

Number 24, March 2019

IF SMA

NEWSLETTER

The Shipmasters' International Voice



Trinity House Vessel *Galatea*

© Ambrose Greenway

Delivered in 2007, was designed with buoy handling, wreck marking, towing and multibeam and side scan hydrographic surveying capability.



Contents

- Secretary General's report, Page 2.
- From the Editor, Page 3.
- IRClass review of 2018 and projections for 2019. Page 3.
- IMB piracy report 2018. Page 4.
- The Swedish Club: New lessons from Past Experiences. Page 6.
- BIMCO's Dry Bulk Terminal Vetting Report 2018. Page 6.
- UK Department for Transport launches Maritime 2050. Page 8.
- The view from Denmark. Page 9
- World's first pure-electric tanker. Page 10.
- Nominations for the 2019 IMO Award for Exceptional Bravery at Sea. Page 11.
- New Wasaline ferry. Page 11.
- New tonnage. Page 12.
- Cargo liquefaction continues as major risk- dry bulk. Page 12.
- Ocean Network Express - Crisis Management Drill. Page 13.
- The Sulphur Cap 2020. Page 13.
- Sulphur & Greenhouse Gas reduction priority for ICS. Page 14.
- Cyber security in the Mediterranean region. Page 15.
- Finland's One Sea celebrates funding boost. Page 15.
- Fatalities and injuries among seafarers - 2000-2016. Page 16.
- Protecting North Atlantic right whales. Page 17.
- Serious injuries on board bulk carrier. Page 19.
- Grounding of ro-ro passenger ferry *Pride of Kent*. Page 19.
- Proper response to engine room fires vital. Page 21
- News from IMO. Page 22.
- Amver ship *Carnival Sunrise* assists disabled yacht. Page 24.
- Iceland's first electric ferry. Page 25.
- Suez Canal - highest daily tonnage in 150 years. Page 26.
- February 2019 El Niño Advisory. Page 27.
- From the IFSMA Office, Page 27

Secretary General's Report

Here at HQ we are nearing the end of winter and the weather is just like early summer (northern hemisphere) – I hope this continues. You will have seen my report on our website from the meeting of IMO Sub Committee on Navigation, Communications and Search and Rescue (NCSR) where I was able to make an impact highlighting the significant increase in risk to mariners on the multiple use of AIS beacons on fishing gear and the production of false fishing vessels. This was helped by reports of some specific incidents encountered at sea by a Shipmaster from our friends at the Council of American Master Mariners. I am being kept in touch with possible changes to legislation regarding the use of Autonomous Maritime Radio Devices (AMRDs) being considered by the IMO / ITU Radiocommunication Sector Working Group. Hopefully this will lead to such practice being outlawed next year and I will keep you informed.

In February at IMO we attended the Ship Design and Construction Sub Committee (SDC) and the Pollution Prevention and Response Sub Committee (PPR) and again for the reports you are invited to take a look on our website. Of note is the proposed guidance on the development of a Ship Implementation Plan for the consistent implementation of the 0.50% Sulphur Limit under MARPOL Annex VI. We will publish this for you as soon as it has been agreed by IMO at MEPC 74 in May.

IFSMA is working with a Joint Industry Group of primarily ship owner NGOs to release the guidance as a free-to-download information paper when it is finalised. In conjunction with this group we will produce and publish for you an *aide memoire* to help Shipmasters overcome the plethora of information and the changes to MARPOL Regulations and so forth. It is important to ensure we avoid the inadvertent criminalisation of Shipmasters when the new rules are implemented in January 2020.

Finally, you will be well aware of the International Shipmasters Conference (ISC19) and AGA planned in conjunction with the Company of Master Mariners of India (CMMI) due to take place in New Delhi in September this year. Sadly, I have to report that because of lack of interest from the marine industry in helping to co-sponsor this large event IFSMA and CMMI jointly had to take the decision that as there were insufficient funds available for the event to go ahead we could not proceed. At a meeting held on 28 February 2019 it was agreed that ISC19 and the AGA would both be cancelled. Much work had been put into the potential event by the organiser Professor Willi Wittig, IFSMA Deputy President, and Captain Phillip Mathews, President of CMMI and his team, particularly Captain Sudhir Subhedar, into bringing this inaugural Conference/AGA to fruition. Here at IFSMA the President and Executive Council wish to thank them for all their hard work. The Secretariat are currently working on an alternative venue for the 2019 AGA and we will let you know as soon as this has been agreed by your Executive Council. Fair winds.

From the Editor

Taking a look at the website of the Monaco-based International Hydrographic Organization (IHO), always one to watch at www.iho.int, I spied a note that it has a Data Quality Working Group, otherwise known as the DQWG.

This group meets once each year and at its February meeting it reviewed the significant number of comments and concerns received on its draft publication *S-67 - Mariners' Guide to Accuracy of Depth Information in ENC's* which the ship master would doubtless take to heart. At its meeting the group agreed to a new way forward at its next session planned for February 2020 and we wish them well.

Thirteen delegates from eleven IHO Member States (Brazil, Canada, Denmark, Finland, France, Italy, Japan, Netherlands, Norway, the UK and the US) attended and the IHO Secretary-General highlighted the increasing interest in data quality in support of marine knowledge, decision-making by mariners and the development of autonomous shipping.

This is an approach we at IFSMA wholeheartedly support as the survival of seafarers and their ships and ultimately the global economy is without doubt dependent upon accurate hydrographic information in all its forms.

IRClass review of 2018 and projections for 2019

The Indian Register of Shipping (IRClass) continues to record steady growth in its classed fleet, flag recognition and geographical presence, mirroring the shipping industry's ongoing recovery.

Fleet Growth

With tankers and bulk carriers continuing to dominate IRClass's tonnage, the classed fleet has grown more than 4% in the past year, with the foreign flag fleet seeing a particularly impressive growth of 22% which is 16% in tonnage terms and indicative of strong overseas growth.

Flag Recognition and Geographical Presence

IRClass is now recognised by 41 flag states globally, seeing recent additions in 2018 from the Netherlands, Vietnam, Jordan and Bahrain.

Towards the end of 2018, it also received approval from Abu Dhabi National Oil Company (ADNOC), strengthening its offshore portfolio in the Middle East and opened an office in the Kingdom of Saudi Arabia to better service its customers in the region.

Strengthened Portfolio with Defence and Government Projects

On the domestic front, Defence continues to be a growth

area for IRClass with key project wins as well as construction of inland waterways vessels.

These additions to IRClass's project portfolio demonstrate the classification society's competence and capability in handling large scale and technically challenging projects.

