

Number 67, August 2023

# IFSMA

## NEWSLETTER

The Shipmasters' International Voice

*World Maritime Theme 2024*

**Navigating the future: Safety First**

See page 13



## Contents

Secretary General's Report	2
From the News Editor	3
The IMO Digest	4
Port of Lobito	4
Revised GHG reduction strategy adopted	5
Tackling marine plastic litter	7
WMU's new President	8
IMLI's graduation ceremony	8
The maritime single window in the Pacific	9
The Black Sea Grain Initiative	9
Aresenio Antonio Dominquez Velasco	11
The IMO International Maritime Prize 2022	12
New IMO MENA Regional Presence Office Egypt	13
The IMO World Maritime Theme 2024	13
The IMO Exceptional Bravery Awards 2023	14
Ensuring clean hulls	16
Global Alliance for Drowning Prevention	17
ISM Code	18
IMO CARES decarbonisation technology challenge	18
Our modern heroes	20
Erasmus+ Project Enabling Seafarers to Mutual Endorsement (ENDORSEME)	20
Successful Pacific rescue operation	22
EMSA news	23
Gulf of Guinea	24
River Rhine - Low waters	25
More carefully to carry	26
Geospatial data	27
ITF ports safety & health app	28
IOC UNESCO Assembly 32 <sup>nd</sup> session	29
ITF Latest	30
UAE and DNV	31
Pick up your cameras, there is still time	32
Pacific International Lines	33
A voluntary seafarers' charter	34
The human rights of seafarers	35
Rotterdam Shortsea Terminals	36
The ongoing marine heat waves in US waters explained	37
From the IFSMA Office	38

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

## Secretary General's Report

As I reported last month at the IMO we were due to address the difficult issue of Climate Change at the Marine Environment and Protection Committee (MEPC) and the States did eventually reach agreement. What was agreed was a reduction in Greenhouse Gases from ships to achieve Net Zero on or about 2050. Whilst this wording of "on or about" was not well received, what was not reported was the very important commitment to achieving a 90% reduction by 2040. This is going to be a huge task and the world should applaud this target.



As I write I am preparing to attend the last meeting at IMO (Implementation of IMO Instruments Sub-Committee 9) before the summer break commencing on 4 August. There will not be very much for Shipmasters, but I hope that we will agree a proposal for new output for the development of guidelines addressing risks of falls from height and a proposal for a new output on preventing the loss of containers at sea. These two issues continue to blight the maritime industry and falls from height continue to be the cause of many lost lives each year.

We have now had our final Executive Council meeting before the Biennial General Assembly in Tokyo in October, kindly hosted by the Japanese Captains' Association. At the BGA this year we will be holding the vote for your President, Deputy President and the ten Vice Presidents that represent you. This is important for all of us and shortly Paul will be sending out the Nominees for whom you can vote. I hope we will see many of you there in person.

Wherever you are, do take care.

Jim Scorer  
Secretary General

---

## From the News Editor

---

### ***Running the Gauntlet: Cargo Liners Under Fire 1939–1945***

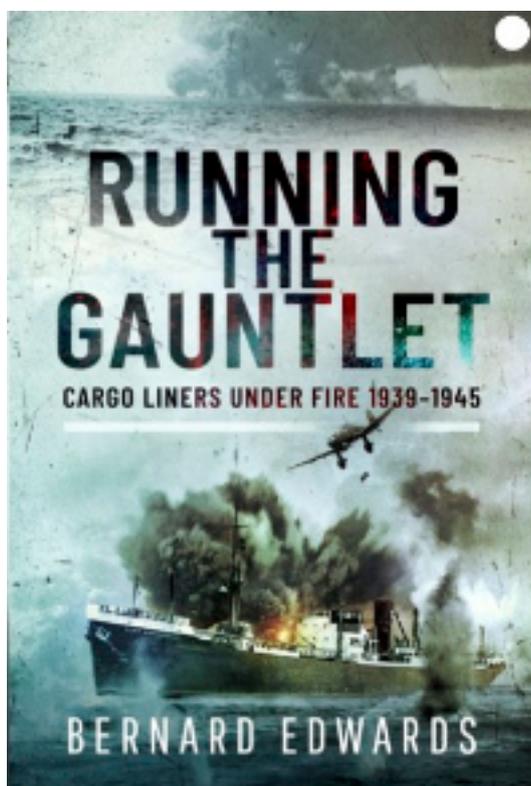
This a hardback book by Bernard Edwards, published by Pen & Sword Transport with 224 pages and 16 monochrome illustrations

ISBN: 978 1 39909 786 4. Price on application to the publisher

For more information of Pen and Sword's titles readers are invited to see here:

[www.pen-and-sword.co.uk/](http://www.pen-and-sword.co.uk/)

The British Merchant Navy dominated the world trade routes in the years leading up to the Second World War. The star players of the fleet were the cargo liners, faster and larger than the tramps and offering limited passenger accommodation. On the outbreak of war these cargo liners, armed, became crucial to the nation's survival using their speed and expertise to evade Nazi warships, raiders and U-boats.



When war came again to Europe in September 1939, Great Britain owned and operated a fleet of some 4,000 merchant ships, almost two thirds of the world's commercial shipping.

All trades, from coastal waters to the deep oceans, were served, and it was a rare day when the Red Ensign was not in evidence in port or at sea. Prominent among these ships were the fast cargo carriers of the liner companies, who offered a regular, advertised service between specified ports. Blue Funnel, Clan Line (Cayzer, Irvine) and Ellerman City Line dominated the East and Far East trades, while Blue Star, Port Line and the New Zealand Shipping Company covered the meat trades with South America, Australia and New Zealand. Other great

names of the past whose ships feature in the book include the Anglo-Saxon Petroleum Company, the Ben Line, British India Line, T&J Harrison Limited and Union Castle Line. The latter has one chapter devoted to some of the company's ships in hostilities.

Initially operating alone, but increasingly relying on Royal Navy protected convoys, these key elements of the Merchant Navy plied the oceans and seas despite mounting losses, throughout the war.

This well-researched book of fifteen chapters describes some of the episodes of the war at sea. These range from the 'gentlemanly' approach of the German Kapitän Hans Langsdorf of *Graf Spee* who demanded British masters abandon ship before sinking them, to shipping support for the Dunkirk evacuation, through to the U-boat horrors with huge attendant losses. Then there is the action of the roaming German surface raiders such as *Orion* and *Atlantis* and long passages in lifeboats with numbers of the living dwindling by the day.



NZSCo's *Turakina* (National Library of Australia)

There are tales of terrible losses and suffering. One such was the loss of the New Zealand Shipping Company's *Turakina* which was sunk after a running battle with the German raider *Orion*. Her Master and thirty-five crew were lost with only twenty-one surviving. Others were triumphs, for example Operation Substance when six fast cargo liners succeeded against all the odds in reaching besieged Malta with vital supplies. I remember a commemoration in London to Operation Pedestal, the last Mediterranean convoy to relieve Malta in August 1942, when nine out of a convoy of fourteen ships were lost. Other theatres are recalled by Edwards including the Normandy landings.

The common denominations in all these voyages recalled were the courage and skilled seamanship of the Merchant Navy crews. As *Running The Gauntlet* vividly illustrates, their contribution to victory cannot be overstated. It never ceases to amaze that there are still stories to be told of the heroism of the mercantile marine over two world wars and more than a century. I have in the region of twenty books on this topic in my collection here and still the authors and publishers are delivering fresh titles to keep the name of the world's seafarers in the imagination and, one would hope, to encourage youth to go to sea, though for peaceful reasons.

Bernard Edwards has been fortunate in being able to call upon eye-witness accounts and as he says there can be no better storyteller than one who was there.



Bofors gun mounted on deck of *Melbourne Star* (Lieutenant J. A. Hampton)

Britain would do well to remember that an island nation without its own ships is a nation needing to consider its position on the world stage. If war should come again would the spirit within the seafarers rally to the call. Will other flags help?

The volume is supported by a conclusion, a list of books for further reading and an index. The latter lists more than 100 British, Empire and Allied merchant ships referred to in the text.

*Illustrations kindly provided by Pen & Sword Transport ©.*

### Correction

**Newsletter No 66 July 2023**

**From the News Editor**

With regard to the review of *Maritime London* by Anthony Burton the correct price is £30.00. Readers are advised to check prices and availability when ordering direct from the publisher.

At IFSMA we regret we are unable to accept orders for books referred to in the columns of Newsletter.

## 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) ©*

## Port of Lobito

### Testing Singapore-developed maritime single window

Delegates from Angola and a representative of IMO have been able to test out the maritime single window (MSW) platform developed by the Maritime and Port Authority of Singapore for the Port of Lobito, Angola. The opportunity came at a business process study workshop held in Singapore from 27-30 June, as part of the Single Window for Facilitation of Trade (SWiFT) Project<sup>1</sup>. This was reported by the IMO media service at closure of the event.



The SWiFT pilot project was launched by IMO and Singapore last year to support medium-sized ports to meet the requirements of the International Convention on Facilitation of International Maritime Traffic (FAL Convention<sup>2</sup>) and facilitate interconnectivity between ports worldwide.

The maritime single window facilitates the seamless electronic submission of information required for ships calling in the Port of Lobito by way of a single digital portal. From 1 January 2024 it will be mandatory for ports around the world to operate MSWs. To read more about MSWs readers are invited to see here: <https://tinyurl.com/2sjnre4v>

The formal handover of the MSW platform and completion of the SWiFT pilot Project is expected to take place by October.

Participants at the workshop included representatives of the Ministry of Transport of Angola; the Agência Marítima Nacional (AMN); Administração Geral Tributária (AGT); Agência Reguladora de Certificação de Carga e Logística de Angola (ARCCLA); the Port of Lobito, and ship agents based there and in the Port of Luanda.

<sup>1</sup> <https://tinyurl.com/44c6brz5>

<sup>2</sup> <https://tinyurl.com/4wzpsys55>

## Revised GHG reduction strategy adopted

Member States of the IMO meeting at the Marine Environment Protection Committee (MEPC 80), have adopted the 2023 IMO Strategy on Reduction of GHG Emissions from Ships, with enhanced targets to tackle harmful emissions.

MEPC 80 met from 3 to 7 July at IMO HQ in London. It was attended by some 1,800 delegates (in person and remotely).

The revised IMO GHG Strategy includes an enhanced common ambition to reach net-zero GHG emissions from international shipping close to 2050, a commitment to ensure an uptake of alternative zero and near-zero GHG fuels by 2030, as well as indicative check-points for 2030 and 2040.



*Member States of IMO, meeting at the Marine Environment Protection Committee (MEPC 80), adopted the 2023 IMO Strategy on Reduction of GHG Emissions from Ships.*

IMO Secretary-General Kitack Lim said: *'The adoption of the 2023 IMO Greenhouse Gas Strategy is a monumental development for IMO and opens a new chapter towards maritime decarbonisation. At the same time, it is not the end goal, it is in many ways a starting point for the work that needs to intensify even more over the years and decades ahead of us. However, with the Revised Strategy that you have now agreed on, we have a clear direction, a common vision, and ambitious targets to guide us to deliver what the world expects from us.'*

*'Above all, it is particularly meaningful, to have unanimous support from all Member States. In this regard, I believe that we have to pay more attention to support developing countries, in particular SIDS and LDCs, so that no one is left behind.'*

**Elements of the Strategy are outlined below:**

### **2023 IMO Strategy on Reduction of GHG Emissions from Ships**

The 2023 IMO Strategy on Reduction of GHG Emissions from Ships (the 2023 IMO GHG Strategy) represents the continuation of work by IMO as the appropriate international body to address greenhouse gas (GHG) emissions from international shipping.

### **Vision**

IMO remains committed to reducing GHG emissions from international shipping and, as a matter of urgency, aims to phase them out as soon as possible, while promoting, in the context of this Strategy, a just and equitable transition.

### **Levels of ambition**

Levels of ambition directing the 2023 IMO GHG Strategy are as follows:

1. Carbon intensity of the ship to decline through further improvement of the energy efficiency for new ships.

To review with the aim of strengthening the energy efficiency design requirements for ships;

2. Carbon intensity of international shipping to decline.

To reduce CO<sub>2</sub> emissions per transport work, as an average across international shipping, by at least 40% by 2030, compared to 2008;

3. Uptake of zero or near-zero GHG emission technologies, fuels and/or energy sources to increase.

Uptake of zero or near-zero GHG emission technologies, fuels and/or energy sources to represent at least 5%, striving for 10%, of the energy used by international shipping by 2030; and

4. GHG emissions from international shipping to reach net zero.

To peak GHG emissions from international shipping as soon as possible and to reach net-zero GHG emissions by or around, i.e. close to 2050, taking into account different national circumstances, whilst pursuing efforts towards phasing them out as called for in the Vision consistent with the long-term temperature goal set out in Article 2 of the Paris Agreement.

### **Indicative checkpoints**

Indicative checkpoints to reach net-zero GHG emissions from international shipping:

1. To reduce the total annual GHG emissions from international shipping by at least 20%, striving for 30%, by 2030, compared to 2008; and

2. To reduce the total annual GHG emissions from international shipping by at least 70%, striving for 80%, by 2040, compared to 2008.

### **Basket of candidate mid-term GHG reduction measures**

The 2023 GHG Strategy states that a basket of candidate measure(s), delivering on the reduction targets, should be developed and finalized comprised of both:

- a technical element, namely a goal-based marine fuel standard regulating the phased reduction of the marine fuel's GHG intensity; and
- an economic element, on the basis of a maritime GHG emissions pricing mechanism.

The candidate economic elements will be assessed observing specific criteria to be considered in the comprehensive impact assessment, with a view to facilitating the finalization of the basket of measures.

The mid-term GHG reduction measures should effectively promote the energy transition of shipping and provide the world fleet a needed incentive while contributing to a level playing field and a just and equitable transition.

### Impacts on States

The strategy says that the impacts on States of a measure/combination of measures should be assessed and taken into account as appropriate before adoption of the measure in accordance with the Revised procedure for assessing impacts on States of candidate measures. Particular attention should be paid to the needs of developing countries, especially SIDS and LDCs.

### Barriers and supportive actions; capacity-building and technical cooperation; R&D

In the Strategy, the Committee recognizes that developing countries, in particular LDCs and SIDS, have special needs with regard to capacity-building and technical cooperation. An appendix provides an overview of relevant IMO initiatives supporting the reduction of GHG emissions from ships.

These include: the IMO Integrated Technical Cooperation Programme (ITCP); voluntary multi-donor trust fund (GHG TC-Trust Fund); the Global Maritime Technologies Cooperation Centres (MTCC) Network (GMN) EU supported project; the Norway supported Green Voyage 2050 project; the GHG-SMART Programme and Future Fuels and Technology for Low- and Zero-carbon Shipping Projects (FFT project) supported by Republic of Korea; the UNDP-GEF GloFouling Partnerships project; the Norway supported TEST Biofouling (Transfer of Environmentally Sound Technologies) project; the Kingdom of Saudi Arabia-supported IMO CARES (Coordinated Actions to Reduce Emissions from Shipping) Foundation Project; the IMO-UNEP-Norway Innovation Forum; the IMO-EBRD-World Bank co-led Financing Sustainable Maritime Transport (FIN-SMART) Roundtable; and the NextGEN (Green and Efficient Navigation) portal and NextGEN Connect projects.

To read more on these initiatives readers are invited to see here: <https://tinyurl.com/4vbdumhs>

### Next steps

The 2023 Strategy sets out a timeline towards adoption of the basket of measures and adoption of the updated 2028 IMO GHG Strategy on reduction of GHG emissions from ships:

- MEPC 81 (Spring 2024) - Interim report on Comprehensive impact assessment of the basket of candidate mid-term measures/Finalization of basket of measures.
- MEPC 82 (Autumn 2024) - Finalized report on

Comprehensive impact assessment of the basket of candidate mid-term measures.

- MEPC 83 (Spring 2025) - Review of the short-term measure to be completed by 1 January 2026.
- MEPC 84 (Spring 2026) - Approval of measures / Review of the short-term measure (EEXI and CII) to be completed by 1 January 2026.
- Extraordinary one or two-day MEPC (six months after MEPC 83 in Autumn 2025) - Adoption of measures.

### Target dates

- MEPC 85 (Autumn 2026).
- 16 months after adoption of measures (2027) – Entry into force of measures.
- MEPC 86 (Summer 2027) - Initiate the review of the 2023 IMO GHG Strategy.
- MEPC 87 (Spring 2028).
- 88 (Autumn 2028) - Finalization of the review of the 2023 IMO GHG Strategy with a view to adoption of the 2028 IMO Strategy on reduction of GHG emissions from ships.

### The 2023 IMO Strategy

To download the 21-page 2023 IMO Strategy (**Note:** text subject to final editorials) readers are invited to see here: <https://tinyurl.com/mu5hskjx>

### Life cycle GHG assessment guidelines adopted

The MEPC adopted Guidelines on life cycle GHG intensity of marine fuels (LCA guidelines) for consideration and adoption. The LCA guidelines allow for a Well-to-Wake calculation, including Well-to-Tank and Tank-to-Wake emission factors, of total GHG emissions related to the production and use of marine fuels.

### Interim guidance on the use of biofuels

The MEPC approved an MEPC circular on Interim guidance on the use of biofuels under regulations 26, 27 and 28 of MARPOL Annex VI (DCS and CII).

