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IFSMA

NEWSLETTER

The Shipmasters' International Voice

Sperry Marine to deliver Integrated Bridge Systems for hydrogen-powered, autonomous-ready Samskip ships

See story on page 23.



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Readers are reminded that the opinions expressed in the IFSMA Newsletter are those of the various authors and providers of news and are not necessarily in accord with IFSMA policy.

Secretary General's Message

We look back with affection at the 48th BGA held in the Faroe Islands in August and shall never forget the overwhelming hospitality and splendid arrangements made by our hosts. It was a pleasure to meet so many old friends once again and much sound business was conducted which will serve us well to the next BGA in Odesa in 2027.

With regard my report to the BGA I feel it is important that I emphasise once again some valid points that we must not overlook in our deliberations.

In the Strategic Plan, it was agreed that as ever our Mission is: *'To be an independent, apolitical and financially viable organisation dedicated to representing the views and professional interests of the serving Shipmaster on the International Stage at the IMO and upholding the International Standards of Professional Competence for Seafarers.'*

Our Vision is: *'To represent the Shipmaster effectively on the International Stage at the IMO and to communicate with the Member Associations so that they are more actively involved in the day-to-day dealings of IFSMA at the IMO'.*

Our Aim is to: *'Represent in one professional body the Shipmasters of the World, to safeguard professional standards and interests in all maritime matters in order to enable shipmasters to carry out their responsible duties in an acceptable and competent manner.'*

At the IMO we are seen as one of the top four NGOs, along with ICS, ITF and INTERMANAGER for our delivery and output. It is worth noting that in the period from March 2023 to March 2025 we either sponsored or co-sponsored twenty-one papers to various IMO Committees.

As a footnote to the BGA we have now issued our open letter to all governments, international organisations and the maritime industry on the security issues around the world today and a copy is to be found in the pages of this edition of the Newsletter.

With regard to our Social Media Project, work on this has commenced with our new Website Developer.

At IMO and the recent Intercessional Working Group on MASS this was well-attended by IFSMA representatives. Work on the last chapter of the draft new code was completed and this should be approved at the Maritime Safety Committee next year.

From 8 to 12 September I attended the IMO Sub Committee on the Carriage of Cargoes and Containers (CCC 11). In his opening address IMO Secretary-General Arsenio Dominguez spoke of the development of measures to prevent the loss of containers at sea in particular with the finalisation of performance standards and guidelines for lashing software and a future work plan.

It is important to note that following a survey in 2024 a total of 576 containers were reported lost out of over 250 million containers transported world wide. This equates to just 0.0002% of all containers carried. While higher than the 2023 figure last year's losses are still significantly below the ten-year average of 1274 containers lost each year, but more needs to be done to reduce this even further in respect to our vulnerable environment.

Trade routes provide change in driving losses. For example persistent hostilities in the Red Sea have led to a 191% increase in transits around the Cape of Good Hope. The South African Maritime Safety Authority has indicated nearly 200 containers were lost in these waters alone and account for 35% of the 2024 total container losses.

Later this month from 13th to 17th October we will be represented at an extraordinary session the IMO Marine Environment Protection Committee (MEPC).

With fair winds and a following sea.

Jim.
Secretary General

MV Minervagracht - Gulf of Aden

IMO Secretary-General's statement

On 7 October IMO Secretary-General Arsenio Dominguez expressed his sorrow over the death of a seafarer following an attack on the mv *Minervagracht* in the Gulf of Aden, calling for an end to assaults on international shipping and urging dialogue to resolve tensions.



Secretary-General Dominguez said: *'I am deeply saddened to learn of the passing of a crew member of the mv Minervagracht, as a result of injuries sustained during an attack on the vessel in the Gulf of Aden on 29 September 2025.'*

'My thoughts, along with those of the Secretariat and of the entire membership of the International Maritime Organization, are with the family of the crew member.'

'I strongly condemn any type of attack against international shipping, regardless of its motivation or cause.'

'These deplorable attacks in the Red Sea violate international law and freedom of navigation. Innocent seafarers and local populations are the main victims of these attacks and the pollution they cause.'

'Constructive dialogue is the solution to resolving ongoing geopolitical crises affecting seafarers and international shipping.'

The IMO Digest

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

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Supporting seafarers

Promoting diversity

No One Left Adrift: Seafarers at the Cross Currents of Commerce, Conflict and Change

No One Left Adrift: Seafarers at the Cross Currents of Commerce, Conflict and Change was the theme of an international conference focused on seafarers' human rights, safety, and well-being, held in Manila from 1 to 3 September.



Discussing gender equality in the maritime industry

IMO's Women in Maritime Programme Lead, Mariana Noceti, participated in the conference to discuss

gender equality in the maritime industry. She outlined IMO's ongoing support for women's empowerment, stressing the Women in Maritime Survey as a vital tool to track progress.

True gender equality benefits both women and men

Noceti highlighted the Organization's initiatives, such as gender-specific fellowships, advanced technical training for women from developing countries, and the creation of professional networks, pointing to the eight IMO-established Women in Maritime Associations (WIMAs) as key to building barrier-free environments for women in the sector. She concluded by underscoring that true gender equality benefits both women and men by fostering safe, respectful, and inclusive workplaces where every voice is valued.

Strengthening protection mechanisms for seafarers

The conference highlighted the importance of sustaining efforts to strengthen protection mechanisms for seafarers, recognizing their critical role in global supply chains and the broader economy. Enhancing seafarers' rights and welfare contributes to the achievement of the Sustainable Development Goals.

The conference served as a platform for senior government officials, representatives of international organizations, and stakeholders from the shipping industry to discuss the major challenges facing seafarers, their implications for the continued resilience and sustainability of global shipping, and strategies for moving forward.

Adoption of the Manila Declaration

The conference concluded with adoption of the Manila Declaration on Seafarers' Human Rights, Safety, and Well-being.

The declaration affirmed that human rights apply to all seafarers, regardless of nationality, vessel, or jurisdiction. It called for greater cooperation among governments, shipowners, and international organizations to ensure seafarer welfare.

Loss of containers at sea: Prevention measures

IMO Sub-Committee on Carriage of Cargoes and Containers (CCC)

A submission by the World Shipping Council (WSC)

At the eleventh meeting of the above IMO Sub-Committee (CCC1) held at IMO from 8 to 11 September the World Shipping Council (WSC) submitted a paper for consideration with the title *Development of Measures to Prevent the loss of Containers at Sea*.

Since 2011, the World Shipping Council (WSC) has undertaken a survey of its members to accurately estimate the number of containers that are lost at sea each year.

The WSC's member companies operate more than 90% of the global containership capacity, and a survey of their losses provides a valid basis for a meaningful estimate of the total number of containers lost at sea. This 2025 update adds information from the year 2024.

Key findings and results

The key findings in the 2024 survey are:

- 576 containers lost, out of over 250 million containers transported.
- This equates to just 0.0002% of all containers transported.
- While higher than 2023, 2024 losses are still significantly below the 10-year average (1,274 containers/year).
- Trade route changes driving losses: Persistent hostilities in the Red Sea led to a 191% increase in transits around the Cape of Good Hope. The South African Maritime Safety Authority reports indicate nearly 200 containers were lost in this region alone. That accounts for 35% of 2024's total container losses.

Transits around the Cape of Good Hope

The detour of shipping routes away from the Red Sea meant a large increase in traffic around the Cape of Good Hope. This region is known for its hazardous conditions due to the convergence of weather systems, creating unpredictable and steep wave patterns. In 2024:

- Vessel transits via the Cape rose 191% compared to 2023.
- Extreme weather events, especially during the Southern Hemisphere winter, led to disproportionately high losses.
- The South African Maritime Safety Authority reports that around 200 containers were lost around the Cape of Good Hope in 2024. This includes three individual incidents reported of 44, 46 and 99 container losses, respectively.

Container loss trend

The number of container losses at sea have fluctuated significantly over the 17 years WSC has tracked data, with some extreme outliers skewing the historical average.

The most notable spike occurred in 2013, when 5,578 containers were lost – by far the highest in the data set and heavily impacted by one incident of total vessel loss. Other years with elevated loss figures include 2020 (3,924) and 2021 (2,301), which were periods marked by several large-scale incidents that prompted industry-wide concern and triggered a research project, TopTier, into the key causes and potential

actions to address container loss. In contrast, 2023 saw a significant reduction with 221 containers lost.

In 2024, the total rose to 576 containers, well below the 10-year average of 1,274 annually and it one of the lowest annual totals recorded in the past decade. The rolling three-year average covering 2022 to 2024 is 489, down from 1,061 in the last report covering 2021 to 2023. In 2024, two containers were reported recovered.

Container safety: a shared responsibility

Every container overboard is one too many, and everyday ocean carriers work with the other parties in the supply chain to enhance safety.

The responsibility for container safety is shared across the supply chain, as follows:

- The container operator is responsible for ensuring at the time of dispatch that the container is clean, free from visible pest contamination, and is fit for purpose and complies with applicable requirements. Every party in the supply chain that handles the container is responsible for checking that it is in good condition and remains so, and is free from visible pest contamination.
- The shipper, packer and freight forwarder are responsible for the container being packed, braced and stowed safely in accordance with the CTU Code*, that the contents shipped are safe and free from visible pest contamination, and that the gross mass of the packed container is verified and together with the contents is correctly declared to the carrier in accordance with applicable timelines.
- The port terminal and stevedores are responsible for the proper handling of the container and stowing it properly based on its verified gross mass (VGM), content and destination in accordance with the ship's Cargo Securing Manual (CSM) as approved by the flag State and the SOLAS Convention and the IMDG Code.
- The vessel operator is responsible, in cooperation with the terminal and any vessel-sharing partners, for arranging for a safe stowage based on the information received, monitoring the stowage, and securing the containers safely in accordance with the CSM and, where required, ensuring containers are segregated.
- How the cargo is packed and stowed in the container by the exporter, consignor or shipper, is key to safe transport, both on sea and on land. The most effective way for the cargo tendering party to prevent losses is to make sure that cargo is conscientiously and correctly packed, declared and placarded, and its weight verified in accordance with the SOLAS Convention, the IMDG Code and the CTU Code. To facilitate this, the Cargo Integrity Group**, where WSC is a founding member, has developed a short CTU Code Guide and a practical Container Packing Checklist to make the information in the CTU Code more accessible and easier to use for all parties in the supply chain.

- The content and gross mass of the containers are crucial information when loading the vessel. Containers are stowed according to the cargo stowage plan to ensure a balanced vessel (e.g. heaviest containers at the bottom of the stack and the lightest on top) and to minimize risks (e.g. cargo categorized as flammable placed away from crew quarters, fuel tanks and other flammable cargo).
- Container vessels are designed to transport containers safely, and many precautions are taken to avoid containers being lost or dislodged, even when under extreme stress. Lashing software is used to design a stowage plan, and then containers are secured pursuant to the stowage plan in the hold in racks and secured with steel bars and locks, as are containers stowed on deck. These arrangements, including lashing gear, must be inspected and maintained for safety. When planning the journey, operations centres on land together with the vessel master and crew must plan for it to be as safe as possible, using weather routing before and during the journey to avoid dangerous conditions by adjusting the vessels' route or speed where required.

Actions and initiatives

- Actions and initiatives pertaining to minimizing the numbers of containers lost at sea include the following:

Mandatory container loss reporting to the Organization starts in 2026

- As a longtime advocate for mandatory reporting of containers lost at sea, WSC welcomed the adoption of amendments to the SOLAS Convention at MSC 108. The entire industry must now report all containers lost at sea starting from 1 January 2026. The new IMO regulations, specifically amendments to SOLAS regulations V/31 and V/32, mark a significant advancement in maritime safety and environmental protection. By ensuring prompt and detailed reporting of lost and drifting containers, these amendments will enhance navigational safety, facilitate swift response actions, and mitigate potential environmental hazards. WSC will continue reporting on behalf of its members alongside the SOLAS requirements to ensure consistency, transparency and comparison.