Commitment towards Information Security

The ISO 27001:2013 certification awarded to IRClass for its Information Security Management System from the British Standards Institution (BSI), underscores the classification society's commitment towards risk management. It inspires confidence in IRClass's level of data protection, assuring customers that their information is well-protected.

Optimising operations through digitalisation

IRClass started issuing electronic certificates for all its classed vessels earlier this year, giving ship owners, regulators and charterers real-time online access to the latest class and statutory certificates.

The implementation of e-Certificates is expected to reduce the administrative burden and document handling costs for ship owners, coupled with increasing operational efficiency from IRClass, leading to better service delivery.

IRClass has also introduced computational fluid dynamics (CFD) analysis as part of its shipbuilding services which is another instance where efficiencies in ship design are unlocked through software sophistication, creating added value.



New services

During the year, IRClass launched several new services which include Cyber Risk Management, IMO DCS, Vessel Performance Management System (VPMS) and Ballast Water Management to benefit its customers.

Recently, it won the Classification Society of the Year award at the Samudra Manthan Awards 2018, recognising its efforts in the classification sector.

Research

To promote environmentally friendly fuels in shipping, IR-Class has published Guidelines for Methanol fuelled ships.

With a view to develop inland waterways usage in India, rules for inland waterways oil tankers, chemical tankers, liquefied gas carriers and passenger ships have been developed.

Centre of Excellence in Maritime & Shipbuilding (CEMS)

It has been a year since IRClass first announced the formation of a Centre of Excellence in Maritime and Shipbuilding (CEMS) – to meet industry demand in bridging the skills gap and provide upskilling for the maritime and shipbuilding workforce.

Much has happened over this time period with 18 world-class labs being established in Visakhapatnam and six labs on the Mumbai campus. CEMS will focus on the end-to-end needs of various stakeholders including academic institutes, students, government departments and key maritime industry sectors.



Looking ahead to 2019

While the classification society's primary focus remains to enhance its classed fleet and improve its service offerings, 2019 will be a year where IRClass will be focusing more on the emergence of new trends, delivering value to its customers through digitalisation, as well as further strengthening its footprint in Europe, Asia Pacific and the Middle East.

It also aims to improve its global visibility through its presence at key industry events.

About Indian Register of Shipping

Indian Register of Shipping (IRClass) is an international ship classification society providing ship classification and certification as well as technical inspection services. IR-Class is a Member of the International Association of Classification Societies (IACS).

Covering a wide range of shipping, offshore and industrial projects, their team of dedicated professionals has brought international standardisation and assurance to your doorstep.

For more information on IRClass, readers are invited to visit: <http://www.irclass.org>

IMB piracy report 2018

Attacks multiply in the Gulf of Guinea

It was reported on 16 January simultaneously from London and Kuala Lumpur that piracy increased on the world's seas in 2018, with a marked rise in attacks against ships and crews around West Africa. This was indicated by the International Chamber of Commerce's International Maritime Bureau (IMB) in its latest annual piracy review.

Worldwide, the IMB Piracy Reporting Centre (PRC) recorded 201 incidents of maritime piracy and armed robbery in 2018, up from 180 in 2017.

The Gulf of Guinea remains increasingly dangerous for seafarers. Reports of attacks in waters between the Ivory Coast and the Democratic Republic of Congo more than doubled in 2018, accounting for all six hijackings worldwide, 13 of the 18 ships fired upon, 130 of the 141 hostages taken globally, and 78 of 83 seafarers kidnapped for ransom.

The region saw a significant new spike in violence in the last quarter of 2018. Vessels have been boarded by pirates well outside territorial waters, with crew kidnapped and taken into Nigeria where they are held for ransom.

An IMB spokesman said: 'There is an urgent need for increased cooperation and sharing of intelligence between the Gulf of Guinea's littoral states so that effective action can be taken against pirates, both at sea and on shore where their operations originate and end. There has been some improvement in the estimated number of unreported attacks in 2018 but at around 48% there is still a long way to go.'



Nigeria outlook

In the last three months of 2018, 41 kidnappings were recorded in waters off Nigeria alone. On 27 October 2018, eleven crew were kidnapped from a container vessel 70 nautical miles off Bonny Island, Nigeria. Two days later, Nigerian pirates in a speedboat hijacked a tanker under way 100 nautical miles off Point Noire, Congo. Eight of the 18 crew were kidnapped. These are just two recent examples of how armed criminals are reaching further out to sea and targeting a wider variety of ships: bulk carriers, container vessels and general cargo vessels in addition to local attacks on tankers, oil industry support vessels and fishing vessels.

Somali threat

Although no ships were hijacked in the region, pirates fired upon a Suezmax tanker in the Gulf of Aden, as well as a product tanker and a Capesize bulk carrier more than 300 miles from the Somali coast. IMB urges masters to continue to maintain high levels of vigilance when transiting these waters and to follow the latest BMP recommendations. This also highlights the requirement for the continued presence of the European Union and international navies around the Horn of Africa.



Indonesia improves

Patrols by the Indonesia Marine Police have seen the number of incidents drop for the third successive year. The majority of the 36 Indonesian reports were low level opportunistic thefts. Six crew however were taken hostage and threatened, indicating the need to be vigilant.

Malaysia

Attacks off Sabah, eastern Malaysia, continue to be a cause of concern with five crew from two fishing boats reported as kidnapped. Separately four attackers in a speedboat fired on a tug, and the master was shot in the leg.



Philippines

Ten incidents have been reported from the Philippine islands – down from 22 in 2017. Batangas anchorage accounts for five of these. In one attack, suspected militants fired upon a general cargo ship. The prompt action of the crew and the Philippine Coast Guard ensured the vessel's safety, although a crew-member was injured by gunfire. The alerts broadcast by the PRC on behalf of the Philippine authorities provide valuable information to Masters and Chief Security Officers (CSO), helping deter militant attacks.

Reliable global anti-piracy support

Since 1991, IMB's 24-hour manned Piracy Reporting Centre has provided the maritime industry, governments and response agencies with timely and transparent data on piracy and armed robbery incidents – received directly from the Master of the vessel or its owners. The IMB PRC's prompt forwarding of reports and liaison with response agencies, its broadcasts to shipping via Inmarsat Safety Net Services and email alerts to CSOs, all provided free of charge, has helped the response against piracy and armed robbery and the security of seafarers, globally.

IMB continues to urge shipmasters and owners and other maritime interests to report all actual, attempted and suspected piracy and armed robbery incidents to the IMB PRC. This first step in the response chain is vital to ensuring that adequate resources are allocated by authorities to tackle this crime. As an independent, non-commercial, and apolitical organization, IMB provides transparent statistics, which act as a catalyst to achieve this goal.

