic. Both reports can be found for information on our website. In addition to this I am very busy as one of the Industry Panel of Experts for the Crew Welfare Virtual Awards early this month as well as being a Member on the Panel of Experts for the selection of the 2023 IMO Exceptional Bravery at Sea Awards. These are enormous tasks as there are many candidates to be considered for both of these very worthy awards.

This month, is expected to be yet another busy period with both the NCSR sub-Committee and the Maritime Safety Committee each taking place for eight full days over a two week period. There will be significant involvement for IFSMA in both meetings and I will be pleased to welcome our President, Captain Hans Sande, who will join me for some meetings during NCSR.

Finally, we have just learnt that after lengthy negotiations an agreement has been reached which will see the crew of the *Heroic Idun* no longer facing charges. The agreement with the Nigerian authorities has today (28/4) been endorsed by the Federal Court in Port Harcourt. It is expected the vessel and crew will be able to leave once the vessel has been prepared to sail and safety checks have taken place. This represents the end of an ordeal that began on 8 August 2022.

Take care wherever you are and I wish you fair winds and following seas.

Jim Scorer  
Secretary General

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

**The Norwegian Merchant Fleet in the Second World War**

Those of us who pass through the largely maritime quarter of the City of London, withing the Square Mile and the EC3 postal district, will be familiar with the Merchant Navy War Memorial to both the world wars.

See film extract here: <https://tinyurl.com/43d7xr2r>

In the Second World War, losses were considerable in the early years, reaching a peak in 1942. The heaviest losses were suffered in the Atlantic, but convoys making their way to Russia around the North Cape, and those supplying Malta in the Mediterranean were also particularly vulnerable to attack. In all, 4,786 merchant ships flying the Red Ensign were lost during the war with a total of 32,000 lives. More than one quarter of this total were lost in home waters.



At the outbreak of the Second World War, Britain, desperately short of merchant shipping, turned to the Norwegians who agreed to loan several hundred of its modern cargo vessels and tankers.

By 1939, Norway's merchant fleet was the most modern in the world with some cargo liners capable of 17 knots, which made them desirable for commercial markets. Some were refrigerated and were in high demand during the war. The Norwegians provided 150 tankers to the British immediately after the outbreak of war. By 1941 they were carrying nearly half the oil that Britain needed.

In early 1940 when Hitler invaded Norway, both the British and Germans rushed to seize the remainder of the fleet. King Haakon VII and his government, now fleeing from Nazi occupation, refused to relinquish control of this vital national asset. Instead, they nationalized the fleet and established the Norwegian Shipping and Trade Mission.

Known as Nortraship, it became overnight the largest shipping company the world had seen with a thousand ships and offices on six continents. Generously made available to Great Britain, it became a priceless Allied asset without which victory over Germany would arguably have been impossible. By the end of the war, about half Nortraship's fleet had been lost to enemy action.

This hardback book is the saga of Norway's Merchant Fleet in the Second World War. It is a splendidly researched addition to Second World War maritime history and is claimed to be the first detailed account in English of Norway's critical contribution to the Allies' war effort.

Here I quote a concluding piece by the author who said, and I echo, it is hard to imagine what would have happened if King Haakon and the Norwegian Government had not escaped the Germans and taken control of their country's merchant fleet.

Nortraship took part in all the naval operations of significance during the war, carrying 145 million tons of cargo for the Allies. Over 33,000 seamen sailed on Norwegian ships during the war, with 2,600 of them serving continuously from its beginning to the end. Norwegians should be proud of the contributions of their country's seafarers during that war, and they should be equally proud that their government had the vision and determination to protect the nation's large merchant fleet and use it for the benefit of the Allies and the future of Norway.



*An example of modern Norwegian passenger ship of the period.*

*An element of the wartime merchant fleet of Norway.*

*A typical tanker of 1939-40.*

*Credit: All illustrations per Royal Norwegian Government's Information Office, 1942.*

Without the help of those ships, it is certain that the war would have taken a different turn for the Allies, and Norway would have struggled more after it ended. Britain would have received far less food and fuel. The United States and Britain might have been forced into a totally different war strategy. It is difficult to judge all the ramifications or whether the outcome of the war would have been different; however, it is certain that the path to victory would have become far more complicated.

I write this as preparations are in hand for the eightieth anniversary commemoration of the Battle of the Atlantic, known as BOA80, in the Port of Liverpool this month. According to [www.usmm.org](http://www.usmm.org) that is the American Merchant Marine at War website © the US Navy reported the Allied United Nations lost 4,774 vessels totalling 21,141,000 tons to Axis air and sea attacks throughout hostilities. An additional 1,603 ships were lost to storms, collision and fire during the war.

The author, Major General Kenneth L Privratsky, served in the US Infantry in Vietnam before becoming a logistics specialist. He taught at the US military academy, West Point, and commanded organizations supplying US Forces worldwide. He was a military fellow at the Hoover Institution at Stanford University. In civilian life he was an executive in the ocean transport industry. He writes and lectures regularly and lives in Alaska.

### **The Norwegian Merchant Fleet in the Second World War**

**By Kenneth L Privratsky**

**Published by Pen & Sword Maritime, Barnsley, S71 1HN UK**

**ISBN: 978 1 3990 4386 1**

**Pages 224; 32 monochrome illustrations**

**Price £22.00**

**Orders and enquiries may be placed here:**

**[enquiries@pen-and-sword.co.uk](mailto:enquiries@pen-and-sword.co.uk)**

**Delivery rates are provided here:**

**<https://www.pen-and-sword.co.uk/delivery>**

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## **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](http://www.imo.org) ©*

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## **Ship-to-ship oil transfers**

### **Tankers in the 'dark fleet'**

#### **The IMO Legal Committee meets**

The dangerous practice of ship-to-ship transfers in the open ocean, as well as the methods used to obscure ship identities and turning off AIS transponders, were discussed by the IMO Legal Committee which met for its 110<sup>th</sup> session (LEG 110) at IMO HQ in London from 21 to 26 March.

The Committee considered a document submitted to the session which raised awareness of the consequences and concerns for the global liability and compensation regime

of the increase in ship-to-ship transfers in the open ocean. Furthermore, the Committee noted that these undermined the spirit of the regulation of ship-to-ship operations of tankers as prescribed by IMO's International Convention for the Prevention of Pollution from Ships (MARPOL).

### **A possible 600 vessel 'dark fleet'**

Furthermore, the Committee was informed that a fleet of between 300 and 600 tankers primarily comprised of older ships, including some not inspected recently, having substandard maintenance, unclear ownership and a severe lack of insurance, was currently operated as a 'dark fleet' or 'shadow fleet' to circumvent sanctions and high insurance costs.



This increased the risk of oil spill or collision. In addition it could also result in a participating shipowner evading its liability under the relevant liability and compensation treaties.

### **Risk on coastal States**

These are, for example, the International Convention on Civil Liability for Oil Pollution Damage (CLC)<sup>1</sup> and the International Convention on Civil Liability for Bunker Oil Pollution Damage (Bunkers Convention)<sup>2</sup> in the case of other ships, placing also an increased risk on coastal States and the International Fund for Compensation for Oil Pollution Damage<sup>3</sup>.

Following the discussion, the Committee considered that ship-to-ship transfers in the high seas were high risk activities that undermined the international regime with respect to maritime safety, environmental protection and liability and compensation needed to be urgently addressed.

### **LEG 110 summary**

To read a full summary of LEG 110 readers are invited to see here: <https://tinyurl.com/vyjdjbnkx> or visit the members area on the IFSMA website.

1 <https://tinyurl.com/2z594dc8>

2 <https://tinyurl.com/2j5m3rda>

3 <https://tinyurl.com/4bf8ejce>

## Gulf of Guinea

### IMO S-G comments

In a *communiqué* of 12 April IMO recorded a statement by the Secretary-General on piracy incidents in the Gulf of Guinea.

IMO Secretary-General Kitack Lim said: *'I am deeply concerned over the recent kidnapping of six crew members from the MV Monjasa Reformer on 25 March 2023 and reports of an ongoing incident involving a tanker in the Gulf of Guinea.'*



*'IMO recognizes the progress that has been made since 2021 in the collective efforts to combat the threat of piracy and the resulting reduction in the number of pirate attacks. IMO urges continued sustainable support to the important work of the regional navies and entities within the Yaoundé Architecture to protect seafarers and to the operational piracy response from the Gulf of Guinea Maritime Collaboration Forum (SHADE) and the G7++ Friends of the Gulf of Guinea, in keeping with the United Nations Security Council Resolution 2634 on piracy in the Gulf of Guinea.'*

*'I would like to appreciate the regional and international efforts to respond to this disturbing incident. I wish to reiterate that the ongoing threat must be addressed cohesively, involving all relevant actors and including regional entities.'*

### IMO and First e-learning course in Spanish

Spanish speakers interested in maritime issues can now access the first free to access course in Spanish available on the IMO e-learning platform. The *'Introduction to Oil Pollution Preparedness, Response and Co-operation'* course is aimed at stakeholders from the maritime industry and individuals new to the oil spill response community.

Participants will gain a comprehensive overview of the various aspects of oil pollution preparedness and response in the marine and coastal environment.

The English version of the course was launched in April 2022, and it was the first free to access course available in the IMO e-learning platform.

(See here: <https://lms.imo.org/moodle310/?lang=es>)

Launch of the Spanish version of the e-learning course contributes to the Organization's efforts to support multilingualism. Versions of the same course in other UN languages will be available in the future, it is understood.



The course is part of a series of e-Learning courses developed in collaboration with the World Maritime University (WMU\*). Distance learning is key to meeting the changing educational needs in the maritime industry. IMO is offering students and maritime professionals around the world the possibility to boost their understanding of key maritime issues.

\* <https://www.wmu.se/>

### FSO SAFER

#### [Urgent call for equipment for oil spill contingency plan](#)

IMO announced on 24 April that it is urging Member States to contribute equipment to help UN-led efforts to prevent a possible catastrophic oil spill from *FSO SAFER*, an ageing and rapidly decaying floating storage offshore (FSO) unit moored 4.8 nautical miles off the Red Sea coast of Yemen.

It was reported that IMO is providing expertise in oil spill preparedness and response as part of the contingency planning for a possible oil spill from the *FSO SAFER*, in line with its mandate set out in the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC) (**See 1 below**).

#### **Approximately 1.1 million barrels**

A converted supertanker, *FSO SAFER*, contains an estimated 150,000 metric tonnes (approximately 1.1 million barrels) of crude oil, four times the amount spilled during the *Exxon Valdez* incident in 1989. It has been moored at Ras Isa since 1988 where it had been receiving, storing and exporting crude oil flowing from the Marib oil fields. But in 2015, due to the war in Yemen,

production, offloading and maintenance operations on *FSO SAFER* were suspended.

*FSO SAFER* has not been inspected since then, but all assessments of its structural integrity suggest it has now deteriorated to the extent that it is beyond repair, and at imminent risk of breaking up or exploding. The danger is of a significant oil spill that would surpass Yemen's capacity and resources to effectively respond.

### **VLCC *Nautica* to stand by**

On 9 March, the UN Development Programme (UNDP) signed an agreement to purchase a very large crude carrier (VLCC), *Nautica*, to take on the oil from *FSO SAFER* by emergency ship-to-ship transfer. Such operations are complex and inherently risky.

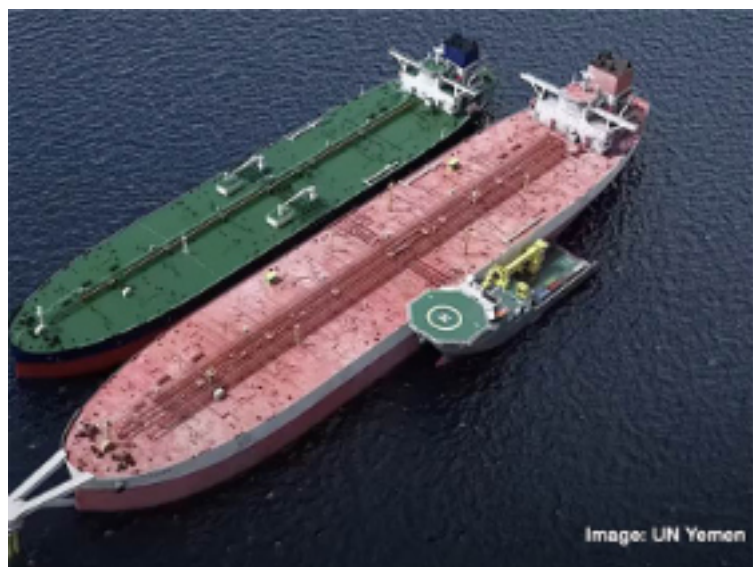


*Nautica* left Zhousha in China on 6 April and is expected to arrive in the Red Sea in early May.

Contingency planning for the transfer operation is, therefore, intensifying. One critical gap identified in Yemen's preparedness to respond to an oil spill is the lack of specialized equipment within the country.