Industry project researching solutions to prevent container loss to conclude this year

- WSC, as a key participant in the Top Tier Joint Industry Project (JIP), continues to support collaborative efforts to reduce container losses at sea through a science-based, data-driven approach. Launched in July 2021 and led by the Maritime Research Institute Netherlands (MARIN), the TopTier initiative brings together over 40 stakeholders including flag States, shipping companies, classification societies and equipment manufacturers. Major progress has been made identifying the main reasons for container losses, developing tools and training to help ocean

carriers and seafarers prevent incidents, as well as recommendations to IMO for regulations and to the ISO for standards that would significantly enhance container safety.

- The project has now come to an end. The outcomes of the JIP will thus directly support the work of the Organization and broader industry safety initiatives to minimize the loss of containers at sea. WSC is committed to this partnership, aiming to ensure that findings from the project lead to tangible, practical improvements in container shipping safety.

WSC Cargo Safety Programme to flag mis/undeclared dangerous goods to prevent ship fires and container loss

- Ship fires can endanger crew and cause loss of cargo or even the loss of an entire vessel. Recent reports have shown that a leading cause of these fires is mis/undeclared dangerous goods. To address the risk of container fires on ships, WSC in partnership with the National Cargo Bureau (NCB)[†], has developed the WSC Cargo Safety Programme – introducing the first-ever industry-wide best practices for cargo screening and inspections. Supported by advanced digital tools, the system will evaluate cargo booking information against safety regulations and use artificial intelligence to continuously refine its risk algorithms, enhancing detection capabilities over time. The programme will be fully launched this year and will screen millions of container bookings globally, setting a new benchmark for maritime safety and proactive risk management.

Charcoal shipment regulations are changing to make transportation safer, protecting crew and cargo

- To further tackle the issue of ship fires, the shipping industry is taking proactive steps to implement improved safety measures for transporting charcoal, in advance of the mandatory IMO regulations coming into effect in 2026. The new regulations require all charcoal shipments to be declared as dangerous goods under the IMDG Code. There are also new treatment, packing and stowage requirements for shipments of charcoal. Treating all charcoal as dangerous goods ensures uniform safety standards and gives everyone involved – from shippers to carriers – the tools and clarity needed to prevent future tragedies.
- WSC has been instrumental in negotiating and developing these significant improvements to international regulations. Due to a series of devastating fires caused by improperly handled charcoal, ocean carriers have already been implementing the new tighter regulations in 2025.

*See here: <https://tinyurl.com/4tnn6uys>

** <https://ichca.com/cargo-integrity-group>

† <https://natcargo.org>

Boosting regional maritime security

Western Indian Ocean and Gulf of Aden

States in the Western Indian Ocean and Gulf of Aden region have established a new framework for joint maritime operations, supported by fifteen partner organizations.

A roadmap provided

The framework will serve as a roadmap for navies, law enforcement and regulatory bodies in the region to enhance maritime security by translating policy commitments into tangible cooperation at sea.

WG on DCoC/JA

The agreement was reached at the inaugural meeting of Working Group 3 on Operational Cooperation and Coordination at Sea under the Djibouti Code of Conduct / Jeddah Amendment (DCoC/JA), held in Mombasa from 1 to 4 September. All twenty-one signatory States of the DCoC, which seeks to combat transnational maritime crime in all its forms, are included in the framework.



Hosted by the Kenya Navy and jointly organized with the IMO, the meeting was supported by the Kingdom of Denmark, UNITAR*, and the Indian Ocean Commission. It follows a resolution from the DCoC High-Level Meeting held in Dar es Salaam in November 2024, where members committed to harnessing naval and coast guard capabilities to enhance Maritime Domain Awareness and interdiction at sea.

Led by the region

During his opening remarks, the Danish Maritime Ambassador HE Nicolai Ruge stressed that while the international community can provide short-term support, the long-term solution to maritime threats must be developed and led by countries within the region. He said: *'Recognizing the potential of national, regional and international naval forces to assist maritime law enforcement agencies and regulatory bodies to carry out their duties is a huge step in enhancing the effectiveness of maritime*

security. It will require close cooperation and coordination between navies and law enforcement authorities in the region.'

Major General Paul Otieno, Commander Kenya Navy, said Working Group 3 would be a critical mechanism for translating policy into practice, and ensuring that regional maritime security architecture is both responsive and resilient.

Broad stakeholder support

Key stakeholders welcomed the new framework:

- Ms Mashudu Nepfumbada, DCoC Chair: *'If the newly established Working Group embraces the three Cs – Coordination, Collaboration & Cooperation in execution, the region will have a harmonized framework for countering maritime security threats and other illicit activities.'*
- Mr Sascha Weh, Chief of UNITAR's Division for Peace office in Brussels commented: *'Through the United Nations Satellite Centre (UNOSAT), UNITAR has already supported states in using satellite imagery and vessel monitoring. Working Group 3 allows such tools to be embedded in joint operations and exercises.'*
- Mr Raj Mohabeer, Officer in Charge at the General Secretariat of the Indian Ocean Commission, added: *'Six of the signatory States of DCoC/JA are also signatories of the Regional Maritime Security Architecture. We should share our experiences and work closely with signatory States, to avoid duplication, ensure coherence and maximize from available resources'*

Addressing emerging threats

IMO Djibouti Code of Conduct Project Manager, Mr Kiruja Micheni, highlighted the multi-faceted role of navies in contemporary maritime security and encouraged the use of law enforcement agencies to improve interoperability among Member States.

Discussions focused on shared maritime challenges and emerging threats, including missile and drone attacks against ships. Delegates also emphasized the need to address capability development, capacity building, sustainability and legal gaps in the implementation of joint maritime operations at sea.

About the DCOC/JA

Adopted in 2009, the Djibouti Code of Conduct (DCoC) united regional States against piracy and armed robbery at sea. Its scope has since expanded to address other maritime crimes, including illegal, unreported and unregulated (IUU) fishing and trafficking in persons and weapons. In 2017, States adopted the Jeddah Amendment (JA) to the Code, which calls for strengthened cooperation to combat transnational maritime crime in all its forms. (See also here: <https://dcoc.org/>)

***The UN Institute for Training and Research see also here <https://unitar.org/>**

Maritime policies: Iraq aligns

It was reported by IMO on 17 September that Iraq is strengthening its efforts to protect the ocean, aligning its maritime policies with international standards for environmental protection and pollution prevention.

Introduction of the London Protocol

A national workshop led by IMO and held on 10 and 11 September focused on implementing the London Protocol (LP)¹, the international treaty that bans most forms of waste dumping at sea. More than twenty senior officials from across government agencies joined the online event, which explored how Iraq can turn the Protocol into practical action.

Discussions focused on establishing national systems for waste assessment, monitoring, compliance and enforcement – measures that are essential to prevent marine pollution from waste dumping and ensuring sustainable port operations.

Potential barriers

Participants also examined potential barriers to ratification and implementation of the Protocol as well as the next steps for coordination and cooperation.



The London Protocol entered into force in 2006, modernizing earlier rules under the London Convention, 1975. It prohibits all dumping at sea except for a limited number of wastes listed under strict conditions on a prescribed list. By providing this framework, the Protocol helps countries protect their coastal and marine environments while supporting international ocean governance.

UN Sustainable Development Goal 14

Delivered through IMO's Integrated Technical Cooperation Programme (ITCP)², the workshop supported Iraq in aligning with international standards and contributed to achieving UN Sustainable Development Goal 14 (Life Below Water).

Iraq acceded to the London Protocol in September 2023, becoming the 54th State to join the treaty.

For more information

Readers needing more information on The London Protocol: what it is and why it is needed, are invited to use the link here: <https://tinyurl.com/43c8dnuw>

¹ <https://tinyurl.com/2uksed4x>

² <https://tinyurl.com/bdz3xpsn>

A possible climate technology solution: Onboard Carbon Capture and Storage

Onboard Carbon Capture and Storage (OCCS) is emerging as a potential technology to reduce greenhouse gas (GHG) emissions from shipping.

To explore the latest developments and operational experiences, IMO's Future Fuels and Technology Project hosted a Technical Seminar on OCCS Systems held on 11 September at IMO HQ.

Application and capture

OCCS applies Carbon Capture and Storage (CCS) technology directly on ships. It captures CO₂ emissions before they enter the atmosphere, stores them temporarily on-board ships and later offloads them for transport for utilisation or permanent storage.



CCS itself, which captures CO₂ and stores it safely underground for permanent isolation, is increasingly recognised as a key tool to mitigate climate change.

To improve understanding

Opening the event, IMO's newly appointed Director of the Marine Environment Division, Mr. David Osborn, set the scene: *'This seminar aims to improve understanding of the latest developments in OCCS technology and its role in decarbonizing international shipping. It will also explore infrastructure readiness, as well as environmental, safety, and human-element considerations.'*

Current projects' insights

Presentations covered insights from continuing projects on ships and safety and operational considerations, including around the delivery of captured carbon in port and its transport to possible users.

Shared experiences

Industry experts shared experiences with technologies installed on ships, discussed innovations such as turning CO₂ into limestone and examined lessons learned from large-scale demonstrations.

Experts also provided recommendations on how to address current regulatory gaps in IMO's ongoing regulatory work on OCCS.

Broad participation

Up to 400 international participants attended the event, where they also learnt about the carbon value chain, from capture and offloading to transport for utilisation and permanent storage, and the role OCCS could play as an interim measure while alternative fuels are scaled up.

Framework of regulation

IMO's Head of Clean Air and Climate Action, Mr Roel Hoenders, added: *'IMO is actively working on developing the regulatory framework enabling the safe and sustainable use of OCCS technology.'* He outlined IMO's plans to develop a regulatory framework for the use of OCCS, including guidelines for the testing, survey and certification of OCCS.

The London Protocol treaty

The London Protocol (LP) under IMO is the only international treaty providing a legal framework to regulate and enable the safe injection and storage of CO₂ in sub-seabed geological formations for permanent isolation.

This seminar also called for collaboration as OCCS technology advances as a potential temporary solution that can play a valuable part in global efforts to mitigate climate change.

For more information

For more information readers are invited to make use of the links below:

- **Future Fuels and Technology Project:** <https://futurefuels.imo.org/>
- **Future Insight: Onboard Carbon Capture and Storage (OCCS) :** <https://tinyurl.com/4dr9s5cy>
- **Technical Seminar on Onboard Carbon Capture and Storage (OCCS) Systems:** <https://tinyurl.com/b8xk523v>
- **Carbon Capture and Storage (CCS):** <https://tinyurl.com/24ee2fnd>

IMO supports advance in digitalization

Port of Nouakchott, Mauretania

A needs assessment mission carried out in Mauritania has been assessing the current situation in the Member State and will lay the groundwork to set up a maritime single window (MSW) system in the Port of Nouakchott (Nouakchott Friendship Port).

The Maritime Single Window is a one-stop digital platform designed to streamline communication among different stakeholders and agencies involved in clearing the arrival, stay and departure of ships. By consolidating information exchange into a single interface, the system is expected to significantly reduce time and costs associated with port procedures.

Mandatory MSW

Since 1 January 2024, it has been mandatory for all IMO Member States to establish maritime single window systems in ports to enhance the efficiency of shipping worldwide.



This needs assessment mission which took place from 22 - 26 September was conducted by IMO consultants in collaboration with the Agence Mauritanienne des Affaires Maritimes (AMAM, Mauritanian Maritime Affairs Agency), the Port of Nouakchott, relevant Ministries and other public bodies, including the Direction Générale des Douanes (General Directorate of Customs), Port Health Service, the Border Police and Immigration Service. In addition there were private-sector stakeholders such as shipping lines, agents, and terminal operators. The mission concluded with a meeting with the AMAM to review and validate findings.

Mission report due

A comprehensive mission report will serve as a basis for further actions in the development of the maritime single window in Mauritania. This includes findings and analyses carried out for the deployment of a maritime single window, according to IMO principles and guidance, as well as the development of related

IT tools which interact with the maritime single window.