How to report a piracy incident

Ships are advised to maintain anti-piracy watches while transiting areas of high risk and report all piratical and armed robbery incidents including suspicious movements of boats and skiffs to the 24 hour manned IMB Piracy Reporting Centre (IMB PRC) in Kuala Lumpur, Malaysia:

**ICC IMB (Asia Regional Office),
PO Box 12559,
Kuala Lumpur,
50782,
Malaysia.**

Tel: + 60 3 2078 5763

Fax: + 60 3 2078 5769

E-mail: imbkl@icc-ccs.org / piracy@icc-ccs.org

24 Hours Anti Piracy HELPLINE Tel: + 60 3 2031 0014

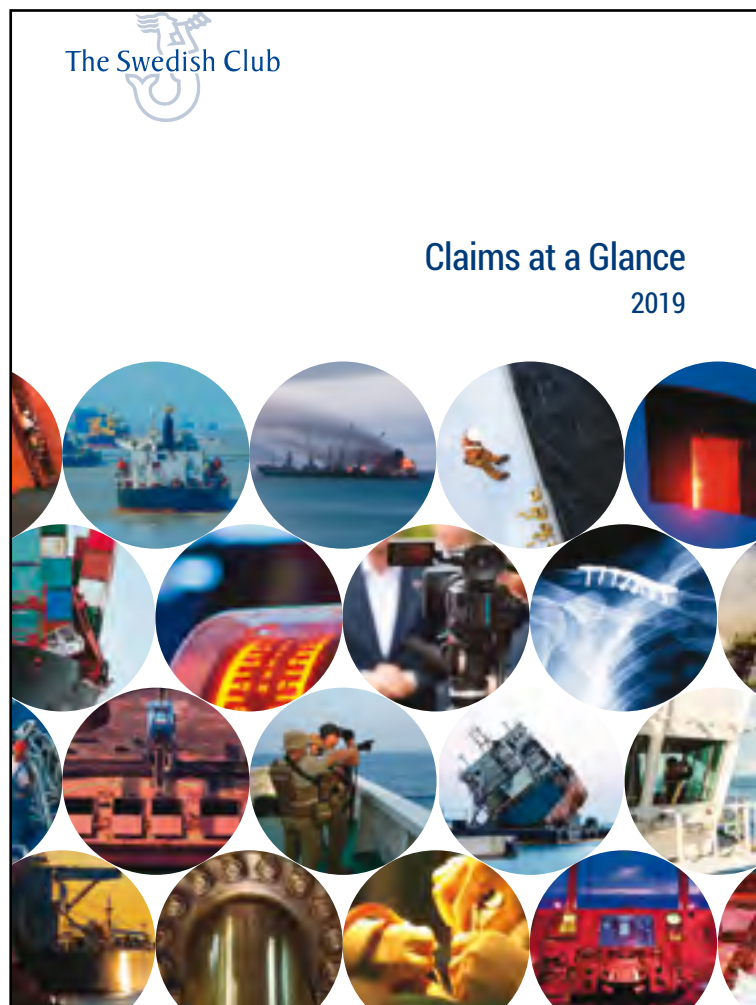


A Piracy & Armed Robbery attack report is available here:

<http://tinyurl.com/ybuna3um>

The Swedish Club: New Lessons from Past Experiences

On 15 January the Swedish Club launched its new edition of *Claims at a Glance*, a whistle-stop tour of cases and statistics taken from its experiences in Loss Prevention over the last three years. *Claims at a Glance* offers the Club's own perspective on some of the real-life cases it has recently dealt with and provides updates on some of the Club's key Loss Prevention publications from the last three years.



This publication makes interesting reading: in the period examined the report found that a pilot is on board ship during 30% of all collisions; 66% of all contacts and 58% of all groundings. It reports that 55% of all auxiliary engine claims occur within the first 1,000 hours of overhaul; and since the last similar report of the Club, a seafarer is now more likely to suffer a slip or fall on a bulk carrier than aboard a container vessel or a tanker.

Claims at a Glance reviews both P&I and H&M issues ranging from cargo damage, navigational error and machinery through to piracy and injuries and illness.

Joakim Enström, Loss Prevention Officer at The Swedish Club believes in the importance of sharing the Club's knowledge base. He commented: *'Accidents do happen and as an insurer we experience them every day. We believe by being transparent and sharing our statistics and experience from handling claims that we can raise awareness of issues and highlight best practices.'*

'Many accidents are caused by poor decisions and so we believe it is important to try to understand why accidents happen, train the crew, and ensure they have the correct knowledge and understanding of risks.'



'We are very pleased to see the industry trend is that the overall amount of insurance claims are not increasing. However the average cost for these claims is increasing. The best defence is to have a well implemented safety culture and efficient loss prevention.'

The publication can be downloaded here:
<http://tinyurl.com/yd84q7lz>

BIMCO's Dry Bulk Terminals Vetting Report for 2018

Poland's Szczecin is top bulk terminal

Once a year BIMCO publishes a detailed report, which presents collected data in a structured and accessible format. This report contains figures and charts for a simple comparison and ranking of each terminal's performance, together with comments received from ships.

Details include response to a questionnaire consisting of 36 specific questions divided into the following categories:

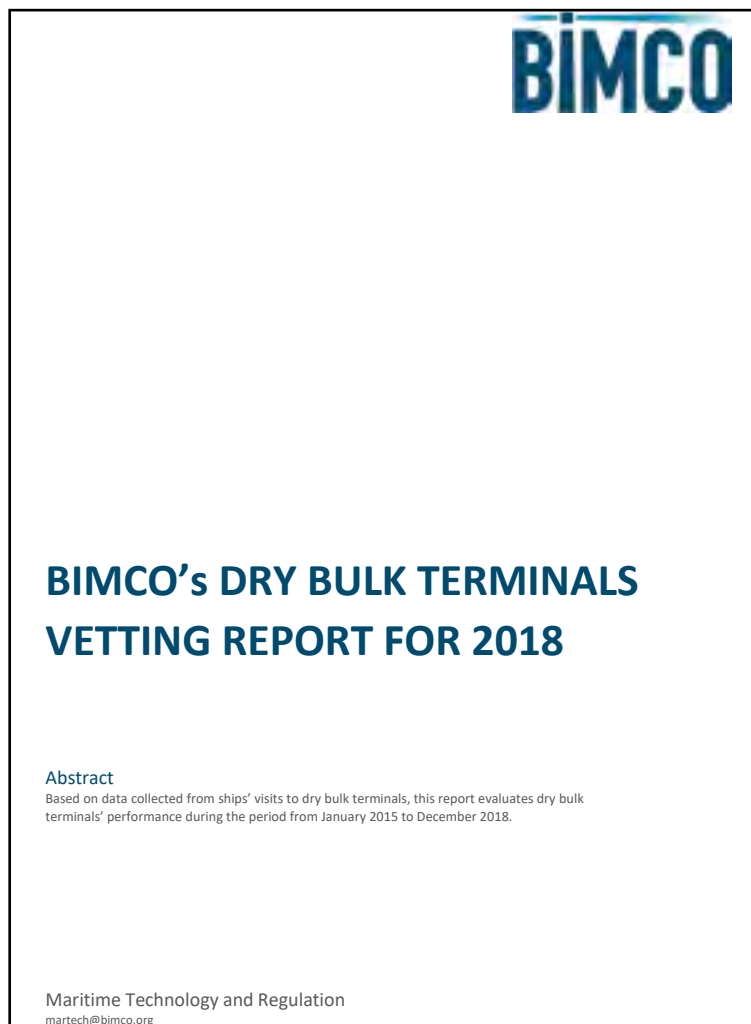
- Mooring and berth arrangements
- Terminal services
- Terminal equipment