### **Contribution of spill response equipment sought**

Because of lengthy lead times for the manufacture and acquisition of oil spill response equipment, IMO is seeking contributions of used or near end-of-life spill response equipment that can be transported to the region within weeks.



*Illustrations per UN Yemen ©*

An indicative list of the required equipment annexed to Circular Letter No.4714 (**See 2 below**) includes items for the containment and recovery and the resource protection

aspects of the operation, such as booms to contain any spill and oil skimmer brushes, as well as oil dispersants and rapid erection, self-standing storage tanks.

**Details of who to contact with expressions of interest, or for additional information, can be found here. (See 3 below).**

An oil spill from *FSO SAFER* would be a major humanitarian and environmental disaster likely to heavily impact the north-western coastline of Yemen, including the Yemeni Islands in the Red Sea, and Kamaran Island in particular – an area that encompasses vulnerable ecosystems. There is also potential for oil to drift and impact neighbouring countries, including Djibouti, Eritrea and Saudi Arabia.

### **Potential catastrophe**

Many Yemeni coastal communities that could be affected already rely on humanitarian aid to meet their basic needs, and a significant oil spill would seriously impact on the health and livelihoods of the people relying on resources from the sea. It could also severely disrupt operations at Yemen's Hudaydah port, the point of entry for essential imported food, fuel and life-saving supplies. UNDP estimates the cost of clean-up alone would be \$20 billion.

### **Further information on the *FSO SAFER* is available**

here: <https://tinyurl.com/5n9xpcyr>

1. <https://tinyurl.com/yeyksjta>
2. <https://tinyurl.com/5n8mduf6>
3. <https://tinyurl.com/5n8mduf6>

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## **Autonomous shipping**

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### **Developing a regulatory framework**

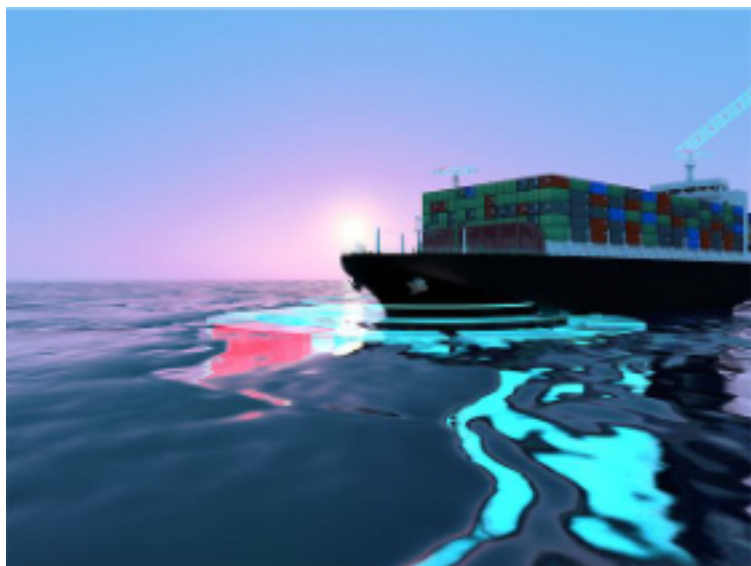
As part of IMO's work to ensure that its regulatory framework for Maritime Autonomous Surface Ships (MASS) keeps pace with rapidly evolving technological developments, the Joint MSC-LEG-FAL Working Group on Maritime Autonomous Surface Ships (MASS-JWG) held its second session from 17 to 21 April at IMO HQ. A seminar to discuss legal issues concerning MASS preceded the session.

It will be recalled that the MASS-JWG was established to address common high-priority safety, legal and facilitation issues regarding MASS following a regulatory scoping exercise to assess how existing IMO instruments might apply to MASS, and to identify any regulatory gaps.

### **Need for a human master**

Amongst agreements reached during the meeting were the need for a human master to be responsible for an autonomous vessel; that the master may not need to be on board but must have the means to intervene when necessary; and that a single Remote Operations Centre (ROC) must be responsible for a MASS at any one time.

It was reported by IMO on 27 April that the Working Group agreed to consider further matters including the conditions under which a master may be responsible for multiple MASS at the same time, and the roles and responsibilities of the crew of MASS.



An updated Work Plan was agreed, for approval by the three Committees.

### More in September

The third session of the Joint MSC-LEG-FAL Working Group on MASS will be held from 11 to 15 September this year with a Seminar on implications, challenges and opportunities of MASS operations for ports and public authorities on the first day, prior to the meeting.

### For more information

Readers are invited to learn more about the second session of MASS-JWG (17 to 21 April) here: <https://tinyurl.com/ynj4m7np>

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## Addressing marine plastic litter

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### The GloLitter Partnerships project

According to the IMO media service at the end of April the latest guidance on national planning and implementation issued by the GloLitter Partnerships project has been published. The two newly launched guides are designed to help countries in their efforts to prevent and reduce sea-based marine plastic litter (SBMPL).

The *Guidance Document on the Country Status Assessment on SBMPL\** focuses on how to prepare a detailed Country Status Assessment on marine plastic litter. The guide includes an overview of the international legislative frameworks that prevent and reduce SBMPL from ships and wastes as defined by MARPOL Annex V and the London Convention/Protocol (LC/LP), as well as the relevant Food and Agriculture Organization (FAO) codes and guidelines. The FAO – a specialised agency of the UN that leads international efforts to defeat hunger – is a GloLitter Joint Implementing Partner.

Advice on how to prepare a National Action Plan (NAP) to reduce and prevent marine plastic litter is contained in the *Guidance Document on Development of National Action Plan on SBMPL\*\**. This document is designed to help a country prepare an NAP tailored to its circumstances by addressing gaps, priorities and needs to better prevent and reduce MPL from the maritime and fisheries sectors identified in the Country Status Assessment.



The GloLitter Partnerships is a project between the Government of Norway, IMO and FAO aiming to reduce marine litter. The global project supports developing countries, including Small Islands Developing States (SIDS) and Least Developed Countries (LDCs), in identifying opportunities for the prevention and reduction of marine litter.

\* <https://tinyurl.com/37ad9arb>

\*\* <https://tinyurl.com/yc6s6b68>

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## The Singapore-IMO NextGEN Connect Challenge

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### Winner announced

IMO announced on 27 April that the Lloyd's Register Maritime Decarbonization Hub (LR MDH) is the winner of the Singapore-IMO NextGEN Connect Challenge, for their proposal on Development of a Route-Based Action Plan Methodology based upon Silk Alliance.

### Green and Efficient Navigation

This challenge is part of the IMO-Singapore NextGEN initiative – where GEN stands for Green and Efficient Navigation. With this stakeholders were invited to propose methodologies to develop actions to reduce greenhouse gas emissions along a shipping route, on a pilot basis.

During the 2<sup>nd</sup> Accelerating Decarbonization Conference on 27 April, part of Singapore Maritime Week the winner was announced.

As part of the Singapore-IMO NextGEN Connect Challenge proposals were invited for pilot trials and

feasibility studies to reduce GHG emissions between specific points along shipping routes.

### Distinguished judges

Submissions were evaluated by a distinguished panel of international judges from IMO, the Singapore Maritime and Port Authority (MPA), the Norwegian Ministry of Climate and Environment and the Maritime Technology Cooperation Centre Asia (MTCC-Asia). Judges assessed the submitted proposals based on a set of criteria which supported the IMO 2050 emissions reduction goals, including implementation feasibility and inclusiveness.

### Green shipping corridor cluster project

It was reported that the inaugural award would go to Lloyd's Register Maritime Decarbonization Hub (LR MDH), for its proposal Development of a Route-Based Action Plan Methodology based upon Silk Alliance. The Silk Alliance is a green shipping corridor cluster project to trial decarbonization strategies for container ships operating primarily in Asia to achieve significant emission-saving impact, based on LR MDH's First Movers. An initial batch of container ships will be identified to participate in this project.



Of the project IMO Secretary-General Kitack Lim said: *'Maritime needs innovation and through trials and pilot projects, we can all learn and take on board best practices. IMO is supporting this through various projects, in partnership with many stakeholders. I am pleased that through the Singapore-IMO NextGEN Connect project we have seen exciting proposals presented. I congratulate the winner and I look forward to receiving the results of the trials at IMO, to share with the Member States.'*

Lessons learned from the project will be actively disseminated, it is understood, in order that best practices can be replicated across the sector, including specifically in developing States.

NextGEN Connect aims to bring industry stakeholders, academia and global research centres together to offer inclusive methods for maritime decarbonization with trials along specific shipping routes.

The NextGEN Connect Challenge is part of the Singapore-IMO NextGEN initiative. Launched in September 2021, the NextGEN database (<https://nextgen.imo.org/>) currently lists more than 150 decarbonization projects with more than 500 stakeholders worldwide, including IMO Member States, shipowners, technology developers, classification societies and non-governmental organisations.

### Energy efficiency measures

NextGEN is one of a number of global projects supporting implementation of IMO's energy efficiency measures and the Initial IMO GHG Strategy, to move the sector on its voyage towards the decarbonization of shipping. Several projects are focusing on pilot studies to assess feasibility and benefits of implementing specific technologies.

To learn more about this project readers of the IFSMA Newsletter are invited to learn more here: <https://tinyurl.com/4vbdumhs>

### Candidates for Secretary-General of IMO

Early in April IMO reported that seven Member States have each nominated a candidate for the post of Secretary-General of the IMO.

The term of the current incumbent, Mr Kitack Lim of the Republic of Korea, expires on 31 December 2023.

Nominations received by the deadline set for receipt of nominations of 31 March 2023 are listed below in alphabetical order by candidates' name.

- Mr Moin Uddin Ahmed (Bangladesh)
- Mr Suat Hayri Aka (Türkiye)
- Mr Arsenio Antonio Dominguez Velasco (Panama)
- Dr Cleopatra Doumbia-Henry (Dominica)
- Mrs Nancy Karigithu (Kenya)
- Ms Minna Kivimäki (Finland)
- Mr Zhang Xiaojie (China)

The IMO Council at its 128<sup>th</sup> session in December 2022 approved the procedures for holding the election of the Secretary-General at the July 2023 session of the Council (C 129).

Election will take place at IMO Headquarters on 18 July.





Following the election in July 2023, the decision of the Council will be submitted to the 33<sup>rd</sup> session of the Assembly of IMO in late 2023. The Assembly will be invited to approve the appointment.

It is understood that the elected Secretary-General will take office on 1 January 2024.

## Combating illicit activities

### Amendment to FAL Convention adopted

A new amendment to the FAL Convention which aims to address the need to combat illicit activities in the national facilitation programmes of Governments has been adopted by the Facilitation Committee (FAL 47). This was announced by IMO in April.



The amended recommended practice 7.11 says that: *'Each Contracting Government should consider establishing, in close cooperation with the maritime industry, a national maritime transport facilitation programme based on the facilitation requirements of this annex and ensure that the objective of its facilitation programme should be to adopt all practical measures to facilitate the movement of ships, cargo, crews, passengers, mail and stores, by removing unnecessary obstacles and delays, taking into account the need to combat illicit activities.'*

The amendment is expected to enter into force on 1 January 2025.

The Committee also adopted a resolution on recommended actions to accelerate the implementation of the maritime single window; approved a revised version of the IMO Compendium on Facilitation and Electronic Business\*; and approved Guidelines for harmonized communication and electronic exchange of operational data for port calls.

Readers are invited read the full summary by clicking here: <https://tinyurl.com/3funvsdj>

\* <https://tinyurl.com/yc6s6b68>

## IMO CARES project enters next phase

It has been announced by IMO that the IMO CARES\* project has completed a year-long foundation and preparatory phase, and now has received a further round of funding from the Kingdom of Saudi Arabia that will enable the initiative to move to a full implementation phase.

IMO CARES – IMO's Coordinated Actions to Reduce Emissions from Shipping – is a global project that aims to reduce shipping emissions through coordinated actions worldwide. It connects the global north and south by providing a platform for knowledge, R&D and technology partnerships.

The new funding agreement was signed by IMO Secretary-General Mr Kitack Lim and His Excellency Dr Rumaih Al-Rumaih, Deputy Minister of Transport and Logistic Services, Kingdom of Saudi Arabia, on 9 March. It will provide \$1,185,000 towards the first-year implementation of the IMO CARES project.

Signing the agreement, HE expressed the Kingdom's pleasure in its continued support for the IMO CARES project, adding that IMO and Saudi Arabia share common maritime and environment goals: *'We believe the IMO CARES project will support the development of tangible technologies, knowledge and technology transfer between global north and south and initiatives across the globe.'*

The IMO Secretary-General highlighted the importance of collaboration and cooperation between all stakeholders in achieving the IMO Strategy for the reduction of greenhouse gas emissions from ships.



*The new funding agreement, signed on 9 March 2023, will see IMO CARES move to its full implementation phase.*

Mr Lim added: *'The IMO CARES project is an important driver of such cooperation and collaboration. I thank the Kingdom of Saudi Arabia for their continued support of this effort, and I look forward to the successful implementation of the project.'*

## SIDs

The project's focus is on supporting developing countries, in particular small island developing states (SIDs) and least developed countries, to meet the IMO Energy Efficiency and GHG Strategy targets by providing a global cooperation and collaboration platform that supports innovation whilst stimulating the development and uptake of energy efficiency technologies.