### Marine Environment Protection Committee (MEPC 80)

The Marine Environment Protection Committee (MEPC) addresses environmental issues under IMO's remit. This includes the control and prevention of ship-source pollution covered by the MARPOL treaty, including oil, chemicals carried in bulk, sewage, garbage and emissions from ships, including air pollutants and greenhouse gas emissions. Other matters covered include ballast water management, anti-fouling systems, ship recycling, pollution preparedness and response, and identification of special areas and particularly sensitive sea areas.

## Tackling marine plastic litter

Assess the problem, develop a national action plan, regulate and raise awareness. These key steps are crucial to addressing sea-based sources of marine plastic litter.

### IMO FAO collaboration

The GloLitter Partnerships Project, implemented by IMO in collaboration with the UN Food and Agriculture Organization (FAO), has been the first global project focused on marine litter from sea-based sources, to follow these steps. It has supported ten lead partner countries and twenty partner countries. Seven National Action Plans (NAPs)\* have been published which address marine plastic litter from shipping and fisheries – and others are in the final stages, it is understood.

### Annexe of IMO MEPC

Amparo Perez-Roda, Fisheries Officer in charge of pollution from fishing operations, Technology and Operations Team, Fisheries and Aquaculture Division of FAO, told a side event held on 5 July alongside the IMO Marine Environment Protection Committee (MEPC 80) session that abandoned, lost and otherwise discarded fishing gear is a key source of marine plastic litter.



As a country with ‘small islands and big oceans’, with many fishing boats in its exclusive economic zone (EEZ), the process has been challenging in Vanuatu, according to Lloyd Fikiasi, Deputy Commissioner International / Legal Affairs, Vanuatu Maritime Safety Authority, and GloLitter National Focal Point in Vanuatu. He highlighted the need to get all relevant national agencies involved, including shipping and fisheries.

Fikiasi commented: ‘With the support of the GloLitter project, we are in the process of finalizing our National Action Plan. Once that is finalized, it will give guidance for all our national agencies to mainstream the task of addressing marine plastic litter.’

### Plan by Madagascar

Madagascar was one of the first countries to develop its National Action Plan under the project. Adonis Tafangy, Head of Madagascar Delegation, Director of Legal Affairs, International and Environmental Affairs,

Port Maritime and Waterways Agency of Madagascar, reiterated the need to have all stakeholders involved.

He highlighted the challenge of collecting data in the first instance, such as identifying the number of fishing vessels with licences to fish off Madagascar, and of finding out whether fishing gear was imported or manufactured locally. Asked about how to address the issue of discarded fishing nets being thrown overboard, he commented: ‘This is addressed in the National Action Plan. It is about regulation – and about awareness and promotion of good practices.’

### Broad funding base

GloLitter Partnerships Project brings together IMO and FAO, with funding support from the Government of Norway and contributions from the Governments of Australia and the Kingdom of Saudi Arabia.

Tamara Barabadze, GloLitter Partnerships Project Manager, Department of Partnerships and Projects at IMO, said the GloLitter Project has seen countries commit on a significant scale to the importance of addressing sea-based litter on global, regional and national levels, which has resulted in a growing portfolio of ongoing and planned IMO-FAO joint projects in this area.

To quote Jose Matheickal, Chief, Department of Projects and Partnerships at IMO: ‘The challenges of marine plastic litter from shipping and fisheries may be significant, but through good partnerships they are not insurmountable.’

### ROK support

The RegLitter project (2023-2027), supported by the Government of the Republic of Korea, will focus on Asia region countries, supporting the implementation of National Action Plans developed under GloLitter. It will assist other countries in the region to develop and implement their own National Action Plans, and initiate pilot projects on the assessment of marine plastic litter categories and quantities whilst supporting more regional partnerships.

### Building on achievements

The Plastic Reduction in the Oceans: Sustaining and Enhancing Actions on Sea-based Sources (PRO-SEAS) project is currently under development with support from the Global Environmental Facility through FAO. The plan is that it will run between 2025 and 2029. If confirmed, the aim is to build on GloLitter achievements and to support five or six countries to implement already existing National Action Plans.

PRO-SEAS will aim to bring a new dimension by using the circular economy approach, connecting shipping and fisheries agencies with national waste management systems to ensure sustainable management of plastic waste from sea-based sources. PRO-SEAS will aim to support research to estimate categories and amounts of marine plastic litter in the selected countries.

**\*For more information on Global Action Plans readers are invited to see here:**  
<https://tinyurl.com/yc6s6b68>

---

## WMU's new President

---

### Professor Maximo Q. Mejia, Jr

On 29 June, Professor Maximo Q Mejia, Jr. assumed office as the eighth President of the World Maritime University (WMU).

Appointed by the Secretary-General of IMO, who also serves as Chancellor of the University, President Mejia assumes the role of Chief Executive Officer, overseeing and directing the academic programmes, operations and administration of the University. Professor Mejia is the first President from Asia and the first President who is a graduate of WMU.

Regarding his appointment, President Mejia said, *'I thank the IMO Secretary-General and WMU Chancellor for granting me the esteemed privilege to lead the World Maritime University. Our unique connection to the IMO, our extensive global network, and our stellar postgraduate education prepare WMU graduates to serve as a force for good in the maritime and oceans sectors.'*



*'I look forward to leading our eminent maritime and oceans scholars, researchers, and professionals to increase global capacity building in support of a blue economy.'*

### Extensive experience

President Mejia is an accomplished global leader and scholar in maritime governance, policy, and administration. With over three decades of professional and academic experience, Professor Mejia is a passionate international advocate for the promotion of safe, secure, sustainable, and efficient shipping on clean oceans. He joined the WMU Faculty in 1998 and has held various positions within the University including Director of the PhD Programme, Head of the Maritime Law and Policy Specialization, Associate Academic Dean, and Nippon Foundation Professor of Maritime Policy, Governance, and Administration.

Professor Mejia served as Administrator/Director General at the Maritime Industry Authority (MARINA) from 2013 to 2016, heading the government agency responsible for integrating the development,

promotion, and regulation of the maritime industry in the Philippines. From 1988 to 1998, he progressively held various positions in the Philippine Navy and Philippine Coast Guard including Assistant Chief of Staff for Navigational Safety and Deputy Executive Director of the Multisectoral Task Force on Maritime Development.

In 2013, Professor Mejia was included in the Lloyd's List 100 Most Influential Persons in the Shipping Industry. He has served on several senior diplomatic assignments including Head of Delegation of the Philippines to IMO meetings (2013 to 2016), Special Envoy of the President of the Philippines to the Inauguration of the Expanded Panama Canal (2016), and Chairperson of the 31<sup>st</sup> ASEAN Maritime Transport Working Group (2016).

### About WMU

The World Maritime University (WMU) in Malmö, Sweden is a postgraduate maritime university founded in 1983 by the International Maritime Organization (IMO), a specialized agency of the United Nations.

The mission of WMU is to be the world centre of excellence in postgraduate maritime and oceans education, professional training and research, while building global capacity and promoting sustainable development. WMU is an organization by and for the international maritime community and is committed to the United Nations Sustainable Development Goals Agenda.

---

### IMLI's graduation ceremony

---

The achievements of 53 students graduating this year from IMO's International Maritime Law Institute (IMLI) was celebrated at a ceremony in Malta on 30 June. The graduation ceremony was streamed live online for the first time, allowing those unable to attend in person to virtually support family members being awarded their degrees.

The forty students graduating this year from the IMLI post-graduate LLM programme and thirteen from the Master of Humanities programme in International Maritime Legislation represent thirty-five countries from around the world.

### Director's congratulations

IMLI's Director, Professor Norman A Martínez Gutiérrez, congratulated those graduating on the motivation, determination and dedication they had shown:

*'He commented: 'Their hard work was evident when we saw their growth and transformation into maritime experts who will no doubt become the maritime leaders of tomorrow. Through the IMLI training, the Class of 2023 has demonstrated the capacity to think independently, to intellectually challenge the status quo for the benefit of all.'*

Professor Martínez Gutiérrez thanked the Secretary-General of IMO and Chairman of the IMLI Governing

Board, Kitack Lim, who was at the ceremony, for the support he has shown IMLI throughout his tenure as Secretary-General.

In his address, Mr Lim described how IMLI graduates, past and present, represent 'hope for our maritime community and our planet.'

### The principle of service

He urged this year's graduates to use IMLI's policy to serve IMO Member States as their own guiding principle in their future roles in the maritime world: 'Use the knowledge you have received to kindle a fire inside you to serve the international maritime community in general and your countries, in particular.'

'As you turn a new page in the book of your professional achievements, think back to your first day of studies at IMLI, when you pledged to serve the rule of international maritime law.'



In order to read the Secretary-General's full address readers are invited to see here:

<https://tinyurl.com/cns6hprp>

### Two honorary doctorates

During the graduation ceremony, James Harrison (UK), Vice Chairman of the IMLI Governing Board and Chair of the Financial and Human Resources Committee (FINCOM), and Professor Marko Pavliha (Slovenia), were awarded honorary doctorates in International Maritime Law in recognition of their work for more than twenty years supporting IMLI, its graduates and the international maritime community.

## The maritime single window in the Pacific

### Preparations

Pacific island countries have shared their state of readiness regarding the mandatory operation of Maritime Single Window (MSW) from January 2024. An MSW enables the digitalized exchange of information required on ships' arrival at a port, their stay and their departure. This was reported by IMO in mid-July.

Under amendments to the FAL Convention which enter into force on 1 January 2024, implementation of MSWs by ports is mandatory.



At the 45<sup>th</sup> annual general meeting of the Pacific Maritime Transport Alliance Conference (PMTA), held in Honiara, Solomon Islands, a representative of the Pacific Community (SPC) introduced the Pacific Ports Vision 2030-2050. Representatives of Fiji, Solomon Islands and Tonga updated participants on their preparations to implement their MSWs.

### Obligations and opportunities

In a panel discussion with the title *Maritime Single Window – Are we ready? Benefits and challenges of implementation of MSW in the Pacific*, Julian Abril, representing IMO, explained the obligations and opportunities of implementing MSW in ports around the world. The discussion was moderated by the Secretary-General of the International Association of Ports and Harbors (IAPH), Dr Masahiko Furuichi.

Pascal Olivier, Chairman of the Data Collaboration Committee of IAPH, explained the recommended process for countries to implement an MSW: first phase, establish a proper legal framework; second phase, make a proper analysis of business processes; and third phase, implementation of technical solutions.

Representatives of the Japan International Cooperation Agency (JICA) also participated in the event.

## The Black Sea Grain Initiative

On 17 July it was learnt that the Russian Federation had decided to terminate the Black Sea Grain Initiative.

Immediately comments were received from the UN and WTO and we publish here highlights from each:

### Comment by António Guterres, UN Secretary General

*'I deeply regret the decision by the Russian Federation to terminate the implementation of the Black Sea Initiative – including the withdrawal of*

*Russian security guarantees for navigation in the northwestern part of the Black Sea.*

*'This Initiative has ensured the safe passage of over 32 million metric tons of food commodities from Ukrainian ports.*

*'The World Food Programme has shipped more than 725,000 tons to support humanitarian operations – relieving hunger in some of the hardest hit corners of the world, including Afghanistan, the Horn of Africa and Yemen.*

*'The Black Sea Initiative -- together with the Memorandum of Understanding on facilitating exports of Russian food products and fertilizers -- have been a lifeline for global food security and a beacon of hope in a troubled world.*



*UN Inspectors are participating in Joint Coordination Centre operations as part of the Black Sea Grain Initiative.*

*'At a time when the production and availability of food is being disrupted by conflict, climate change, energy prices and more, these agreements have helped to reduce food prices by over 23 per cent since March last year.*

*'With the decision to terminate the Black Sea Initiative, the Russian Federation also terminated its commitment to 'facilitate the unimpeded export of food, sunflower oil, and fertilizers from Ukrainian controlled Black Sea Ports' – as expressed in Paragraph 1 of the Memorandum of Understanding between the Russian Federation and the United Nations.*

*'Ultimately, participation in these agreements is a choice.*

*'But struggling people everywhere and developing countries don't have a choice.*

*'Hundreds of millions of people face hunger and consumers are confronting a global cost-of-living crisis.*

*'They will pay the price.*

*'Indeed, we are already seeing a jump in wheat prices this morning.*

*'I am aware of some obstacles that remained in the foreign trade of Russian food and fertilizer products.*

*'This is precisely why I sent a letter to President Putin with a new proposal to keep the Black Sea Initiative alive.'*

In that letter – which I believe is necessary to quote at length – I underlined that:

*'Since the signing of the Memorandum of Understanding, and also taking into account the measures adopted by the Russian Federation, Russian grain trade has reached high export volumes and fertilizer markets are stabilizing with Russian exports nearing full recovery, as stated by the Russian Union of Grain Exporters and Russian Fertilizer Producers Association.'*

The letter went on to detail action by the United Nations.

Namely that we have: *'also delivered breakthroughs even in some of the most challenging areas of trade facilitation. The United Nations has helped to secure the issuance of: U.S. General License 6B and 6C, which are especially important in light of the extraterritorial nature of US sanctions as these licenses apply not only to US imports from the Russian Federation but also to all countries concerned with their sanctions regime; two UK General Licenses on finance and trade in food and fertilizers, which are especially important for the insurance market; and the derogation by the European Union in its ninth sanctions package, which allowed, for example, the unfreezing of assets of fertilizer companies, as well as a range of clarifications, Frequently Asked Questions, fact sheets and other guidance to the private sector.*

*'These regulatory frameworks, as well as extensive engagement with the private sector to find dedicated solutions across banking and insurance sectors have led to the progressive normalization of trading conditions since July 2022, including declining freight and insurance rates. Bulk vessel port calls at Russian ports have also remained mostly steady.'*

The letter went on to detail how: *'We have built a bespoke payments mechanism for the Russian Agricultural Bank through JP Morgan outside of SWIFT.\*'*

The letter also described how: *'The United Nations also has worked closely with the key Russian fertilizer groups to unblock assets ... amounting to over 70 per cent of the frozen assets in the original list submitted to us by the Russian Federation in November 2022. Moreover, the United Nations has facilitated... the humanitarian donations of fertilizer to most in-need countries in Africa – overcoming profound complexities of the operation...'*

My letter also mentioned that: *'The Russian Federation has highlighted the issue of access to SWIFT by the Russian Agricultural Bank as a key factor influencing its decisions. On this front, the United Nations recently brokered a concrete proposal to enable a subsidiary of the Russian Agricultural Bank to regain access to SWIFT with the European Commission. The key element underpinning this proposal's political viability is that it can be implemented within existing regulations. We see this as a unique political opening, stemming from a*

*genuine desire to protect global food security beyond 17 July.'*

I am deeply disappointed that my proposals went unheeded.

Today's decision by the Russian Federation will strike a blow to people in need everywhere.

But it will not stop our efforts to facilitate the unimpeded access to global markets for food products and fertilizers from both Ukraine and the Russian Federation.

I particularly want to recognize the efforts of the government of Türkiye in this regard.

Looking ahead, our goal must continue to be advancing global food security and global food price stability.

This will remain the focus of my efforts, taking into account the rise in human suffering that will inevitably result from today's decision.

We will stay fixed on finding pathways for solutions.

There is simply too much at stake in a hungry and hurting world.

Thank you.

\*Society for Worldwide Interbank Financial Telecommunication.

### **Comment by WTO Director-General Ngozi Okonjo-Iweala**

*'The abrupt termination of the implementation of the Black Sea Grain Initiative is a matter of grave concern. I share UN Secretary-General Antonio Guterres's deep regret and disappointment. Global food security should not become a casualty of war. Ukraine and the Russian Federation are important suppliers of food, feed, and fertilizer to international markets. People in poor countries struggling with food and energy price inflation stand to be hit hardest by the termination of the initiative: prices for future delivery of wheat and corn are already rising. Therefore, I urge all parties to make every effort to come back to the negotiating table.'*

*'Through the shocks of the Covid-19 pandemic and the war in Ukraine, open and predictable international markets for staple grains have been an indispensable source of resilience and food security among members at all income levels.'*

*'At the World Trade Organization (WTO), we will continue to urge members to dismantle export restrictions and facilitate the flow of food from surplus countries to those facing deficits.'*

### **IMO Secretary-General Kitack Lim said:**

*'I deeply regret to learn of the disruption to the Black Sea Initiative. The unimpeded flow of shipping*

*around the globe is of critical importance and central to the work of the IMO.*

*The movement of ships through the Black Sea Initiative and its impact in getting food to those who need it most, as well as stabilizing world food prices, is proof that shipping must always continue to move.*

*IMO remains ready to support the UN's efforts to find pathways for solutions to preserve the global supply chain and food security.'*

---

## **Arsenio Antonio Dominguez Velasco**

---

### **To be the IMO S-G from 1 January next**

On 18 July it was reported by IMO that the IMO Council had voted to appoint Mr Arsenio Antonio Dominguez Velasco of the Republic of Panama, for an initial four-year term, as next Secretary-General, with effect from 1 January 2024, subject to the IMO Assembly's approval at its meeting from 27 November to 6 December 2023.



Mr Kitack Lim will retire from the post at the end of this year after two terms as Secretary General, a post in which he took office in 2016.

Mr Velasco will be the tenth elected Secretary-General of the London-based International Maritime Organization which traces its origins back to a UN Convention of 1958 with the new Organization meeting for the first time the following year.

Arsenio Velasco has been Director of IMO's Marine Environment Division since January 2022. He joined the IMO Secretariat in 2017, first as Chief of Staff to the Secretary-General, Kitack Lim, before being appointed in 2020 as Director of the Organization's Administrative Division.