- Information exchange between the ship and the terminal
- Loading and unloading handling.

The best performer-Szczecin

The best performing port, in BIMCO's *Dry Bulk Terminals Vetting Report for 2018*, is Szczecin in Poland. This report collected input from 144 ships covering 381 terminals. A total of 97% of the reports were rated as average or better, which gave an average rating of 3.6 (out of five). The result is a marginal better than last year's results and was reported by BIMCO on 18 January.

In the words of Aron Sorensen, Head of Maritime Technology and Regulation at BIMCO: *'I think, in many ways, the report shows an encouraging trend, that bulk terminals generally perform well – only four reports were rated as poor.'*



This report shows that good communication between ship and terminal is a crucial part of port performance and is a factor acknowledged in written responses by ship masters.

Reports contributed to BIMCO rose by 52% to 916 in total, increasing the number of ports covered by 102. Albeit, the reports originate from a small number of companies, which partly explains a somewhat skewed geographical spread of the report.

Sorensen added: *'I think this information is valuable to both the shipowners and the ports, but we are still far from satisfied with the number of reports submitted to us for this initiative.'* He concluded by saying: *'We need terminals and ports to live up to their responsibility and receive waste at a reasonable price.'*

Ideally, BIMCO would like to have 1000 ships participating in the survey.

The top five ports were:

1. Szczecin, Poland
2. Quebec, Canada
3. Newcastle, Australia
4. Gladstone, Australia
5. Ciénaga, Colombia

BIMCO's report indicated improved communication between the terminals and the ships, but adequate language skills remain a problem in some locations.

Furthermore, the survey also looked into waste handling. The number of ships experiencing a terminal's refusal to collect garbage or charging exorbitant rates to do so, is still too high, according to the report.

Another point of concern was that the setting of gangways was impossible in 11% of all cases, thereby restricting the access to and from the ship. This is clearly unacceptable and must be addressed as a safety matter, says BIMCO.

Readers may download the full report at the BIMCO website here: <http://tinyurl.com/yc9f2y7j>

It is suggested the report can be used as guidance for planning calls at terminals around the world. BIMCO invites more ships to submit reports.

More reports will ultimately help to create a better tool for offices fixing cargoes.

A crucial factor to the future success of the survey is to encourage more companies to participate, as only a few are currently participating.

About BIMCO

BIMCO is the world's largest international shipping association, with around 2,000 members in more than 120 countries, representing 56% of the world's tonnage. Global membership includes shipowners, operators, managers, brokers and agents. BIMCO is a non-profit organisation.

(UK) Department for Transport launches Maritime 2050

First long-term strategy for the UK maritime sector

A new strategy launched on 24 January will set the UK as a pre-eminent global test-bed of emerging technology, enabling the country to capitalise on the economic potential of maritime innovations, it is reported.

The UK government has now set out its ambitions for the country to remain a world-leader in the maritime industry for the next 30 years.

Known as *Maritime 2050: Navigating the Future* the strategy outlines a range of short, medium and long-term proposals, including developing technology, people, and infrastructure, to keep the maritime industry in the UK flourishing. These include establishing an innovation hub at a UK port by 2030, looking at ways to clean up emissions from the industry, and building on the world-class training already offered to seafarers.

In the words of Transport Secretary Chris Grayling: *'Maritime is a vital UK industry, bringing in £14 billion to our economy as well as providing thousands of new and exciting careers for people across the country.'*

'This strategy is a clear message to the world – we will continue to be a leading maritime nation for the next 30 years and beyond.'

'We will be at the forefront of emerging technology and seafarer training and will capitalise on selling this expertise to companies across the world.'

Autonomous vessels

New legislation will introduce a domestic framework for autonomous vessels to enhance testing in UK waters. The Maritime and Coastguard Agency is looking at what is needed to ensure the safety of these and other ships. This will set the UK as the best place to trial this technology which will then attract international business and investment, providing a boost to the economy.

Seafarer training

It is understood that the UK will also pioneer the use of virtual and augmented reality in seafarer training as the government looks to establish a Maritime Skills Commission, bringing together leading experts to report in the existing and future needs of the industry – keeping it at the cutting edge of tuition.

Hugh McNeal, chairman of the Maritime 2050 expert panel, commented: *'Over the last year it has been a privilege to chair the expert panel which has brought together leaders from across the sector, from other world-class industries, academia and promotional bodies, to challenge and support the development of Maritime 2050. The result is a wide ranging and hugely ambitious blueprint for Britain's future as a maritime nation ensuring the economy continues to grow successfully into the second half of the 21st century.'*

Recommendations published will enable government and industry in the UK to work together to increase trade, attract investment and foster innovation across our thriving maritime sector, while progressing clean maritime growth.

A government-funded 'People like me' project will challenge the perception of the sector to attract more diverse talent. This builds on the work of the Women in Maritime taskforce, which is already working to increase the number of women employed in the industry.

Harry Theochari, chairman of Maritime UK, added: *'For the first time the maritime sector has a real long term strategy – setting out what government and industry will do to position the UK as the world's leading maritime nation over the coming decades in an increasingly competitive global context.'*

'There are monumental opportunities for our sector – whether on technology, coastal economic development, attracting more maritime business to our shores or for the people that underpin our success.'

'The global ocean economy will double in value to \$3 trillion by 2030. Competitor maritime nations are hungry for the prize, and Maritime 2050 will ensure that the UK is best-placed to capitalise. The task of turning these ambitious recommendations into reality rests on the strength of partnership between industry and government. Industry is committed to delivery.'