Report to include recommendations

It is anticipated that the report will include recommendations resulting from the analysis by the IMO consultants. The report should also allow the creation of a stakeholder mapping involving the required parties and providing the country with directions for an efficient and successful implementation of the MSW.

Delivery with close collaboration

This activity is delivered through IMO's Integrated Technical Cooperation Programme (ITCP) in close collaboration with the AMAM of Mauritania and with the kind financial support of the Republic of Korea.

Africa: supporting seafarer skills

Simulator instructor training: Mombasa

Simulator instructors from Eastern and Southern Africa have boosted their capacity to deliver key simulator training for seafarers in line with IMO's International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention, 1978)*, following a workshop held in Bandari Maritime Academy, Mombasa.

Broad representation: Eastern and Southern Africa

Co-hosted by the IMO and the Technical University of Mombasa from 15 to 19 September the workshop brought together thirty-two simulator instructors and assessors, including eight women, drawn from maritime administrations and training institutions in Ethiopia, Kenya, South Africa and the United Republic of Tanzania.



Simulator training uses computer-based or full-mission simulators to replicate shipboard equipment, operations and environments for both seafarer training and competency assessments.

Expertise shared

During the workshop, participants shared their expertise in a series of presentations, discussions and simulator-based practical exercises. The activity aims to enhance implementation of the STCW Convention, including the 2010 Manila Amendments and, in particular, provisions relating to training and assessment using simulators.

IMO ITCP funding

The workshop, funded under IMO's Integrated Technical Cooperation Programme (ITCP) was officially opened by Mr Justus Omae Nyarandi, Director General of the Kenya Maritime Authority.

The course was facilitated by consultants from the Arab Academy for Science, Technology and Maritime Transport in Alexandria, Egypt.

* <https://tinyurl.com/3kjxpu6v>

Our Ocean, Our Obligation, Our Opportunity

Global maritime community celebrates

World Maritime Day is observed globally on the last Thursday of September every year.

The international shipping industry, which carries over 80% of global trade and uses more ocean space than any other sector, is stepping up action to protect the ocean.



This year's World Maritime Day, observed globally on 25 September, focused on the sector's impact on the marine environment, and what it can do to reduce pollution, curb greenhouse gas emissions and prevent biodiversity loss.

Secretary-General of the IMO Mr Arsenio Dominguez said: *'IMO has, for many decades, worked to strike the right balance to ensure that the shipping industry is not the problem but the solution. Whether it is through international regulations to protect the environment and support seafarers, technical support to Member States, or bringing together all the key stakeholders - governments, industry, academia, civil society - we always find a way to global solutions.'*

Building momentum

Mr Dominguez called for the maritime community to build on the momentum of recent global progress.

This includes the imminent entry into force of the Agreement under the United Nations Convention on the Law of the Sea (UNCLOS) on the Conservation and Sustainable Use of Marine Biological Diversity of Areas beyond National Jurisdiction (BBNJ Agreement, commonly known as the High Seas Treaty), as well as commitments made at the UN Ocean Conference held in Nice in June and ongoing negotiations for a global agreement on plastic pollution.

In his statement, United Nations Secretary-General Mr António Guterres said: *'On this World Maritime Day, let us reaffirm our obligation to safeguard the ocean and those who depend on it. Let us deliver on the Nice outcome, invest in resilient maritime industries ... and ensure that the blue economy is a driver of inclusive sustainable development.'*

IMO action for the ocean

Under the theme "Our Ocean, Our Obligation, Our Opportunity", IMO has highlighted actions and progress achieved this year, including among others:

- **Tackling marine plastic pollution:** Adoption of the 2025 Action Plan to Address Marine Plastic Litter from Ships in April, aiming to reduce the contribution from shipping and fishing vessels to marine plastic litter.
- **Protecting biodiversity:** In April, IMO initiated the development of a new legally binding global regulatory framework on biofouling management to combat the spread of invasive aquatic species that may be carried on ships.
- **Decarbonisation:** The draft IMO Net-Zero Framework was approved in April, including regulations for a new global fuel standard and GHG emissions pricing mechanism for ships. The measures are to be discussed for adoption in October 2025.
- **Air pollution:** The Mediterranean Sea became an Emission Control Area (Med SOx ECA) under the MARPOL Annex VI treaty in May. The sulphur content in fuel oil for ships operating in the area is now limited to 0.1%, significantly reducing air pollution and delivering major benefits to both human health and the marine environment.
- **Ship recycling:** The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships entered into force in June, aiming to ensure that ships at the end of their operational lives are recycled safely.
- **Underwater Radiated Noise (URN):** Extension of the GloNoise Project to support Member States' implementation of IMO's revised guidelines for the reduction of URN as well as the action plan on preventing URN.

Engaging young people

This year, IMO partnered with the Universal Postal Union (UPU) and the United Nations Educational, Scientific and Cultural Organization (UNESCO) to inspire young writers worldwide to reflect on the importance of protecting our seas and oceans.

The theme for the 54th edition of the International Letter-Writing Competition for Young People encouraged young participants to give voice to the ocean, exploring its beauty, the challenges it faces and our collective responsibility for preserving it.

Celebrating World Maritime Day 2025

Several initiatives were held to mark World Maritime Day:

Lighting up landmarks: IMO Headquarters was bathed in blue light in the evening of the day to promote this year's theme. IMO invited Member States, intergovernmental organizations in cooperation with IMO, and non-governmental organizations in consultative status with IMO to light up landmarks.

Special screening of the film *Ocean with David Attenborough* at the IMO HQ.

Social media: IMO invites the maritime community and beyond to celebrate the day by using the hashtag #WorldMaritimeDay and tagging IMO on social media (X, Instagram, Facebook and LinkedIn).

World Maritime Day Parallel Event: The World Maritime Day Parallel Event is hosted each year in a different IMO Member State. This year it was celebrated in the United Arab Emirates on 29 September to 1 October 2025.

For learn more on this event readers are invited to see here: <https://tinyurl.com/3c5xk9kh>

Comoros: Port maritime security training

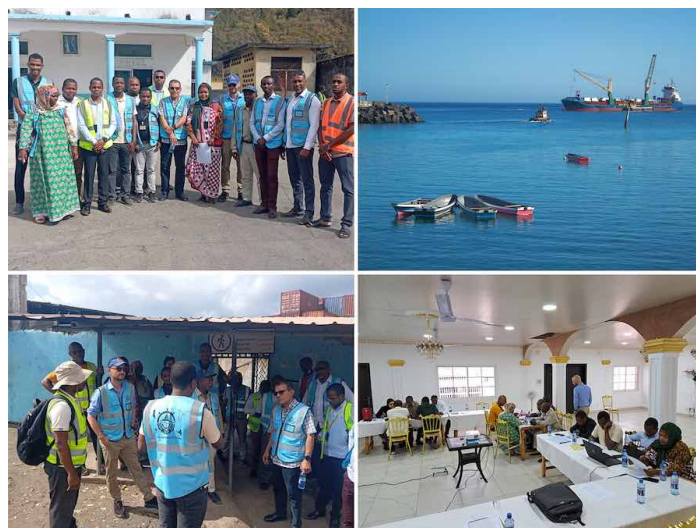
Comoros is strengthening the security of its port operations by equipping personnel with the knowledge and skills required to meet international maritime standards, in line with the International Ship and Port Facility Security Code (ISPS Code).

A national workshop for Port Personnel with Designated Security Duties (PPSD) on the ISPS Code, alongside with a one-day security awareness course for general port personnel, took place in Anjouan, Comoros from 8 -12 September.

EU-funding

Organized under the EU-funded Port Security Project, the training brought together seventeen participants from three ports of the Comoros archipelago, representing the Maritime Administration (*Agence Nationale des Affaires Maritimes*) and the Port Authority (*Société Comorienne des Ports*). The group

included Port Facility Security Officers, access control officers and guardians.



The training aimed to equip participants with the skills to identify potential security threats and take action to prevent risks to port facilities, while ensuring that personnel can effectively perform their duties with regard to the requirements for PSD, Designated Authority officials and general port personnel in accordance with the ISPS Code and related guidance.

IMO Model Course

This programme was based on the IMO Model Course 3.24 on Security Training for Port Facility Personnel with Designated Security Duties and IMO Model Course 3.25 on Security Awareness Training for all Port Facility Personnel. It combined theoretical lessons, practical group exercises and a visit to Mutsamudu port in Anjouan, encouraging knowledge sharing and the exchange of best practices.

Training seafarers:

Alternative fuels and new technologies

IMO steps up efforts



It was announced by IMO on 30 September that the organization is stepping up efforts to prepare seafarers for shipping's energy transition, in line with

its strategy to cut greenhouse gas emissions from ships.¹

IMO has issued generic interim guidelines on training for seafarers on ships using alternative fuels and new technologies (STCW 7/ Circ. 25)². The guidelines set out an international framework for the development and approval of training of seafarers serving on all ships using alternative fuels and new technologies.

Fuel- and technology- specific interim training guidelines – including for methyl/ethyl alcohol, ammonia, hydrogen, LPG, battery-powered ships and fuel cells – are also being developed. They will be considered by the IMO's Sub-Committee on Human Element, Training and Watchkeeping in February 2026 (HTW 12).

These guidelines are expected to form the basis for mandatory requirements for seafarer training under the revised 1978 STCW Convention Code³, currently under review to support decarbonisation, digitalisation and other developments.

Developing capacity through technical support

Along with regulations, IMO is expanding its support to Member States. Examples of ongoing initiatives include:

- A three-year project funded by Japan to train instructors from Asian countries in operating LNG-fuelled ships.
- A partnership with the World Maritime University to produce training materials for seafarers on alternative fuels, which also contributed to the Maritime Just Transition Task Force training frameworks⁴, launched in September.
- Support for trainers in developing countries to produce locally relevant courses along with online learning modules through the GreenVoyage2050 Programme⁵.
- Platforms to connect regulators and practitioners, such as a recent seminar in Singapore showcasing practical training innovations from simulators and VR tools to methanol firefighting exercises.

A just and prepared transition

With new training standards, enhanced technical support for Member States and closer engagement with industry and academia, IMO is laying the groundwork for a just and well-prepared energy transition for seafarers.

For more information

For more information regarding preparation of seafarers for the energy transition readers are invited to use the IMO link here:

<https://tinyurl.com/3v9vk68u>

¹ <https://tinyurl.com/y73rty6r>

² <https://tinyurl.com/3bunikmi>

³ <https://tinyurl.com/3kjp6v>

⁴ <https://tinyurl.com/2cx32zy5>

⁵ <https://greenvoyage2050.imo.org/>

Denmark and ROK

Strengthening maritime cooperation

On 5 September it was reported that the Danish Maritime Authority had hosted the annual maritime dialogue meeting between Denmark and Korea, where discussions on Danish–Korean cooperation were on the agenda

South Korea is among the world leaders in the technological development of shipping and an important partner for Denmark as well as the Danish maritime industry.

Annual maritime dialogue

As a contributory factor on 4 September, the Danish Maritime Authority hosted South Korea's Ministry of Oceans and Fisheries (MOF) for the annual maritime dialogue meeting, with participation from the Korean Register, the Korea Maritime Institute, the Korea Research Institute of Ships and Ocean Engineering (KRISO), as well as the Danish Embassy in Korea.



The day's programme featured discussions on future Danish–Korean cooperation in maritime areas such as decarbonisation, digitalisation and Arctic research, along with a constructive dialogue on the path towards ambitious climate regulation in the IMO.

Possible further collaboration

Danish Shipping and Danish Maritime took part in the second session of the day, which invited an open dialogue on possible collaborations between Korea and Danish shipping companies and maritime businesses.

Recognising the limitations of people

By Michael Grey, IFSMA Honorary Member

It was some clever editor who observed that a picture is worth a thousand words and one illustration, from earlier this summer, I have found it difficult to get out of my mind. Everyone will recall the pictures of the small container feeder NCL Salten on the bank of Trondheim fjord, with her bows buried in the verdant shoreline inches away from a delightful rustic cabin, in which the occupant had been oblivious to his early-morning visitor, until some neighbour awakened him. He had clearly been a deep sleeper, as regrettably

had been the second mate of the ship, who had lapsed into unconsciousness when, some time earlier, he should have been hauling Salten around to a new course.