He was born in the Republic of Panama. He graduated in 1988 with a Bachelor of Science degree from the Fermin Naudeu Institute in Panama. He went on to study Naval Architecture at the University of Veracruz, Mexico, graduating in 1995. Mr Velasco also holds an MBA from the University of Hull, and a Certificate of Higher Education in International Law and European Politics from Birkbeck University, both in the UK.

His maritime career began in 1996 as a port engineer at Armadores del Caribe in Panama before moving to become a Drydock Assistant Manager at Braswell Shipyard.

In 1998 He moved to London to join the Panama Maritime Authority as Head of the Technical and Documentation Regional Office for Europe and North of Africa. He went on to represent Panama in a variety of roles at the organization, culminating in 2014 with his appointment as Panama's Ambassador and Permanent Representative to IMO until 2017.

Between 2014 and 2017 he chaired IMO's Marine Environment Protection Committee (MEPC), and in 2015 he chaired the Technical Committee of the 25th session of the IMO Assembly. Prior to this, between 2010 and 2014, he chaired the Maritime Security – Piracy and Armed Robbery Working Group under the auspices of the organization's Maritime Safety Committee.

---

## The IMO International Maritime Prize 2022

---

### Awarded to Anneliese Jost

It was reported by the IMO media service on 19 July that Anneliese Jost (Germany) is to receive the International Maritime Prize for her contributions to the objectives and work of IMO.

Anneliese Jost has been selected as the recipient of the prestigious International Maritime Prize for 2022. The decision was made by the IMO Council at its 129<sup>th</sup> session held from 17 to 21 July. Anneliese Jost was nominated for the award by the Government of the Federal Republic of Germany.



In its statement supporting her nomination for the prize, Germany cited Ms Jost's '*crucial contribution towards achieving the objectives of IMO, in particular in the area of maritime safety.*' She is described as having a '*calm but firm way of communicating and ability to convince others.*'

### Anneliese Jost

Anneliese Jost was born in Munich. She attended Hanover Technical University of Applied Sciences in Germany and, in 1985, graduated from the University

of Michigan, USA, with a degree in mechanical engineering with a specialisation in shipbuilding.

Ms Jost's career has included periods as a construction supervisor in the field of hydraulic engineering in Berlin, and as a surveyor of newly-built ships in the ship safety department of the classification society Germanischer Lloyd in Hamburg.

In 2000, Ms Jost was appointed as Assistant Head of the Maritime Safety Division within Germany's Ministry for Digital and Transport. In 2006, she became Deputy Head of the Division. From 2019 until her retirement in January 2023, she headed German's IMO audit team.

Ms Jost led the German delegation to IMO and was responsible for various studies which enabled further development of IMO regulations. During her time with the German delegation, she acted as a technical expert to various IMO bodies.

Between 2006-2016, Ms Jost chaired the IMO Sub-Committee on Ship Design and Equipment, and on Ship Design and Construction. During this period, mandatory measures were adopted on the towing of wrecked ships and discussions took place on mandatory, verifiable maintenance of life-saving appliances and on the Code of Safety for Special Purpose Ships. Additionally, possible additional requirements for navigation in polar waters were established; these subsequently formed the basis for the Polar Code, adopted in 2014.

Other positions she has held include that of Chair of the Working Party on Subdivision, Stability and Load Lines (WPSSLL) of the International Association of Classification Societies (IACS).

### International Maritime Prize

The International Maritime Prize is awarded annually by IMO to the individual or organization judged to have made a significant contribution to the work and objectives of the Organization. The Prize is marked by the presentation to the winner of a dolphin sculpture and includes a financial award, upon submission of an academic paper written on a subject relevant to IMO.



(There is more on the prize here: <https://tinyurl.com/mr39hp4h> )

The Prize will be presented to Ms Jost at an awards ceremony to be held on the first day of the 33<sup>rd</sup>

session of the IMO Assembly to be held from 27 November to 6 December.

## 2022 second nominee

There were two nominees for the International Maritime Prize 2022. To honour his contribution to the work of IMO, this year's second nominee, Captain David Bruce (Republic of the Marshall Islands), will be recognized with a special certificate to be presented at the awards ceremony.

---

## New IMO MENA Regional Presence Office Egypt

---

### MoU signed

### Office opening this year

A new Regional Presence Office (RPO) for IMO in the Middle East and North Africa (MENA) region in Alexandria, Egypt is set to open by the end of the year, following the signing of a Memorandum of Understanding (MoU) on 20 July between IMO and Egypt.

Mr Xiaojie Zhang, Director, Technical Cooperation Division, IMO, and Rear Admiral Hussein El-Geziry, Chairman of the Egyptian Authority for Maritime Safety, signed the agreement at IMO Headquarters in London. IMO Secretary General, Kitack Lim, His Excellency Mr Sherif Kamel, Egyptian Ambassador Extraordinary & Plenipotentiary, Rear Admiral Reda Ismail, Head of the Maritime Transport Sector and representatives of Egypt were also present during the signing ceremony.

### Technical programme

The RPO will enhance the implementation of the IMO Integrated Technical Cooperation Programme (ITCP) for the Arab States in the MENA region, taking into consideration the mandates of existing regional entities in the Mediterranean (REMPEC)<sup>1</sup>, Red Sea (PERSGA)<sup>2</sup> and ROPME (MEMAC)<sup>3</sup> Sea areas.



Objectives of the MoU include improving institutional capacity-building and general maritime development in the Arab States in the MENA region; and

strengthening self-reliance in the maritime field at national, sub-regional and regional levels. A position of Regional Coordinator will also be available.

The decision to boost IMO's presence in the Middle East and North Africa (MENA) region with the establishment of an RPO was made by the IMO Technical Cooperation Committee at its 72<sup>nd</sup> session in October 2022. This was subsequently endorsed in December 2022 by the IMO Council at its 128<sup>th</sup> session.

### An expanding network

The Alexandria office expands IMO's network of regional presence offices<sup>4</sup>: Côte d'Ivoire (Francophone) and Ghana (Anglophone) for west and central Africa, Kenya for eastern and southern Africa, and the Philippines for East Asia. IMO also funds one Technical Cooperation Officer within the Pacific Community.

### Caribbean presence

In addition, IMO's regional presence in the Caribbean is being boosted.

Following the signing of a letter of agreement, the IMO Regional Presence Office for the Caribbean in Trinidad and Tobago will be formally established this year. Currently, the Caribbean region is supported by a Regional Coordinator located in the Port of Spain.

<sup>1</sup> Regional Marine Pollution Emergency Response Centre  
<https://www.rempec.org/en>

<sup>2</sup> Regional Organization for the Conservation of the Environment of the Red Sea & Gulf of Aden  
<https://persga.org/>

<sup>3</sup> Marine Emergency Mutual Aid Centre  
<https://memac-rsa.org/en/home>

<sup>4</sup> At IMO the Integrated Technical Cooperation Programme (ITCP), underpinned by the technical cooperation mission objectives, is developed in response to the technical assistance needs of Member States.

The ITCP is divided into five regions for the purpose of programming technical assistance on the regional level. <https://tinyurl.com/5ax6rtck>

---

## The IMO World Maritime Theme 2024:

---

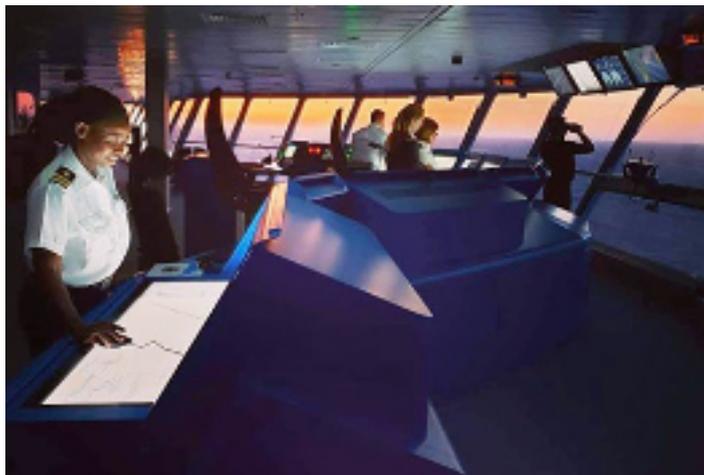
### *Navigating the future: safety first!*

The IMO Council, meeting for its 129<sup>th</sup> session, which ran from 17 to 21 July, endorsed the theme following a proposal by IMO Secretary-General Kitack Lim.

It was reflected that maritime safety in an era of new technologies and alternative fuels will be central to IMO World Maritime Theme for 2024.

## WMD 2024

***Navigating the future: safety first!*** has been selected for the IMO 2024 World Maritime Theme, which will culminate in the celebration of World Maritime Day on 26 September 2024.



The theme reflects IMO's work to enhance maritime safety and security, in tandem with the protection of the marine environment, while ensuring its regulatory development process safely anticipates the fast pace of technological change and innovation.

Of the theme IMO Secretary-General Kitack Lim said: *'This theme would allow us to focus on the full range of safety regulatory implications arising from new and adapted technologies and the introduction of alternative fuels including measures to reduce GHG emissions from ships as IMO strives to ensure the safety and efficiency of shipping are maintained, and potentially improved, so that the flow of seaborne international trade continues to be smooth and efficient.'*

**Safety has been at the heart of all of IMO's activities since the Organization was established in 1948.**

The regulatory framework is continuously evolving as gaps become apparent and as a result of IMO's proactive work to anticipate changes needed to accommodate emerging technologies and innovation – a prominent example being the currently ongoing development of a goal-based Code for maritime autonomous surface ships (MASS Code).

## SOLAS 1974

Next year 2024 marks fifty years since the adoption of the 1974 SOLAS Convention, the key IMO treaty regulating maritime safety.

Digitalization and automation are increasingly revolutionizing the shipping industry by introducing new technologies that enhance safety, security and efficiency, optimize performance, reduce environmental impact and ensure sustainability.

This is improving the overall efficacy and competitiveness of the shipping industry, making it possible to design, construct and operate ships more

efficiently, handle more cargo, reduce costs and enhance customer satisfaction.



## Advantages of shipping

Shipping transports about 90% of global trade and is the least environmentally damaging mode of transport. It is manifestly obvious that improving the safety of ships and reducing their greenhouse gas (GHG) emissions go hand in hand – both are critical to achieving a sustainable and efficient maritime industry.

## IMO Exceptional Bravery Awards 2023

### The IMO 2023 Award for Exceptional Bravery at Sea

#### Certificates of Commendation and Letters of Commendation

#### Rescuing migrants at sea

Recipients were selected by a Panel of Judges, whose recommendation was endorsed by the IMO Council, meeting for its 129<sup>th</sup> session held at IMO HQ in London from 17 to 21 July.

A total of 47 nominations were received for the 2023 award from 18 Member States, one Associate Member and three non-governmental organizations in consultative status with IMO.

#### The 2023 Exceptional Bravery at Sea Award

On 14 January 2023, the tugboat *Legacy* was en route towing a barge when its tow lines parted in strong winds and heavy swells. The vessel and its crew of seven were adrift in violent rolling seas, 35 nautical miles off the coast of Ocean City, Maryland on the east coast of the USA.

After several unsuccessful rescue attempts by a USCG cutter, a helicopter rescue team was dispatched. Helicopter CG-6566 was to execute a rescue plan led by **Aviation Survival Technician Second Class (AST2) Caleb Halle**.

Once at the incident scene, the helicopter crew attempted a hoist operation from the stern of the *Legacy*. In hugely challenging circumstances, AST2 Halle was able to help one survivor to reach the rescue basket before determining it was unsafe to continue. He identified a safer location on the main deck and notified his crew to reposition. AST2 Halle ensured the safe recovery of two further survivors.

Running low on fuel, the helicopter had to depart the scene. But AST2 Halle volunteered to remain on site to reassure the four remaining tugboat crew and to assist a relief Coast Guard helicopter when it arrived.

Helicopter CG-6024 reached the scene as darkness was falling, making conditions increasingly difficult. Communications between AST2 Halle and the helicopter were lost as it approached, and after several failed attempts to deploy its rescue swimmer, Mr Halle was able eventually to assist his colleague to reach the violently pitching main deck of the tugboat. Working together, they managed to hoist the four remaining tugboat crew to safety.



AST2 Halle conducted a final search inside the Legacy to ensure no one was left behind. A large wave hit the boat and at this point the water-tight seal of his survival suit was damaged.

As the two rescue swimmers were, themselves, about to be hoisted off the tugboat, it suddenly pitched violently upwards, throwing them both into the freezing and turbulent water, close to the tugboat propellers. AST2 Halle's survival suit was beginning to flood. The situation was critical, but once the helicopter was able to regain position, both rescue swimmers were finally winched from the sea.

The Panel of Judges agreed that, throughout the operation, AST2 Caleb Halle clearly demonstrated exceptional bravery and determination, despite the extreme conditions and the complexities of a multi-unit rescue, coupled with communications failures.

Mr. Halle was nominated for the Award for Exceptional Bravery at Sea by the USA.

### Certificates of Commendation

The IMO Council agreed to award certificates of commendation to:

- **The crew of the tug *SL Diamantina***, nominated by Australia, for their crucial role in the three-day-long coordinated rescue of 21 crew members from the bulk carrier *Portland Bay*, carrying 1,000 tons of fuel oil. A marine pollution incident was prevented.
- **José Cardoso Lemos**, subsistence fisher, nominated by Brazil, for his bravery, selfless actions and determination in singlehandedly pulling 25 survivors off the sunken passenger vessel *Dona Lourdes II* to safety on his fishing boat, before assisting with the recovery of the bodies of others who had drowned.
- **The crew of the fishing vessel *Zhe Long Gang***

*Yu 05668*, nominated by China, for their outstanding courage and tireless efforts during the rescue of another fishing vessel, the *Zhe Ling Yu Yun 30058*, which had caught fire, with flames quickly spreading due to strong winds. Twelve survived; sadly, one fisher lost his life.

- **Aviation Survival Technician Third Class John Walton**, rescue swimmer on board helicopter CG-6009, Aviation Training Centre Mobile, Sector North Bend, United States Coast Guard, nominated by the United States. AST3 Walton played a vital role in saving the life of a person thrown overboard from the motor yacht *Sandpiper* when it capsized.

### Letters of Commendation

Letters of Commendation will be sent to:

- **The Master and crew of mv *Guo Yuan 8***, nominated by China, for their roles in the rescue in severe weather and sea conditions of five of the 22 crew members of the capsized cargo vessel *Jin Tian*.
- **The Master and crew of mt *Liao You 123***, nominated by China, for the rescue in strong winds and freezing temperatures of the three crew of fishing vessel *Liao Ying 35419* who were suffering from hypothermia.
- **LV Pierre Bonneau, MP Vanessa Legall and MT Guillaume Colin**, helicopter detachment of the Flotilla 34F on board the patrol frigate *Prairial*, French Navy, nominated by France, for their roles in the international rescue operation of the Peruvian Navy vessel *BAP Guise*, which had caught fire.
- **Louis Vasseur, volunteer rescue swimmer and crew member** on board the all-weather boat *SNS 086 Cap Fagnet*, Fécamp Rescue Station, National Sea Rescue Society, nominated by France, for the rescue of two crew members of the sailing vessel *Appollonia* during a storm.
- **Clément Belin and Nino Verlie, crew members** of the intervention, assistance and rescue tug *Abeille Normandie*, nominated by France, for their rescue using an inflatable boat of two people who were being swept off Carnot dyke at Le Portel in the Pas-de-Calais due to rough seas.
- **Diego D Sachs, Sascha Kumpel, Nick Tamm and Marek Möckel**, members of a Towing Assistance Team of the Federal Waterways and Shipping Administration, nominated by Germany, for their actions which saved the lives of those onboard the cargo vessel *Royal II* which was disabled and drifting towards the coast and at risk of grounding or collision. A serious marine pollution incident was avoided.
- **Captain Anil Choudhary and crew** of mv *Helios Leader*, nominated separately by India and Singapore, for their contributions to the rescue operation of more than 300 people on board the wooden boat *Lady R3* which was adrift and taking on water in rough seas.
- **Crew** of the patrol vessel *3016*, Coast Guard Station Donghae, Republic of Korea Coast Guard, nominated by the Republic of Korea, for the 63-hour long rescue of ten crew members of the fishing vessel *133 Samhwa* which had suffered engine failure and lost communication in

- extreme weather.
- **Captain Yeonghwan Park**, Master of the fishing vessel *2016 Sinaesan*, nominated by the Republic of Korea, for the rescue of the nine-strong crew of the sinking cargo vessel *Hyundai Fashion*. They had abandoned ship in dangerous waters and deteriorating weather conditions.
- **Captain Anatoliy Golev and crew** of the tanker *NCC Najem*, nominated separately by Saudi Arabia and the International Transport Workers' Federation (ITF), for their roles in the rescue in strong currents and high waves of 35 survivors who were found in the sea after their vessel capsized. They also recovered a body.
- **The team of the Fene Strategic Base (A Coruña), including the officer responsible for SAR and pollution response operations, and the diving intervention unit** of Ardentia Marine, Maritime Rescue and Safety Agency, nominated by Spain, for the night-time rescue in rough seas of the only crew member of the capsized sailing vessel *Jeanne Solo Sailor*.
- **DCC Michael A Filippone, DC1 Rilee E Williams, DC2 William J Parker and DC2 Kevin B Smith**, Damage Control Division of the USCGC *Midgett*, United States Coast Guard, nominated by the United States, for their professionalism and diligence during the international rescue operation involving the Peruvian naval vessel *BAP Guise* which had caught fire.
- **Captain Sergey Vasiliev**, Master of *mv Nordic Qinngua*, nominated by the Faroes, for the rescue in heavy seas and strong winds of two people who had abandoned their capsized rowing boat and were found in a life raft in heavy seas and rough winds.