It brings together a broad consortium of stakeholders, including R&D Centres, Maritime Technology Cooperation Centres (MTCCs), the private sector and academia, along with IMO GHG technical cooperation projects and initiatives to connect technology needs to technology solutions. The IMO CARES Project aims to achieve its first-year objectives through technology needs assessments for developing regions and global technology challenge activities designed to find appropriate solutions through research and networking events.

IMO CARES is one of a portfolio of major projects being implemented and executed by IMO to support decarbonisation in the shipping sector.

\* <https://tinyurl.com/2s3pawux>

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## IMO and the Carbon Intensity Indicator (CII)

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Maritime administration personnel, shipowners and operators can get to grips with the mandatory Carbon Intensity Indicator (CII) through a new series of videos. This was reported by IMO on 2 May.

These videos, developed by the Global Industry Alliance to Support Low Carbon Shipping (Low Carbon GIA), provide an introduction to IMO's CII requirements and how to navigate them.



The videos – free to access online – are between five and twenty minutes duration and cover:

- An introduction to CII
- CII guidelines
- A worked example
- DCS (Data Collection System) and SEEMP (Ship Energy Efficiency Management Plan)
- Certification and verification

Included in the videos is a worked example of how a ship's CII is calculated and converted into its CII rating. Other topics covered include data collection, certification and compliance, and the amending of a SEEMP.

To watch the Carbon Intensity Indicator (CII) video series readers are invited to see here:

<https://greenvoyage2050.imo.org/cii-video-series/>

Minglee Hoe, Technical Analyst of the IMO-Norway GreenVoyage2050 Project commented: 'Providing support tools to maritime administrations and shipowners/operators who want to understand how CII works is important in helping the industry to navigate meeting CII requirements and improving ship energy efficiency in line with the IMO GHG strategy. Soon we will launch a set of videos developed to support anyone looking to increase their knowledge of the Energy Efficiency Existing Ship Index (EEXI).'



It is understood that the CII regulation is mandatory under MARPOL Annex VI and took effect in January this year as part of IMO's short-term GHG reduction measure\*.

The CII rating reflects the operational energy efficiency of ships and is mandatory for ships of 5,000 gross tonnage and above. The actual annual operational CII achieved must be documented and verified against the required annual operational CII. This enables the operational carbon intensity rating to be determined. Based on a ship's CII, its carbon intensity will be rated A, B, C, D or E (where A is the best).

The video series was developed under the Energy efficiency technologies (EETs) and operational best practices workstream of the Low Carbon GIA.

To find out more about the mandatory EEXI and CII measures please see here: <https://tinyurl.com/y9ba76mc>

\* <https://tinyurl.com/48emx8vb>

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## Dust and more dust

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### Plumes observed by satellite

In late March and early April many plumes of African dust were observed originating from the Sahara.

### Mediterranean

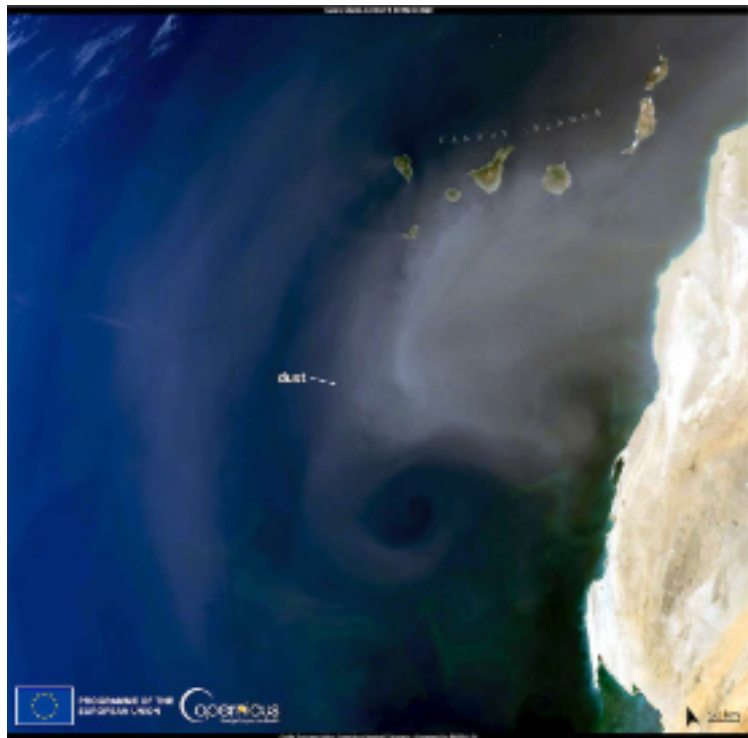
On 4 April, the EU Copernicus Sentinel-3 satellite captured an image of a large plume stretching hundreds of kilometres from the coast of Libya to Türkiye.

These dust plumes can have severe impact on the environment, air quality, and human health. Therefore, monitoring them is crucial for protecting human life and the environment.

The Copernicus Atmosphere Monitoring Service provides essential information on the movement and behaviour of these Saharan dust plumes, enabling authorities to take preventive measures to minimise their impact.

## Canary Islands

At the end of March the Canary Islands were hit by extreme weather. The region saw record-breaking temperatures, with some areas reaching scorching highs of 38°C.



Here the islands were also affected by a Saharan dust storm, which caused poor air quality and a hazy, otherworldly atmosphere. The Copernicus Sentinel-3 image, acquired on 30 March, shows the extent of the dust.

## About Copernicus

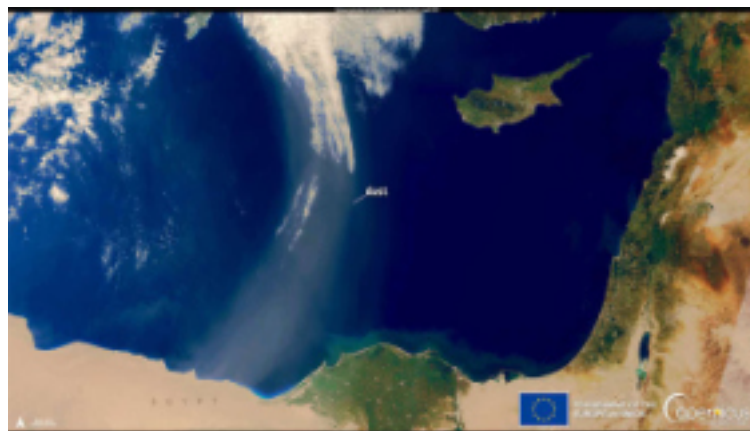
Copernicus is the Earth Observation component of the European Union's space programme, looking at the planet and its environment for the benefit of Europe's citizens.

## Copernicus Ocean State Report

The sixth issue of the Copernicus Ocean State Report and its summary is now available online, coordinated by Mercator Ocean International, the implementing entity of the Copernicus Marine Service.

This annual publication provides a comprehensive and state-of-the-art overview of the current state, variations, and changes occurring in the European regional seas and global ocean over the past decades and for recent years, particularly for 2020.

It also highlights the importance of ocean data, how the collection of data on different aspects of the ocean can help us better understand and adapt to the challenges of ocean change.



For an introduction see here:

<https://marine.copernicus.eu/>

And here: <https://tinyurl.com/387jnn4w>

*Picture credit: European Union, Copernicus Sentinel-3 imagery ©.*

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## North American Maritime Security Initiative

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### Allied navies participate

Early in April it was announced from Alameda, California, that the US Coast Guard, along with the US Navy, Mexican Navy (SEMAR) and the Royal Canadian Navy (RCN) participated in the North American Maritime Security Initiative (NAMSI) exercise off the coast of Manzanillo, Mexico from 27 to 31 March.

First instituted in 2008, NAMSI is an inter-agency and tri-lateral forum among US, Mexican and Canadian maritime commands intended to develop and refine maritime operations, as well as synchronize training and operational interoperability amongst forces of the three nations. The three participating nations actively seek opportunities to operate together and strengthen their cohesive approach to enhance regional maritime security in North America.

### Extensive collaboration

The US Coast Guard District 11 and SEMAR collaborate extensively under NAMSI, conducting an average of four multinational passing exercises each year.

The NAMSI Pacific Exercise (PACEX) 2023 is a full-scale Maritime Law Enforcement (MLE)-based exercise that facilitates MLE operations with a SAR nexus built in. This exercise is intended to strengthen the crews' knowledge in handling various situations and offers unique training scenarios like communication drills or manoeuvring exercises.

In the words of Rear Admiral Andrew Sugimoto, commander, US Coast Guard District 11: *'This exercise*

provides US, Mexico and Canada the opportunity to develop and refine our training and operations as partner nations. We take pride in our ability to strengthen partnerships and interoperability among the nations' sea services.'



Illustration per USCG Eleventh District Pacific Southwest ©.

The US Coast Guard Cutter *Active* and the US Navy Independence-variant littoral combat ship USS *Savannah* (LCS 28), joined the SEMAR ship ARM *Hidalgo* and the RCN ship HMCS *Edmonton*, off the coast of Manzanillo in support of the NAMSI PACEX 2023.

Operational units were supported by aviation assets from the US Coast Guard and SEMAR, as well as the respective command centres in US Coast Guard District 11, US Navy 3rd fleet, SEMAR Tenth Naval Region and SEMAR headquarters.

### Operation GREEN FLASH

The crews of *Active* and US Coast Guard cutter *Benjamin Bottoms* also deployed in support of Operation GREEN FLASH (OGF). OGF is the operationalization of NAMSI procedures leveraging US, Canadian, and Mexican maritime forces, with the intent of disrupting transnational criminal organization activity that occurs in the shared maritime environment.

US Coast Guard District 11 organizes annual iterations of OGF which strengthens the relationship between the major stakeholders under NAMSI. Historically, there have been two iterations of OGF a year, averaging 30 days each.

Commander. Brian Tesson, CO of USCGC *Active* commented: 'The cutter *Active*'s crew was excited to conduct this mission alongside our partners given its importance for the safety and security of the shared maritime environment.'

'The partnerships between the US, Mexico and Canada strengthened our overall maritime security posture while reinforcing the mutual esprit de corps between our services.'

## Ocean and Climate Data Collection

### World Ocean Council Expands

On 10 April the World Ocean Council (WOC) reported the expansion of its SMART Ocean-SMART Industries (SO-SI) Programme through the appointment of a Programme Manager, with support provided by Singapore-based Swire Shipping Pte. Ltd.

It is understood that William Staby will lead the SO-SI Programme to organize industry/science partnerships and promote data collection by ships, platforms and other offshore infrastructure, which can be used to host or deploy instruments. Companies can also participate by sharing data they have previously collected.

Companies with vessels and offshore facilities are invited to contact WOC to participate in the SO-SI Programme, which enables companies to deliver on the UN SDG 14 and the UN Decade of Ocean Science.

### For more information

Readers are invited to see WOC's Smart Ocean-Smart Industries Programme by way of the link here: <https://tinyurl.com/3cjr88d7>

Or you may contact: [Bill.Staby@oceancouncil.org](mailto:Bill.Staby@oceancouncil.org)

### Inaugural sponsors

Swire Shipping Pte. Ltd. Chairman Sam Swire commented: 'We at Swire Shipping are proud to be one of the inaugural sponsors of the World Ocean Council's SO-SI Programme and look forward to it bringing real benefits to stakeholders at the earliest opportunity.'

'Understanding the relationship between the atmosphere and our oceans is crucial to mitigating the effects of global warming. We must step up our efforts for data collection, especially as this can be achieved using 'ships, rigs and undersea cables of opportunity' often at minimal additional expense.'



Swire added: 'The first 'International Maritime Conference for Devising a Uniform System of Met-Ocean Observations at Sea' was successfully convened in Brussels 170 years ago. Since then, those of us who have been able to report data from the 71% of our planet that is water have done so both for the good of the environment and our industry.'

WOC CEO Paul Holthus emphasized that: 'The most cost-effective way to significantly increase our understanding of the ocean (and the climate above the ocean) is to harness the use of the 60,000 merchant vessels, 3-4 million fishing boats, thousands of offshore aquaculture and energy installations and 1.2 million kilometers of submarine cables.'

Unlocking this potential is the goal of the WOC SO-SI Programme, which works to match companies with scientific institutions and ocean, weather and climate observation programmes and to facilitate the installation or deployment of instruments and the transfer of data to the appropriate public agencies.

As the WOC is the only ocean business and investment organization with a global programme working to engage industries in data collection, the UNESCO Intergovernmental Oceanographic Commission (IOC), UN World Meteorological Organization (WMO), International Hydrographic Organization (IHO), Seabed 2030 and other key ocean and climate institutions have developed partnerships with the WOC.



Advancing ocean industry data collection also creates needs for innovation in developing instruments, data transfer, analytics and so forth as well as important investment opportunities.