The pictures of this embarrassing lapse, in which nobody other than perhaps a few shellfish and beetles had been harmed, went around the world, doubtless to the amusement of many readers who were unconnected with maritime commerce. But for those whose business is ship operations, the picture of Salten on the beach ought to have been the cause for both introspection and shame. A few feet to starboard of the bow and the fate of the Norwegian in his little house could have been exceedingly gruesome. And just suppose it had been a houseful of children squashed into a bloody tangle by the ship's bulbous bow, had not luck, or the Almighty, taken a hand? It could have been multiple manslaughter charges the poor second mate had been facing, rather than some obscure failure to observe an adequate look-out under the navigation laws.

But a question we all in the business ought to have been asking was - at 0500 on that lovely summer morning; just how many watchkeepers of hard-running feeder ships on their desperate schedules between European ports were fully alert, as they sat in their chairs in their warm wheelhouses? How many were fighting to stay awake, and how many were dozing and oblivious to their surroundings, relying on that same providence to avoid rocks, other ships, and all the man-made obstructions crowding the sea-lanes? That small ship had been to several ports in the previous two days and it is reasonable to ask just how the second mate, and the rest of the crew for that matter, had managed to be adequately rested in such circumstances. But this is perfectly normal; the reality of life aboard lean-manned ships today, where any documentary evidence about hours of rest is concocted to dampen the suspicions of any visiting inspectors, most of who will know full well what goes on.

There will be no additional look-out, because there is not the manpower available for such luxuries and the focus of all will be to ensure the schedule is kept. There is probably not a lot that is wrong with the design of these ships; they are well-built for their hard-running task by craftsmen who may well have studied the latest manuals on "human-centred design." This is a notable development of the past few years in which the needs of those who will operate a ship are taken into consideration by the designers, and those fitting out a vessel. There may be some way to go down this road, but detailed design is hopefully undertaken rather less for the convenience of the shipbuilders and equipment manufacturers.

The equipment may be fit for people, but what of the operations that the ships are expected to fulfil? Is it reasonable for these short-sea container feeders, small tankers, and coasters, to be run at such high intensity? And is there any account taken of the intensity of the operations when the manpower requirements are detailed. It is worth noting that many of these ships are registered in places where there may be limited expertise to discuss sensible numbers

for the manning certificate. Let's be brutal – it is one of the reasons that these strange flags are so popular among this competitive sector of small and modest-sized ships.

And why should manning certificates be set in stone, rather than a variable number dependent on usage? As has been pointed out many times, often by accident inspectors in the wake of accidents contributed to by fatigued crew members, it is time that there was a proper overhaul of regulations to ensure that the manpower is sufficient for the operations which the ship is conducting at any particular time. And if we were really genuine in our wish to end the practice of relying on luck to avoid horrible calamities, we would also examine the operations of the ships themselves. We might call the whole relation of what a ship does with the capability of those aboard, a study in "Human Centred Operations."

This article was first published in The Maritime Advocate Online No 890 of 5 September 2025 and appears here by kind permission of the author and of the editor.

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

Red Sea cable cuts

Subsea sector critical industry warning

According to the source AP News on 8 September multiple undersea cable cuts in the Red Sea disrupted internet access across Yemen, the Gulf, India, and Pakistan.

Subsea cables carry 99% of the world's internet traffic and support \$50 trillion in annual financial transactions. Disruption shows subsea infrastructure is now a security and stability priority, not a background concern.

The International Marine Contractors' Association (IMCA) warns that without sustained investment in repair capacity, workforce renewal, and regulatory reform, governments risk being caught unprepared for future outages.

Calls have been made for 'urgent reform of regulatory frameworks to enable faster response times to unexpected outages.'

Kuwait and Pakistan outages

According to AP News Microsoft confirmed connectivity degradation, while NetBlocks and national operators in Kuwait and Pakistan reported outages affecting major international cable systems.

The cause of the incident remains unclear. Experts note that ship anchors, natural hazards, or deliberate attacks can sever subsea cables. The Red Sea disruption comes amid heightened regional tensions and follows warnings from governments that subsea infrastructure could be targeted.

Comments from CE IMCA

Iain Grainger, Chief Executive of the IMCA, said: *'The Red Sea cable cuts show that subsea infrastructure is no longer a background issue, it is frontline critical. When cables fail, nations lose connectivity, financial flows are interrupted, and economies feel the shock immediately. This sector is now more critical than ever to global security and stability.'*

Subsea cables carry 99% of the world's internet traffic and support \$50 trillion in annual financial transactions. They also carry growing volumes of renewable electricity through offshore interconnectors. Disruption in one region quickly ripples through global systems, affecting communications, markets, and energy flows.

Grainger continued: *'The world depends on the marine contracting sector to repair these lifelines. But ensuring resilience is not automatic. It requires sustained investment in vessels and equipment, fresh talent entering the workforce to complement today's experienced specialists and regulatory frameworks that enable crews to respond without delay. Building this preparedness is a shared responsibility between governments, regulators, and industry.'*

Collaboration and urging governments

IMCA, in collaboration with the European Subsea Cables' Association (ESCA), has urged governments and regulators to treat subsea resilience as a matter of national and international security. The industry is calling for urgent reform of regulatory frameworks to enable faster repair mobilisation; strategic investment in dedicated vessels and critical equipment; training and succession programmes to bring through new generations of cable engineers and offshore crews; and improved cross-border cooperation, recognising that outages rarely respect national boundaries.

In conclusion

Grainger concluded: *'What is happening in the Red Sea today could happen anywhere tomorrow. The resilience of subsea lifelines must be embedded in security and energy strategies worldwide. Without urgent action, we risk being caught unprepared.'*

Copies of the full ESCA/IMCA joint position statement can be obtained using the link here:
<https://tinyurl.com/4bnp7jb6>

Nuclear-powered LNG carrier

Samsung Heavy Industries maintains a unique position in the market for eco-friendly and high-specification LNG carriers, including the world's largest 266,200m³ class LNG carrier, and electric-powered LNG carriers with excellent operational performance and fuel efficiency, as well as eco-friendly and high-efficiency engine LNG carriers.



Illustration per KAERI©.

The company is also leading technological innovations in the LNG carrier market, including the development and construction of new vessels such as icebreaking LNG carriers for polar regions.

Research with Korea Atomic Energy Research Institute (KAERI)

It was reported in early September that Samsung Heavy Industries has been conducting research in collaboration with domestic and foreign specialised institutions, one of which is the Korea Atomic Energy Research Institute (KAERI) to secure core technologies for nuclear-based power sources.

AiP from ABS and Liberian Registry

Announced at Gastech held in Milan in week commencing 8 September Samsung Heavy Industries has obtained Approval in Principle from the American Bureau of Shipping and the Liberian Registry for a 174,000-cubic-metre liquefied natural gas carrier powered by a small modular molten salt (MSR) reactor.

This molten MSR reactor for the LNG carrier is being conceptually designed jointly by Samsung Heavy Industries and KAERI. It is designed to have a capacity of 100 MWt and to eliminate the need for fuel replacement during the life of the vessel even if only one unit is installed, it is understood.

Samsung Heavy Industries has been researching nuclear technology for many years, including the various concepts for floating nuclear power plants.

In October last year, ABS released a study of a small modular reactor on a standard LNG carrier. ABS said the study was designed to help industry *'better understand the feasibility and safety implications of nuclear propulsion and to support future development projects'*. The study considered the impact of a high-temperature, gas-cooled reactor on the design, operation and emissions of a 145,000m³ LNG carrier design.

The report noted that LNG carrier vessels are increasing in demand as the international LNG trade remains important for global energy security.'

Furthermore, ABS has now issued a paper with the title *Nuclear Energy in Maritime: Where We Stand Today* and a copy can be had with the link here: <https://tinyurl.com/3d2knddu>

Global shipping risk trends and GMDSS insights

The Future of Maritime Safety Report 2025

According to Inmarsat its annual research on the evolving landscape of maritime safety is now available.

Issued on 11 September the 2025 edition of *The Future of Maritime Safety Report* from Inmarsat Maritime reveals that distress calls at sea remain high, underlining the vital role of human factors in safe shipping.

According to the report, the number of Global Maritime Distress and Safety System (GMDSS) distress calls registered on the Inmarsat Maritime network increased from 788 in 2023 to 801 in 2024, broadly in line with the 2018-2023 annual average of around 800 calls.

A turbulent year, 2024

The report points to a turbulent year for international shipping, with geopolitical instability, conflict, severe weather events, piracy, and cyber-attacks all adding pressure on operators and crews.

Alongside these risks, seafarers are facing welfare challenges linked to the pace and volume of new technologies.

Seafarers' information overload challenge

While digitalisation and decarbonisation are essential for the industry's future, the rapid implementation of new systems and reporting requirements has created an information 'overload challenge' for seafarers, highlighting the need for new technologies to support, rather than strain, crew welfare.



The Future of Maritime Safety Report 2025 calls for the industry to acknowledge the fundamental role

seafarer welfare plays in minimising the number of preventable incidents at sea. It recommends a '*human factors*' approach to data that streamlines information, reduces duplication, and eliminates contradictory outputs.

By analysing 2024 distress call data Inmarsat has identified key trends in maritime security, environmental hazards, and operational vulnerabilities that are reshaping maritime risk.

Key findings and insights

In its study Inmarsat extracted key findings and critical insights.

Of key findings it was found that in 2024 no less than 801 GMDSS distress calls were recorded on Inmarsat networks, a 1.6% increase from 2023. Tankers, bulk, and dry cargo vessels accounted for 56.9% of all distress calls.

Vessels built sixteen-years before (2008) are reported to have made the most distress signals, totalling forty-two, followed closely by thirty-nine new vessels.

July 2024 saw the highest number of distress calls, coinciding with Typhoon Gaemi and Red Sea security incidents.

With regard to critical insights it was found that crew welfare is a growing safety concern, with abandonment cases surging 87% in 2024.

Cybersecurity threats are on the rise, with over 1,800 vessels targeted in H1 2024

Vessel age impacts safety performance, with both older and newer vessels presenting unique challenges.

Comment

In the words of Peter Broadhurst, Senior Vice President, Safety & Regulatory, at Inmarsat Maritime: *'Accurate data holds immense potential to transform shipping safety – from predictive maintenance to casualty and near-miss reporting and human-factor analysis. But data must empower crews, not overwhelm them. We need smarter systems to capture, evaluate, and utilise data more effectively without placing an extra burden on already overworked seafarers.'*

'By sharing anonymised safety data, the industry can create a trusted ecosystem that strengthens standardisation and regulations, improves operations, and safeguards seafarer welfare. Together, we can create one of the most powerful maritime safety initiatives to navigate us through the pressures and changes impacting international shipping in the years to come.'

An invitation

In a statement made public at the same time as the launch of the report Inmarsat indicated that it invites

maritime professionals, policymakers, and stakeholders to explore the findings of *The Future of Maritime Safety Report 2025 report* and to support collective action in safeguarding life at sea.

Inmarsat claim that the document is for those shaping the future of maritime safety, shipping operations, or marine risk management, for example:

- Maritime safety professionals will gain data-driven insights into distress call patterns, vessel vulnerabilities, and emerging threats.
- Shipowners and operators can benchmark fleet performance and identify operational risks tied to vessel age, type, and region.
- Marine insurers and P&I clubs will find valuable context for underwriting decisions and loss prevention strategies.
- Regulators and policymakers can use the findings to inform smarter, more agile safety frameworks.
- Maritime journalists and analysts will uncover compelling storylines backed by real-world data—from cyberattacks to crew welfare.