### Rescuing migrants at sea

The Panel of Judges decided that fifteen nominations of merchant vessels involved in the rescue operation of migrants, submitted by Georgia, India, Marshall Islands, the International Chamber of Shipping (ICS) and the Cruise Lines International Association (CLIA), will receive certificates in Special recognition for merchant vessels and their crew involved in the rescue of mixed migrants at sea (resolution A.1093(29)). The captain and crew nominated by India have already been issued with such a certificate.

Currently, only Member States can nominate crews deserving of recognition in the rescue of migrants at sea carried out by merchant vessels. Following an increase in the number of nominations received from non-governmental organizations (NGOs) in consultative status with IMO, the Panel of Judges agreed that resolution A.1093(29) should be revised by the IMO Secretariat to allow the submission of nominations by intergovernmental organizations (IGOs) in cooperation with IMO and NGOs. The Council agreed to forward the revised draft Assembly resolution to the Assembly for adoption, to allow submission of nominations by IGOs and NGOs, as well as by Member States.

## Ensuring clean hulls

### Preventing invasive species

#### Pacific region activities

On 26 July IMO reported that Pacific Island countries have been stepping up their efforts to improve biofouling management, which is crucial in order to minimize introductions of invasive aquatic species via ships' hulls.

#### Great threat

The spread of invasive species is now recognized as one of the greatest threats to the ecological and the economic well-being of the planet. These species can damage biodiversity and cause an increase of economic costs for maritime and coastal industries.

#### Fiji

Representatives from all Pacific Island countries met in Suva, Fiji on 17 and 18 July, to define and discuss an action plan that would lead to a harmonized implementation of the IMO Biofouling Guidelines.



The Guidelines provide a globally consistent approach to the management of biofouling. One of the goals of the meeting was to coordinate the numerous actions in the field of marine biosecurity that are taking place in the region.

Participants were informed about initiatives on invasive species led by the Secretariat of the Pacific Regional Environment Programme (SPREP)<sup>1</sup> and the Pacific Community, the Pacific Islands Marine bioinvasions Alert Network (IOC-UNESCO PacMAN)<sup>2</sup> project and some insights into New Zealand's updated biofouling regulations.

#### Tonga

A week earlier, on 13 and 14 July, the GloFouling Partnerships project<sup>3</sup> delivered in Nuku'alofa, Tonga, its new training package focused on the development and assessment of biofouling management plans and record books, the main tool for a proactive approach to minimize the accumulation of biofouling on ships' hulls.

The same course was delivered in Fiji on 19 and 20 July with over forty participants representing a broad

range of stakeholders from the country's administration and the shipping industry. The course was complemented with a visit to a drydock slipway to witness some of the crucial aspects related to antifouling coatings and inspecting of a ship's hull.

In the coming months, the training course will be deployed in the other ten Lead Partnering Countries that are benefiting from IMO's GloFouling initiative.

<sup>1</sup> <https://www.sprep.org/>

<sup>2</sup> <https://pacman.obis.org/>

<sup>3</sup> <https://tinyurl.com/4b2fzv98>

---

## Global Alliance for Drowning Prevention

---

IMO has joined a new global initiative led by the World Health Organization (WHO) to address preventable deaths from drowning. The Global Alliance for Drowning Prevention (GADP) was launched at an event in Geneva to mark UN World Drowning Prevention Day<sup>1</sup>, to be held each year on 25 July.

### Founding members

The founding UN members of the Alliance are: IMO, the UN Development Programme (UNDP), the Food and Agriculture Organization of the United Nations (FAO), UNICEF and WHO.



Non-State actors joining the alliance as founding members are: the Royal Life Saving Society of Australia; from the UK the Royal National Lifeboat Institution (RNLI); the Centre for Injury Prevention and Research, of Bangladesh (CIPRB); the George Institute for Global Health; and Bloomberg Philanthropies.

IMO's Olivier Lebrun highlighted IMO's role as the global regulator for shipping and the potential for synergies within the new alliance.

He said: *'All water travel poses a drowning risk for passengers or crew – and IMO has adopted international instruments to mitigate this risk.'*

### International treaties

These treaties include the International Convention for the Safety of Life at Sea (SOLAS); the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW); the Cape Town Agreement on fishing vessel safety (not yet in force); the International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW-F); and Model Regulations on Domestic Ferry Safety<sup>2</sup>.

Le Brun added: *'The Global Alliance for Drowning Prevention provides a good opportunity to enhance some areas where improvement can be achieved.'*

### A network of partners

The Alliance is a network of partners who will work together to coordinate, strengthen, enhance, and expand efforts to prevent drowning deaths, aligned with WHO's priorities. The Alliance operates under the principles of alignment and coordination, agility and responsiveness, driving country-level action, transparency, evidence-based approaches, and coordination among interested parties.

IMO took part in a global webinar on 27 July to reflect on World Drowning Prevention Day 2023 and connect governments, UN agencies, civil society organizations and other global drowning prevention partners across the world to share and celebrate global achievements in drowning prevention from the past year.

### High cost of life

According to the WHO, an estimated 236,000 people die from drowning each year, with 90% of these deaths happening in low- and middle-income countries.

Globally, the highest drowning rates occur amongst children between one and four years old, followed by children between five and nine years of age. Rates for drowning are highest among the most socio-economically disadvantaged members of society.

The establishment of the WHO Global Alliance for Drowning Prevention follows the adoption of the first ever World Health Assembly (WHA) resolution on drowning<sup>3</sup>.

### Development of strategy

In conclusion the resolution requested WHO to establish an alliance of organizations within the UN system, along with international development partners and Non-Governmental Organizations. The Alliance will develop a Global Drowning Prevention Strategy and strengthen coordination and collaboration among partners.

<sup>1</sup> <https://tinyurl.com/mr2jnttv>

<sup>2</sup> <https://tinyurl.com/3mrms3k5>

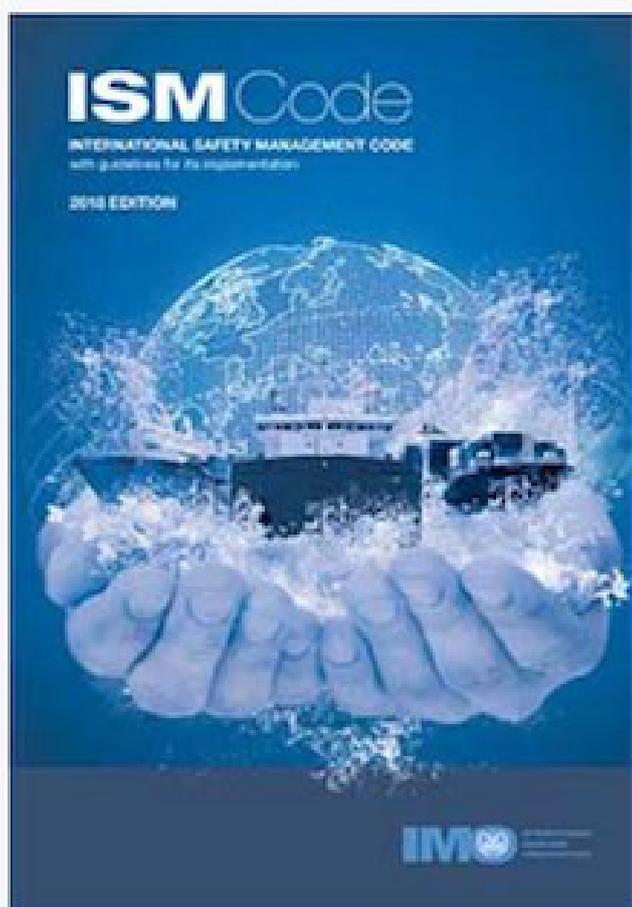
<sup>3</sup> <https://tinyurl.com/ywki9us2>

### Seafarers' views sought

Seafarers are invited to take part in an online questionnaire<sup>1</sup> as part of a comprehensive study to assess the effectiveness of the International Safety Management Code (ISM Code)<sup>2</sup> and how well it is implemented.

### Importance of feedback

Seafarers have a key role in implementing safety and environmental protection policies, in particular the safety management system (SMS) on board ships at sea. Through the questionnaire, their feedback will be instrumental to understanding how effectively the ISM Code is being implemented and will inform future work on relevant instruments.



The ISM Code provides an international standard for the safe management and operation of ships and for pollution prevention. It requires shipping companies to carefully consider their management structure, and the responsibilities and authorities of those involved in the operation of their ships from the perspectives of safety and environmental protection.

### Ensuring safe operation

The Code was introduced following several serious incidents where human error and management failings were found to be contributing factors. One

example is the capsizing in 1987 of the ferry, *Herald of Free Enterprise*, just outside the port of Zeebrugge in which 193 people died. That year, the IMO Assembly adopted resolution A.596(15), which called upon the Maritime Safety Committee to develop guidelines concerning shipboard and shore-based management to ensure the safe operation of ro-ro passenger ships. The ISM Code became mandatory in 1998. (See more here below<sup>3</sup>.)

### Commissioned study

Thirty years on, the IMO Secretariat has commissioned the Study on the Effective Implementation of the ISM Code to provide objective evidence and conclusions along with proposed measures on modernizing provisions under the ISM Code to improve onboard safety and environmental protection policies.

### Seafarers' level of involvement

As well as asking basic questions on age, gender and length of service of the seaborne workforce, the survey aims to assess seafarers' level of involvement in onboard safety-related decision-making and determine their views on the effectiveness of the ISM Code. There are also questions on levels of satisfaction with working and living conditions and on how companies deal with seafarers' fatigue, stress and mental ill health.



Those who wish to take part can do so until 30 September. The questionnaire can be accessed here: <https://tinyurl.com/3wf9y9wz>

**Participation is anonymous, and responses will be treated as confidential. It should take around 15 minutes to complete.**

### Reporting to MSC108

Findings from the Study will be reported to the Maritime Safety Committee when it meets for its 108th session, 15-24 May 2024.

<sup>1</sup> <https://tinyurl.com/3wf9y9wz>

<sup>2</sup> <https://tinyurl.com/4svnmfjk>

<sup>3</sup> <https://tinyurl.com/mv3v27k2>

## IMO CARES decarbonisation technology challenge

Technology providers from around the globe will be invited to submit innovative decarbonisation solutions for ports and domestic vessels in Africa and the Caribbean for the IMO CARES (Coordinated Actions

to Reduce Emissions from Shipping) project's Marine Technology Global Challenge<sup>1</sup>.

We learn that the challenge aims to identify solutions to accelerate green technology uptake in developing countries, with a specific emphasis on small island developing states and least developed countries. Up to four winning technology providers will receive funding to create bespoke proposals for use of their solutions in countries located in the two regions.

Jose Matheickal, Director of the Department of Projects and Partnerships at IMO commented: *'Reducing GHG emissions is an urgent, shared goal that requires global collaboration and the use of all available technologies.'*

*'The IMO CARES Technology Global Challenge will bring together technology providers from around the world and facilitate use of their decarbonization solutions for domestic vessels and ports in countries in Africa and the Caribbean. I hope that any technology provider with a suitable solution will enter the challenge.'*

Anton Rhodes, Project Manager of IMO CARES, added: *'Technology, knowledge sharing and collaboration are critical elements for greener ships and ports, and our global challenge is designed to overcome barriers that developing nations face on this joint journey.'*

*'The IMO CARES Marine Technology Global Challenge is designed to overcome the technology gap and will foster the development of cutting-edge solutions for decarbonizing ports and domestic vessels in Africa and the Caribbean. This challenge and the IMO CARES project itself align with IMO's commitment to making sure that no country is left behind as we move towards a greener and more sustainable future for the maritime sector.'*

### How the challenge works

The challenge can be entered by any company across the world that has market-ready decarbonisation technology suitable for use in ports, and on ships of under 5,000 gt (such as inter-island vessels, port vessels and fishing vessels).



Wind, solar, electric, and optimization technologies have already been identified as likely to be suitable, but the challenge is technology-neutral. Companies are encouraged to tailor their entries to the needs of the specific countries in both regions where the solutions will be deployed.

Participating technology providers stand a chance to receive funding ranging from US\$15,000 to US\$30,000 to develop a full technical proposal if their concept is selected.

There are substantial funds of approximately US\$500,000 that may be made available to the selected proposals for the demonstration of the technologies in each participating country, under the Global MTCC Network (GMN) project<sup>2</sup>, which is funded by the European Union.

### Challenge timeline

The challenge is set to proceed in several steps. Identification of participating countries and their local technology challenges is set for completion by September 2023. Following this, all competition details will be announced (in an online event) and published on the IMO and IMO CARES websites: [www.imo.org](http://www.imo.org) and [www.imocares.imo.org](http://www.imocares.imo.org) respectively.

**Companies, organizations, and institutions looking to enter the challenge will have a two-month window between October and November 2023 to submit their concepts.** All submissions will be assessed by the expert judging panel over the following two months and the challenge winners will be revealed in January 2024. The judging panel, who will be appointed when the competition is formally launched, will include representatives from the regional MTCCs, academic bodies and stakeholders from the countries chosen for the proposals.

### Judging criteria

The expert panel will assess the proposed technology solutions based on greenhouse gas reduction, effects on vessel and port operational costs, technology costs and installation feasibility, scalability, maintenance requirements, and ease of application across a larger number of vessels and ports.

### Launch event

The virtual launch event took place on 21 July and provided information about the IMO CARES project and details of the challenge timeline and entry criteria. Information about the decarbonisation aspirations and challenges faced by the Maritime Technology Cooperation Centres (MTCCs) in Africa and the Caribbean was provided by representatives from the MTCCs.

A recording of the virtual launch event is available on YouTube here: <https://tinyurl.com/mtxdwvz8>

### About IMO CARES

The IMO CARES (Coordinated Actions to Reduce Emissions from Shipping) project is funded by the

Kingdom of Saudi Arabia and is focused on the needs of developing countries to meet the IMO Energy Efficiency and IMO GHG Strategy targets and thus help drive the achievement of global GHG emissions reduction.

<sup>1</sup> <https://tinyurl.com/2s3pawux>

<sup>2</sup> <https://gmn.imo.org/>

---

## Our modern heroes

---

**By Michael Grey, IFSMA Honorary Member**

I had just finished re-reading an old biography of Edward Wilson; doctor, scientist, naturalist, artist and Antarctic explorer, who died with Captain Scott and fellow members of the south polar party, in March 1912. Even across all these years, it is impossible to remain unmoved, reading his final letter to his wife, written when frozen and starving, immured in the blizzard blown tent that would become his tomb. The tale of this doomed journey epitomises the heroic age of exploration and adventure, which defies modern attempts to reinterpret our history.

The connection may seem somewhat perilous to make, but it was just a few days after the polar party had died, their fate unknown for another eight months, that the maiden voyage of the Titanic came to a tragic end; a shipwreck that we have seemingly been unable to forget. And of course, it has all come flooding back again this month, with the search for the Titan submersible and its five occupants monopolising the headlines while their fate in the dark Atlantic depths remained uncertain.

We have now, with the wreckage of the tiny craft now discovered, close to the remains of the liner, moved onwards to the investigation and recriminations phase, with plenty of food over which the media can chew. It is probably best to leave the forensic analysis to the experts, who may, or may not, be able to derive conclusive reasons for the fatal implosion from any shards of carbon fibre reclaimed from the depths. The apparent doubts about the wisdom of its experimental design and whether it should have been used for fare-paying passengers will surely be considered at length by the accident investigators.

We read that there is now a sizeable Titanic “community” and a niche industry active in providing expeditions to view the remains of the liner and the artefacts scattered on the ocean floor around the wreck site. One should not be too judgemental, but is there not something distinctly ghoulish about wishing to take part in such “adventures”, just as it is akin to grave-robbing, as such has taken place on numerous occasions, with items removed by clever submersibles.

The “community” will be quick to defend itself, but it seems to me that there is precious little scientific discovery to be gained from this bit of grim ocean floor. If we can range around the depths, surely there are better things to do with the technology than to indulge rich adventurers wishing to tick the Titanic off

their bucket lists, although, as with the amateurs being shot into space, I suppose the money helps to defray the expenses and fare-paying passengers provide some PR value. You would hesitate to suggest that there is, in these adventures, much public accessibility, either in space or in the depths.

You might insist that these people are willing to take risks and that is what counts as heroic these days. But it is all a bit pointless when innumerable tasks are undertaken at extreme depths by ROVs with all their clever tools and scientific sensors. If you are looking for real heroes, it is worth thinking about salvors, or saturation divers, although they are of course professionals and undertake their risky roles for gain, rather than merely spending it. The frontiers of deep ocean exploration are being ranged around these days by oceanographic scientists who tell us that there remains a huge amount to learn about the seas that wash our planet and its inter-connected nature. You might argue that these are the true inheritors of those who lived in a far more dangerous, but heroic age, of exploration.