### **About World Ocean Council (WOC): The Global Blue Economy Business Organization**

WOC is the international, cross-sectoral alliance for private sector leadership and collaboration on ocean sustainability, stewardship, and science. Companies from a range of industries worldwide are distinguishing themselves as leaders in Corporate Ocean Responsibility, including shipping, oil and gas, tourism, fisheries, aquaculture, renewable energy, ocean technology, and investment.

WOC Members are a part of the WOC Network of 35,000+ ocean industry stakeholders around the world. The WOC is a registered not-for-profit organization in the US and France. HQ is in Honolulu, Hawaii.

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

## **Zero-Emission Accelerating Ship Finance Program**

### **Class NK evaluation**

Under a Zero-Emission Accelerating Ship Finance Program jointly operated by the Development Bank of Japan and ClassNK, ClassNK evaluated the LNG dual-fuelled chemical tanker, *Fairchem Pioneer*, 26,300 dt, jointly developed by Fukuoka Shipbuilding Co Ltd and Fairfield Japan Ltd, currently under construction at Fukuoka Shipbuilding, and is going to be chartered to Fairfield Japan Ltd. The Development Bank of Japan provided financing to Fukuoka Shipbuilding.

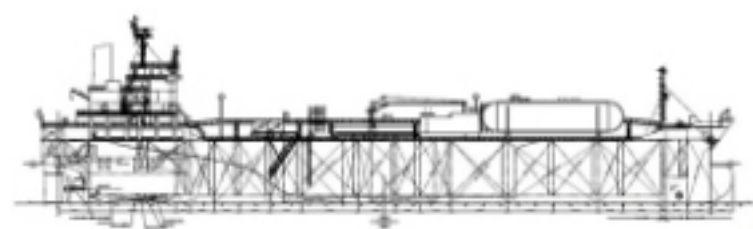


Illustration published by courtesy of Fukuoka Shipbuilding Co Ltd ©.

Under the Programme, ClassNK evaluates ships based on a comprehensive scoring model jointly developed by the Development Bank of Japan from the perspective of decarbonisation, environmentally friendly performance, and innovativeness, and bank provides investment and financing.

Fukuoka Shipbuilding, which has yards in Fukuoka City and Nagasaki City, is a shipbuilding company with strength in building chemical tankers. Fairfield Japan Ltd, the Japanese subsidiary of Fairfield Chemical Carriers Inc, a US operator specialising in chemical tankers, has been working on advanced initiatives to decarbonise its operations, including joint development of the ship with Fukuoka Shipbuilding. The ship, being built at Fukuoka Shipbuilding's Nagasaki Yard and set to be delivered to Fairfield, will be the first LNG dual-fuelled chemical tanker in Japan.

In evaluating the ship, the following factors were taken into account:

- The LNG dual-fuelled engine enables a significant reduction of CO<sub>2</sub>, and the ship is expected to compliant with the Energy Efficiency Design Index (EEDI)\* Phase 3 requirements achieved prior to the enforcement of the regulation;
- Use of LNG fuels enables a reduction of nitrogen oxide (NOx), sulphur oxide (SOx), and particulate matter (PM) and meets the NOx Tier III regulation and the SOx regulation;

- Environmental soundness at its recycling is addressed by planning to develop and maintain an Inventory of Hazardous Materials required by the Ship Recycling Convention.

The ship was given an 'A' rating as *'the ship with high decarbonization, environmentally friendly performance, and innovativeness,'* recognizing that adequate environment-related investments have been made.

Through the expansion of the Program, Development Bank of Japan and ClassNK will support shipping and shipbuilding companies' efforts to contribute to the transition toward decarbonisation and work together to accelerate the transition toward decarbonisation in the entire maritime industry.

\* The EEDI regulations require new ships to be evaluated in accordance with the uniform fuel efficiency index and to attain the required level. The required level for each ship type will be tightened incrementally.

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## USCG Atlantic helicopter medevac

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US Coast Guard Sector Houston-Galveston watchstanders received a medevac request at 2218 on 8 April from a crew member of the cruise ship *Carnival Vista* stating a 93-year-old female passenger was experiencing symptoms of respiratory failure, pneumonia, and septic shock. The vessel was in a position 90nm from Galveston, Texas.



*Illustration per USCG Public Affairs.*  
USCG ©.

Coast Guard watchstanders consulted with the duty flight surgeon, who recommended a medevac.

A Coast Guard Air Station Houston MH-65 Dolphin helicopter crew was launched to conduct the medevac. The helicopter crew arrived on scene, hoisted the passenger and a nurse from the cruise ship, and transported them to the University of Texas Medical Branch in Galveston in stable condition.

This story was reported by USCG Coast Guard PADET Texas on 9 April.

A video link to the medevac is to be found here: <https://tinyurl.com/27mwjtz2>

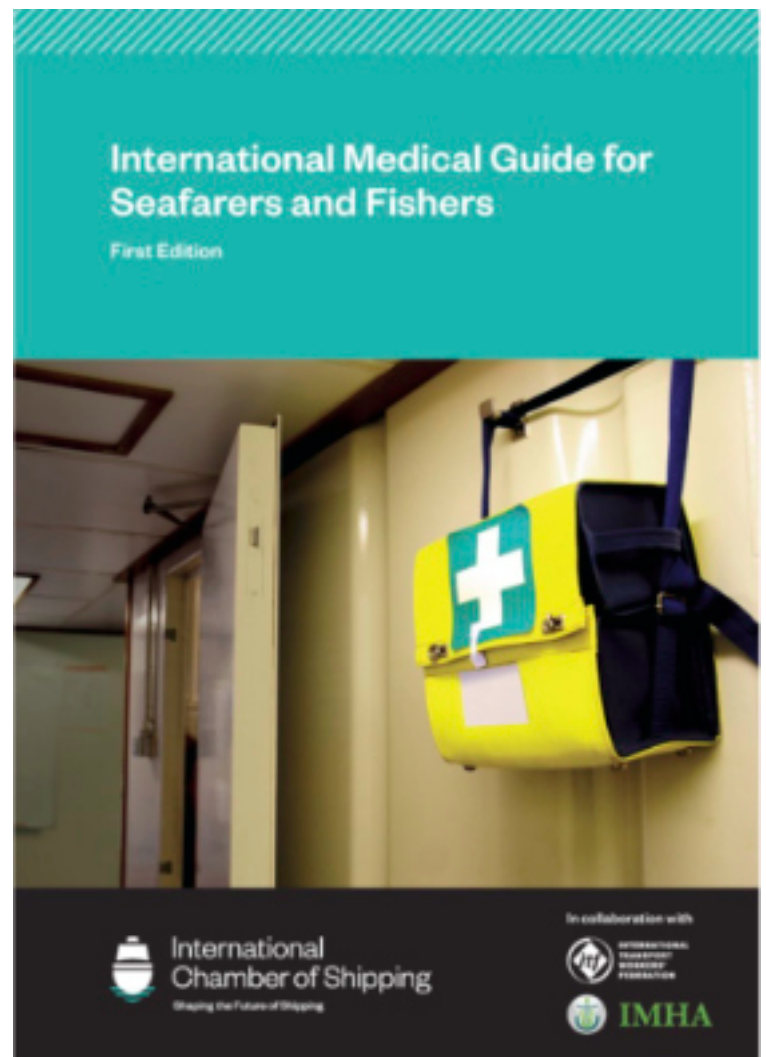
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## New ICS Medical Guide

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A new medical guide for ships has been published by shipowners' association, the International Chamber of Shipping (ICS).

*'Crew are often hundreds of miles from shore when illness, accident or injury takes place onboard – leaving them without internet and dangerously far from the nearest hospital,'* said International Transport Workers' Federation (ITF) General Secretary Stephen Cotton as he welcomed a new medical guide for ships from shipowners' association ICS.



He continued: *'In those circumstances, having up-to-date medical guidance to hand can make a real difference for limiting adverse health and safety outcomes for seafarers and fishers.'*

The first edition of the *International Medical Guide for Seafarers and Fishers* is priced at £225 (about US \$280) and is available in print and digital e-book form.

It includes:

- The main guide for onboard crew and shoreside teams, featuring the latest medical knowledge, with clear and practical explanations of best-practice procedures;
- A ship's medicine chest detailing the latest medicines and equipment which should be carried onboard and which can be sourced from all areas of the world, and
- Ten action cards that can be removed and carried anywhere on the ship to immediately assess an emergency medical situation.

The ITF, which brings together hundreds of seafarers' and fishers' unions, provided experts to contribute to the guide's development, alongside colleagues from the International Maritime Health Association.

Cotton added: *'The ITF is proud to lend our name to this publication as a key collaborator on its content.'*

International regulations require a medical guide to be carried on all commercial ships that do not have a doctor on board. Given very few vessels have a qualified doctor amongst their crew list, the guide is set to have widespread adoption in the industry as many seafarers and shipowners seek the latest medical best practice in an accessible format.

It is reported that the guide's easy-to-use layout and language, designed with non-medical professionals in mind, is a key advantage over past medical guides. 3D visual aids, tables, charts, and practical assessment questions all help crew to follow medical procedures in the right way, ensuring the best possible outcomes for their crewmates.

Natalie Shaw, Director of Employment Affairs at ICS, reflected: *'We recognised the urgent need for updated medical information and this was highlighted when we saw the overwhelming and positive response to the medical materials we published during Covid-19.'*



*'Having established relationships with medical experts for many years, we undertook the extensive process of producing a completely new, comprehensive, and practical guide covering all medical situations that would provide modern medical support for crew and for shipping companies.'*

Crew are often hundreds of miles from shore when incidents or accidents happen onboard. Some are too far to rely even on medical evacuations by helicopter or airplane for timely care. This makes appropriate responses on board even more critical.

ITF's Stephen Cotton said he welcomed the guide's publication, noting that its adoption and use should lead to improved health and safety outcomes for crew, with positive implications for the industry's recruitment efforts.



*ITF General Secretary Stephen Cotton welcomed the publication of the ICS's new medical guide. Experts from the ITF and other bodies contributed to the development of the guide.*

*Credit: International Transport Forum*

He concluded by saying: *'This publication is a well-timed resource to support employers with their own preparedness and risk evaluation approaches. It helps them build upon the minimum requirements set out in international regulations and conventions, encouraging a rising standard of care for crew.'*

*'Better health and safety at sea means seafaring and fishing careers become more attractive. The more we can do to improve the industry's reputation amongst current and future crew, the more we'll be able to address the crewing challenges faced by a sector with a growing need for people.'*

Cotton said health and safety was a core focus area for the ITF, which has more than 670 affiliated unions from more than 147 countries.

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## Jackup unit *Vahana Aryan*

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### Awarded world-first DNV Abate-Ready notation

It was reported from Oslo on 5 April that *Vahana Aryan*, the flagship vessel of the Dubai-based Vahana Marine Solutions DMCC, has become the first jackup unit to receive DNV's Abate-Ready notation.

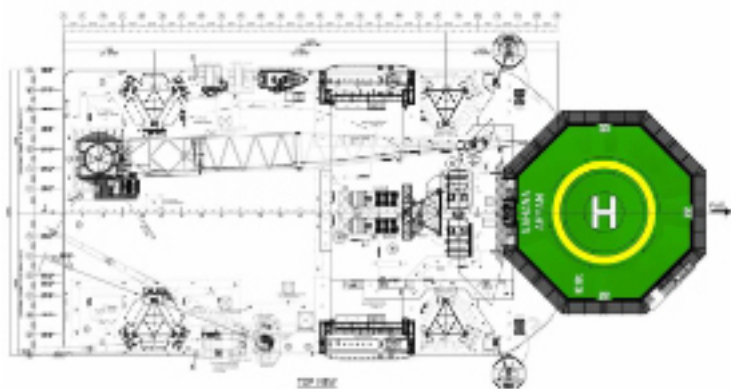
The Abate notation is designed to assist the owners and operators of offshore units to identify and implement measures which can lead to reductions in greenhouse gas (GHG) emissions.

While the IMO is implementing a range of regulations to reduce the carbon intensity of sea-going vessels, offshore installations are not currently covered by the same rules.

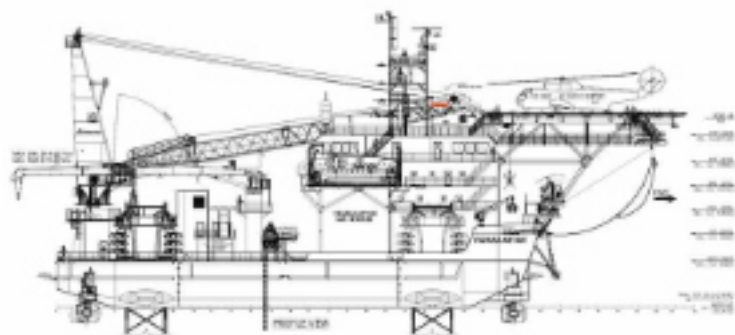
With stakeholder pressure high, the offshore industry is still seeking greater sustainability at its installations and is keen to explore different ways of achieving this. DNV's Abate notation helps offshore operators reach these goals

by providing a framework for operational and technical GHG abatement measures.