Readers are invited to download the full report using the link here: <https://tinyurl.com/ms5ztr8b>

GPS and AIS in a troubled world

By Captain Benny Pettersson FNI

Member of the Swedish Ship Masters' Association

In the Nautical Institute's *Seaways* magazine of August 2025 three gentlemen from Liverpool John Moores University: Dr Alan Bury, Abdul Khaliq and Kamil Kaminski, wrote an article about the unreliability of navigation with GNSS. They had then proposed an atom interferometer which would apparently hold the position significantly better. The cost of such devices would be very high today and indeed do not yet exist, but are a potential solution for the future.

Navigation systems such as radar have long been used as a backup for GPS, providing crucial navigation data when satellite signals are unreliable.

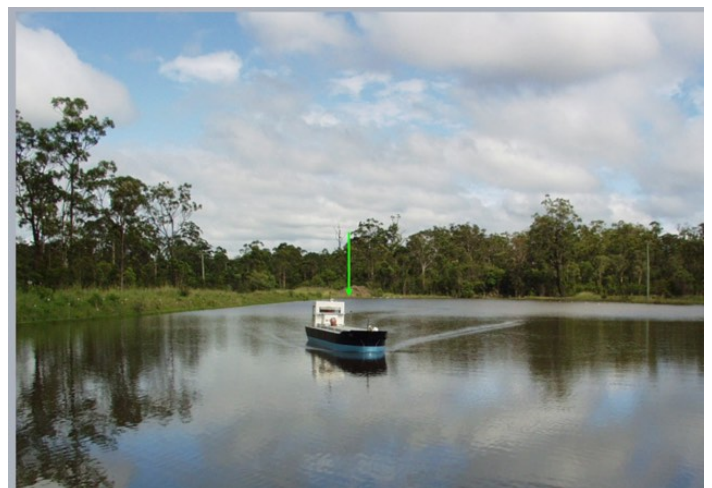
When GPS was introduced, there was an error of ± 100 metres that the Americans added because they thought 100 metres of accuracy was enough. Finland and Sweden with the large archipelagos considered that the accuracy was not enough, so we set up a number of Differential GPS stations (DGPS) round our coast. For example the position of a lighthouse is known and receives all satellites' transmissions and sends out the error they have on each satellite to ships in the vicinity.

The Americans then stopped sending out the error, but by then DGPS had already been established along our coasts. This corrected for accidental or deliberate interference that is on satellite transmissions. This interference mostly occurs in the Gulf of Finland and in the southern Baltic Sea.

In the article the three authors claimed that GNSS was disrupted by tall buildings and atmospheric disturbances. Of course ships are not disturbed by high buildings.

It has been established within the IMO that ships must be equipped with Electronic Chart Display and Information System (ECDIS) and in the event that they have to rely on it, Dead Reckoning (DR), using compass course and radar observation of lighthouses and islands.

The following three images illustrate the problem.



A friend of mine who is Captain of the *Silja Symphony* told me that their DGPS had turned off several times and navigation had to be achieved the way it was

before there were no satellites to help with the position finding.

AIS was one of the things that interested me the most and I had the opportunity to participate for seven years in IMO, IALA, IEC, HELCOM and all the other working groups that worked to develop an AIS standard.

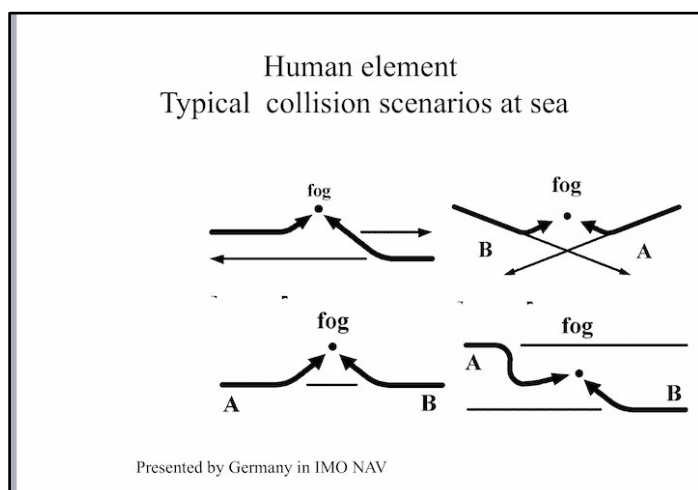
For everyone who has a navigational watch in bad visibility, AIS was very important because you could find out how the ships behaved during fog or poor visibility. Ships should not go so close to each other, says the rules of the road. Yet there are a lot of ships that collide.

The main reason is when two ships meet in fog or poor visibility close to each other, they both alter course to starboard. But they see on the radar screen that the other ship is turning to port.

If no one reacts to what he sees on the radar, it will take one to two minutes before the ship will show that the opposite ship is turning to starboard. The time depends on whether the wheelhouse is astern or for'ard on the meeting ship. When the other ship turns, the pivot point is then located in the bow of the ship when it makes speed ahead. On the radar that picks up the signal and converts it to a position from the area giving the most echo on the ship. There will not be such strong echoes from the bow while an aft bridge with antennas and lifeboats gives more echoes and the calculation point will be from that position.

This can happen in close situations when you do not let it pass for a while before you can see the other ship actually turning to starboard. In IMO NAV, Germany came up with a paper that explained with a number of scenarios how ships have collided during fog due to erroneous miscalculation of the heading. The rules of the road say to slow down and keep your distance in such situations, but in an archipelago or in a fairway there is no room and you also meet ships in fog and poor visibility.

That was the main reason I fought for AIS. It also made it important that we got SONG and STCW to agree its incorporation. AIS is currently used mainly for navigation purposes. It uses two frequencies at a time for its transmissions. It is then important that the position is correct and not interfered with by, for example a hostile state.



Today we have digital charts all over the world. ECDIS was adopted as a standard in IMO and there should be two systems in all ships over 300 gross tonnage. The main reasons was that it was much easier to manage the correction of electronic charts than distribution of new paper charts.

Where other vessels are in relation to their own vessel defects apply when the vessels are close to each other in poor visibility. That is why we have AIS. GPS and AIS are important navigational aids but they can be knocked out. It is far from the fact that we have three systems to get a position we can trust that we strive for in aviation.

We have a requirement to have two ECDIS on the bridge and this makes it much easier to carry out chart correction in digital form. IMO has made it necessary to use ECDIS. It works well when we have GPS. In the future, we will probably have access to more satellite systems.

In ECDIS we today have access to all the world's charts. There are also land maps with height curves that can be the basis for a radar sweep of 360 degrees and then AI could control the radar sweep. And give a very accurate position when we are close to land.

Far out at sea where there are no land echoes or lighthouses to be found, with the ship so far from land disturbances on the satellites are probably smaller. Then you have to navigate as before.

UK's First electric shipping routes

Irish Sea emissions to be reduced

Port of Heysham application

It was reported on 17 September that NatPower Marine and Peel Ports Group are set to commence installation of shore power at Heysham later in the month, with the first plug live in the initial phase and expansion to four across all berths, by 2026. It is understood that this will enable all Heysham routes within the Irish Sea to operate with zero emissions while at berth and at sea, supporting full electric propulsion of ferry services, as the first part of full electrification of the Irish Sea.

The investment supports the UK Government's industrial and economic growth objectives through more sustainable passenger and freight routes. NatPower Marine is further developing partnerships with other ports and shipping operators in the area.

Once all four berths at Heysham are electrified, the infrastructure will enable vessels in the Irish Sea routes to reduce CO₂ emissions by more than 10,000 tonnes per year, alongside significant reductions in nitrous and sulphur oxides.

Building a net zero port

The investment is expected to total around £10 million, with NatPower Marine delivering the infrastructure and Peel Ports Group providing site and

operational support. The Heysham initiative forms part of a wider £100 million partnership between NatPower Marine and Peel Ports Group to roll out e-ship charging infrastructure across for operators in Great Britain and Ireland.

This work will accelerate Peel Ports Group's ambition for Heysham to become the UK's first net-zero port, building on its existing success in reducing landside emissions by up to 90% and significantly improving air quality in the surrounding areas.

When fully rolled out across all Peel Ports Group locations, shore power could reduce CO₂ emissions by up to 166,800 tonnes every year, alongside 2,180 tonnes of nitrous oxides, 1,060 tonnes of sulphur dioxide, and 470 tonnes of methane. This demonstrates the scale of impact that port electrification can deliver in improving air quality and driving decarbonisation across the UK's busiest shipping routes.

Comment

Martin Olverson Development Director Marine of NatPower Marine said: *'Heysham is where the UK's first green shipping corridor becomes real. One plug will soon become four, serving every Heysham route to Ireland and giving operators the confidence to move quickly on vessel electrification. We are building the backbone of a clean shipping network so ferry and freight lines can invest in the next generation of zero-emission ships.'*



Martin Olverson, Development Director, Marine of NatPower Marine, and Lewis McIntyre, Managing Director, Peel Ports Group at Heysham Port.

Lewis McIntyre, Managing Director, Peel Ports Group, said: *'Shipping is already the greenest form of transport but there's still a huge role for ports to play in decarbonising the supply chain. We can only do that with collaboration, innovation and long-term commitment from everyone involved, which this project embodies. However, this goes far beyond environmental goals. Ports are the lifeblood of UK plc and so many of our national economic and social ambitions rely on a thriving maritime sector.'*

Global shipping context

The global shipping industry is vital to the world economy, facilitating over 80% of global trade. However, the sector produces 3% of greenhouse gas emissions, which is more than the emissions of Germany, as well as 14% of nitrous oxides and 17% of global sulphur oxides, highlighting the scale of the challenge to decarbonise the sector for the short-term health of population and the long-term health of planet.

As shipping lines increasingly look to electrify both at-port operations and at-sea propulsion in response to tightening regulations, demand for clean energy is expected to skyrocket.

To decarbonise the industry, 4 petawatt-hours (PWh) of clean energy per year is needed – equal to the annual electricity consumption of the USA, it is reported.

NatPower Marine is addressing this challenge by deploying the urgently needed infrastructure for e-ship charging, specifically for propulsion and cold ironing, starting in the UK.

Earlier this year, the company announced plans to invest in a global charging network covering 120 port locations by 2030. Heysham Port, which is part of the £100m partnership with Peel Ports Group. NatPower is developing a global network of 120 sites worldwide by 2030.

To ensure the energy used at these ports is clean, NatPower is also developing over 12.5 GW of clean energy GigaParks projects in the UK, with 100 GWh of battery storage capacity, crucial for balancing intermittent demand, such as electric ship requirements for propulsion and cold ironing. These GigaParks will provide stable, clean electricity to NatPower Marine's UK port network via direct Power Purchasing Agreements or private wires.

About NatPower Marine

NatPower Marine, part of the NatPower Group, is developing the largest independent network of ship charging facilities to provide clean electricity for propulsion and a cold ironing solution to the global maritime sector. The company develops the essential end-to-end infrastructure required for the decarbonisation of global supply chain routes, providing shore power to support the electrification of ships for propulsion and cold ironing at berth, at anchor, and offshore.

The NatPower Group is a global energy transition developer with approximately 30 GW of natural power projects, operating in the UK, USA, Italy, Kazakhstan, and other countries.

The company has an ambitious expansion plan to become the largest and fastest-growing enabler of the global energy transition. NatPower H, a subsidiary of NatPower Group, is currently building the world's first green hydrogen refuelling station infrastructure for pleasure yachting.

NatPower UK is a sister company of NatPower Marine.

NatPower UK has one of the largest clean energy development portfolios in the UK. It will bring over 80 GWh of battery storage online by 2040, integrating large-scale smart clean energy generation and distribution with large-scale intermittent clean energy demand.

About Peel Ports Group

Peel Ports Group is the UK's second largest port operator, owning and operating six of the UK's ports: Liverpool, Heysham, Manchester Ship Canal, Medway (Sheerness / Chatham), Clydeport and Great Yarmouth.