While vaguely on the subject, it is sad to report that of one of my all-time shipping heroes, the Dutch shipowner Piet Vroon has died at the age of 93. He was the very model of a traditional owner, who lived overlooking the great river Scheldt at Breskens, from where he had built a sizeable fleet from a single small coaster in the 1950s. There were few sectors of shipping that he had not involved the company in over the years and he was always on the lookout for opportunities in niche, long-term business. Unlike so many modern operators, who tend towards tunnel vision, when it comes to their trade sector, Piet Vroon was astonishingly well-informed about every aspect of ships and shipping and always free with kindly advice. The shipping world, and that of yacht racing that was his passion, will miss him

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

**This article first appeared in *The Maritime Advocate Online* Issue No 833 of 30 June 2023**

**It appears here by kind permission of the Editor and the Author ©**

---

## Erasmus+ Project Enabling Seafarers to Mutual Endorsement (ENDORSEME)

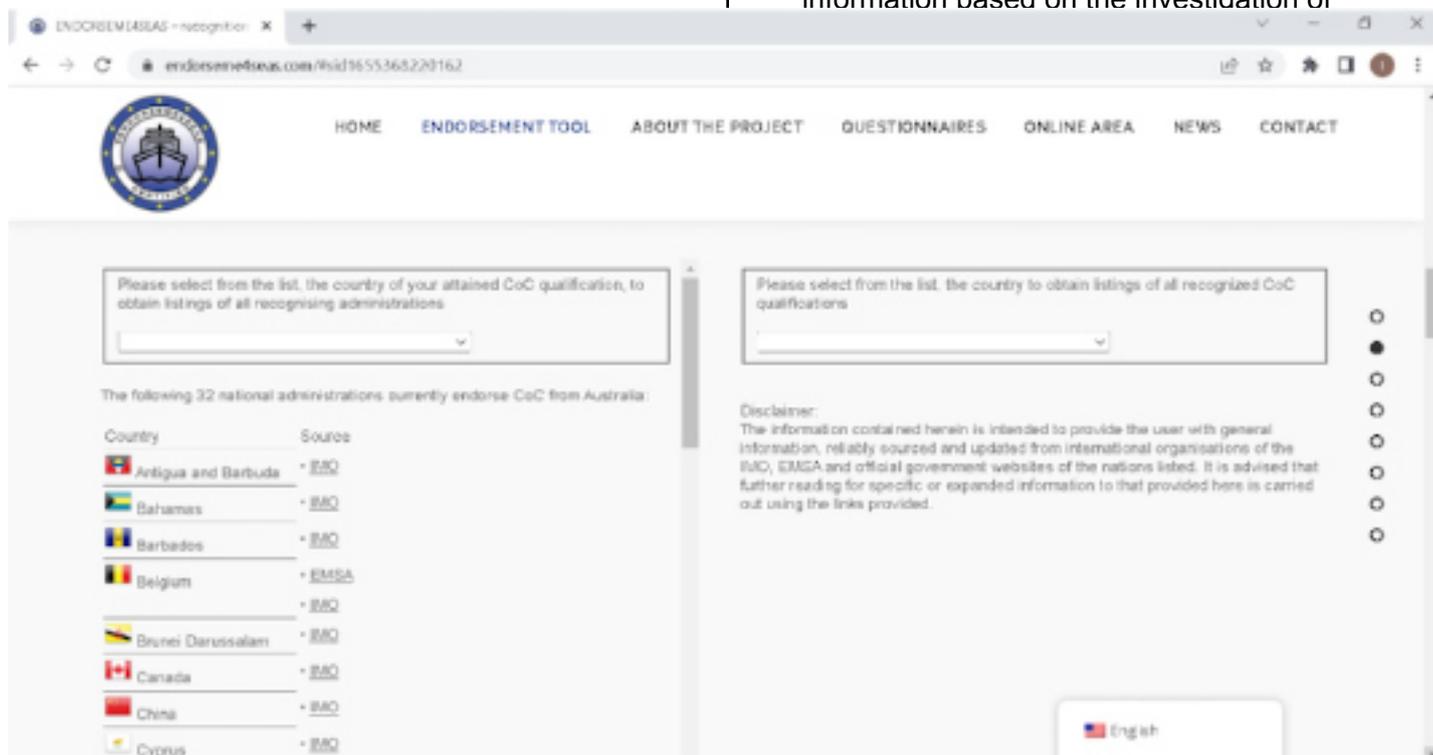
---

**By Captain Ivan Conev, PhD, Individual Member**

IMO developed the first standard for Vocational Education and Training (VET) programmes for merchant navy officers in 1978. Seafarers are trained and certified by national administrations complying with the minimum standards set by International Convention on Standards of Training, Certification and Watch keeping for Seafarers (STCW). Despite these efforts there are no mechanisms for monitoring how these standards are being applied in various nations and yet there is an issue for seafarers to get their certificates accepted/endorsed when they are attempting to work from one flag state to another.

## Monitoring STCW compliance

The European Maritime Safety Agency (EMSA) has started to monitor STCW compliance to contribute to safer operations, however, the issue for one seafarer having a certification from one country flag not to be able to work in other country flag still exists as there are still many countries that do not have mutual recognition or endorsement in place. There have been several attempts in the past to unify the certifications and endorsements however it did not resolve the issue in full.



Known as ENDORSEME the project targets the development and provision of VET products and services such knowledge, skills and competence development to external factors such as students, companies and governments. It develops flexible and learner-centred VET programmes, and contributes to closing existing gaps in the access to training for working age adults to successfully manage labour market transitions. It will also contribute to the development of continuing vocational training programmes designed to be adaptable to labour market, as well as programmes that facilitate the transfer, recognition and accumulation of learning outcomes leading to national qualifications.

## Worldwide recognition of certification

Readers will appreciate that the ENDORSEME project will ultimately facilitate recognition of certifications of seafarers, including ratings, throughout Europe and worldwide. The integrated model that the ENDORSEME project will utilize will bring together all the seafaring qualifications such as Certification of Competence, ancillary STCW certificates and attempt to enable each certificate mutually accepted by the European countries at first and later in global scale in a reactive manner. The model will also allow for greater cohesion between international and local requirements in MET in member states providing a

higher quality and more attractive long term VET programme.

## Aims of ENDORSEME

The project develops a platform for various ranks of seafarer. The platform will have an option to investigate acceptance/endorsement of sea-going certificates. ENDORSEME project aims to:

- I. Identify the problems associated with recognition/endorsement of certificates in a questionnaire-based needs analysis and information based on the investigation of

undiscovered areas.

- II. Develop a platform and complementary online tool for seafarers, shipping companies and MET institution to identify whether the certificates of seafarers are accepted/endorsed by one country to another.

## Cross-reference

The ENDORSEME platform will cross-reference the certificates available to seafaring professionals to provide a higher quality system that is suited to each individual member state. It will also enable MET programmes to be kept up to date with changes to requirements locally and internationally with minimum disruption to other core areas of the programme. The quality assurance system of the ENDORSEME platform will enable the good practices to be seen and transferred to other member states as well as maintaining a high quality of education, training and assessment.

ENDORSEME will enable authorities to monitor the success of different systems and requirements through developing a quality assurance and control for the issue of such certificates.

It will also enable transfer of good practices between member states and worldwide while ensuring high quality programmes.

### Transfer on innovation

The platform bringing all world authorities together will enable transfer of innovation to ensure ENDORSEME is a high standard recognition model. ENDORSEME will support continuous personal development of seafarers in VET for all seafarers in the maritime sector across Europe.

Furthermore, ENDORSEME will cross-reference the STCW requirements thereby allowing seafarers to be more mobile in any European country thus promoting the Citizenship programme. ENDORSEME will also incorporate the local and national requirements of each country therefore promoting transparency and recognition of skills and qualifications between neighbouring and international countries.

### Partnership with licensing bodies

The partnership, working in collaboration with major awarding, accrediting and licensing bodies will cross-reference and include the international and local/national requirements with the aim of embedding the recognition tool initially into five partner maritime education and training (MET) systems across Europe.

At the time of writing the ENDORSEME tool development is still in progress but once developed will facilitate all certifications received from one country to another to be endorsed in the partner countries and Europe. A quality assurance and control practice based on a well-respected system for the delivery of ENDORSEME will also be established to guarantee national authorities continue to follow the requirements.

### Six-way participation

The ENDORSEME Project is developed by participation of six partners:

1. Nikola Vaptsarov, Naval Academy Bulgaria (managing partner),
2. Maritime Innovators, Turkey,
3. Munster Technological University, Ireland,
4. Spinaker, Slovenia,
5. Universitatea Maritima din Constanta, Romania.
6. Universitat Politecnica de Catalunya, Spain.

Therefore the platform is presented in the languages of all partners: Bulgarian, Turkish, English, Slovenian, Romanian and Spanish.

More information and the online tool can be found on internet here: <https://endorseme4seas.com>

---

## Successful Pacific rescue operation

---

### International cooperation

It was reported from Santa Rita, Guam, that French, Canadian, and US Forces, with local responders, successfully conducted a search and rescue operation to save the operator and passengers of a distressed vessel off the coast of Rota, Commonwealth of the Northern Mariana Islands (CNMI), on 10 July.

Thanks to the coordinated efforts of local partnerships and the utilization of aircraft resources, all eleven people from the centre console fishing vessel were landed safely in Rota.

### Guam coordination

At 1705 local time on 10 July Watchstanders at US Coast Guard Forces Micronesia/Sector Guam's Joint Rescue Sub-Center Guam received a distress call on VHF channel 16 from the operator of the 21-foot vessel *Full 20 Horizon*, stating the vessel was disabled and adrift in six-foot seas and 12 mph winds with eleven people aboard, approximately thirty nautical miles northwest of Rota. Due to the lack of GPS onboard and the inability to use a cell phone to acquire a GPS position, the situation became even more critical.



*Illustration per USCG Forces Micronesia / Sector Guam ©.*

In response, the watchstanders promptly issued an Urgent Marine Information Broadcast, alerting mariners in the area to be aware of the distressed vessel. They also established a fifteen-minute communications schedule with the vessel operator and instructed the passengers to wear their flotation devices for safety.

Watchstanders initiated coordinated efforts with the CNMI Department of Public Safety in Rota, who launched their twenty-seven foot vessel to aid in the rescue operation. Additionally, partnerships with the US Air Force 36<sup>th</sup> Wing and US Navy Helicopter Sea Combat Squadron 25 at Andersen Air Force Base proved invaluable in securing the assistance of multiple aircraft crews for the response.

Captain Nick Simmons, commander of US Coast Guard Forces Micronesia/Sector Guam, emphasized the importance of aircraft in search and rescue operations at sea, stating: *'Aircraft crews play a crucial role in our efforts to save lives in challenging maritime situations. Using aerial assets, combined with our*

local partnerships, ensures a swift and effective response to distress calls, ultimately increasing the chances of a successful rescue.'

### French contribution

A French Air and Space Force A400 Atlas military transport aircraft and crew were the first aircrew to respond, launching from Andersen Air Force Base and locating the vessel at about 2000 after running a search pattern. They worked to vector in the Department of Public Safety crew.

### Deteriorating conditions

Unfortunately, the initial rescue attempt by the Department of Public Safety's crew was hindered by severe sea conditions as winds increased to 18 mph and seas built to eight feet, forcing them to abort the mission. However, the French Air and Space Force A400 crew remained on the scene and maintained visual contact with the disabled vessel. Recognizing the severity of the situation, the crew of USCGC *Myrtle Hazard*, on a port call in Saipan, was recalled, and watchstanders reengaged with HSC-25 to address the evolving circumstances.

### Canadian air force on scene

Watchstanders also requested additional overhead support from the US Air Force 36<sup>th</sup> Wing, who offered a Royal Canadian Air Force HC-130 airplane and crew to replace the French crew due to fuel constraints. At 2315 the Canadian crew then on scene informed watchstanders that the lights on the distressed vessel went out, but they maintained visual contact with its position.

The US Navy MH-60 Nighthawk helicopter and crew launched to aid the rescue efforts further. After a swift transit, the Nighthawk crew arrived at approximately 0100 the following day and immediately commenced hoisting the operator and passengers. The aircrew transported those rescued to the Rota airport, where local emergency responders and law enforcement met them. The passengers did not report any injuries, and the aircrew did not observe any.

### Successful conclusion

The Nighthawk and Canadian aircrews returned to Andersen Air Force Base at 0240 successfully concluding their part in the rescue operation. Meanwhile, the *Myrtle Hazard* crew continued their search for the vessel relocating it around 1000. Weather conditions improved, and they will take the vessel in tow to deliver it to Rota.

Nine of the eleven people rescued were reportedly citizens the People's Republic of China. Local law enforcement in Rota is currently addressing these matters. The US Coast Guard remains committed to working closely with local authorities to ensure the safety of those at sea and the security of our maritime borders.

Notably, the French and Canadian aircraft crews participating in Exercise Mobility Guardian 2023 were

contributing their expertise to this successful rescue operation.

Exercise Mobility Guardian, Air Mobility Command's largest full-spectrum readiness exercise, involved seven participating countries and supported over 15,000 US forces, Allied, and partner participants in the Indo-Pacific region.

---

## EMSA news

---

### Multi-purpose Baltic maritime operation

Each month the European Maritime Safety Agency (EMSA) publishes an informative newsletter.

In the June issue, No 219, we learn that the Agency in collaboration with maritime authorities from Finland, Latvia, and Estonia initiated a multi-purpose maritime operation in the Central and Eastern Baltic Sea and due to be completed on 31 August.

It is understood that the operation, launched at the request of Finnish authorities,

Was aimed to enhance maritime safety, search and rescue efforts, border control, fisheries control, maritime surveillance, and environmental protection and response across the Estonian, Finnish, and Latvian maritime jurisdiction areas.

Involving EMSA, the European Fisheries Control Agency (EFCA) and the European Border & Coast Guard Agency (Frontex), providing comprehensive support to coast guard functions in the three participating Member States.



*Finnish Coast Guard Vessel (FCGV) Turva, built 2014 by STX Finland, Rauma.*

*Illustration per: <https://raja.fi> ©*

The marine operation was formally launched on 5 June in OPV *Turva* in Helsinki. Here EMSA Executive Director Ms Markovčić Kostelac met Chief of the Finnish Border Guard, Lieutenant General Pasi Kostamovaara, and the Deputy Chief, Rear Admiral Markku Hassinen.

It was reported that the services and assets deployed as part of this operation are unique, enhancing situational awareness over four domains: sea surface (with the integrated maritime picture); underwater

surveillance (ROV); aerial oversight (RPAS) and Earth Observation (CleanSeaNet and Copernicus Maritime Surveillance).

### For more information

For more on EMSA readers are invited to see here: <https://emsa.europa.eu>

There is a corporate video available here with links at the close to others regarding EMSA activities: <https://tinyurl.com/h5ux2jnv>

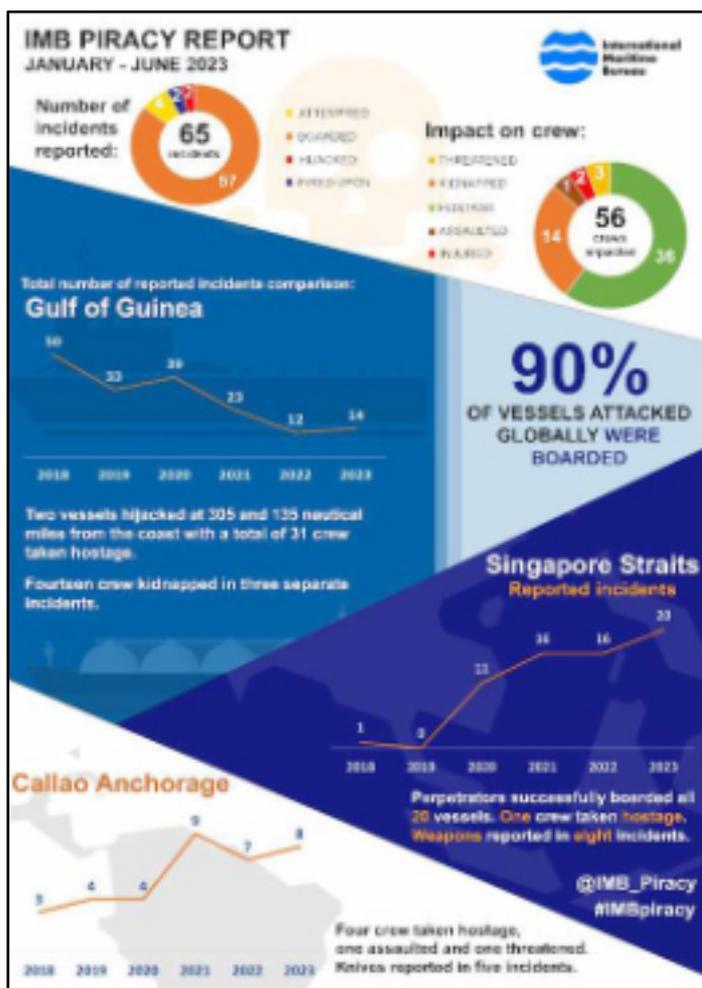
### Editorial note:

The material here is taken from EMSA Newsletter, No 219, and is published with grateful thanks.

## Gulf of Guinea

### Concern on resurgence of maritime piracy and armed robbery

The ICC International Maritime Bureau (IMB) has raised concern on the resurgence of reported incidents in the Gulf of Guinea waters and the increase in incidents in the Singapore Straits in its mid-year report for 2023, released on 11 July.



Sixty-five incidents of piracy and armed robbery against ships were recorded in the first half of 2023, an increase from 58 incidents for the same period in 2022.