Narish Nathan, CEO of Vahana Offshore commented: *'At Vahana Offshore, we are committed to playing our part in achieving a sustainable future. We recognize that reducing environmental impact requires collaboration with all stakeholders, and we will work closely with them to prioritize emission control. As part of this effort, we encourage everyone to adopt an "each one, teach one" approach to reduce emissions.'*



According to Torgeir Sterri, SVP and Director of Offshore Classification at DNV, the Abate class notation is already proving to be a successful resource for offshore owners wishing to reduce GHG emissions and fulfil carbon reduction targets. It is expected to become a key part of the offshore industry's carbon reduction commitments in the coming months and years.



Vahana Offshore (M) Sdn. Bhd., founded in 2014, is the first Malaysian company to own and operate its own fleet of self-propelled jack-ups / liftboats for offshore works.

The company was founded by Tan Sri A K Nathan, a successful and globally renowned entrepreneur who is recognised for his contributions and achievements in the engineering, construction, power and petrochemical plant industries in Asia and the Middle East.

Images:

*The Vahana Aryan self-propelled jackup.*

Drawings per: [www.vahanaoffshore.com](http://www.vahanaoffshore.com)

## 50,000 Filipino jobs saved

### EU on seafarer training certificates

Unions are welcoming a decision from the EU maritime watchdog which avoids up to 50,000 Philippines-certified crew being barred from working aboard European-owned ships. This was reported by the ITF on 14 April.

The European Maritime Safety Agency (EMSA) announced in week commencing 2 April that it will continue to recognise STCW certificates (Standards of Training, Certification and Watchkeeping) issued by Philippines-based training providers after the country's president made moves to address decades-long problems with his country's seafarer training systems.

The EU had for many years been concerned about both the quality and consistency of training, with some graduates equipped to handle modern ships and others requiring supplemental training from employers. As far back as 2006, EMSA identified deficiencies and continued to find problems in the thirteen inspections it conducted since. The agency's most recent audit, held last year, led to the country's final warning.

### ITF welcomes EMSA decision, optimistic on reforms

Stephen Cotton, General Secretary of the International Transport Workers' Federation (ITF), commented: *'We are relieved to see EMSA pulling back from the brink with this decision and avoiding the risk of losing 50,000 of the world's finest maritime professionals from working aboard European vessels.'*

*'I am sure that is very welcome by the European shipowners just as it is by Filipino crew, their families and their unions.'*

Cotton said if EMSA had stopped recognising Filipino certificates, a ban would have sent economic shockwaves through the country's economy. US\$6.54 billion in wages were sent home by Filipino crew working on international ships in 2019, alone.\*

He added: *'There's no doubt that Filipino seafarers are prized in the industry for their skill, expertise, and professionalism: there is good reason that they remain the world's number one source of seafarers.'*

*'Sadly, the quality and certification systems Filipino crew need to be able to rely on, have been lacking for some time now.'*

The ITF and its Philippines-based affiliates had been advocating for years for Manila to iron out the country's inconsistent training outcomes, along with dumping underperforming providers who consistently untrained crew.

### ITF advising Marcos government on training upgrade

It is understood that decision-makers in Brussels were convinced by recent announcements by President Ferdinand Marcos Jr's administration to finally address the country's years-long issues in training.



Alongside more immediate measures, Marcos ordered in December the establishment of a high-powered advisory council made up maritime industry experts.

Representatives from the ITF, ship owners' association ICS, and other industry bodies will form the new 'International Advisory Committee on Global Maritime Affairs' (IACGMA). While its first task is to advise on the training and certification reforms needed, the committee's ability to work across a multitude of government ministries and agencies on thorny and complex maritime sector issues is a model unions and shipowner groups hope will unlock progress on climate and other pressing issues facing the country's maritime sector.

Cotton said the Advisory Committee was just one example of the way the sector had shown the Philippines was now on the right path to delivering the improvements industry, crew and regulators had been asking for.



Credit: University of Asia and the Pacific ©.

He said: *'I have every faith that we can get to a place where a Philippines certificate is synonymous with being first-rate and world-class. In many ways, Filipino crew already are.'*

### **Just Transition, apprenticeships overhaul**

Fabrizio Barcellona, ITF Seafarers' Section Coordinator, added: *'Training had never been more important for people working at sea. Climate change is driving a need for 800,000 seafarers to be trained or retrained to handle new fuels and technologies by 2030.'*

*'Countries with the better training systems will be able to respond better to the changing needs of the global seafaring market. Their seafarers will be more attractive to the growing number of shipowners who are already buying billions of dollars' worth of new, next-generation vessels.'*

Barcellona said more crew needed to spend more time on board early in their careers, allowing them to become familiar with the rapidly changing technologies found in vessels nowadays. He said the ITF would be raising both the training and climate issues through the advisory committee with government figures, because the issues were closely connected.

That is why the ITF is suggesting a major upgrade to the country's systems of apprenticeships and cadet training, for ratings and for officers, respectively. The federation

wants to see the Philippines shifting from a model of disorganised apprenticeship and cadetship arrangements, which are cobbled together temporarily between individual employers and training providers, to a new, modern and coordinated model with quality, enduring schemes backed by shipowners, unions and government.

A more structured, quality-assured system of bringing through officers and ratings would have benefits for the country, because shipowners, like those in Europe, could have greater confidence that Filipino crew were being equipped with the competencies required by modern vessels.

### **Exploitative 'ambulance chasers' in ITF's sights**

Just Transition and training were just a couple of the issues that are part of policy challenges that the Philippines' government needed to tackle to improve employment and wellbeing for crew.

The ITF also planned to raise the need to overhaul the Philippines' broken system of seafarer workplace compensation, which has overtime seen the rise of widespread predation of crew by so-called 'ambulance chasing' lawyers.

Employer fears about spurious legal actions have led many shipowners and ship managers from avoiding the recruitment of Filipino workers altogether.

Barcellona explained: *'These 'ambulance chasers' – these lawyers, they do not always have seafarers' best interests at heart. Many simply use crew as a pawn to get an out-of-court settlement from an employer for themselves.'*

Barcellona said it was common for the lawyer or their firm to issue seafarers with ethically questionable loans at predatory interest rates, as crew waited for the settlement promised to them. In practice, the long wait means crew have to look on as lawyers' fees and mounting interest eats away at any payout they had once expected to receive.

### **Clean-up of manning agents 'overdue'**

The ITF is also demanding changes to the Philippines' system of governing crewing, or manning, agents. While many were working honestly and effectively on behalf of seafarers, there remained a not insignificant number of crewing agents which repeatedly fail crew.

All crew seeking work on international ships are required to use an agent to be placed on a vessel. Once onboard, they have to send the majority of their wages home by allotments via that agent. Many agents charged crew unfair exchange rates when getting the allotments shoreside, effectively clipping the ticket twice on top of the fees they charge seafarers.

Agents are supposed to protect crew from irresponsible ship owners and potentially devastating outcomes from employer negligence, such as if an employer refuses to honour their obligations to pay crew. In that case, the agents are supposed to step in and cover the owed wages.

While the Philippines agent system is good on paper, giving effect to many of the Maritime Labour Convention's principles intended to benefit workers in an uncertain industry, in practice the country's poor enforcement of the rules meant many agents have been able to operate despite failing crew and breaking the law. [www.ITFShipBeSure.org](http://www.ITFShipBeSure.org)

This situation had led the ITF to establish the ITFShipBeSure.org website dedicated to helping crew steer clear of the agents which seafarers' unions consider the worst.

*'These are all things which are central to the ITF agenda to support Filipino seafarers so that the Philippines can continue to be a maritime leader for decades to come,'* said Barcellona in conclusion.

\* According to the central bank of the Republic of the Philippines Bangko Sentral ng Pilipinas (BSP), Filipino seafarers remitted over US\$6.53 billion in 2019 alone.

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## Self-elevating platform + wind turbine generator

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### ClassNK issues AiP

It was announced Tokyo in mid-April by ClassNK that had issued an Approval in Principle (AiP) for the conversion plan of the medium-sized self-elevating platform vessel for the installation of large wind turbine generator on a semi-sub floater in port jointly developed by Toa Corporation, Nihon Shipyard Co Ltd, and Japan Marine United Corporation.\*

This project involves a semi-sub floater developed by Japan Marine United Corporation, and a large wind turbine generator to be installed by converted self-elevating platform vessel.



*Image of the self-elevating platform vessel.  
Courtesy of Toa Corporation.*

As a solution to the current lack of port facilities for installing a large wind turbine on a foundation at ports in Japan, Toa Corporation, Nihon Shipyard and Japan Marine United Corporation have been jointly researching and developing a method to convert a medium-sized self-

elevating platform vessel to be used as a jacked-up tall crane in a port.

Such tripartite R&D is based on the self-elevating platform vessel (equipped with a 1,250-ton crane) under the construction at Japan Marine United Corporation shipyard and to be co-owned by two companies including Toa Corporation after her delivery.

The converted self-elevating platform will enable the installation of large wind turbines even at ports without adequate facilities and is expected to promote the expansion of floating offshore wind power generation by providing a wider range of base port options.

ClassNK carried out a review of the jointly developed conversion plan in line with Part O of the Rules for the Survey and Construction of Steel Ships and issued the AiP on verifying conformity to the prescribed requirements.

ClassNK will continue to support advanced initiatives aimed at the broader adoption of offshore wind power generation as the certification body and contribute to the decarbonisation of society.

### About Approval in Principle (AiP)

At the initial stage of designing or before the specific target ship to be implemented is decided, the design is examined based on the existing regulations such as international conventions and ship classification rules, and an AiP is issued as proof of conformity with requirements. It also prevents rework of regulatory aspects in the post-process, shortens the examination time at the time of class registration, and can be used as a technical basis for an external appeal of the design status.

\* Part of the R&D project *Technology development and construction technology development for semi-submersible units with hybrid mooring system* jointly developed by Toa Corporation, Nihon Shipyard Co Ltd, Japan Marine United Corporation, and K Line Wind Service. as a Green Innovation Fund project under Japan's New Energy and Industrial Technology Development Organization (NEDO).

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## Solstad Offshore

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### Battery-hybrid incorporation

Hybridisation has emerged as one of the key strategies to address the environmental challenges facing the shipping industry. Most industry experts agree that hybrid solutions are the best approach to optimising energy use on board while ensuring compliance with emissions regulations. In simple terms, hybrid propulsion demonstrates the use of two or more energy sources to power a vessel. The main aim is to reduce fuel burn and emissions while maintaining required power and performance. In most cases, this involves combining a conventional combustion engine with an electric motor or other clean energy source.

Hybrid propulsion incorporating energy storage technology, such as batteries that can be used to provide additional green power as needed, has become increasingly popular. The ferry sector was first to

incorporate and hybrid provision is becoming more common in other shipping segments such as the offshore.

## Extensive retrofit programme

Norwegian offshore service and supply company Solstad Offshore ASA has one of the sector's largest fleets, with 83 vessels serving clients globally. It has been in the vanguard of sustainability efforts, retrofitting ten existing vessels to hybrid propulsion between 2019 and March 2023. The first to undergo the process was the 5,300dt PSV *Normand Server* (built 2011), and there are more in the pipeline.



Part of SEAM's eSEAMatic blue hybrid installation on a Solstad Offshore vessel.

Photo: SEAM.

Chief Sustainability Officer at Solstad, Tor Inge Dale, commented: 'Hybrid technology is right now the only commercialised green technology that can be implemented on offshore vessels today. Having these ten retrofitted vessels makes us one of the largest users of battery technology in the offshore business worldwide. It is not cheap, but the Capex outlay is compensated by Opex savings over ten years' time, mainly on client fuel savings but also on reduced engine maintenance cost.'



The 6,000-dt CSV *Normand Ocean* (built 2014) is the latest Solstad Offshore vessel to have been through a diesel-electric retrofit, delivering as much as 25% fuel savings in field and mobilisation/demobilisation operations, and 20% in DP2 mode.

Photo: SEAM.

The process has evolved with the introduction of innovative methods to optimise energy efficiency. Alongside hybrid propulsion, these include Green DP (an advanced dynamic positioning solution that significantly reduces fuel burn through predictive control), reducing power offtake by onboard actuators and the use of shore

power when in port. Solstad also plans to implement new technologies on the retrofitted ships as they become available.

It is understood that, to date, Solstad has saved over one million tonnes of CO<sub>2</sub> through its Solstad Green Operations campaign. Each of the ten retrofitted vessels themselves save an average of 21% of fuel during typical operations, it is reported. In some cases, such as the latest diesel-electric retrofit, the 6,000dt CSV *Normand Ocean* (built 2014), results are as much as 25% fuel savings in field and mobilization/demobilization operations, and 20% in DP2 mode.

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## Guidelines for Additional Fire-fighting Measures for Container Carrier

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### Container stowage

### Parametric Roll Countermeasures

### ClassNK release

On 18 April it was announced from Tokyo that ClassNK has released *Guidelines for Additional Fire-fighting Measures for Container Carrier*, which specify requirements for indicating additional fire safety measures on container carriers as a class notation.