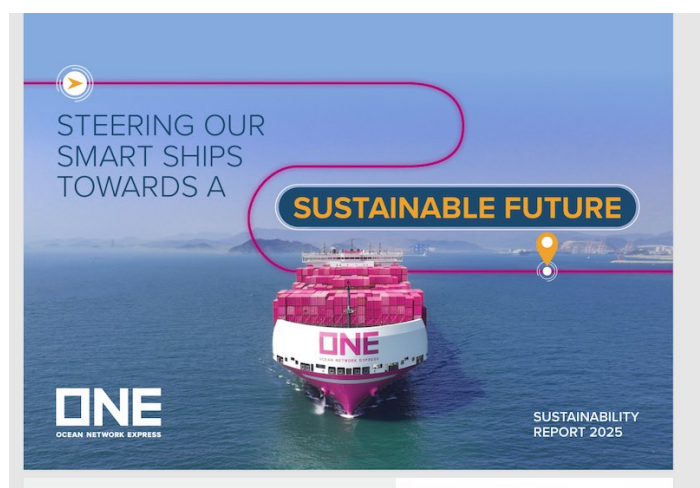
It also operates a container terminal in Dublin and owns BG Freight Line, which provides short-sea container services between the UK, Ireland, and mainland Europe, as well as Peel Ports Logistics, one of the UK's leading shipping and freight forwarders.

Peel Ports handles approximately 70 million tonnes of cargo every year. 14% of the total UK major ports traffic flows through ports operated by the group. Headquartered in Liverpool, the company employs approximately 2,000 staff.

Annual sustainability report by ONE

From Singapore on 17 September Ocean Network Express (ONE) announced the release of its eighth annual Sustainability Report, that for 2025 covering the period from 1 April 2024 to 31 March 2025.

This document provides a comprehensive overview of the Company's achievements and progress across four key sustainability pillars: Environment, Social, Governance, and Operational Excellence.



This year's Report highlights ONE's continued efforts to embed sustainability into the Company's strategy and operations, showcasing how it is advancing decarbonisation, strengthening responsible practices, and leveraging innovation to foster a more sustainable maritime industry.

Key highlights of the report include:

Environment

ONE introduced ONE LEAF+, offering lower-carbon shipping options to help customers reduce their supply chain emissions. The Company also expanded the use of alternative fuels and integrated more efficient vessels into its fleet, reinforcing its commitment to decarbonization and net-zero ambitions.

Social

ONE continued to prioritise the health, safety, and wellbeing of its people, making steady progress toward achieving ISO 45001 certification for its Singapore offices. The Company's effort to build a safe, inclusive, and supportive workplace was also recognised with its inclusion on the list of Singapore's Best Employers.

Governance

ONE strengthened its supply chain governance by significantly increasing supplier compliance with its sustainability standards. The Company also enhanced its information security framework, leading to the successful achievement of ISO/IEC 27001 certification for its global platform.

Operational excellence

ONE advanced its digitalisation and innovation to enhance service efficiency and reliability. The development of AI-driven solutions enabled smarter routing and more sustainable operations, while industry recognition highlighted the Company's leadership in digital transformation and focus on resilience.

The ONE Sustainability Report 2025 can be downloaded here: <https://tinyurl.com/ym37ddjb>

About Ocean Network Express

Ocean Network Express (ONE) with HQ in Singapore is one of the world's leading liner shipping companies. It operates a fleet of over 260 vessels with a capacity exceeding 2 million TEUs.

Through its extensive global network, ONE provides reliable container shipping services to over 120 countries.

An Open Letter to all Governments, International Organizations and the Maritime Industry

A call from Shipmasters

Global Threats, Trends and Risks to Shipping and its Seafarers

The International Federation of Shipmasters' Associations (IFSMA) [see: www.ifsma.org] was established in 1974 to uphold International

Standards of Professional Competence for Shipmasters and Seafarers. It is a federation with a policy to ensure Safe Operational Practices, Preservation from Human Injury, Protection of the Marine Environment and Safety of Life and Property at Sea.

In 1975, IFSMA was granted Consultative Status as a non-governmental, apolitical organisation at the International Maritime Organization (IMO) which enables it to represent the views and protect the interests of the world's serving Shipmasters unfettered and unfiltered by others.

Geopolitical Instability and Its Impact on Shipping

The current geopolitical climate is marked by heightened regional conflicts and tensions in critical maritime areas. Conflicts in the Middle East, Ukraine, and other regions have led to a surge in attacks on merchant vessels by State and non-State actors using conventional and hybrid means. This has led to the closure or restriction of strategic sea lanes, such as the Red Sea and the Strait of Hormuz, causing severe disruptions to global logistics, rerouting of maritime traffic, and increased operational risks. While seafarers play an essential role in supporting global trade, they are increasingly being used as pawns within these conflicts.

Resurgence of Piracy and Threats from Non-State Actors

After years of decline, piracy has re-emerged as a serious threat. In 2024, vessel hijackings were again reported off the coast of Somalia. Simultaneously, terrorist and politically motivated groups are increasingly using advanced technologies, including UAVs and naval mines, making the maritime domain ever more unpredictable and dangerous.

Economic Protectionism and Sanctions

Rising protectionism, along with unilateral sanctions and trade restrictions, has resulted in the reconfiguration of global trade routes and maritime uncertainty, increasing pressure on shipmasters navigating restricted or sensitive regions with higher risks of vessel arrests and crew detentions on allegations of sanction violations, often without due legal process or sufficient evidence.

Criminalisation of Shipmasters and Crew

There is a growing trend of criminalising the actions of shipmasters and senior officers in connection with sanctioned regimes or incidents beyond their control. This has led to a rise in vessel arrests and subsequent detentions of crew and their criminal prosecution, including holding masters criminally liable for issues such as smuggling or cargo violations of which they had no knowledge. This often leads to extended detentions without trial or a charge clearly violating international legal standards and the recently agreed IMO/ILO guidelines on fair treatment of seafarers suspected of committing a crime. Measures to fight against criminalisation are

often debated, but very little is seen to make any impact.

Violation of Labour Rights and Mounting Pressure on Shipmasters

It has been noted that shipmasters are increasingly working under high levels of stress, facing threats of detention, prosecution, and financial penalties. They are often subject to undue pressure from port authorities, shipping and management companies, charterers and other stakeholders. These conditions severely impact decision-making and crew welfare endangering maritime safety.

Concern at IFSMA

IFSMA expresses serious concern about the escalating geopolitical tensions, increasing threats to global maritime security, and the disturbing trend of the criminalisation of maritime professionals and violations of their fundamental rights. Shipmasters are on the frontline of these challenges, often required to make rapid decisions in high-risk and pressured environments that endanger not only their vessels and cargo, but also the lives of their crews. Seafarers play an essential role in supporting global trade, but they are increasingly being used as pawns within these conflicts. The COVID-19 pandemic clearly demonstrated that seafarers constitute a vital link in the global supply chain. In recognition of this fact, the IMO and ILO have formally designated seafarers as 'key workers'.

Call to Governments and International Organizations

IFSMA therefore very strongly urges all Governments and International Organizations to ensure the protection of shipmasters and crews from arbitrary detention and criminalisation, commit to upholding human rights in maritime operations and establish transparent legal frameworks for port detentions and sanctions enforcement and in particular the IMO/ILO guidelines on fair treatment of seafarers suspected of committing a crime.

Call to Shipping Management Companies

IFSMA very strongly urges Shipping and Management Companies to provide training on sanctions-related risks and ensure legal assistance and institutional support to masters and seafarers suspected of committing a crime in accordance with the IMO/ILO guidelines on fair treatment of seafarers suspected of committing a crime

Call to all maritime stakeholders

IFSMA very strongly urges all maritime stakeholders to promote information-sharing on high-risk areas and support international initiatives to end the criminalisation of maritime professionals.

IFSMA remains committed to safeguarding the rights and safety of shipmasters and will continue to engage with key stakeholders across global shipping - including Governments,

Intergovernmental and non-Governmental Organizations, National Authorities and Industry Partners to promote fair, safe, and just working conditions for maritime professionals.



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UN Trade & Development

Review of Maritime Transport 2025

'Staying the course in turbulent waters'

Global maritime transport is facing growing uncertainty, volatility and higher costs while growth in maritime trade is slowing down. This was evident as UN Trade and Development (UNCTAD) warned in its *Review of Maritime Transport 2025* published on 24 September.

After a firm growth in 2024, seaborne trade growth is expected to stall in 2025, with volumes rising just 0.5%. Geopolitical tensions, shifting trade policies and climate factors and regulatory developments are redrawing shipping routes and driving up costs.

Rebeca Grynspan, Secretary-General of UNCTAD in her foreword to the Review wrote: *'Not since the closure of the Suez Canal in 1967 have we witnessed such sustained disruption to the arteries of global commerce. Ships that once transited the Red Sea in days now sail for weeks around the Cape of Good Hope. Freight rates that were relatively stable for years now swing wildly from month to month. Supply chains we thought were resilient have proven fragile.'*

'But this is not simply a story of disruption. As this year's Review of Maritime Transport documents, it is a story of transitions – technological, environmental, geoeconomic – converging at a speed that demands fundamentally rethinking how maritime transport operates.'

'Consider what we face today. The Suez Canal operates below normal capacity, at around 70 per cent below average tonnage transit levels in 2023. This year's developments around the Strait of Hormuz – a passage for about 34 per cent of global seaborne exports of oil – have drawn renewed attention to the

need for sustained dialogue on maritime security. Disruption to port operations has also become chronic, not episodic.'



'This Review offers more than data and analysis. It offers a framework for action. Sustainable and resilient practices that can withstand tomorrow's shocks. Regulatory updates that match the new technological reality and sustainability standards. Decarbonisation pathways that are both ambitious and achievable. Investment in people, not just infrastructure. Trade facilitation that turns borders from barriers, into gateways.'

'Maritime transport has weathered disruptions before – wars, closures, economic crises. But never have so many transitions converged so quickly. The sector will adapt; it always does. The question is whether that adaptation will be managed or chaotic, inclusive or divisive, sustainable or merely survivable. This Review of Maritime Transport provides the evidence base for choosing wisely. The work begins now.'

Key findings of the document are:

- **Volatile freight rates:** Disruptions such as the Red Sea re-routing in 2024 and mid-2025 geopolitical tensions threatening to disrupt shipping across the Strait of Hormuz have contributed to higher shipping costs.
- **Ports need to adapt:** Congestion and the need for sustainability and resilience in ports are accelerating the push for digital systems, but many developing countries still lag.
- **Climate challenge:** Shipping emissions rose 5% in 2024. Only 8% of the world's active fleet tonnage is equipped for alternative fuels,

underscoring the urgent need for fleet renewal and modernization and investment.

- **Human impact:** Seafarer abandonment cases reached a record in 2024, highlighting the need for stronger enforcement of labour rights.

Of the findings UNCTAD calls for:

- Stable trade policies to restore confidence in supply chains.
- Investment in green, sustainable and resilient port and shipping infrastructure and services.
- Faster digitalization and stronger cybersecurity in maritime transport.
- Support for developing economies, especially the most vulnerable to mitigate higher shipping costs.

About the Review

The Review of Maritime Transport is UN trade and development's annual flagship report on global shipping trends, fleet development, freight markets, ports, and legal and regulatory developments.

About UN Trade and Development

UN Trade and Development (formerly known as UNCTAD) is dedicated to promoting inclusive and sustainable development through trade and investment. With a diverse membership, it empowers countries to harness trade for prosperity.

Editorial note:

Text here is based on material kindly provided by the UNCTAD media service.

UNCTAD Secretary-General Rebeca Grynspan's foreword, of which an extract appears above, is reproduced with thanks under Creative Commons Attribution 3.0IGO.

Mostly bad boxes

By Michael Grey, IFSMA Honorary Member

It has been all about containers this last fortnight, and mostly problems with them. It must have been around half a century ago, about the time Maersk was deciding to go large on containers, when some maritime seer pronounced that containers were just a sort of packaging. But you cannot deny their utility, except when bad things happen. There has been nothing particularly newsworthy about the collapse of a container stack; just a lot of wreckage and increasingly angry coastal states. They still happen rather too often. But the incident with the containership Mississippi, securely alongside in Long Beach port, was unusual in that it vouchsafed a ringside view of not one, but two serious stack collapses, filmed for the future delectation of the NTSB accident investigators tasked with inquiring why some 67 boxes poured like a steel river into the harbour. Some fell onto the quay, while others were strewn across the decks of a small barge alongside

helpfully dealing with the emissions from the containership's exhausts.