Of the 65 incidents reported, 57 vessels were boarded, four had attempted attacks, two were hijacked and two were fired upon. Perpetrators successfully boarded 90% of targeted vessels. Violence towards crew continues with 36 taken hostage, 14 kidnapped, three threatened, two injured and one assaulted.

IMB Director Michael Howlett said: 'The resurgence in reported incidents including hostage situations and crew kidnappings in the Gulf of Guinea waters is concerning. The IMB calls for continued, robust regional and international naval presence as a deterrent to address these crimes.'

### Mounting concerns for crew in the Gulf of Guinea

The Gulf of Guinea witnessed a concerning surge in maritime incidents between Q1 and Q2 of 2023, with five incidents in the first quarter and nine in the second quarter. Out of these, 12 were classified as armed robberies and two as piracy, predominantly targeting anchored vessels in the region.



Fourteen crew were kidnapped, of which eight crew members were taken from vessels anchored within territorial waters. Additionally, in two separate hijackings, 31 crew members were held hostage, communication and navigation equipment were destroyed, and partial cargoes were stolen. One of these incidents also involved the abduction of six crew members.

The IMB warns of the rise of incidents and violence on crew, highlighting the urgent need for measures to address the safety and security of innocent seafarers.

Howlett added: 'We once again call on Gulf of Guinea regional authorities and the international community to refocus their attention on the region, to establish long-term, sustainable solutions that effectively address these crimes and protect the seafaring and fishing communities.'

### Rising risks in Singapore Straits

While considered low level opportunistic crimes, often large vessels transiting through the Singapore Straits remain targeted and boarded, with a significant 25% increase in reported incidents compared to the same period last year in these congested waters. The IMB expresses concern and has requested that littoral states allocate the required resources to address these crimes as crew members continue to be at risk with weapons reported in at least eight incidents.

## Reduction of incidents in the Indonesian archipelagic region

The Indonesian archipelagic region has shown a sustained decrease in reported incidents compared to years preceding 2020, with seven incidents reported, primarily involving anchored or berthed vessels. Crew members remain at risk, with instances of threats and knives reported.

## South and Central America account for 14% of global incidents

In South and Central American ports, which accounted for 14% of global incidents, there were 13 reported incidents, including attempted boardings, hostage situations, and crew assaults and threats at Callao Anchorage in Peru, Colombia, Macapa Anchorage in Brazil, and Panama.



In order to request a copy of the 2023 – January to June – *IMB Piracy and Armed Robbery Against Ships* report readers are invited to use the link here: <https://tinyurl.com/556sv4ff>

## About IMB Piracy Reporting Centre

Since its founding in 1991, IMB's Piracy Reporting Centre serves as a crucial, 24-hour point of contact to report crimes of piracy and lend support to ships under threat.

Quick reactions and a focus on coordinating with response agencies, sending out warning broadcasts and email alerts to ships have all helped bolster security on the high seas. The data gathered by the Centre also provides key insights on the nature and state of modern piracy.

## How can you help

**IMB encourages all shipmasters and owners to report all actual, attempted and suspected global piracy and armed robbery incidents to the Piracy Reporting Centre as a vital first step to ensuring adequate resources are allocated by authorities to tackle maritime piracy.**

## About the International Chamber of Commerce

The International Chamber of Commerce (ICC) is the institutional representative of more than 45 million companies in over 170 countries.

ICC's core mission is to make business work for everyone, every day, everywhere. Through a unique mix of advocacy, solutions and standard setting, we promote international trade, responsible business conduct and a global approach to regulation, in addition to providing market-leading dispute resolution services. ICC members include many of the world's leading companies, SMEs, business associations and local chambers of commerce.

## River Rhine - Low waters

### Low water levels impacting traffic

These images, acquired by Copernicus-2 Sentinel satellites on 28 June 2022 and 8 July 2023, show the impact of drought on the Rhine river in the area of Koblenz.

As we well know this waterway plays an important role in Europe's inland transport, handling approximately 75% of all goods transported by water.

Currently, the water level in Kaub, a town located 30 km southeastern of Koblenz, is just over one metre, which is considered critical. If the water level drops below 30 centimetres, it becomes impossible for large vessels to navigate through the Kaub bottleneck.

The Copernicus Sentinel-2 satellites provide free and open data that can be used to monitor droughts and their impact on ecosystems and infrastructure.

## The Rhine Commission <https://www.iksr.org/en/>

The Central Commission for the Navigation of the Rhine (CCNR) is an international organisation that exercises an essential regulatory role in the navigation of the Rhine. It is active in the technical, legal, economic and environmental fields. In all its areas of action, its work is guided by the efficiency of transport on the Rhine, safety, social considerations, and respect for the environment.

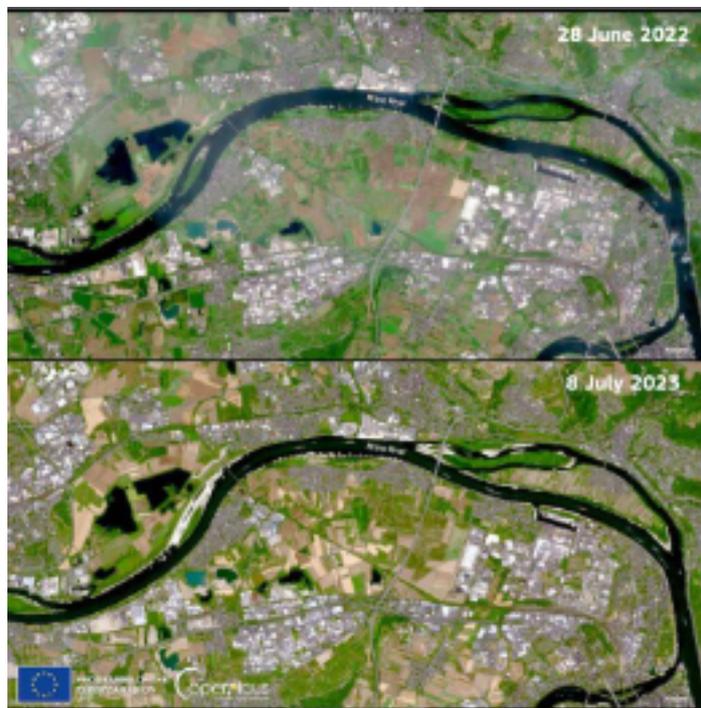


Rhine conditions seen in June / July 2023  
Illustration per: <https://www.iksr.org/en/>  
CCNR ©.

Many of the CCNR's activities now reach beyond the Rhine and are directly concerned with European navigable waterways more generally. The CCNR works closely with the European Commission as well as with the other river commissions and international organisations

## Low water studies

Four years have passed since the Commission organised the low water workshop, in Bonn. One of the main conclusions of this workshop was the need to intensify the dialogue between the main stakeholders to address the low water issue. This being so, the CCNR organised an experts and follow-up workshop on *Low water periods and their impact on the navigation of the Rhine* on 18 January this year, in Strasbourg and online.



Credit: European Union, Copernicus Sentinel-2 imagery.

The presentations given during this workshop were of high quality and extremely rich. They also afford high hopes that this age-old low water phenomenon can be tackled.

Papers of the workshop may be accessed here: <https://www.ccr-zkr.org/13020156-en.html>

## Plenary Session Spring 2023

A link to the Spring 2023 Plenary Session of the CCNR is available here: <https://tinyurl.com/33zmw5bn>

## More carefully to carry

**By Michael Grey, IFSMA Honorary Member**

You might think that insurers would have been more vocal about the risks they are taking on with bigger car carriers carrying apparently ever more “problematic” (here is my chance to employ a fashionable word) cargoes which cause a lot of grief. It took five days to extinguish the inferno which engulfed the vehicle decks aboard Grimaldi’s con-ro Grande Costa d’Avorio last week. Worse still, two firefighters lost their lives as they raced aboard the ship, alongside in Port Newark after the emergency had been declared, when fire broke out as the vessel was completing her loading of new and used vehicles.

It was emphasised that electric cars were not involved in this fire, which broke out on deck 10 in the vehicle-carrying superstructure of the vessel abaft the bridge. It rapidly spread to the two decks above it, burning with great ferocity and producing a great deal of smoke. Before it was brought under control, fireboats and shore side pumps were employed and the ship had taken on a list. But it is clear that the cost of this conflagration will be huge, with much of the rolling cargo destroyed and damaged along with the ship itself.

While the shipping industry has been spending a great deal of time worrying about fires in containers, it might be argued that similar efforts should be made to confront the known risks of carrying vehicles en masse after so many serious losses. It would also seem that while the carriage of new vehicles is not always trouble free, by far the greater risks are run when used, or even damaged units are carried. With some fuel in their tanks and batteries connected in every unit, any fire in a cardeck has the potential to take out the whole ship, and the risks are well understood. But while the quality control in the terminal focuses on new cars, that surrounding used vehicles may not be of such a quality, other than cursory checks to ascertain that a car is not dropping oil.

The highest risks of all, according to the US Coast Guard, which has become increasingly concerned with these regular fire outbreaks, is with the trade in old and damaged vehicles which rather than being scrapped locally, are shipped from developed to developing nations, where they might be repaired or broken down for spares. These potentially dangerous wrecks may have their batteries connected, they may be driven aboard or towed, but have sparked (literally) a number of emergencies. And while the advice from the authorities is sensible and precautionary, in ensuring such cargoes are properly inspected on the terminal prior to being loaded, with batteries disconnected and close attention to any leaks, the whole ethos of a car carrier is on speed and uninterrupted activity.

It might be suggested that this trade perhaps ought to be discouraged, with the looming image of thousands of elderly or damaged EVs turning up for shipment as the automotive business electrifies. But you can put money on its continuation, which leaves the carriers holding the baby with mitigating measures. Better training for crews, more supervision in the terminals, perhaps even slowing down the frantic pace of cargo handling, tighter regulation of what happened to time-expired or damaged vehicles – all are indicated, but will it make any difference?

If you are going to break down, that famous law will almost guarantee that it will be in the most embarrassing situation. The image last week of the big Cobelfret ro-ro Mazarine lying aground practically alongside the dreaded Wolf Rock off Cornwall, will be one that will remain in the memory. The Wolf is one of the most remote of the rock lighthouses, which is often used to illustrate the terrible power of the sea, with photographs showing it almost vanishing under spray and green water in Atlantic storms.

Today it is automated, like all Trinity House aids to navigation, with a helipad above the lantern, but it was known to be a real hardship post for the light keepers, who might spend weeks waiting for relief while the storms raged. Thank goodness that while the tide might have been unkind to the disabled Mazarine, the weather did not show its uglier face and the ship was towed to safety.

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

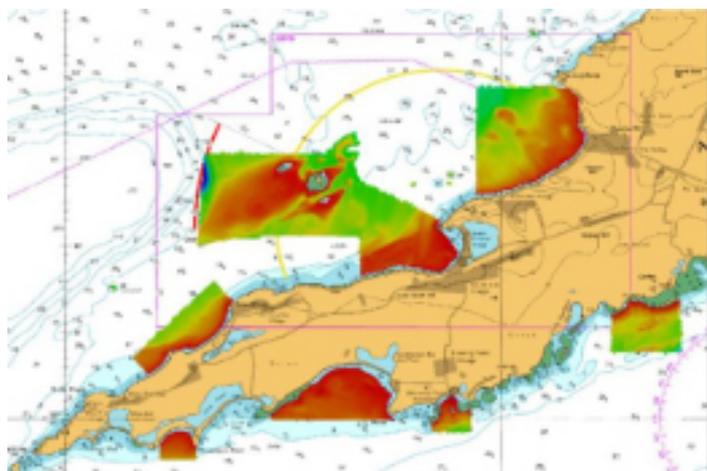
**This article first appeared in *The Maritime Advocate Online* Issue No 834 of 14 July 2023.**

**It appears here by kind permission of the Editor and the Author ©**

## **Geospatial data**

### **Exploration of Anguilla's marine environment**

In mid-June it was announced that the UK Hydrographic Office (UKHO) was working with the Government of Anguilla (GoA) to provide geospatial data to support safe navigation.



*Data collected during the 2018 vessel-based survey. Wreck in plan view.*

In 2016, the UKHO<sup>1</sup> was enlisted to help improve Anguilla's compliance with the IMO SOLAS Convention. The project was funded by the Foreign Commonwealth and Development Office (FCDO) under the UK Government's Conflict Security and Stability Fund<sup>2</sup> (CSSF). At the time, the UKHO and the GoA recognised the need to form a strong collaborative relationship to further progress maritime compliance obligations.

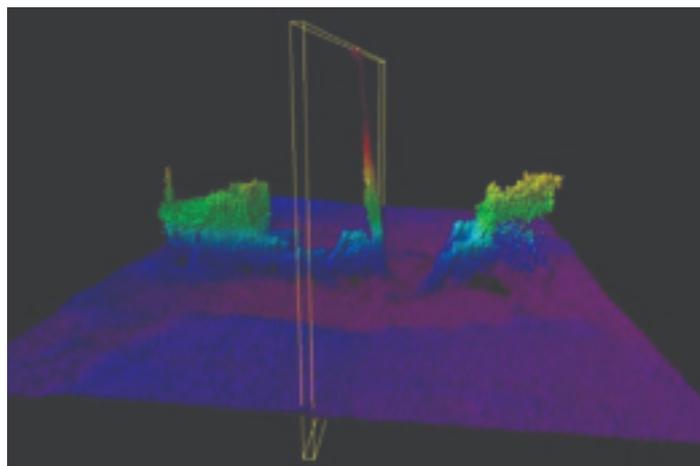
### **Initial technical assessment**

Over the past seven years the UKHO has worked with the Anguilla Maritime Administration and Shipping Registry (AMASR), through the Overseas Territories Seabed Mapping Programme (OTSMP), on activities related to SOLAS Chapter V Regulation 9 – Hydrographic Services. The UKHO undertook an initial technical assessment to establish the baseline for the island's existing hydrographic information, before developing a report on how to support the planning of future programme activity.

### **Shipping movement data studied**

Using a risk-based model incorporating shipping movement data, quality of existing seabed mapping surveys and water depth within Anguilla's waters, a survey plan was identified to reduce the risk of maritime incidents. Two seabed mapping surveys were conducted in 2016 and 2018 respectively to improve the quality and accuracy of marine data, to support SOLAS and to update the compliant marine navigational products and services available via the UKHO to mariners through ADMIRALTY Maritime Data Solutions.

In 2016, an airborne survey captured data from both the terrestrial and marine environments to around 40m deep. The collection of aerial imagery supplemented the data.



*The same wreck in side view showing the shallowest point of 6.6m beneath the surface, which is considered a danger to navigation.*

*Illustrations per [www.gov.uk/news](http://www.gov.uk/news)  
© GOV UK.*

In 2018, a further survey was conducted using a ship to collect data in areas of important vessel movement. This exercise involved collecting information in seven primary areas as illustrated in our chartlet, which shows additional exploration of wrecks identified in the 2016 survey.

### **Hydrographic governance**

Following the technical assessment, the UKHO worked with AMASR on improving hydrographic governance. A workshop was held at the UKHO with other Overseas Territories to build understanding and to share best practice, recently culminating in the production of a Hydrographic Action Plan (HAP). The HAP provides a roadmap for AMASR to work with other Anguilla stakeholders, and for the UKHO to help them improve compliance with SOLAS. This compliance is particularly important as the IMO regularly audits Member States.

### **Procurement and installation**

AMASR informed the UKHO about the development of a new jetty and requested an effective approach for gathering accurate data on the tide movements in Road Bay. The UKHO has since facilitated the

procurement and installation of a Marine Environmental Monitoring Station (MEMS) on the jetty. The MEMS will provide real-time vertical movement of the sea level and meteorological data to support marine operations.

### Data link to UNESCO

The MEMS data is linked to the UNESCO sea level station monitoring network, which provides real-time information on the operational status of global and regional networks of sea level stations. This gives the scientific community access to the Intergovernmental Coordination Group for the Tsunami and Other Coastal Hazards Warning System for the Caribbean and Adjacent Regions, which supports transnational challenges such as climate change and extreme weather events.

All information collected via the OTSMP is accessible to the GoA through an online data portal, where insights can easily be stored or shared. Seabed mapping data gathered through the portal has been used by UK agencies to support further UK Government-funded initiatives, such as inundation mapping and reconstruction projects following Hurricane Irma.

### Effective relationship

On this project Sharmer Fleming, Director of Maritime Affairs, Anguilla Maritime Administration and Shipping Registry, commented: *'The working relationship established between the Government of Anguilla and the UKHO has been quite effective.'*

*'The outputs achieved have advanced the GoA's progress with meeting its maritime obligations, which are pertinent to safe navigation. Furthermore, there is an appreciated higher level of understanding of Anguilla's marine environment, which has enabled the adoption of a strategic approach towards developing the marine space in a sustainable manner.'*

### Understanding the marine environment

Through the OTSMP, the GoA has received data that gives ministers a greater understanding of the marine environment – enabling them to manage, protect and develop the island's blue economy, enhance international trade, and respond to the effects of climate change.

<sup>1</sup> The UKHO is a world-leading centre for hydrography, working across government as the UK's advisor on seabed mapping, specialising in marine geospatial data.

<sup>2</sup> The UK Conflict Security and Stability Fund (CSSF) is a unique cross-government fund that supports creative solutions to meet the most complex national security challenges and promote international peace and stability. Operating in more than 85 countries and territories, the CSSF enables seventeen government departments and agencies to address security priorities collaboratively.