With the expansion of logistics and the growth in ship sizes, the characteristics and loading methods of cargo carried by ships have increasingly diversified. To achieve a higher level of safety, efforts are being made to implement additional fire-fighting measures beyond the mandatory requirements of the SOLAS and class rules. In particular, for container carriers engaged in a wide variety of cargo transport, considerations for the installation of detection and fire-fighting equipment to mitigate fire risks are progressing.

Based on the research of trends related to such equipment, ClassNK has developed *Guidelines for Additional Fire-fighting Measures for Container Carrier* as requirements for evaluation. According to these guidelines, ClassNK is going to grant a notation on the container carrier to indicate the implementation of additional fire safety measures.

Moreover, responding to the recent increase in the transportation of electric vehicles, ClassNK plans to issue guidelines for car carriers that are also implementing additional fire safety measures. ClassNK will continue to work on providing necessary guidance and certification services to support initiatives pursuing further safety.

### Guidelines for Container Stowage and Securing and Parametric Roll Countermeasures

On 28 February 2023 ClassNK added other standards to ensure safe and efficient operation of containerships.

At the time they released *Guidelines for Container Stowage and Securing Arrangements (Edition 3.0)* and *Guidelines for Parametric Roll Countermeasures* to achieve a safer and more efficient marine transportation of containers.

Responding to rapid increases in the size of container ships and advances in lashing technology, the *Guidelines for Container Stowage and Securing Arrangements (Edition 3.0)*, which have provided evaluation methods for loading and lashing containers, incorporate the latest trends and ClassNK's R&D outcomes to ensure both safety and economy.



These guidelines reflect the load analysis combined with big data from AIS and oceanographic data conducted during the comprehensive revision of ClassNK ship structural rules (Part C of its Rules and Guidance for the Survey and Construction of Steel Ships), and enable optimal stowage operations that take into account not only the route but also seasonal effects.

*The Guidelines for Parametric Roll Countermeasures* support the consideration of measures against parametric roll, which has been referred to as a factor in the recent cargo collapses on large containerships.

In addition to evaluation based on *Interim Guideline on the Second Generation Intact Stability Criteria (MSC.1/Circ.1627)*, the guidelines outline the requirements for granting notation of ships with equipment and operational parametric roll measures. They also cover a wide range of aspects, both in theory and in practice, including the mechanism of parametric roll, its features and precautions, an overview of parametric roll response calculation, and devices and methods for countermeasures such as a practical and reasonable way for creating a polar chart that illustrates the danger of parametric roll. The methods specified in these guidelines

are applicable not only to container ships but also to car carriers.

## To download

The guidelines are available to download via ClassNK's website [www.classnk.com](http://www.classnk.com) for those who have registered (easily achieved) or the ClassNK "My Page".

## Inmarsat and fleet cyber-security

### Vega-Reederei

In mid-April Inmarsat announced that it had secured an agreement with long-standing Fleet Xpress customer Vega-Reederei (Vega) to install Fleet Secure Unified Threat Management (UTM) across the Hamburg-based ship manager's fleet of existing and newbuild vessels.

The deal represents a proactive move to secure Vega's fleet against growing cyber threats while achieving regulatory compliance, as the company rejuvenates with four 1,868 TEU eco-consumption newbuilds and plans to add more new ships to expand in the security sensitive European coastal services by 2024.

A 2022 study by Inmarsat and partner Thetius showed almost half of the 200 maritime businesses surveyed reporting that they had suffered a cyber-attack in the previous three years.

Three per cent of those attacks resulted in a ransom being paid by the victim to the attacker, at an average cost of \$3.1 million. Even without the payment of a direct ransom, the costs to shipping from cyber threats averaged \$1.8 million per year over the study period.



Henrik König, Company Security Officer at Vega commented: *'Although our vessels have not so far fallen victim to cyber-crime, we are aware that both the frequency and severity of network attacks in shipping are growing fast. As our fleet grows, this threat becomes more significant and difficult to manage.'*

*'Through Fleet Xpress and Fleet Secure UTM, Inmarsat offers the global coverage and cyber-security capabilities required to keep our managed fleet safe from the risks of an increasingly connected maritime industry.'*

Fleet Secure UTM is a part of Inmarsat's wider cyber-security offering available through Fleet Xpress. The

solution is a comprehensive suite of network security tools designed to protect the vessel network in its entirety.



Vega Coligny seen here at the Yangfan Group Co., Ltd shipyard, Zhoushan, PRC.

Image per [www.vega-reederei.de](http://www.vega-reederei.de) ©.

By intelligently scanning all connected networks for malicious traffic, UTM safeguards against cyber-attacks and intrusion from infected devices. It also provides real-time digital security status updates, allowing users to monitor and mitigate network threats as they arise.

Crucially for ship managers such as Vega, the solution is backed by Inmarsat's dedicated Cyber Security Operations Centre (CSOC), which offers round-the-clock human support in addressing customers' security concerns. The CSOC deploys a range of industry-leading technologies to monitor and detect threats – including the latest methods of attack – across Inmarsat's core infrastructure, networks, and services. Any irregular activities are investigated by in-house cyber-security experts, it is understood.

## EMASOH news

### The European-led Maritime Awareness in the Strait of Hormuz

During the three years that Operation AGENOR has been fully operational, 34 naval assets, many French Atlantique 2 surveillance aircraft and Italian MQ-9 drones have been involved.



FNS Guépratte

Illustration per Marine Nationale ©.

In total, these assets have conducted more than 2000 flight hours, spent over 1070 days at sea and reassured more than 1600 merchant vessels.

In summary 34 navy ships have been involved with a total of 4221 seafarers afloat.

## Operation AGENOR March 2023

In March Operation AGENOR staff offered 'Fair winds and following seas' to two frigates in support of EMASoH. The French frigate *Guépratte* was in support of Operation AGENOR until 1 March and the Italian frigate *Bergamini* until 30 March.

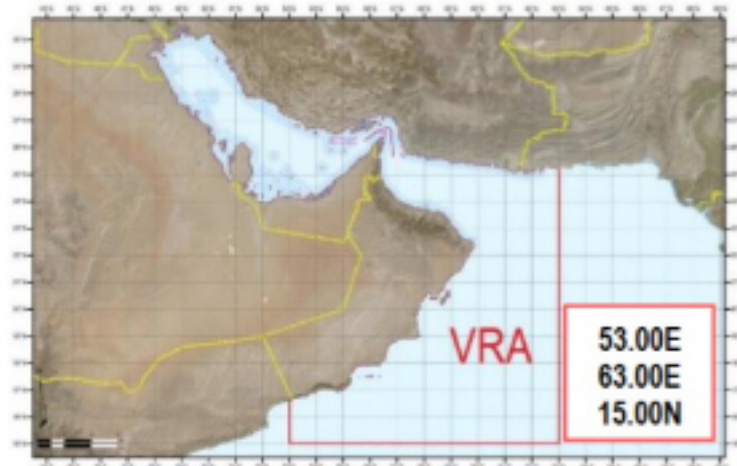
Both warships greatly increased the Maritime Situational Awareness of Operation AGENOR. They have been sailing in the Gulf region for EMASoH with the goal of reassuring merchant shipping and contributing to freedom of navigation.

During its time in the mission the frigates conducted patrols and accompanied merchant vessels while transiting the Strait of Hormuz. All with a de-escalatory and cooperative approach.

The maritime patrol aircraft covered extensive areas and engaged with shipping. Aircrew performed multiple reassurance calls to merchant vessels. This greatly increased situational awareness. With this atmosphere EMASoH is able to assess the security situation in the region and reassure shipping.

### Voluntary Reporting Scheme

Shipping operators are invited to participate in a Voluntary Reporting Scheme. Voluntary reporting improves the cooperation and guidance EMASoH can provide to ships on the basis of informing, reassuring, and promoting the freedom of navigation.



Voluntary reported ships are also prioritised for possible accompaniments with EMASoH's naval assets and reassurance calls with naval and aerial assets.

### Here is what to do

**Before entering the Voluntary Reporting Area (VRA), 48 hours in advance, or as soon as possible shipmasters should:**

- Inform EMASoH about the timing of their intended entry and exit of the VRA;
- Confirm the planning **six** hours before entering and share possible changes to the journey planning;
- Report any suspicious behaviour to the coast guard of the coastal state and to EMASoH.

Readers may wish to keep a record of the EMASOH contact details here:

EMASoH Headquarters telephone watch  
(24/7): +971 265 74 278  
E-mail (24/7): [ctf474-emasoh.bwc.fct@def.gouv.fr](mailto:ctf474-emasoh.bwc.fct@def.gouv.fr)

See also

[www.linkedin.com/company/EMASOH](https://www.linkedin.com/company/EMASOH)  
[www.twitter.com/EMASOH\\_AGENOR](https://www.twitter.com/EMASOH_AGENOR)  
[www.instagram.com/EMASOH\\_AGENOR](https://www.instagram.com/EMASOH_AGENOR)

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## FSO Safer

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### Oil removal

Boskalis through its subsidiary SMIT Salvage has reached an agreement with the United Nations Development Programme (UNDP) for oil removal from *FSO Safer* moored off Yemen's Red Sea coast. This project is a part of the UN-coordinated operation to remove and transfer more than one million barrels of oil from a decaying tanker into a safe modern tanker and the responsible disposal of Safer.

### Perseverance of the UN

Peter Berdowski, CEO of Boskalis, commented: *'We have been assisting the UN in their endeavours to avert a potential massive environmental and humanitarian disaster off the coast of Yemen since 2021. We are extremely delighted that these efforts and the perseverance of the UN to raise the necessary funds has brought us to this agreement. Following a long planning period, our salvage experts are keen to get to work and to remove the oil from the Safer.'*

*'I would like to express my admiration and gratitude to the many UN member states supporting this operation including the Netherlands, which played a prominent role. The Boskalis vessel Ndeavor will depart tomorrow from the port of Rotterdam stocked with all the necessary salvage equipment and I wish the crew all the success in this important mission.'*

Liesje Schreinemacher, Dutch Minister for Foreign Trade and Development Cooperation, added: *'An enormous oil disaster is looming, which could have serious humanitarian, environmental and economic implications. But we now have a chance to prevent that disaster. The Netherlands has worked hard to mobilize funds for the operation and now a major new step has been taken. It's good that Dutch firm Boskalis is taking on a key role in the response. The Netherlands will continue helping the UN to bring this to a good end.'*

### More funds required

Achim Steiner, UNDP Administrator reflected: *'The agreement today (20 April) between UNDP and Boskalis subsidiary SMIT Salvage, to deploy a team of leading experts aboard the Ndeavour marks another critical milestone of the 'Stop Red Sea Spill' operation to transfer oil from the decaying FSO Safer to a safe temporary vessel.'*

*'We look forward to be working with Boskalis and other leading experts to prevent a humanitarian, environmental and economic disaster. We also appeal to leaders from governments and corporations to step forward and help us raise the remaining \$29 million required to complete this complex rescue operation.'*

### Djibouti base

The project scope for Boskalis consists of a number of phases. The Boskalis multipurpose support vessel *Ndeavor* has been prepared in the Netherlands and was due to sail to Djibouti over the following three weeks. The salvage crew will make the final preparations in Djibouti before departing for the Safer located off the coast of Yemen.



*Boskalis's NDeavor mobilised for FSP Safer oil removal operation.*

The initial onsite phase will focus on a thorough inspection of the vessel, its cargo and creating a safe working environment. Once the vessel and its cargo tanks are declared safe, a UN purchased VLCC will come alongside at which point the ship-to-ship oil pumping operation can commence.



*FSO Safer.*

Tanks of the Safer will subsequently be cleaned and the residual water will also be transferred into the VLCC. The entire onsite operation is expected to be completed within two months. Once Safer is declared clean and empty, it will be prepared for towing to a green scrapping yard under the responsibility of the UN.

### About FSO Safer

Safer is a Floating Storage and Offloading (FSO) facility moored approximately nine kilometres off the Red Sea

coast of Yemen and fifty kilometres northeast of the port of Hodeida.

Constructed in 1976 as an oil tanker and converted in 1987 to be a floating storage facility, *Safer* is single-hulled and is believed to contain an estimated 1.14 million barrels of light crude oil. The FSO has not been maintained since 2015 because of the conflict in Yemen, and it has decayed to the point where there is a risk it could explode or break apart, which would have disastrous environmental and humanitarian effects on the region.

*Illustrations kindly provided by Boskalis ©.*

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## Pressing on regardless

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**By Michael Grey, IFSMA Honorary Member**

It all seemed so obvious. Rather than ships rushing across the oceans drinking huge quantities of expensive bunkers, to post a Notice of Readiness and then spend days or even weeks waiting at anchor for a berth, how much better it would be to coincide their arrival with a berth coming available. Efficiencies would be multiplied, less fuel would be consumed and most virtuous of all, harmful emissions would be minimised. What is there not to like?