Support for new technologies

By 2030, the government will develop a Maritime Innovation Hub, supporting new technologies while also boosting regional productivity with new jobs. And later this year, a Clean Maritime Plan will set out ways the UK will lead the way in green standards to reach zero emission shipping as quickly as possible.

The document may be downloaded here:
<http://tinyurl.com/yc593aec>

A compilation of news from the Danish Maritime Administration

1. Development of safe electric ferries

Electric ferries are in a rapid development, and the Danish Maritime Authority (DMA) is actively engaged in ensuring that safety is part of the innovative efforts taking place in the Blue Denmark. This was reported by the DMA on 25 January.

The DMA is working in a joint project with the industry, other authorities and classification societies to promote understanding of the use of lithium-ion batteries in the maritime industry. With a particular focus on safety.

In the words of Denis Cederholm-Larsen, Senior Ship Inspector at the Danish Maritime Authority: *'The project's results are to provide a common understanding of the use of lithium-ion batteries in the maritime industry, which will benefit both authorities and the industry.'*

This project is expected to be completed during the summer of 2019. Various tests and data collection are performed during this period. It is understood that the shipping company Scandlines operates ferries, where new battery technology is installed aboard six hybrid ferries connecting Denmark with Germany. The shipping company ForSea, which connects Denmark and Sweden at the crossing Helsingør / Helsingborg, now has two ferries with the latest battery technology, providing the potential for 100% electric operation with the storage power from land. The new electric ferry *Ellen*, which is an EU project under the aegis of the Horizon 2020 programme, will be one of the first in the world where the entire battery pack contains sufficient energy for both ordinary operation and emergency situations.

2. MoU signed with India

On 22 January it was reported that the Danish Ministry of Industry, Business and Financial Affairs and the Indian Ministry of Shipping have signed an agreement to strengthen the cooperation in the maritime sector between the two countries. With the conclusion of this agreement, the two countries' mutual commitment and interest in cooperating to ensure good conditions for the maritime sector is underlined.

Denmark's Minister for Industry, Business and Financial Affairs, Rasmus Jarlov commented: *'India is a major growth economy that plays a key role in the global maritime sector. This makes India an important partner for Denmark and the entire Danish maritime industry. I am very pleased that we have now entered into this agreement with India to strengthen our maritime cooperation.'*

It is understood that the new MoU will lead to increased dialogue and strengthened cooperation on port state control, digitalization, green technology and maritime skills with the objective to promote quality shipping.

3. ROK MoU

In the same month (January) a new collaboration was reported between the DMA and the Green Ship Expert Committee of the Republic of Korea. Here the DMA hosted the first meeting in the Danish-Republic of Korean Green Ship Expert Committee (GSEC). This collaboration originates from the strategic partnership between Denmark and Republic of Korea that was formed during the 60th anniversary in 2011 of the dispatch of the hospital ship *ms Jutlandia* which operated in Korean waters during the Korean War. It is understood that GSEC will set the framework for collaboration on new technology and sustainable solutions for shipping.

Andreas Nordseth, Director General of the Danish Maritime Authority, commented: *'With the combination of expertise within shipping, ship building as well as development and production of maritime equipment, we are well matched to find solutions to the challenges of future shipping together.'*

4. Cyber security

On 16 January the Danish Ministry of Industry, Business and Financial Affairs launched a new sectoral strategy for the shipping industry. This strategy is a part of the Danish government's national strategy for cyber and information security.

The strategy contains a number of initiatives aimed at strengthening IT security and preventing cyber threats in the maritime sector. It is apparent that the objective of the strategy is to ensure that safety in Danish waters and on board Danish ships is not compromised by cyber attacks.

Responsibility for cyber and information security in the maritime sector lies with the Danish Maritime Authority. This new strategy covers navigational safety in Danish waters and safety on board Danish ships, including systems and software for operation, propulsion and navigation of the ship.

In addition, services such as traffic monitoring, warning and information systems, as well as other systems with a connection to the ship's safe navigation, are included.

It is reported that the Danish Maritime Authority has now established a dedicated Danish Maritime Cybersecurity Unit, which is to handle implementation of the strategy in practice.

It is understood that the strategy's initiatives are:

1. The establishment of the Danish Maritime Cybersecurity Unit.
2. Relative to EU and International law.
3. To provide a single point of contact between maritime operators and the Centre for Cyber Security (CFCS).

4. Secondment of Danish Maritime Authority employee at the CFCS.
5. To increase awareness through collaboration and knowledge sharing in the maritime sector.
6. The creation of specific objectives and user-friendly recommendations for the maritime sector's players.
7. Provision of IT security culture and awareness.
8. Focus on standardized processes in relation to cyber and information security management.
9. Sustained and robust cyber and information security preparedness in the maritime sector.
10. Joint contingency and warning plan for handling IT security incidents.
11. Planning and implementing of common cyber and information security exercises.

A link to the Danish Maritime Authority's Cyber and Information Security Strategy for the Maritime Sector can be found here: <http://tinyurl.com/yblj76je>

World's first pure-electric tanker

Concept design and engineering completed

Asahi Tanker Co. Ltd together with its partner Exeno-Yamamizu Corporation of Tokyo has jointly developed a new domestic tanker design incorporating zero emission electric propulsion (see *computer generated image here*).

In anticipation of future adaptations to regulatory conformity ClassNK has been appointed to provide technical advice on ship design and electric propulsion with this project.

Commercial model development of what will be known as the "e5" design is underway for all bunker supply vessels trading in Tokyo Bay, it is reported. The target date of the first vessel launching is set for the last quarter of 2020. It is understood that the project is also working to create e5 coastal vessels which would steam over a longer cruising range.

According to a statement released by Exeno and Asahi Tanker on 30 January the e5 concept solves problems with shortage of crews, vessel demand balance and environmental regulation thus contributing to the sustainability of the domestic shipping industry. Furthermore, it is reported that the project is confident that by using the e5 concept of ocean transport a stable energy supply will be achieved for the benefit of the community and in providing added-value.

As part of the partners' statement details have been provided of the new vessel design and related project. Infrastructure development, known as e5, reflects upon the five

core elements as provided here:

Electrification

The ship's core energy source will be electricity provided by lithium-ion batteries.

Environment

Emission controls such as CO₂, NO_x and SO_x together with minimizing noise and vibration along with improvements in vessel operation environmental controls at sea and in port.

Economics

Achieving economic efficiency through installation of interrelated computing devices (Internet of Things or IoT) and digital tools coupled with improved propulsion performance from using electricity.