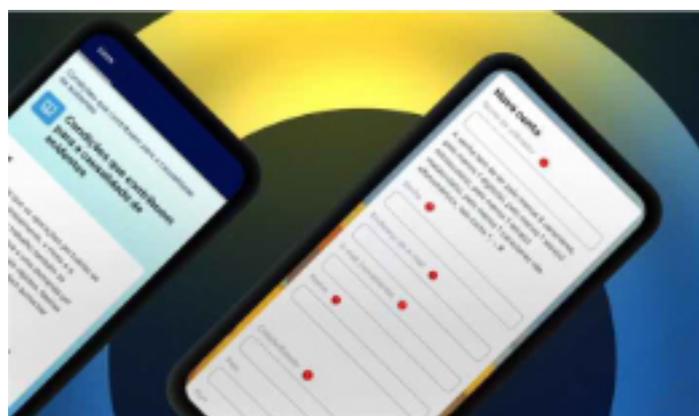
## ITF ports safety & health app

A tool for port workers designed to improve safety for themselves and visiting seafarers has been launched to a second region with three new languages. This was reported by ITF on 13 July.

On this day ITF Seafarers' Trust (ITFST) marked the official launch of its OSH Ports occupational safety and health app and online training course for the Latin America and Caribbean region. Workers will now be able to access the app's powerful OSH knowledge in Portuguese, Spanish and English, it was further reported.

### Experts' contributions

Written by industry experts, with contributions from ITF Dockers' unions and the International Labour Organization's International Training Centre (ILO-ITC), the OSH Ports course covers the fundamentals of occupational safety and health specific to the ports sector.



*The ITF Seafarers' Trust OSH Ports app is now available in Spanish, Portuguese and English to cover the major dock worker populations in Latin America and the Caribbean.*

As we well know ports are notoriously dangerous working environments where ensuring workers' safety must be a priority for all concerned. This innovative training course was developed in response to union requests to equip workers with the essential knowledge to actively engage with management and all stakeholders in safety and health improvements in ports.

### Understanding the risks

The course has been designed for users to understand occupational health and safety risks in their own workplace whilst considering the national, regional and international context. Originally developed for the Arabic-speaking world, the Trust is delighted to be expanding the reach of this accessible but authoritative tool in English, Portuguese and Spanish for Latin America and the Caribbean.

OSH Ports introduces the fundamentals of occupational safety and health specific to the ports sector, including an overview of regulation, how and why things go wrong, identifying hazards and risks,

managing risk and how to contribute to accident investigations.

### Promotion through unions

The course will be promoted through ITF affiliated unions and on successful completion participants can take an assessment within the app or website and receive a certificate of course completion supported by the ILO-ITC.

Workers can study independently or use the course as part of group training in their workplace. A trainer's manual is also available, along with promotional materials for the course.

Paddy Crumlin, ITFST trustee, ITF President, and Chair of the ITF Dockers' Section, commented: *'Port safety is an issue for everyone – port workers, seafarers, employers, cargo owners, unions.'*

*'It is a collective issue and an issue for Latin American and Caribbean ports in particular, where there can be absolutely shocking safety outcomes. Workers need training on the hazards, and they need to know they can speak up about risks and accidents.'*

*'While a port can be a dangerous place, it is our workplace. It is our collective workplace. Let us make it safe.'*

Jose Adilson, Vice-President of Brazilian union CONTTMAF, said: *'Dockers work hard in a dangerous environment keeping world trade moving. Better knowledge of best practice in occupational safety and health is a strong tool in ensuring their safety throughout their working lives.'*

Brazilian Dockers' union leader Jose Adilson, who is also Chair of the ITF Dockers' Section regional committee for Latin America and the Caribbean, said he found the app: *'Fantastic... This gives dockers the tools to learn, and unions the opportunity to act.'*

Edgar Diaz, ITF Regional Secretary for Latin America and the Caribbean (ITF Americas), reflected: *'Occupational safety and health and the prevention of accidents is the responsibility of all employers. However, dockers need training on best practice in occupational safety and health to keep themselves safe, contribute to good practice and speak up when necessary. The OSH Ports app aims to assist dockers in helping make their workplace a safer place.'*

Katie Higginbottom, Head of ITF Seafarers' Trust, added in conclusion: *'Too many accidents still occur in ports – we're proud to support unions taking the initiative to sensitise workers to the dangers of OSH issues. We hope that this app will give confidence to the participants and get them more involved in workplace safety and health.'*

### About the ITF Seafarers' Trust

The ITF Seafarers' Trust is a UK charity established in 1981, which supports initiatives to advance the

welfare and wellbeing of maritime workers, seafarers and their families.

Funding comes from the International Transport Workers' Federation, a global federation of transport workers' unions representing nearly 20 million members, and from the charity's own investment income.

## IOC UNESCO Assembly 32<sup>nd</sup> session

### Importance of mapping the ocean highlighted

As part of its mission to *'participate actively in international initiatives related to the knowledge of the sustainable use of the ocean,'* the IHO participated in the 32<sup>nd</sup> Session of the IOC UNESCO Assembly held in Paris from 21-30 June. In addition to engaging in plenary discussions in its role as an Observer, the IHO joined IOC UNESCO in celebrating the 120<sup>th</sup> anniversary of their joint project, the General Bathymetric Chart of the Oceans (GEBCO). For more see here: <https://www.gebco.net/>

This anniversary comes at a time of increased public awareness and concern about the health of the oceans. Much of this awareness is due to high-profile initiatives, such as the UN Ocean Decade, which have brought the importance of a healthy ocean to the forefront. However, these same initiatives also point to the need of ocean data to reach their goals. As the IOC's State of the Ocean Report (StOR) 2022 declares: *'There is, therefore, an urgent need for a quantitative description of the state of the ocean, with established benchmarks and the capacity to report changes.'* For more see here: <https://tinyurl.com/2ysf38xh>

GEBCO, the joint IHO and IOC project to collect depth-data and map the ocean, along with initiatives that facilitate this collection such as the Nippon Foundation GEBCO Seabed 2030 project and Crowd sourced Bathymetry, can provide such scientific knowledge. Data provided by a precise map of the seafloor can be used to target actions, help feed the Digital Twin of the Ocean, and increase the impact of initiatives.



IHO participates in IOC UNESCO Assembly.

Illustration per <https://iho.int/en>  
IHO ©.

In the words of Luigi Sinapi, IHO Director: *'Seafloor knowledge has become one of the primary objectives for the IHO and IOC UNESCO.'*

The importance of mapping the ocean was stressed by keynote speakers at a reception celebrating the 120<sup>th</sup> anniversary of GEBCO. There was a consensus that the central role of GEBCO in mapping the ocean is a necessity which is driving the agendas of many international organizations and coastal and inland States.

Speakers also highlighted the importance of Seabed 2030 as well as the Principality of Monaco's long-standing support of GEBCO since its inception in 1903.

HE Ms Anne-Marie Boisbouvier, Ambassador and Permanent Delegate of the Principality of Monaco to UNESCO reflected: *[Prince Albert I's] commitment to the study of the ocean has contributed to knowledge of underwater topography and the mapping of the sea floor, thus laying the groundwork for further research such as the GEBCO project.*

Earlier in the day, IHO Director Luigi Sinapi addressed the Assembly, saying that hydrography and oceanography must work united in the future as they provide a unifying framework for scientists and stakeholders from diverse sectors to develop the scientific knowledge and partnerships needed to accelerate and harness advances in ocean science.

## ITF Latest

### Workers win Just Transition commitment

#### Landmark IMO climate deal

Seafarers' unions have won landmark commitments to a Just Transition for the world's maritime workforce as part of the IMO's decision to adopt its Revised Greenhouse Gas Reduction Strategy.



*Young seafarers, part of the ITF Seafarers' Section's Young Seafarers Network on a recent visit to the IMO headquarters in London. Young seafarers want action on climate change and a worker-led Just Transition that leaves no one behind.*

*(Credit: ITF).*

Under the new strategy the IMO, ITF has indicated, will need to review seafarer training instruments and guidance, as well as being tasked with ensuring that all new zero, or near-zero, emissions technologies are

safe for maritime workers and all affected communities.

The International Transport Workers' Federation (ITF) has welcomed the news as a major win for workers.

### The importance of seafarers

In the words of Seafarers' Section chair, Dave Heindel: *'This is an historic recognition by the IMO of the importance of seafarers, and of their health and safety needs.'*

*'With this Revised Strategy, the IMO is saying that seafarers have a critical role to play in shipping meeting the decarbonisation challenge.'*

*'The IMO has acknowledged it will only be possible to decarbonise shipping with the active efforts of a well-trained, and well-protected maritime workforce, and that is absolutely correct.'*

*'Dealing with the climate crisis fundamentally means engaging the workforce, a central pillar of the 'human element' the IMO has focused on in recent years. We are very pleased to see the centrality of workers explicitly recognised in this strategy, which will have far-reaching impacts for years to come.'*

The adoption of the Revised Greenhouse Gas Reduction Strategy also means the introduction of updated targets to cut overall emissions in the shipping sector. They chart the shipping sector to reach net zero *'by or around 2050'*, with interim targets of at least 20% (striving for 30%) by 2030, and 70% (striving for 80%) by 2040.

### Increased ambition

ITF General Secretary Stephen Cotton said full implementation of these targets is crucial, otherwise shipping risks falling behind the progress being made in other transport sectors.

He commented: *'The new targets show increased ambition, and we welcome that. But even these new targets do not measure up to the Paris Agreement and its temperature goals. Every sector has to be aiming for Paris, to climate-proof our jobs and our planet. So it is crucial that that these new goals are fully delivered.'*

Researchers have estimated the new IMO strategy requires a per ship pollution reduction by up to 60% by 2030, *'and as much as 91% by 2040. ... 'The days of fossil-fuelled ships are numbered,'* they predict.

### Not without workers

And not without workers having necessary backing from governments and employers to make the transition successful, for example through upskilling, said ITF's Cotton.

It now fell to IMO member states, and the wider maritime industry, to take forward the Strategy's

implementation measures in a fair way, keeping seafarers and communities top of mind, he said.

Cotton added: *'The next decade will be pivotal. All parties at the IMO need to be working urgently and collaboratively on the full range of measures laid out in the Revised Strategy. Through the Maritime Just Transition Task Force, we have developed an action plan on Just Transition. The agreement at the IMO is another important step forward.'*

### What is a 'Just Transition'?

Just Transition calls for workers and their communities to be treated humanely during periods of technological and economic change. It is also about supporting these same workers and communities to play an active role in shaping and leading these changes.



*ITF's Jihyeon Gina Kim putting the workers' case at the IMO the day the strategy was adopted.*

*(Credit: ITF).*

While some of the elements of what we would recognize as 'just transition' today have been happening in different places and in different industrial contexts in recent decades, Just Transition is now a core tenet of global climate change policy and has a specific meaning.

The 2015 Paris Agreement on climate action recognised 'the imperatives of a just transition of the workforce and the creation of decent and quality jobs'.

### Just Transition defined

Just Transition was defined in more detail by the United Nations' tripartite labour and employment body, the ILO (International Labour Organization) in 2015. The ILO defines a Just Transition as: *'Greening the economy in a way that is as fair and inclusive as possible to everyone concerned, creating decent work opportunities and leaving no one behind.'*

Just Transition is an approach to economic and technological change built on social dialogue, stakeholder engagement and a universal respect for fundamental labor rights and other human rights.

### More information

Readers wishing to learn more about how seafarers and their unions are advocating for a Maritime Just Transition are invited to see here:

<https://tinyurl.com/mvjyr2xn>

## UAE and DNV

### Establishing a maritime decarbonisation centre

At a ceremony at the IMO headquarters in London on 21 July, HE Suhail Al Mazrouei, United Arab Emirates (UAE) Minister of Energy and Infrastructure (MOEI), and Knut Ørbeck-Nilssen, CEO DNV Maritime, representing the Foundation Det Norske Veritas, signed a Memorandum of Understanding (MOU) on establishing a new UAE Decarbonisation Centre.

### MEPC 80

The IMO Marine Environment Protection Committee's (MEPC) 80<sup>th</sup> session this month showed that shipping is now on an accelerating path towards full decarbonisation. However, the challenge of realizing this goal is complex and can only be achieved through a cooperative cross-industry effort.

### Joint initiative

The new UAE Maritime Decarbonisation Centre, the new joint initiative from the Ministry of Energy and Infrastructure of the United Arab Emirates and Foundation Det Norske Veritas (DNV), is designed to put this collaborative focus at the centre of sustainable decarbonisation. It will work to connect stakeholders from across the maritime industry and beyond, to become a driving force for reducing green-house gas (GHG) emissions globally.

In the words of HE Suhail Al Mazrouei, the UAE Minister of Energy: *'The establishment of the UAE Maritime Decarbonisation Centre reflects our unwavering commitment to addressing climate change and promoting sustainable practices within the maritime industry.'*



*The signing took place at IMO headquarters in London. (From left to right: Kitack Lim, Secretary-General of the IMO; Knut Ørbeck-Nilssen, CEO of DNV Maritime; HE Hessa Al Malek, Advisor to the Minister for Maritime & Transport Affairs, MOEI, UAE; HE Mohamed Al Kaabi, UAE IMO Permanent Representative).*

*'By collaborating with DNV, we aim to leverage their expertise and global network to drive innovation and accelerate the adoption of decarbonization*

technologies. The Centre will play a pivotal role in advancing our national and regional sustainability goals, while contributing to the global efforts in combating climate change.'

Remi Eriksen, President and CEO of the Foundation Det Norske Veritas and DNV added: 'The Foundation Det Norske Veritas is driven by a desire to help society tackle major global transformations.'

'The recent IMO decision to greatly strengthen international shipping's emissions targets will spur the maritime industry to accelerate its transition. At DNV we deeply believe that cross-industry collaboration is vital to realizing this goal and are working to share our deep and broad industry expertise through maritime decarbonization centres in key regions of the world.'

'The founding of the UAE Decarbonisation Centre, in cooperation with the Ministry, is another significant milestone for the industry and we look forward to welcoming new partners in the future.'

### Multi-faceted approach

It is reported that the Centre will take a multi-faceted approach, working on leading joint industry research programmes, collaboration with governmental, industry, and academic stakeholders, and attracting and developing new talent to the industry. In addition, the Centre will focus on programmes that incubate and accelerate the development of new technologies and provide a centralized hub for information on decarbonisation solutions.



At the IMO headquarters.

Knut Ørbeck-Nilssen, CEO of DNV Maritime, concluded by saying: 'We are very pleased to collaborate with the UAE's Ministry of Infrastructure & Energy to establish the Maritime Decarbonisation Centre.'

'Initiatives like the Centre are essential as we look to accelerate towards a decarbonised future. We need to build via cooperation, foster innovation, and scale local strengths into global leadership.'

'With its strategic location and strong support from industry leaders, the Centre is poised to become a hub for maritime decarbonization efforts.'

It is understood that the partners are planning to launch the Centre at the beginning of 2024.

## Pick up your cameras, there is still time

### Life At Sea 2023 Seafarer Photography Competition

**Closing date for entries is 15 August 2023**

According to Katie Higginbottom, Head of the ITF Seafarers' Trust, there is just under a month left for seafarers to submit their photos to the Life At Sea 2023 seafarer photography competition. She sent the news on 19 July.

**Life At Sea 2023**

**Win £1000 in our 2023 seafarer photography competition!**

Find out more and submit your entries at:  
[www.seafarerstrust.org/lifeatsea2023](http://www.seafarerstrust.org/lifeatsea2023)

Or scan the QR code below

Open to all serving seafarers. Closing date 15 August 2023



Since the crew change crisis of 2020, this competition has been collecting seafarers' photographs and commentary documenting contemporary life at sea in all its highs and lows.

She commented: 'This initiative has developed into a major project to raise awareness of the critical, but often invisible, role played by seafarers in the global supply chain. We are having considerable success in connecting with galleries, museums and international organizations, showing exhibitions of photos of seafarers, by seafarers, at events around the world; it is very important that the perspectives of seafarers from all parts of the globe are included in the collection.'

'We have once again had some amazing submissions to the competition, but we need your support to ensure that we truly represent the wide diversity of seafarers.'

'We are especially keen to engage with seafarers in Africa, Latin America and the Caribbean.



**Life At Sea 2023**

Win **£1000** in our 2023 seafarer photography competition!

Find out more and submit your entries at:  
[www.seafarerstrust.org/lifeatsea2023](http://www.seafarerstrust.org/lifeatsea2023)

Or scan the QR code below

Open to all serving seafarers. Closing date 15 August 2023



'Please help us to promote widespread participation, by putting up the posters in your seafarers' centres and other places seafarers can see them, and by re-posting our social media posts and directing seafarers to our website where they can submit their photos to the competition: <https://tinyurl.com/mr39hp4h>

'Many thanks for your support!'

### Prizes

Photographers entering the competition have the chance to win one of the cash prizes:

- £1,000 first prize.
- £750 second prize.
- £500 third prize.

### Closing date

The closing date for entries is 15 August 2023.

### World Maritime Day announcement of winners

Winners will be announced on 28 September 2023, World Maritime Day.

## Pacific International Lines

### First into Hutchison Ports Jazan Saudi Arabia

On 17 July 2023, Hutchison Ports Jazan and the traders in the Saudi Arabia southern region on the Red Sea welcomed the first commercial container vessel mv *Kota Rahmat*\* at a new container terminal of JCPDI Port, Jazan, Saudi Arabia.