Amazingly, nobody was badly hurt, although there might be some serious questions about the safety of barges tied up alongside when cargo is being worked. Had it been a bunker barge, the result might have been somewhat catastrophic. Curiously, in one of the films, which shows the aftermost stack collapsing in the initial avalanche, the view across the stern shows a slight starboard list, but nothing very spectacular. It makes one wonder about the residual stability of these enormously high stacks, once the lashings are released. And all it takes is a badly stowed or damaged container.

There have also been grim reminders of the problems with fires aboard containerships, an issue never far from the headlines in recent years, but given additional urgency by the news that their incidence was at a decade-long high. That was maybe no surprise, as General Average was declared on the fire-damaged Marie Maersk, continuing her voyage after a serious fire in the forepart of the ship off West Africa last month. The ship was close enough to the coast for specialist salvors to supplement the valiant efforts of the crew and extinguish the blaze. It now seems that the voyage to China will be terminated in Malaysia, where the cargo can be properly examined and the adjusters begin their complex task.

A less happy reminder was the continuing saga of the small feeder container ship Wan Hai 503, which has now reached safety in a port of refuge after a 1800-mile tow, following the fatal fire and explosions which devastated her and cost the lives of four of her crew on June 8th. Not for the first time has the reluctance of ports to accommodate damaged ships been revealed, although it is not difficult to see the possible ramifications should a seriously damaged ship, with goodness knows what cocktails of hideous chemicals swilling around the fire damaged hull arrive in one's roadstead.

Perhaps providing some clues about these difficulties with the world's most significant advance in logistics, a report from the World Shipping Council offered worrying data about deficiencies in cargo declarations and other issues inside containers. Inspections of some 77,688 containers revealed "problems" within no fewer than 8,850 of them, which amounts to a shocking 11.39%. Of course, this does not automatically mean that such numbers are at risk of catching fire or exploding, as the report specifically mentions wrong placarding or labelling, stowage problems, securing or inappropriate or damaged packaging. What it undoubtedly does do is demonstrate a downright cavalier attitude among many people who are charged with proper documentation and safe stowage.

It is an attitude which, at its worst can cost lives and injuries and cause colossal damage. It also makes one wonder whether the ten-year old effort for proper "verification" of container contents have run aground. It surely suggests that, regardless of costs and delays, there needs to be rather more inspection taking place, along with a harder line taken with those who play fast

and loose with dangerous goods declarations. Some of the lines have instituted their own intelligence systems designed to identify malefactors, while the National Cargo Bureau itself has revealed an AI assisted scanning tool that can identify possibly risky shipments before they are loaded.

Of course, most boxes make it to their destinations, to the delight of all, although the perennial problem of imbalances is, like the poor, always with us. Latest figures revealed by Splash this week tell us that currently 41% of containers are carried around empty, to where they can be filled again. I can recall that folding containers were supposed to be an answer to this, but for various reasons failed to catch on. I once facetiously suggested that a really useful container would be one made of edible protein, which, when it reached its destination, could be cooked into nourishing meals. That one also failed to make the cut.

Obituary

It was sad to learn of the death last month of Dr. Martyn Dyer Smith a onetime senior ship's officer who, after coming ashore, forged a new career as a distinguished industrial psychologist. Teaching at the University of Northumberland, Martyn was a consultant to many companies which wanted to improve productivity, motivate their workforces and generally improve their performance. He rarely strayed into his old maritime world, but played an important role on one occasion in collecting evidence on behalf of the UK administration on the safety of One Man Bridge Operations, a huge enthusiasm among shipowners in certain North European countries.

For this task, Martyn went back to sea, riding a succession of smaller short-sea ships of the type for which OMBO was said to be most suited. He kept nocturnal watches, stationed at the back of the bridge, while observing the performance and general alertness of the watch officer. On occasions he was forced to intervene, noting that the watchkeeper was unresponsive to an oncoming ship posing a collision risk, while he recalled passing his hand over the face of an officer whose eyes were open but was completely non-alert. He suggested that in such a state the officer was in a "catatonic trance", and unlikely to make any useful decision.

He formed strong views on the cumulative effect of fatigue, aboard these hard-driven short-sea ships with their unremitting schedules, with notable deterioration in performance as the officers' tours approached their end. His work convinced the UK government to oppose OMBO operations at IMO, aided in their opposition by the US. It is a sad fact that in all too many accidents today, this hazardous practice of operating with no additional lookout during the hours of darkness seems to have become "normal", almost by default. Martyn was a delightful and cheerful person who lived on the Scottish border, in Carlisle. He will be much missed.

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appears here by kind permission of the author and of the editor.

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

Samskip hydrogen-powered, autonomous-ready vessels

Sperry Marine to deliver Integrated Bridge Systems

On 22 September Sperry Marine, a global leader in navigation solutions for seagoing vessels, announced that it had been selected to supply the complete Integrated Bridge Systems for two highly innovative container vessels under construction for Samskip.

Being built by Cochin Shipyard Limited of India (www.cochinshipyard.in), the groundbreaking vessels will be delivered achieving zero-emission propulsion and ready for future autonomous navigation.

Delivery in 2027

The 135-metre loa vessels are scheduled for delivery in 2027 to operate between Oslo Fjord and Samskip's home port of Rotterdam, as part of a pioneering green corridor initiative.



The 135-metre loa vessels for Samskip will be a world's first combining the potential of zero-emission hydrogen fuels cells and powered autonomous-ready navigation.

The two ships combined are expected to reduce CO₂ emissions by approximately 25,000 tons annually when operating in zero-emission mode using green hydrogen.

At the owner's request, each IBS will feature open architecture that makes it possible to integrate emerging autonomous navigation solutions. It is reported that today no industry-wide standards exist covering autonomous ship navigation.

Enabling shipowners to innovate at their own pace

However, Sperry Marine's modular design and open interfaces will allow shipowners to innovate at their own pace. The IBS package on board will include Sperry Marine's new 'self-adaptive' NAVIPILOT 4500N autopilot, which dynamically adjusts to vessel characteristics and changing conditions, resulting in

measurable fuel savings and reduced bridge workload.

Jeroen Hollebrands, Head of Newbuilding and Projects, Samskip Group, commented: *'These ships are a milestone for the maritime industry, delivering hydrogen fuel cells and autonomous-ready navigation as a clean and renewable technology.'*

Pascal Göllnitz, Sperry Marine's Product Line Manager for Integrated Bridge Systems, added: *'What sets this IBS apart is its open and flexible architecture, combined with Sperry Marine's resilient sensor technology and robust cyber protection. This creates a secure and future-proof navigation platform, ready for today's hydrogen powered operation and tomorrow's autonomous services.'*

Also on board will be Sperry Marine's Advanced ARPA tracking, whose streams operate separately from radar video, meaning performance is unaffected by anti-clutter settings. As well as consistently reliable target tracking, even in difficult conditions, the system provides tracking ranges of 40 nautical miles to ensure early awareness among bridge teams. The full scope of supply includes Sperry Marine's Secure Maritime Gateway cyber threat protection, and remote diagnostics and support.

About Sperry Marine

Sperry is a global leader in advanced navigation and control solutions for the maritime industry, driving innovation and safety at sea.

Its heritage and expertise span decades and expertise has been built on a legacy of innovation and precision rooted in the pioneering work of historic brands such as Sperry Gyrocompass, C. Plath, and Decca Marine. Since 2001, Sperry Marine has been part of Northrop Grumman Mission Systems.

Helmsman practice

General guidance by Skuld informs that safe navigation is one of the most significant factors in preventing maritime incidents, and helmsman performance remains a critical part of this process.

Manual steering may be engaged during pilotage, arrivals and departures from port, anchoring, heavy traffic, restricted visibility, heavy weather, coastal navigation, or whenever ordered by the master and company Safety Management System.

Timely judgment

Timely judgment by the master and officer of the watch is essential, and a helmsman should be deployed and manual steering engaged well before the vessel encounters dense traffic or conditions that could escalate into a hazardous situation.

Clear communications

Communication between the master, officers, lookout, helmsman, pilots, and engine room must always be

clear, structured, and understood by all parties. An environment where questions and challenges are welcomed whenever doubt exists should be encouraged.

The Helmsman shall be considered a full and active member of the bridge team, with no other duties except steering. It is important to emphasise that the helmsman shall not be considered to be a lookout while steering.

Master's responsibility

The master is responsible for ensuring that all helmsmen are adequately trained, aware of specific navigational challenges, and included in passage planning and toolbox talks.

Identification of duties

Risk assessments for port calls or challenging areas should also identify helmsman duties, potential steering risks and mitigation measures. The helmsman's actions should be monitored to ensure that the steering orders are correctly executed.

When operating in hand-steering mode for a prolonged period, the helmsman shall be rotated in accordance with company procedures to prevent fatigue and ensure continuous alertness and safe navigation.

Familiarity with steering systems

It is essential that the helmsman is fully familiar with the vessel's steering systems, as well as associated alarms, changeover functions and rudder angle indicators.

Any accidental activation or error shall immediately be reported. During manual steering, and in order to eliminate doubt or misunderstandings, every order shall be repeated verbally by the helmsman who shall confirm once it has been carried out.

Helmsman's duties

The helmsman has a duty to promptly report steering abnormalities such as, but not limited to:

- Slow or delayed rudder response.
- Unexpected vessel movement.
- Loss of rudder response.
- Any abnormalities detected.

If no acknowledgement is received, the helmsman must repeat the warning until it is understood.

Demonstrating familiarity and competence

Helmsmen shall be verified by the master and must demonstrate familiarity and competence with all relevant equipment and procedures. From a training perspective, the master is obliged to ensure that helmsmen practice not only relates to steady course-

keeping but also the execution of standard rudder commands and rate of turn manoeuvres.

Addressing challenges

Training shall address challenges such as steering in heavy seas, strong currents, shallow waters, bank effects, interaction, and loss of steering. Documenting training, familiarisation, and assessments provides strong evidence of due diligence.

The implications of non-compliance are significant from the insurance and liability standpoint. Properly documented procedures, regular drills, and training records are essential not only for safe operations but also for demonstrating compliance to flag, class port state control, and other relevant authorities.

Additional recommendations

To further strengthen loss prevention, members are advised to:

- Develop detailed contingency plans for loss of steering and ensure that the entire bridge team are familiar with their duties during a potential emergency.
- Ensure that the helmsman's duties are well described in the job description and posted in the applicable cabins.
- Ensure a detailed company procedure for the helmsman's responsibilities and guidance.
- Conduct regular steering drills (including loss of steering scenarios) as part of emergency preparedness.
- Integrate helmsman training into Bridge Resource Management (BRM) programs.
- Include helmsman familiarisation in internal audits and navigational assessments to ensure compliance is verified.

Risks and appropriate mitigation measures will vary

In Skuld's words published in a despatch to interested parties on 19 September: This advice offers general guidance. Actual risks and appropriate mitigation measures will vary depending on vessel type, mode of operation, prevailing conditions, and company-specific procedures. Masters and officers shall apply professional judgment, conduct thorough risk assessments, and adhere to the company Safety Management System.

Editorial note

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Rotterdam, home to Europe's largest port

World Maritime Day: 25 September 2025

Rotterdam is a key maritime gateway to Europe, home to the continent's largest port and a crucial hub for international trade and logistics.

This image, acquired on 19 May 2025 by one of the Copernicus Sentinel-2 satellites, shows the vast infrastructure of the Port of Rotterdam, strategically located at the mouth of the Rhine-Meuse-Scheldt delta.



European Union, Copernicus Sentinel-2 imagery

On 25 September, World Maritime Day, EU Copernicus issued the image to highlight the importance of the maritime sector for global connectivity, economic development, and sustainability.