Efficiency

Simple hull construction and installation of automated equipment can reduce the crew's work load.

Evolution

Digitalization and technological advancement are expected to lead to the most advanced design concept for the future of domestic shipping.



The e5 vessel technical details

Loa: 60.00 m
 Width: 10.30 m
 Propulsion machinery: 2 x 350 kW azimuth thrusters, 1 x 130 kW bow thruster
 Gross tonnage: 499 grt
 Cargo tank capacity: Approximately 1,300 cubic metres
 Flag: Japan

Concept designer: Groot Ship Design
 (See <https://www.grootshipdesign.nl/>)

About Asahi Tanker Co Ltd

This is a shipping company mainly involved in the transport of oil- related products. In dealing with such products which are indispensable for daily living, and include dangerous goods, the company provides both foreign and domestic services and considers the global environment and

safety measures as a top priority. Asahi Tanker Co Ltd will be in charge of the operation and management of the e5 vessels.

Exeno-Yamamizu Corporation

Is a shipbroking and cargo broking agent in Japan. In recent years, the company has expanded its focus into green business sectors such as LNG chartering and clean energy marine equipment sales. Exeno-Yamamizu Corporation is acting as project manager, shipbuilding development consultant, ship equipment sales consultant and infrastructure development coordinator for the e5 vessels project.

Nominations for the 2019 IMO Award for Exceptional Bravery at Sea

IMO is currently accepting nominations for exceptional acts of bravery performed at sea during the period 1 March 2018 to 28 February 2019.

Guidelines to the Award and a Nomination Form can be found here: <http://tinyurl.com/y8mr4wkg>

It is important to note that nominations can only be submitted through an IMO Member, IGO or NGO.

IFSMA members should send their nominations via IFSMA before 1 April 2019.

Readers are invited to note that the award is not simply for Bravery at Sea it is for Exceptional Bravery at Sea.



**2019 IMO Award
for Exceptional Bravery at Sea**

Calling for nominations!

(submissions open until 15 April 2019)

Guidelines – Circular Letter No.3894 (PDF) 

Nomination form (Word) 

IMO INTERNATIONAL MARITIME ORGANIZATION

For further information, please contact us at aw@imo.org

New Wasaline ferry

Designed for lean, green and flexible performance

Energy efficiency, flexibility and optimised space availability will be built into the new Wasaline ferry that will transform freight and passenger connections between Umeå in Sweden and Vaasa in Finland, according to naval architect and design engineering consultant Foreship. (See the computer generated image here).

At the end of January Kvarken Link converted a letter of intent with Finnish shipbuilder Rauma Marine Constructions into a firm contract to construct the Super 1A Ice Class ferry by 2021, with capacity for 1,500 lane metres of freight and 800 passengers. The agreement will deliver the state-of-the art ship best able to sustain the Kvarken Link, the regional connection supported jointly by city authorities in Vaasa and Umeå.

According to Lauri Haavisto, Managing Director, Foreship: *'The Vaasa-Umeå route is vital for freight and passengers and it creates specific flexibility, stability and efficiency challenges for the ship designer. The ferry needs to maximise lane metres to support freight growth in what is the shortest link between Sweden and Finland but also to navigate independently in the challenging ice conditions, while the turning circles in both ports are restricted. Again, depth variations along the four hour transit include shallow stretches, demanding flexibility in machinery performance to maintain schedule.'*



Foreship has acted as consultants throughout the ferry development process, working closely with the owner's team from the outset to deliver the concept design, the initial General Arrangement, as well as inquiry specification and machinery concepts. In addition, Foreship has acted as technical advisor in the public procurement process.

It is understood that the ship will feature dual fuel main engines running mainly on liquefied natural gas with the option to burn biogas. In addition, the Wasaline ferry will also include battery power, reducing its overall environmental footprint either by operating with zero emissions in port or by meeting peak load demands more efficiently at sea.

Added Haavisto in conclusion: *'Foreship Ltd congratulates Wasaline for entering into the ferry newbuilding contract and would like to express its thanks for being given the opportunity to offer its design, specification and procurement knowledge. We look forward to providing further support as this project moves into the execution phase.'*

New tonnage

14,000-TEU *One Grus*

On 1 February Ocean Network Express Pte Ltd (ONE) announced from its Singapore HQ that *One Grus* (14,000 TEU), had been successfully delivered at the Kure Shipyard of Japan Marine United Corporation. The sublet owner is Nippon Yusen Kaisha, it is understood.

This is ONE's first delivery this year, and the fifth newly built 14,000 TEU magenta containership, after *One Columba* was delivered date on 16 November 2018. The new vessel is equipped with outstanding safety and environmentally-friendly capabilities such as structural arrest technology and highly efficient welding technology.

One Grus makes use of a hull form that is said to improve efficiency in cargo-loading, achieved by minimized engine-room space, and has excellent structural safety due to its Crack Arrest Technology. Additionally, the vessel is equipped with what has been described as the world's first dual rating system technology in its main diesel engine, with two selected outputs for high or low rating. This allows flexibility in operations and improvement in fuel efficiency, resulting in significant reduction of greenhouse gases, it is claimed.



ONE Grus on sea trials.

The navigation bridge adopted the Integrated Navigation System (INS), which consolidates functions of vessel systems to efficiently reduce the workload of ship's staff. Furthermore, for safety improvement, a wide window is now employed for greater visibility to assist crew on the bridge wings at berthing and unberthing.

One Grus will be phased into THE Alliance's Asia to Europe 5 (FE5) service, with its port rotation: Leam Chabang, Cai Mep, Singapore, Colombo, Rotterdam, Hamburg, Antwerp, Southampton, Jeddah, Colombo, Singapore and Laem Chabang.

Vessel specification:

Loa 364.15m	Capacity 14,052 TEU
Dwt 138,611	Full Draft 15.8m
Nrt 146 694	Flag Japan
Beam 50.6m	
Depth 29.5m	

Cargo liquefaction continues to be a major risk for dry bulk shipping

INTERCARGO announced on 31 January that it welcomes the latest amendment to the International Maritime Solid Bulk Cargoes Code (IMSBC 04-17) which entered into force on 1 January 2019 and includes important updates related to cargoes that may liquefy.

Pertinent updates include: (a) changes to section 4.5 of the Code which stipulates the shippers' responsibility to ensure that the testing and sampling for Transportable Moisture Limit (TML) and moisture content is carried out at the correct intervals; (b) changes to the individual coal schedule which strengthen and clarify the designation of coal as Group A and B cargo; and (c) the inclusion of a new test procedure for determining the TML of coal.