The principle of this obviously desirable change, to a practice that has been around since well before mechanical propulsion, let alone marine radio communications, has been talked about for years. And in theory, all the various interests, when pressed, will affirm their support for a more modern and dynamic system that could do away with such a waste of effort, and the associated problems of crowded or unsafe anchorages. Shipowners' organisations, regulators, organisations of port authorities, agents and charterers' bodies will all appear enthusiastic about such a change. Indeed, one might have thought that some change has already taken place. In the liner trades, there has been something of an effort to improve matters, although good intentions were somewhat torpedoed by the post Covid chaos and terminals trying to cope with the attendant delays.

But it is clear that despite all the public expressions of good intentions, the requirement for ships to post Notice of Readiness on arriving at a port is a habit that persists. As always, it is seafarers who tend to inhabit the real maritime world and are able to detect the difference between what people might like and what really happens. In the latest Nautical Institute Seaways journal is a letter from a shipmaster who points out the costs, in terms of fuel and environmental harm that the retention of the "old ways" inflicts upon everyone.

He writes about a recent case where his ship was required by the charterer to steam at full speed in order to tender NoR at the port upon arrival. But having made his number, he was then, because of port congestion and rough weather that made the anchorage untenable, forced to steam up and down for a week before he could finally get alongside. He computed that his ship consumed some 126 MT of fuel during this period, while putting an additional 395.6MT of CO<sub>2</sub> into the atmosphere. And at this one port that week, there were another five ships motoring up and down off the storm-wracked coast, awaiting their turn, wasting fuel and polluting.

Given good will between all the various parties – the charterer, port, agent, owner and stevedoring operation, it ought to be possible to put together a strategy that will mitigate, if not eliminate, all this wastage and environmental harm. But maybe that good will is the absent factor, as each of the various parties thinks about its own priorities. The charterers, who have an inbuilt mistrust of the owners and the veracity of the ship's logbook, will still suspect that the ship is failing to perform as specified in the C/P. The owner will invariably mistrust the charterer and will be concerned that the ship will be blamed for a late arrival (even if it was not, in reality, late).

The port will have all its own problems with its schedules affected by all manner of imponderables, from rain to the shiploader breaking down, the landside logistics bunged up, or the dockers all walking out and even if everything is running smoothly, has no effective means of keeping in touch with an approaching ship, via its hard-pressed agent. Even the master, who anticipates the worst in terms of delays when he gets there, may be far happier pressing on, just in case of a breakdown or weather delay. The waste of effort and environmental harm is just "what happens" in our imperfect world.

But there are ports where a real effort is being made to sharpen up communications between all the various parties, which is surely the key to improvement, with advanced data systems put in place. It is suggested that all parties gain from the efficiencies thus implemented by these best practices, with the poor old environment also helped. And with the world fleet slowing down to "save the planet", the case for this promotion of efficiency becomes ever more urgent.

**Michael Grey is former editor of *Lloyd's List***

**This article first appeared in *The Maritime Advocate Online* Issue No 828 of 21 April 2023**

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**About *Maritime Advocate Online***

*Maritime Advocate Online* is a fortnightly digest of news and views on the maritime industries, with particular reference to legal issues and dispute resolution. It is published to over 20,000 individual subscribers each week and republished within firms and organisations all over the maritime world. It is the largest publication of its kind. It is estimated it be seen by around 60,000 readers in over 120 countries.

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## EMSA North Sea flights

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**Remotely piloted aircraft**

**Enhanced maritime surveillance**

According to EMSA on 21 April Remotely Piloted Aircraft System (RPAS) operational flights commenced in mid-April delivering enhanced maritime surveillance capabilities over the North Sea region in support of coast guard functions. Given the positive outcome of last year's RPAS campaign in the region, EMSA has returned to the region following a request from the Royal Danish Navy in

cooperation with the Danish Customs and Danish Fisheries Agency.

### Catapult launch, net recovery

The RPAS service is delivered by EMSA through the contractor Nordic Unmanned AS operating an Aerosonde RPAS over a four-month period. The RPAS uses a catapult for take-off and is recovered with a net, has an endurance of ten hours and a radio range of 140 km which can be extended based on ground relay stations. It is equipped with both an optical and infrared camera, as well as an AIS receiver.

Data gathered from the flights will be shared live through the EMSA RPAS Data Centre allowing users to monitor any unusual activity at sea with a potentially harmful impact on the safety and security of persons and vessels in the area or affecting the environment itself.

### Monitoring navigational hazards

It is understood that the service makes it possible to monitor and alert authorities in case of drifting objects spotted at sea which may pose a danger to vessels in the vicinity and/or the environment. This is especially useful in areas of high traffic density.



Illustration EMSA ©.

The Royal Danish Navy acts on behalf of Denmark's Ministry of Environment to safeguard the protection of the marine environment in the surrounding waters.

EMSA's RPAS service will support this activity by helping them to identify, verify and provide information on potential oil spills and discharges at sea. In doing so, the service complements the EU's satellite-based service for oil spill detection, CleanSeaNet.

### About EMSA

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

### RPAS services

Remotely Piloted Aircraft System (RPAS) services are offered free of charge to all EU countries by EMSA. They have been developed to assist in maritime surveillance

operations and ship emission monitoring and can operate in all seas surrounding the European Union. RPAS services can provide support to traditional coast guard functions, including search and rescue and pollution prevention and response. The services are offered to member countries individually and as part of EMSA's regional RPAS strategy, which allows multiple coast guard functions in several EU countries to be supported by one or more RPAS services.

An indication as to where EMSA has been flying from 2018 to the present is to be found here:

<https://tinyurl.com/ycb8enxd>

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## Carriage of lithium-ion batteries in containers

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### Guidelines

In conjunction with the International Group of P&I Clubs, the TT Club and ICHCA, CINS has now published a document *Lithium-Ion Batteries in Containers Guidelines* (designated C-SAR 101-A).

Subject to stakeholder feedback, the document will be reviewed again in September 2023.

From the executive summary we note that there is general recognition in the maritime industry of the need for a greater commitment to health, safety, security, and the environment. The need for business, government, and non-governmental organisations to work together to tackle the most pressing issues and societal challenges has never been clearer.

There is an urgent need to develop new sources of energy and energy storage methodologies to reduce environmental impact and dependency on fossil fuels. The development and use of Lithium-Ion Batteries is crucial in this context. However, these batteries can present a significant risk to people, property and the environment if not handled, packaged, classified, and declared properly. Consequently, one of the main obstacles restricting the wider application of Lithium-Ion Batteries is safety issues.

These Guidelines produced by the global carrier CINS\* Network are intended to highlight the risks that Lithium-Ion Batteries can present and provide suggestions for identifying those risks and ensuring the safe carriage of Lithium-Ion Batteries.

### Stakeholder review

All stakeholders involved in the carriage of Lithium-Ion Batteries in containers are asked to carefully review these Guidelines to determine if they can be implemented and applied to their specific operations and requirements.

### Safe carriage review

In particular, shippers and stakeholders handling, offering and providing storage or transport of Lithium-Ion Batteries should review the safe carriage of Lithium-Ion Batteries together with their customers, suppliers, manufacturers and producers, to apply and plan the supply chain transport in order to comply with international safety, health and environmental legislation and communicate the



relevant information and documentation to all stakeholders in the supply chain. This might include but not limited to:

- International Maritime Dangerous Goods (IMDG) Code, Code of Practice for Packing of Cargo Transport Units (CTU Code) and Cargo Stowage and Securing (CSS) Codes, amongst others.
- National applicable legislation.
- Training and knowledge of the associated risks and hazards when a Lithium Ion Battery fails and goes into thermal runaway.
- Fault / failure detection and related required actions.
- Suppressing, extinguishing and post-fire management.

Technology is constantly evolving, and risk control factors also require constant updates to deal with both risks and opportunities.



Human risk control factors are particularly unpredictable, which is why any system must constantly take account of both the technological and human elements, new technologies, systems and devices and human judgement and behaviour.

This document addresses both the technological and human aspects of risk control for the carriage of Lithium-Ion Batteries.

## Guidelines to download

The 46-page document by CINS Network carrying the title *Lithium-Ion Batteries in Containers Guidelines* is available to download here: <https://tinyurl.com/ycyd57y9>

To comment or enquire

Readers who wish to comment on the review mentioned above are invited to get in touch with CINS as here:

CINS: Cargo Incident Notification System and Network  
Suite 3,  
Charter House,  
26 Claremont Road,  
Surbiton KT6 4QU  
UK  
Telephone: +44 (0)20 8390 0000  
E-mail: [secretary@cinsnet.com](mailto:secretary@cinsnet.com)  
Website : [www.cinsnet.com](http://www.cinsnet.com)

\*Cargo Incident Notification System and Network.

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## Teekay Group annual report

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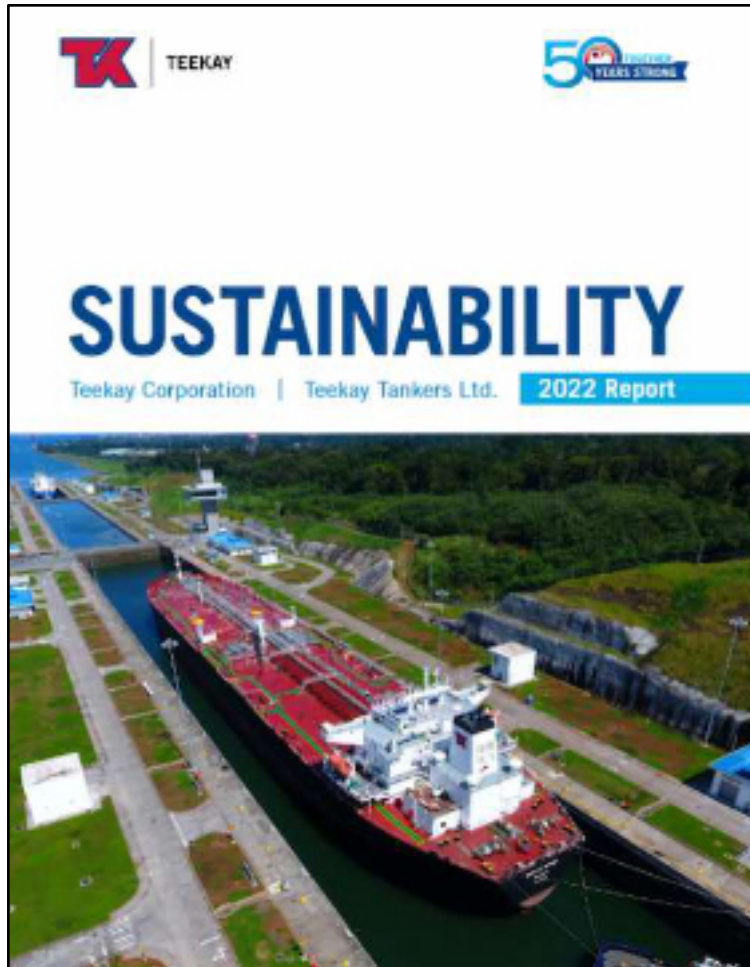
In mid-April Teekay Corporation and TK Tankers announced the publication of its 2022 Sustainability Report.

Established in 1973, Teekay is a leading provider of international crude oil and other marine transportation services. Teekay will celebrate its 50th anniversary this month (May).



Teekay Tankers is one of the world's largest owners and operators of mid-sized crude tankers. It currently has a fleet of 44 double-hull tankers (including 25 Suezmax tankers and 19 Aframax / LR2 tankers), and also has eight time chartered-in tankers. Teekay Tankers' vessels are typically employed through a mix of short- or medium-term fixed-rate time charter contracts and spot tanker market trading. Teekay Tankers also owns a Very Large Crude Carrier (VLCC) through a 50 percent-owned joint venture. In addition, Teekay Tankers owns a ship-to-ship transfer

business that performs full-service lightering and lightering support operations in the U.S. Gulf and Caribbean.



Teekay Tankers was formed in December 2007 by Teekay Corporation as part of its strategy to expand its oil tanker business. Teekay is a member of the International Association of Independent Tanker Owners (INTERTANKO), the Maritime Anti-Corruption Network (MACN), the Ship Recycling Transparency Initiative (SRTI), and the United Nations Global Compact (UNGC)

The 25-page annual report is available here: <https://tinyurl.com/4mjuatbc>

Illustrations per [www.teekay.com](http://www.teekay.com)  
Teekay Corporation ©

## Tripping lines

### Otherwise known as pilot ladder retrieval lines

There is a valuable service in maritime safety, particularly with regard to pilot ladder safety, provided by the online journal *Fathom Safety* to be found here: [www.fathomsafety.com](http://www.fathomsafety.com).