EU Space Programme

The EU Space Programme supports the maritime sector through a combination of satellite-based services:

- The Copernicus Marine Service delivers open and operational data for supporting maritime traffic management and coastal zone monitoring.
- Galileo, Europe's global navigation satellite system, provides precise positioning for safer and more efficient navigation.
- EGNOS improves the accuracy and reliability of positioning signals, supporting applications such as port approach, manoeuvring, and inland waterway transport.

The 2025 World Maritime Day theme:

Our Ocean, Our Obligation, Our Opportunity

This year's World Maritime Day theme — **Our Ocean, Our Obligation, Our Opportunity** — shines a spotlight on the essential role the ocean plays in sustaining life, livelihoods, and the global economy.

It provides half of the oxygen we breathe, feeds billions of people, regulates the climate, and enables more than 80% of global trade through maritime transport. The ocean is also home to countless marine species and a vital source of jobs, food, and economic opportunity for millions.

But the ocean faces mounting pressure—from pollution and overuse to the accelerating effects of climate change. Protecting it is not just about saving nature—it is a global responsibility that touches every aspect of human life.

As the largest sector operating in ocean space, the shipping industry plays a crucial role in both facilitating global commerce and advancing ocean protection.

It works hand in hand with sectors like tourism, fisheries, and marine research to manage the ocean sustainably.

The IMO through its robust global regulatory framework and wide-ranging technical assistance programmes for its 176 Member States, continues to lead efforts for cleaner, safer seas.

In the words of UN Secretary-General António Guterres:

'[...] the ocean is far more than a highway for commerce. It is a life force -- feeding billions, regulating our climate, and sustaining biodiversity. It is also a source of jobs, opportunity, and hope for millions of people.'

Quotation per <https://tinyurl.com/3nexe8vd> received with grateful thanks.

Offshore assets: A drone detection system

On 24 September it was reported that Kongsberg Discovery and Aker Solutions were joining forces to showcase a drone (UAV) detection system in Stavanger, using Kongsberg's drone detection radar.

This effort marks the beginning of a broader rollout of infrastructure products in the North Sea to enhance situational awareness around offshore assets and transit lanes.

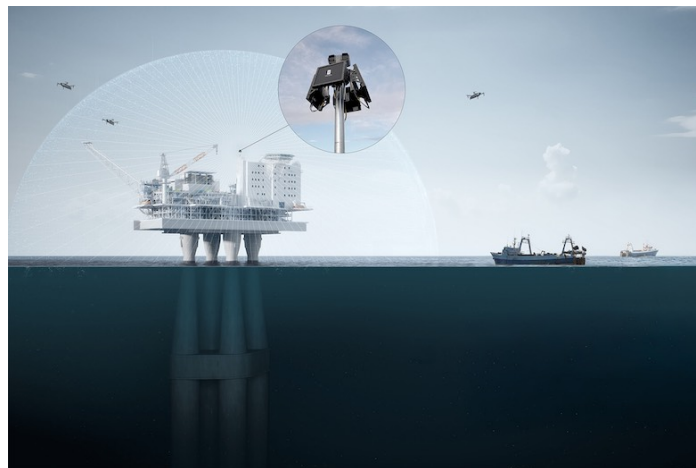
Kongsberg Discovery develops subsurface, acoustic, navigation, and marine robotics systems, including AUVs and USVs. The company's technologies are used in navigation and infrastructure protection, offering products such as drone detection radar, mobile broadband radio, integrated camera systems, and acoustic solutions for subsea monitoring and surveillance.

Aker Solutions brings integrated energy solutions, enabling low-carbon oil and gas and advancing renewables like offshore wind, carbon capture and storage, and hydrogen.

Kongsberg Discovery and Aker Solutions plan to implement the drone detection system in phases,

starting with a demonstrator at Aker Solutions at the Stavanger site to showcase to potential customers. It is understood that the system will then be deployed offshore and gradually expanded with camera clusters and underwater sensors to enhance situational awareness.

According to Joachim Hovland, Head of Drones and Robotics in Aker Solutions, this cooperation sets a new standard: *This collaboration marks the beginning of a scalable solution to enhance situational awareness at critical infrastructure, offshore and onshore. By combining Kongsberg Discovery's technology expertise with Aker Solutions' integration and domain knowledge, we are setting a new standard for safety and security at sea.'*



Drone detection radar can be used in various environments, for example in the protection of offshore assets.

Later phases include installation on supply vessels, integration with onshore control centres, broader rollout across rigs and vessels, and eventual expansion to other countries. Aker Solutions will act as system integrator, with Kongsberg Discovery as sub-supplier, and the demonstrator will be available for joint customer presentations.

According to Cato Giil Eliassen, VP Infrastructure in Kongsberg Discovery, recent incidents again show the need for establishing a drone detection system in connection with critical infrastructure: *'There have been many observations of drones close to critical infrastructure in the last couple of years. Few are properly documented. This cooperation between Aker Solutions and Kongsberg Discovery will provide the end customer with proper tools to monitor, record and document illegal, as well as legal, UAV activity around installations.'*

ITF inspectors' seminar, Limassol

More than 130 ITF inspectors from across the globe came together in Limassol for the ITF's Worldwide Inspectors' Seminar held from 22 to 25 September.

This seminar, held once every five years, is the single most important gathering of ITF inspectors – the frontline defenders of seafarers' rights in ports around the world who police agreements struck by the ITF

and its affiliated maritime trade unions around the world.

ITF inspectors are vital to defending and advancing the rights of some of the most marginalised and isolated workers in the world. From enforcing collective agreements to rescuing crew abandoned without pay or food, their daily work is critical to protecting seafarers – now acknowledged as key workers by the International Labour Organization (ILO) and ensuring that their rights are more than just words on paper.



Illustration per www.itfglobal.org
ITF ©

However, the maritime world is changing fast – with new technologies, environmental standards, and shifting global trade routes reshaping the industry.

At this year's seminar, the focus was on ensuring inspectors are ready to adapt and meet these challenges head-on – making sure that, no matter how the industry evolves, seafarers' rights are properly upheld and enforced. This includes strengthening collaboration with port state control authorities and flag states.

Sessions throughout the week covered a wide range of pressing issues, including:

- Closer cooperation with port state control regimes such as the Paris MOU, whose secretariat presented to inspectors.
- Dialogue with flag states, through presentations by recognised organisations.
- The role of ESG (environmental, social, and governance) standards and human rights due diligence (HRDD) in the maritime sector – with inspectors deepening their understanding of how these frameworks can be leveraged to protect seafarers, as highlighted in the latest ISU report.
- Addressing violence and harassment at sea, with renewed calls for full ratification and enforcement of ILO Convention 190 (C190).
- Tackling abandonment, with updated reporting processes and strategies to ensure no seafarer is left stranded without pay, provisions, or a way home.
- Under the theme *'It's OK not to be OK'*, equipping inspectors with tools to support seafarers' mental

health and wellbeing.

The IMO itself has acknowledged that frameworks such as the International Safety Management (ISM) Code and the ILO Maritime Labour Convention (MLC) are not sufficient unless properly implemented and enforced by regulators – particularly flag and port states.

On World Maritime Day (25 September), ITF General Secretary Stephen Cotton praised the work of the inspectorate and underlined the importance of the seminar. He commented: *'The ITF Inspectorate is nothing short of incredible. Every day, in every port, our inspectors stand up for seafarers who are too often left abandoned, exploited, or denied their most basic rights. This seminar is about focusing – and refocusing – our efforts, especially in the Flag of Convenience campaign, which remains the backbone of our fight for justice at sea.'*

'Seafarers deliver 90% of the world's trade. They deserve more than empty promises. ITF inspectors will not take no for an answer when it comes to dignity, respect, and rights. On World Maritime Day, it's time for the global industry to do better for the seafarers who keep our world moving forward.'

ITF President Paddy Crumlin highlighted the Inspectorate's central role in the ITF's history and future: *'For more than half a century, the ITF Inspectorate has been the beating heart of our global union – the living embodiment of solidarity. Inspectors are the ones who make sure that our agreements and our words translate into real change for seafarers.'*

'This seminar is about renewing our commitment to seafarers everywhere and ensuring that the Flag of Convenience campaign continues to deliver dignity, fairness, and justice on every ship, under every flag.'

The Worldwide Inspectors' Seminar reaffirmed the ITF's commitment to ensuring that seafarers are protected – in every port, under every flag, every single day.

Engine room fire ro-ro vessel *Finnmaster*

19 September 2021 - MAIB report

At 2013 on 19 September 2021, a fire broke out in the auxiliary engine room on the Finland registered roll-on/roll-off cargo ship *Finnmaster* during departure from Hull. *Finnmaster* lost power, but the fire was later extinguished and the vessel safely re-berthed with the assistance of tugs. The auxiliary engine room was significantly damaged but there were no injuries.

Safety issues

The fire started after mechanical failures on one of the auxiliary engines allowed fuel to leak from a flexible hose onto a hot surface where it ignited.

The flexible hose was installed in the fuel system during an unapproved modification and did not meet the required standard.

A fault in *Finnmaster's* emergency generator circuit breaker prevented it from supplying power to the emergency systems on board.



Finnmaster



Section through blocked CO₂ pilot hose coupling showing incomplete bore through the stem

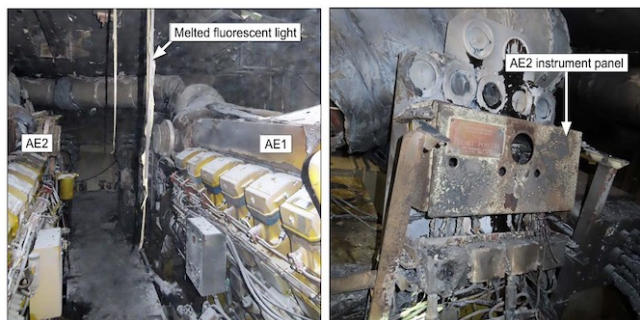


Figure 3: Damage to the auxiliary engine room

The fixed carbon dioxide fire-extinguishing system failed to fully operate due to defects in the system.

The crew's response, affected by the loss of critical safety systems, was ineffective.

Recommendations

A total of twelve recommendations have been made.

Recommendations have been made to the Finnish administration (TRAFICOM) to propose amendments to the IMO on the testing of emergency sources of power and radio communication equipment; and guidance on the testing of fixed fire-extinguishing systems.

TRAFICOM is also recommended to provide guidance to the Finnish maritime industry on fire safety and define its policy for the training of people servicing fixed firefighting systems.

Finnlines Plc has been recommended to revise and update its training, response and defect reporting procedures.

RINA, the responsible classification society, has been recommended to propose to the International Association of Classification Societies (IACS) that an urgent review be conducted into its procedural requirements for service suppliers conducting maintenance of fire protection systems. It has also been recommended to update the information and guidance it provides to its surveyors and propose to the IACS guidance on the support provided to chief engineers.

The MAIB report

Accident Investigation Report 13/2025: *Report on the investigation of the fire and subsequent loss of power on board the Finland registered roll-on/roll-off cargo ship Finnmaster at King George Dock, Hull, England on 19 September 2021* is available using the link here: <https://tinyurl.com/5x3zbazn>

Help to improve services for Seafarers visiting Australia

The wellbeing of seafarers is vital to ensuring safe, sustainable and efficient maritime operations. That's why we are seeking feedback on the welfare services available to seafarers visiting Australian ports.

If you are a seafarer who has visited an Australian port, we want to hear about your experience with shore-based welfare services. We also encourage you to share this with your crew, and any industry contacts who may wish to contribute.

We invite you to complete a short survey that covers key aspects of current services.

Key details:

- The survey is quick
- Option to answer only 3 questions or take the full survey
- Your responses are anonymous — no personal information is collected.

The findings will be published on the [Australian Seafarers' Welfare Council](#) (ASWC) website.

Please also share this survey with your crew and any industry contacts who may wish to contribute.

Link to short survey: <https://tinyurl.com/mwarmr2w>