The arrival was part of a special arrangement between Pacific International Lines (PIL), owner of *Kota Rahmat*, and Hutchison Ports Jazan.

*Kota Rahmat* serves PIL's Intra Red Sea Feeder service, which connects ports in the Red Sea region including Jeddah Port, Port Sudan, Djibouti Port, Hodeidah Port and Aden Port in Yemen.

With the patronage of Royal Commission Jazan and JCPDI Port Authority, this collaboration between PIL and Hutchison Ports Jazan for the testing of the nGen container terminal operating systems and its integration with the customs systems, shows the support and confidence of global shipping lines in the operation of the new container terminal located in the deep-sea multipurpose Port of JCPDI, Jazan.



Mr Liang Fang (seventh from right), CEO of Hutchison Ports Jazan presenting a memento to the Master of *Kota Rahmat*, Zoysa Tirimadura Indika Saminda and Captain Majid Alghamdi, Harbor Master of JCPDI Port.

The ceremony was attended by the Customs Department, Coast Guards and business partners.

The JCPDI Port is located at the crossroads of one of the busiest East-West trade lanes and the rapidly growing North-South trade lanes. It is also strategically situated along China's Belt and Road Initiative and is the Kingdom's closest port to East Asia.

The port is considered a major gateway to the Kingdom's southern region, which has an estimated population of 4.5 million people. The terminals are expected to support the economic growth of the entire region as well as to serve Eastern and Southern Africa.

Headquartered in Singapore, PIL is ranked twelfth among the world's top container shipping lines and is also the largest home-grown carrier in Southeast Asia.

From a modest ship-owner, PIL has developed into a global carrier with a focus on China, Asia, Africa,

Middle East, Latin America and Oceania. PIL serves customers at over 500 locations in more than 90 countries worldwide with a fleet of around 100 container vessels.

\*Built 2008; Singapore-flag; 9724gt; 146m loa.

## **A voluntary seafarers' charter**

It is understood that thousands of seafarers will be guaranteed fair wages, proper rest periods and suitable training thanks to a new [Seafarers' Charter<sup>1</sup>](#) launched by the UK government on 24 July.

Building on the British government's action already taken, the charter – backed by ferry operators DFDS Ferries, Condor Ferries, Brittany Ferries and Stena – is part of the government's wider [Nine-point plan<sup>2</sup>](#) to protect seafarers and boost employment protections, ensuring they are paid and treated fairly – irrespective of flag or nationality.

This is at the heart of the UK's response to P&O Ferries' appalling decision to fire nearly 800 of its staff without consultation or notice last year.

### **Anglo-French parley**

The UK government's charter was launched alongside a similar initiative by the French government during a visit by Maritime Minister Baroness Vere to Paris on 25 July to meet her counterpart minister *Secrétaire d'État chargé de la Mer*, Hervé Berville.



UK Maritime Minister Baroness Vere commented: *'Fair pay and protection against unlawful discrimination are the basic rights of any employee. Our seafarers deserve nothing less.'*

*'I therefore expect companies across the maritime sector to sign up to this Charter, letting their staff know they are serious about protecting their rights and welfare.'*

*'Today, in Paris, alongside Minister Berville, we strengthen our commitment to protect those working in the Channel and we'll continue collaborating with our international partners on this vital issue.'*

During the UK-France summit in Paris earlier this year, Transport Secretary Mark Harper met his French counterpart Clément Beaune, with both nations agreeing to continue working together to improve conditions for those working in the Channel.

### **Seafarers' Wages legislation**

The government has already delivered the [Seafarers' Wages Act](#), a key safeguard to protecting domestic seafarers in the UK. The law will make it illegal to not pay the thousands of seafarers regularly entering the UK at least the equivalent of the UK National Minimum Wage.

### **Requirements of the Charter**

- The Seafarers' Charter requires employers to:
- Pay seafarers for overtime at a rate of at least 1.25 times the basic hourly rate.
  - Ensure adequate training and development is provided.
  - Provide employees with a full, indefinite contract.
  - Allow seafarers to receive social security benefits, including sickness benefits, family benefits, and medical care.
  - Adopt roster patterns considering fatigue, mental health and safety.
  - Provide adequate rest periods between shifts and rosters.
  - Carry out regular drug and alcohol testing.

As well as the Seafarers' Wages Act and the Charter, strong action has been taken against rogue employers using controversial practices which was revealed in the plans to create a statutory code of practice.

### **Clarification for employers**

The code will make it explicitly clear to employers that they must not use threats of dismissal to pressurise employees into accepting new terms, and they should have honest and open discussions with their employees and representatives.

### **Comment by owners**

John Napton, CEO, **Condor Ferries**, said: *'Condor Ferries is a proud and responsible employer, dedicated to building a diverse, inclusive and authentic workplace for all staff and crew across our*

network. We therefore fully support the Seafarers' Charter being launched by the UK government today.'

Christophe Mathieu, **Brittany Ferries** CEO, added: 'When it comes to seafarers' wages and working conditions, we believe that all ferry companies should aim for the highest bar and not participate in a race to the bottom.'

'That is why this charter is such an important step forward for us. We never forget the importance of seafarers and are proud to be part of the fight to protect their rights, on both sides of the Channel. We also intend to shout about this from the rooftops, urging freight and passenger customers to make the right decision when choosing a carrier.'

Gemma Griffin, Vice President and Head of Global Crewing, **DFDS**, concluded with: 'DFDS welcomes the Seafarers' Charter and any related legislation that protects the employment rights of seafarers and ensures that there is a level playing field for all operators.'

'We have been cooperating with the French and UK authorities on the practical application of the charter and the new laws, and are very pleased to see the actions taken by both authorities, so far.'

### The Nautilus International view

Nautilus International, the UK's largest maritime union, has called the government's Seafarers' Charter 'a step forward' but continues to urge the British government to make the charter mandatory.

Nautilus International general secretary Mark Dickinson said: 'The content of The Seafarers' Charter is a step forward; we particularly commend the government for listening to unions and the industry on the need to address safe roster patterns and combat seafarer fatigue.'

'The voluntary charter combined with the Seafarers Wages Act and the measures progressing in French law are key steps in combatting low wages and poor conditions, exacerbated by P&O Ferries sacking 786 seafarers in March 2022. These measures will help establish a level playing field for the employment of maritime professionals on routes between France and the United Kingdom.'

'However, to ensure maritime professionals on all routes in and out of the UK can benefit from the provisions within the charter, it must be mandatory as employers whose business model depends upon the exploitation of maritime professionals, will simply not volunteer to change.'

'Last year, the UK government told P&O Ferries 'The game is up. Rehire those who want to return. And pay your workers – all your workers – a decent wage.' Whilst this latest development is helpful, until mandatory protections exist for all maritime professionals operating in and around UK territorial waters, it isn't enough.'

'The government, whilst making progress, still has some way to go to fully deliver on the ambitions of the nine-point plan announced in the aftermath of the unlawful sackings by P&O Ferries. Nautilus will continue to work with government and industry in driving for measures that represent meaningful improvements in the employment of all maritime professionals.'

<sup>1</sup> <https://tinyurl.com/f7vvh5jj>

<sup>2</sup> <https://tinyurl.com/45v2yatv>

---

## The human rights of seafarers

---

### New ITF guidance

With 90% of goods transported by sea, companies rely on seafarers to keep their supply chains moving. Of this we are well aware. As human rights due diligence (HRDD) laws expand in scope and reach, many companies are falling behind on their responsibilities, it is reported.

New HRDD guidance from the ITF with title: *ITF Human Rights due Diligence Guidelines: Respecting the human rights of seafarers in global supply chains*, was launched at a forum with the Ethical Trading Initiative (ETI) bringing together global companies with a combined turnover of £166 billion, international trade union bodies, labour rights organisations and non-governmental organisations.

### Human rights violations occur daily at sea

Stephen Cotton, ITF General Secretary commented: 'Gross human rights violations occur daily at sea, from unpaid or withheld wages, abandonment of vessels and seafarers required to work beyond contract - situations that may give rise to forced labour.'



'In 2022, ITF inspectors recovered US\$36.6 million in owed wages. Between 2020 and 2022, the ITF reported 262 cases of abandonment to the International Labour Organization (ILO).'

### Moral and legal obligation

'Respecting the human rights of seafarers is both a moral and legal obligation for brands. The ITF Human Rights Due Diligence Guidance (HRDD) sets out how brands and other cargo owners can fulfil their obligations to seafarers through effective human rights due diligence.'

*'All companies have responsibilities and, increasingly, legal obligations to carry out human rights due diligence along their supply chains.'*

## Spotlight on human rights

Drawing on international labour and human rights law, including sector-specific standards like the ILO Maritime Labour Convention (MLC), UN Guiding Principles on Business and Human Rights and the OECD Guidelines for Multinational Enterprises, this guidance puts the spotlight on seafarers' human rights.



The guidance is in continuation of the joint initiative of the UN Office of the High Commissioner for Human Rights (OHCHR), the UN Global Compact (UNGC), the IMO and the ILO, which set out a plan for how companies could respond to the crew change crisis during the Covid-19 pandemic.

Cotton added: *'The ITF stands alone in being able to offer a worker-centred analysis of human rights abuses at sea, measured against international laws and standards.'*

*'Working in cooperation with the ITF companies can collaborate on maritime HRDD, including developing and adopting risk mitigation processes, ongoing monitoring procedures and grievance mechanisms.'*

*'We urge all companies who take the human and labour rights of workers in the maritime supply chain*

*seriously to take the first step and contact the ITF today. We are ready to assist.'*

## Four steps to be taken

The new guidance\* sets out four steps brands can take to cooperate with the ITF on HRDD:

1. An introductory meeting to set out worker centred HRDD approaches in transport and logistics supply chains.
2. A confidential ITF Rights Check to identify risks and human rights abuses of seafarers on ships carrying cargo.
3. A dialogue with the ITF on risks and mitigation.
4. An ITF cooperation agreement to work together to prevent and remedy human rights abuses.

It is understood that working with the ITF, companies can improve the human rights of seafarers in their global supply chains, develop and adopt risk mitigation processes, and put in place ongoing monitoring procedures and grievance measures.

\* <https://tinyurl.com/45eadzt7>

Illustrations per ITF ©.

---

## Rotterdam Shortsea Terminals

---

### Shore power initiative

It was reported towards the end of July that Rotterdam Shortsea Terminals (RST) and Samskip had successfully launched their Green Shore Power initiative, which aims to dramatically reduce CO<sub>2</sub> emissions produced by vessels docked by providing new clean shore-powered energy.



The joint initiative is an example of what companies can do if they have a common goal and join forces in the energy transition towards CO<sub>2</sub> neutrality. The shore power provision is the first of its kind for a container terminal in the Netherlands ports, it was reported.

### Joint initiative

On 21 July delegations from Samskip, RST, Port of Rotterdam (HBR), Municipality of Rotterdam and Harbour Electrical Services (HES) gathered to witness the vessel *Samskip Innovator* provide an onsite

demonstration of the smooth transition between ship power and shore power.

The new shore power endeavour was largely possible through the expertise of HES which both prepared and outfitted Samskip's shortsea vessel *Samskip Innovator* to receive shore power.



As we well know shore power supply systems are a critical step towards the decarbonisation of the shipping sector. Given that docked vessels currently run their engines to generate onboard electricity while burning gasoil constantly, the impact of green onshore power becomes abundantly clear.

### To reduce CO<sub>2</sub> emissions

For the entire shipping sector, shore-side electricity is expected to reduce CO<sub>2</sub> emissions by 5 megatons<sup>1</sup> per year, said to be equivalent to 3.7% of global shipping's emissions.



With this innovation, Samskip also takes a leading position in preparing for the FuelEU Maritime regulation, which will require shore-power connectivity from 2030.

According to Erik Hofmeester, Head of Fleet Management – Vessel, at Samskip: *'There are many ways to reduce CO<sub>2</sub>, such as: Samskip vessels using bio-fuel, the CO<sub>2</sub> capturing systems also installed on Samskip vessels, WASP (Wind Assisted Ships Propulsion) and last but not least shore power.'*

*'Green shore power facilitates clean and silent ship-operations in the ports of Rotterdam. We have set ambitious decarbonization targets for the upcoming years, with a clear aim to achieve net-zero emissions by 2040.'*

*'Remarkably, this goal puts us a decade ahead of the legally mandated requirement for the maritime industry, which is currently set at 2050. We will also continue to use all our resources to protect the future of our company, our customers and partners and our planet.'*

<sup>1</sup>The CO<sub>2</sub> reduction potential of shore-side electricity in Europe, according to *ScienceDirect*.

---

## The ongoing marine heat waves in US waters explained

---

In mid-July NOAA scientists reported that they have tracked a steady climb in ocean temperatures since April 2023, which is causing unprecedented heat stress conditions in the Caribbean Basin, including waters surrounding Florida and in the Gulf of Mexico.

More isolated marine heat wave conditions have been detected off the Northeast US coast, along the path of the Gulf Stream. NOAA has also been monitoring a large marine heat wave in the Northeast Pacific (in the Gulf of Alaska) that has been sitting offshore since late 2022.

As more data is gathered NOAA scientists are providing answers to big questions about marine heat waves: <https://psl.noaa.gov/marine-heatwaves/>

### What are marine heat waves?

Marine heat waves are usually defined as any time the ocean temperature is above the 90<sup>th</sup> percentile for a specific length of time. This means that the temperatures are warmer than 90% of the previous observations for a given time of year. Marine heat waves can last for weeks, months or years. Marine heat wave conditions are monitored by NOAA's Physical Sciences Laboratory (PSL) and NOAA Coral Reef Watch.

### How are marine heat wave observations and measurements made?

The National Weather Service's National Data Buoy Center (<https://www.ndbc.noaa.gov/>) collects and disseminates real-time quality-controlled marine observations using 1,300 weather observing stations.

Global ocean surface temperatures are also monitored daily using blended satellite measurements.

### **Why is this marine heat wave in South Florida significant?**

Towards the middle of July water temperatures throughout the Gulf of Mexico and in the Caribbean Sea were reported as being approximately 1.8-5.4°F (1-3°C) warmer than normal. Temperatures around Southern Florida are the warmest on record (going back to 1981). The latest conditions can be seen on the NOAA PSL Map Room webpage: <https://psl.noaa.gov/map/clim/sst.shtml>

Given that mid-late-July is in the thick of the Atlantic hurricane season and the tropical North Atlantic is already warm, extremely warm ocean temperatures in the Caribbean and the Gulf of Mexico are concerning. Developing tropical storms that pass into the region may strengthen as a result of these conditions. The ongoing marine heat wave in South Florida could impact sensitive marine ecosystems in the region, such as shallow water corals.

### **How long has the marine heat wave been going on? How long will this heat wave last?**

The current (mid-July) Gulf of Mexico marine heat wave has been present for several months, beginning in February/March of 2023. NOAA's experimental marine heat wave forecasts indicate a 70-100% chance that extreme ocean temperatures will persist in the southern Gulf of Mexico and Caribbean Sea through at least October 2023. We have low-to-medium confidence in this prediction given the historical skill of the forecasting system in these regions.

### **What role does climate change play in this marine heat wave off Florida?**

The ocean absorbs 90% of the excess heat associated with global warming. As a result, we know that marine heat waves all over the planet are becoming warmer over time. The absolute temperature of the current event is warmer because of climate change, but it would have likely still occurred without climate change.



*Extensive bleaching of the soft coral Palythoa caribaeorum on Emerald Reef, Key Biscayne, Florida. Image credit: NOAA.*

Warming trends also impact marine heat wave prediction systems, typically by increasing the probability of marine heat waves in forecasts: <https://tinyurl.com/3mpyfcn4>

### **How are corals and marine ecosystems impacted by marine heat waves?**

Marine heat waves cause stress to corals and other marine ecosystems. Exposure to extreme temperature for long periods of time causes a breakdown in the relationship between coral and the algae that live inside of them. The coral is left pale or white, that is to say bleached. The lack of food from the algae can lead to the death of the coral.

If the heat stress does not subside, the coral will die. Mortality becomes likely if the corals experience ocean temperatures of 1°C greater than the historical maximum monthly average for two months, or 2°C greater than the historical maximum monthly average for one month.

### **How does NOAA anticipate these marine heat waves may impact fisheries and ecosystems?**

Extreme heat can be destructive and deadly for marine systems. An unprecedented marine heat wave known as “the Blob” dominated the northeastern Pacific from 2013 to 2016, and upended ecosystems across a huge swath of the Pacific Ocean. This led to an ecological cascade, causing fishery collapses and fishery disaster determinations. <https://tinyurl.com/bdeukt3t>

“The Blob” caused whales’ prey to be concentrated unusually close to shore, and a severe bloom of toxic algae along the coast delayed opening of the valuable Dungeness crab fishery. Humpback whales moved closer to shore to feed in some of the same waters targeted by the crab fishery, resulting in a then-record 53 whale entanglements in 2015 and 55 in 2016. For more on this topic see here: <https://tinyurl.com/bdfuurfv>

#### **Editorial note:**

**This text is based on material kindly provided by NOAA at <https://www.noaa.gov/news-features>**

---

### **From the IFSMA Office**

---

*If you haven't registered yet for the IFSMA Tokyo Biennial General Assembly and intend to join us, then please book your hotel and send the registration form to IFSMA without delay to ensure your place is reserved.*

*We have a full program of papers and events lined up for you and your wives / partners.*

*We will also hold the elections for your Executive Councillors for the next four years.*

For more details contact [hq@ifsma.org](mailto:hq@ifsma.org).