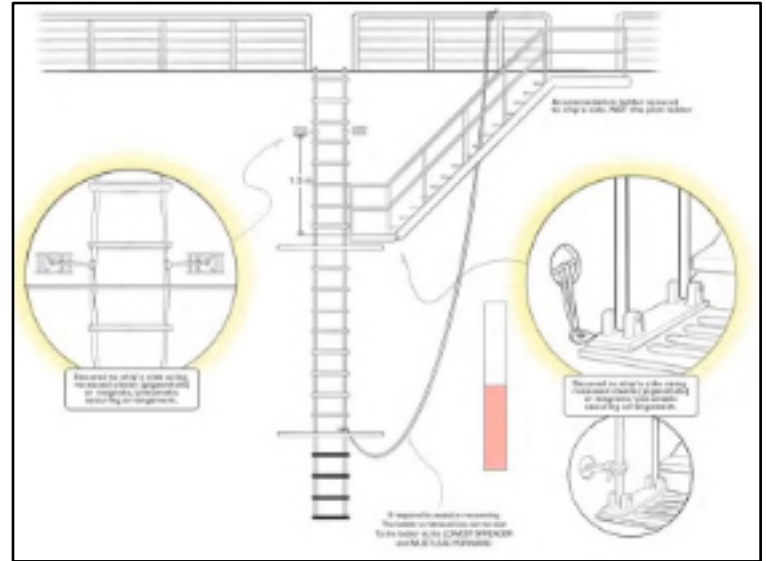
According to an introduction whereas the maritime industry has changed dramatically over the last 100 years the way pilots board vessels has not. A combination of reduced manning, language barriers and inadequate training means pilot safety is often at risk. As more pilots refuse to put their lives in danger, more ships could face delays in arrival.

*Fathom Safety* provides accessible training services to make pilot access safer by offering comprehensive education.

As is well known pilot ladders can be heavy, especially long ones. Furthermore, the materials of which they are made are, by their very nature, heavy.

### Rigging the retrieval line

Ships without the luxury of a powered pilot ladder winch commonly rig a retrieval line (also referred to as a tripping line) that is designed to assist with the recovery of a pilot ladder after use. By having a rope tied to a lower point on the ladder it can greatly assist the ship's crew in recovering the ladder in an efficient manner.



Sadly, the vast majority of vessels using such a retrieval line do so incorrectly and put the pilot in unnecessary danger.

### IMO Resolution A1045(22)

Tripping lines rigged inappropriately are the greatest non-compliance reported by pilots in the IMPA annual pilot ladder survey. Rules governing the use of retrieval lines forms part of IMO Resolution A1045(22) which states;

**2.1.5 When a retrieval line is considered necessary to ensure the safe rigging of a pilot ladder, the line should be fastened at or above the last spreader step and should lead forward. The retrieval line should not hinder the pilot nor obstruct the safe approach of the pilot boat.**

The text could not be clearer, the line should be fastened to the ladder no lower than the lowest spreader and lead forward.

Why do so many vessels get it wrong? One answer may be that standing forward of the ladder when rigging it is an unusual place to stand, particularly when an accommodation ladder is to be used in conjunction with the ladder.

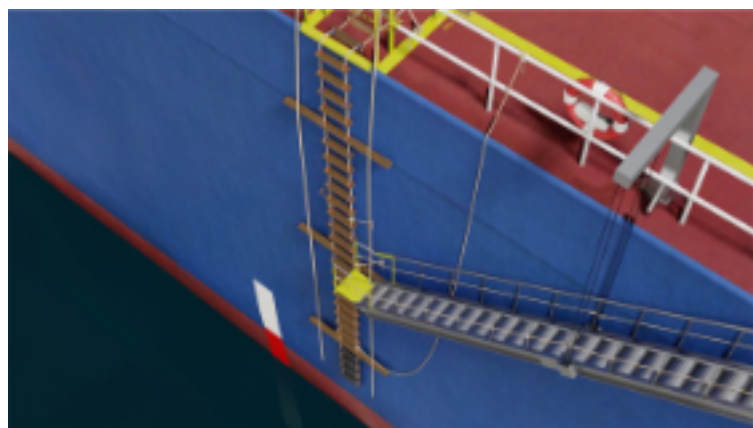
Maybe the crew are concerned the retrieval line could foul the deployment of the accommodation ladder or maybe, as seen in many vessels, they are tending this line as the

pilot boat comes alongside and therefore wish to have control of it.

## Effecting the best recovery

The reason for tying the retrieval line beneath the lowest spreader is more obvious as it allows the crew to make the most effective recovery of the ladder by lifting it up in a loop from the bottom.

The danger presented by retrieval lines is significant. Pilots could easily become caught in such lines if they are rigged too low with the danger this could present as they then attempt to climb the ladder. Furthermore the pilot boat could become ensnared on such a line if incorrectly rigged with the huge danger this would pose as the pilot boat came away from the ships side pulling the pilot ladder with it.



## Need for supervision

Whatever the reason for incorrect rigs it is essential that the competent officer supervising the rigging of the ladder is familiar with the requirements surrounding retrieval lines and ensures the rules are adhered to.

An incorrectly rigged retrieval line is likely the first thing a pilot will see and from which he or she will form a first impression about the standards of the ship he is boarding.

**Remember when rigging a retrieval line do it NO LOWER THAN THE LOWEST SPREADER, ALWAYS LEADING FORWARD.**

### Editorial note

**This article and illustrations are based on material kindly provided by Fathom Safety©.**

## Hutchison Ports BEST terminal Barcelona

### Emission reduction achievement

In mid-April Hutchison Ports BEST terminal in the Port of Barcelona was signalled as one of the greenest container terminals in the Mediterranean attributed to the design of its infrastructure and the way it conducts its operations. In addition, in 2022 it has eliminated Scope 2 emissions by opting for electricity from 100% renewable energy.

Guillermo Belcastro, CEO of Hutchison Ports BEST commented: *'BEST is taking a leadership role in assisting supply chains in becoming more sustainable. Consumers*

*are demanding ever more sustainable products and that means that logistics players must address those needs accordingly.'*

## Taking a lead

As a member of the Hutchison Ports group, BEST is taking a lead in the fight against climate change. It has been operating efficiently for more than ten years and has managed to reduce 65% of carbon emissions compared to a conventional terminal; this is due to the fact that the terminal is semi-automated and uses mostly rail-mounted electric cranes.

At BEST, emissions are reduced both at quayside for ships and at the gates for trucks. Overall efficiency also allows shipping lines to minimize their port turnaround time and speed before arriving at the port of Barcelona and upon completion of its operations.



Belcastro added: *'The future of sustainability is already here; by reducing its emission by 57% (following GHG protocol) BEST is almost 10 years ahead of the targets established by the European Union and the International Maritime Organization of 55% and 40% in 2030 respectively.'*

## Energy self-sufficiency under way

BEST has been undertaking an energy self-sufficiency project since December last year. It has installed 1,832 solar panels on close to half a hectare of roofs of its buildings, capable of generating 1.18 GWh of electricity, equivalent to the annual electricity consumption of about 200 homes.

## Shore power imminent

In collaboration with the Barcelona Port Authority, BEST is scheduled to provide shore power in 2024. This project, which is being carried out by the Port Authority, will allow ships to connect to electricity with a guarantee of 100% renewable sources and save emissions during their stay in the port. It is also expected that the current expansion of the terminal's storage area will allow 100% of refrigerated containers to be connected to electricity from renewable sources by the end of 2024.

Finally, it is understood that the group is committed to using rail transport, which considerably reduces atmospheric emissions by removing lorries from the road.

In the last ten years, BEST has been key in increasing local rail traffic share at the Port of Barcelona from 3% to 20%. This is thanks to BEST's own rail terminal, investment in inland intermodal terminals in northern Spain (in Zaragoza, Noain, Villafría, Agoncillo and Miranda de Ebro) and the creation of the rail operator, Synergy, which helps to expand the Port of Barcelona's area of influence.

BEST was inaugurated ten years ago and is a benchmark in terms of sustainability within the terminals of the Hutchison Ports group, which operates 52 terminals in 25 countries.

Hutchison Ports has committed to setting both near-term and net-zero targets in line with the Science Based Targets initiative's (SBTi) net-zero standard. The group will set ambitious emission reduction targets in line with this and reach net-zero GHG emissions by 2050.

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## Methanol bunkering

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### DNV joins standards working group

DNV reported on 26 April that it had joined a working group on methanol bunkering, managed by the Standards Development Organisation at Singapore Chemical Industry Council (SCIC-SDO). This was announced by the classification society at Singapore Maritime Week. The multi-stakeholder working group will develop a Technical Reference (TR) for methanol bunkering for Singapore, the world's largest bunkering hub, it was additionally reported.

### Broad working group

The SCIC, appointed as the Standards Development Organisation by Enterprise Singapore, formed the Working Group on Standard Development for Methanol Bunkering, in consultation with the Maritime and Port Authority of Singapore (MPA). The working group, which includes government agencies, bunker suppliers, bunker craft operators, engine manufacturers, testing and certification bodies, shipowners and operators, terminal operators, as well as classification societies such as DNV, will be developing a Technical Reference (TR) for methanol bunkering for Singapore.



*Singapore, the largest bunkering port globally, prepares for a multi-fuel future including methanol.*

It is understood that the TR will cover custody transfer requirements (quantity and quality) for the delivery of methanol as a bunker fuel. It will examine all aspects of bunkering, from the bunker tanker to the receiving vessels, examining the operational and safety requirements for methanol bunkering, as well as crew training and competency.

### Increased orders for alternative fuels

Announcement of the development of the TR comes alongside record-breaking orders for vessels capable of using alternative fuels. DNV's Alternative Fuels Insight (AFI) platform, which tracks orders and bunkering locations for alternative fuels, logged orders for 35 methanol fuelled vessels in 2022 – more than the 26 vessels currently in operation. Likewise for LNG, the most popular alternative fuel to date, the newbuilding orders in 2021 and 2022 will more than double the fleet in service upon delivery.

DNV was the first classification society to release a notation covering every aspect of using low flashpoint fuels, including safe design, fire safety, control and monitoring. It has regularly built on these recommendations, including the Alternative Fuels for Containerships document, which was recently updated with a new chapter covering methanol and aims to provide neutral, fact-based, and scientifically sound decision support for newbuilding projects in the segment. Currently more than 70% of the 25 methanol powered vessels operating are with DNV, it is reported.

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## New Petrobras FPSO

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### ABB electrical system

ABB reported on 27 April that it had won a large order from Sembcorp Marine Ltd, a global provider of innovative engineering provision to the offshore, marine and energy industries with HQ in Singapore, to deliver the complete electrical system automation for a floating production storage and offloading (FPSO) facility for Brazilian oil and gas producer Petróleo Brasileiro S.A. (Petrobras). Financial details of the contract were not disclosed.

Known as P-82 the FPSO will be one of the largest vessels to be deployed in the Búzios field, an ultra-deepwater oil and gas field covering an area of 853 square kilometres in the Santos Basin, around 180 kilometres off the coast of Rio de Janeiro.

ABB is supplying both the topside and hullside electrical systems for P-82, providing seamless project integration.

The topside systems will be installed in an ABB eHouse structure – a prefabricated, modular substation that reduces costs, risk exposure and on-site work because all components are wired, tested and commissioned before shipment to the yard.

Once operational, the facility – which receives fluids from a subsea reservoir before separating them into crude oil, natural gas and water within topside facilities onboard – will have the capacity to produce 225,000 barrels of oil per day and process 12 million cubic metres of gas per day.



It is understood that Petrobras plans to deploy 18 FPSO vessels offshore Brazil in the next four years<sup>1</sup> – making up nearly half of all global FPSOs.

These new-generation vessels, of which P-82 is one of the first, will be characterized by high production capability and emission-reduction operation, such as carbon capture, utilization and storage (CCUS).

Collectively, these vessels are expected to have the production capacity of approximately 2.8 million barrels per day.

A report<sup>2</sup> by ABB in 2022 revealed how the implementation of electrification, automation and digital technologies that enable a move to minimally crewed operations in FPSOs, could reduce carbon emissions by up to 320,000 tons per site per annum – the equivalent of taking up to 160,000 passenger cars off the road.

The global FPSO market was valued at \$12 billion in 2021 and is estimated to reach \$20 billion in 2027, according to a report by The Insight Partners in November 2022<sup>3</sup>.

ABB's Process Automation business automates, electrifies and digitalizes industrial operations that address a wide range of essential needs – from supplying energy, water and materials, to producing goods and transporting them to market.

<sup>1</sup> Petrobras Strategic Plan 2023-2027

<sup>2</sup> <https://tinyurl.com/mt4rrhzt>

<sup>3</sup> Global FPSO Market Report Size, Trends & Growth Opportunity, The Insight Partners, November 2022

*Illustration per Petrobras©.*

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## From the office

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Preparations for the Tokyo Biennial General Assembly (BGA) are now well underway. You will already have received the Notice of BGA and the Call for Papers.

At this stage we need more papers for presentation at the BGA. Subjects must be of interest to Shipmasters, but other than that you have an unlimited choice of subjects to propose for presentation. We are happy to check the written English if you are not sure. Papers, of approximately 6 sides of A4,

must be received by 1<sup>st</sup> July for submission to the Executive Council for approval.

You will also have received a proposed schedule for the BGA events and hotel booking information.

We will shortly be sending out the Registration Form to enable you to tell us you are coming. This information is important for administrative purposes so we know how many members and partners to cater for. For all enquiries or questions please contact HQ by email.