Moisture related cargo failure mechanisms, widely known as liquefaction, continue to be a major concern for dry bulk shipping. Although there has been no reported loss of life or loss of ship attributed to liquefaction in 2018, INTERCARGO urges all stakeholders to remain vigilant as cargo liquefaction continues to pose a major threat to the life of seafarers.

Ship operators need to be especially cautious when loading during a wet season, as currently being experienced in certain parts of South East Asia, however it is paramount that the shippers and the local authorities fulfil their obligations as required by the IMSBC Code.

INTERCARGO's annually produced Casualty Report highlights the tragic loss of life associated with liquefaction. The last report for the years 2008-2017 showed that 101 lives and nine bulk carriers were likely lost due to cargo failure (this compared with a total of 202 lives lost in all 53 casualties). Those nine bulk carrier losses comprised six vessels loaded with nickel ore from Indonesia, two vessels with laterite (clay) iron ore from India, and one with bauxite from Malaysia.

The value of investigating incidents

The importance of investigating an incident and the subsequent publication of a casualty investigation report in a timely manner, in order for lessons to be learnt, cannot be overstressed. INTERCARGO urges all relevant administrations, that have not done so, to investigate incidents and publish the reports.

About INTERCARGO

The International Association of Dry Cargo Shipowners (INTERCARGO) is a voluntary non-profit association representing the interests of dry cargo vessel owners.

Its first General Meeting took place in 1980 in London and it has had NGO consultative status at the IMO since 1993.

INTERCARGO provides the forum where quality dry bulk shipowners, managers and operators are informed about, discuss and share concerns on key topics and regulatory challenges, especially in relation to safety, the environment and operational excellence. INTERCARGO promotes best practices in shipping.

Ocean Network Express conducts joint Crisis Management Drill

It was reported on 8 February 2019 from Singapore that Ocean Network Express (ONE) had conducted a joint crisis management drill with Nippon Yusen Kabushiki Kaisha (NYK) based on the scenario of a ONE chartered vessel being involved in a fire and explosion incident.

This drill involved about 65 participants from the Global Headquarters (GHQ) office of ONE in Singapore, ONE Japan in Tokyo and the NYK head office also in Tokyo. Cooperation was received from many departments and related parties enabling this drill to be realistic and practical as the participants reviewed their possible response and procedures and examined emergency measures with one another.

Drill Scenario

A fire had broken out inside a container on board a vessel at Tokyo Oi container terminal. An explosion had been triggered despite efforts by the crew and shore side fire-fighting services, with casualties suffered by shore workers and crews being evacuated.

Upon receiving an initial urgent report about the incident, ONE set up a crisis management centre and handled first response tasks such as information gathering and set-up of communications among parties concerned.

In the drill ONE continued to play its crucial role together with related authorities in Japan, the ship owner and the ship manager, to control and minimize the fire, and to account for crew safety.

It was reported that ONE carefully confirmed the steps to be taken to mitigate the negative impact on customers as well as the vessel and its crew, cooperating with NYK and related parties. In time ONE issued a press release as the situation progressed.

The Sulphur Cap 2020

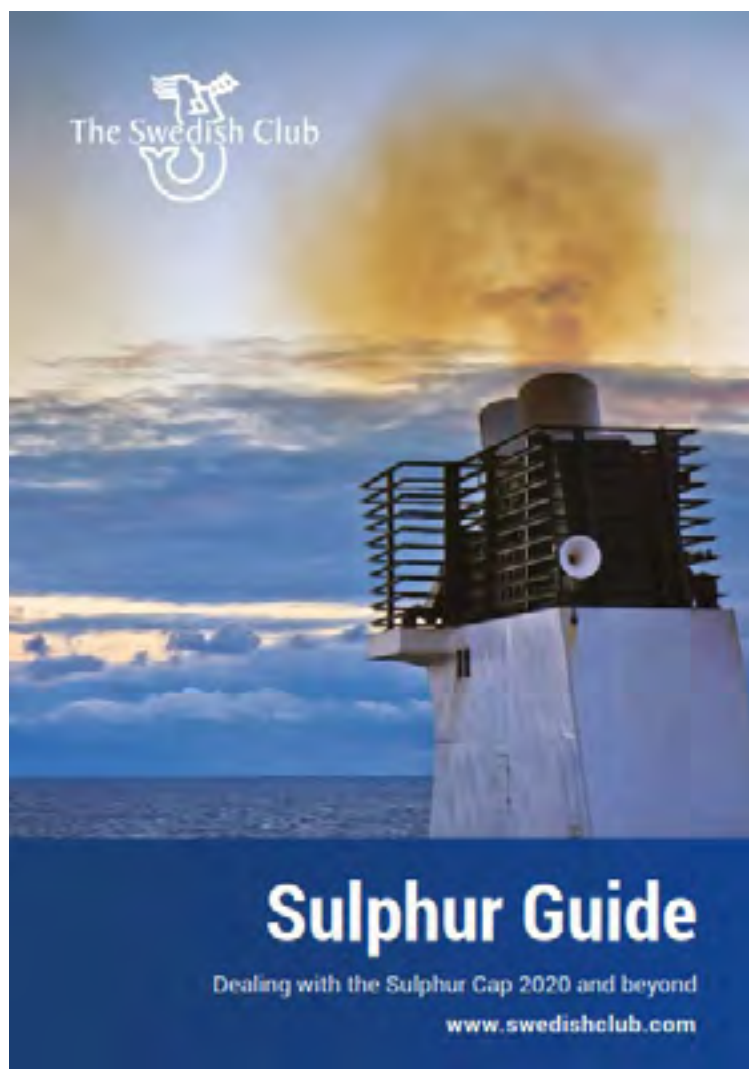
The Swedish Club delivers expert advice

As is well known on 1 January 2020 vessel owners must have made the decision to install exhaust gas scrubbers or to burn low sulphur or alternative fuels. Here the cost implications of any decision will be difficult to predict and there is no shortage of opinions in the market place.

To assist the shipowner, The Swedish Club has cut through the chatter and obtained expert advice from a leading marine engineering consultancy and from experts in contract law.

The Swedish Club's Sulphur Guide provides both technical and legal advice. It explores technical considerations when making the decision between operating with low

sulphur fuels and retrofitting scrubbers and explains the legal implications, both in terms of compliance and in relation to the terms of any charter party in place, following that decision.



The Sulphur Guide has been written in conjunction with Tony Grainger, Marine Engineer, TMC Marine; Paul Harvey, Associate, Ince & Co and Jamila Khan, Partner, Ince & Co. All are experts in their field, providing information based on real life situations they have encountered in their working lives.

Lars A Malm, Director Strategic Business Development & Client Relations commented: *'In this area there are many unknowns facing ship operators. Will low sulphur fuel be available? If so, what will it cost? What risks do we face in the changeover period? How can we turn this to our advantage? One thing we do know is that, at least at the beginning, the Sulphur Cap 2020 legislation will produce a two-tier charter market – scrubbers installed versus no scrubbers.'*

'The Sulphur Guide is aimed at providing no-nonsense information to those thinking about the effect potential modifications will have both on the operation of their vessels, and existing charter parties and charter parties entered into in the future.'


The Sulphur Guide can be downloaded on www.swedishclub.com

Sulphur and Greenhouse Gas reduction priority for ICS

In the words of Esben Poulsson, Chairman of the International Chamber of Shipping (ICS): *'The 2020 global sulphur cap will be the regulatory game changer of the decade with profound implications for the economics of shipping. But there are even more profound changes to come. We are rapidly moving into a multi-fuel future to be followed we hope, in the 2030s, by the arrival of commercially viable zero CO₂ fuels suitable for global application.'*

Poulsson was speaking following the ICS Board meeting in London in week commencing 3 February, attended by senior representatives of the world's national shipowners' associations.

As the 1 January 2020 deadline for the sulphur cap approaches, ICS members reviewed progress in persuading the IMO to take measures to address expected implementation problems. This includes outstanding safety and fuel compatibility issues associated with the use of new 0.5% sulphur blends and continuing uncertainty over the availability of compliant fuels in every port worldwide, a particular challenge for tramp trades. The ICS Board concluded that it will be vital for the IMO Marine Environment Protection Committee to complete this work at its meeting in May 2019, as shipowners begin ordering compliant fuels.


 International Chamber of Shipping
Shaping the Future of Shipping



UPDATED
January 2019

Guidance to Shipping Companies
and Crews on Preparing for

Compliance with the 2020 'Global Sulphur Cap'

for Ships' Fuel Oil in Accordance with MARPOL Annex VI



Supported by   ECSCA
European Community Shipowners' Associations

Poulsson added: *'While fuel suppliers must play their part in providing sufficient quantities of safe and compliant low sulphur fuels, shipowners must urgently prepare their ship*

specific implementation plans for 2020. This should be carried out using the IMO template adopted at the industry's request and the detailed advice prepared by ICS which we have just updated to take account of other recent IMO decisions. This will be vital to reduce the possibility of teething problems or in the event of initial Port State Control difficulties due to factors beyond the shipowner's control.'

Ambitious targets

With regard to achieving the ambitious greenhouse gas reduction targets agreed by IMO last year, including a 40% efficiency improvement by 2030 and a 50% total cut in the sector's GHG emissions by 2050, the ICS Board endorsed the finalisation of proposals to IMO on short term measures. These include tightening of the Energy Efficiency Design Index (EEDI) for new ships – which already requires ships built in 2025 to be 30% more efficient than those delivered before 2013 – as well as proposals for a Super SEEMP whereby existing Ship Energy Efficiency Management Plans could be subject to mandatory external audits, probably as part of the ISM Code.

To continue Poulsson said: *'We need IMO to make progress with short term GHG reduction measures as soon as possible to achieve measurable additional GHG reductions by 2023, in addition to the 8% total reduction already achieved by the sector since 2008, despite a massive increase in maritime trade over the same period. But while these short term measures are very important we want IMO to move on to developing the critical long term measures that will truly help the industry to decarbonise completely.'*

Mr Poulsson concluded by saying: *'The ICS Board agreed that the industry cannot achieve the 2050 GHG reduction target using fossil fuels. Over the next decade we are therefore going to require massive investment in research and development of zero CO₂ emitting propulsion systems and other technologies which don't yet exist in a form that can be readily applied to international shipping, especially in deep sea trades. This will need to be a key component of the IMO strategy when detailed ideas for long term measures are taken forward during 2020.'*

To download the document

The updated *ICS Guidance on Compliance with the 2020 Global Sulphur Cap* can be downloaded free of charge via the ICS website to be found at: <http://tinyurl.com/y6pltm8z>

Comprehensive review of the IMO STCW Convention encouraged

The ICS Board also endorsed the recommendation of the ICS Manning and Training Sub-Committee that ICS should encourage IMO to embark on a comprehensive review of the IMO STCW Convention governing seafarers' and training and certification standards, given increasing questions as to whether the STCW regime, which was last given a major overhaul in 1995, is still fit for purpose in the 21st century.

Deteriorating Gulf of Guinea security

The meeting also expressed serious concern about the deteriorating security situation in the Gulf of Guinea, as discussed the previous week by the UN Security Council, where there has been a sharp increase in the number of attacks on ships' crews, many extremely violent.

Cyber security in the Mediterranean region



NATO concern

Last July, NATO Maritime Command (NATO MARCOM) launched a formatted message for ship masters to report any electronic interference to the NATO Shipping Centre in the Eastern Mediterranean.

For the first two months many messages were received and all were analysed to provide a first assessment last October.

Suddenly, after Christmas, just a very few messages were received. One could conclude that cyber actions have ceased and yet NATO MARCOM units deployed in the area have reporting that this is not so.

We at IFSMA have been requested by MARCOM to remind ship masters of the importance of sending such reports to the NATO Shipping Centre (NSC).

Here is the link to the Mediterranean Reporting Scheme: <http://tinyurl.com/y2fdus45>



Finland's One Sea celebrates funding boost

Extends membership and autonomous ship agenda

One Sea, the alliance that brings together leading exponents of autonomous ship technology, has secured new funding to support its role as business ecosystem, at the same time adding Shipbrokers Finland as a new partner.

It is understood that an injection of public funds via Business Finland will contribute to the ecosystem's work for the next three years, as technology partners push forward with further sea trials and One Sea rolls out a far-reaching autonomous shipping standards initiative.

Furthermore, the One Sea ecosystem aims to enable autonomous maritime transport by 2025, but an array of new technologies and standards are on the horizon as momentum builds to exploit the potential of greater connectivity and digitalisation. While some technologies will take hold, others will become historical footnotes.



The One Sea ecosystem aims to enable autonomous maritime transport by 2025

Photo: Wärtsilä ©

In the words of Sari Turkkila, Executive Director of new joiner Shipbrokers Finland: *'Digital technologies could transform every aspect of shipping and maritime logistics, but these benefits will only be realized through strong co-operation. One Sea was established expressly to facilitate such strategic collaboration.'*

One Sea is led by DIMECC Ltd (Digital, Internet, Materials & Engineering Co-Creation), the co-creation platform that seeks to drive digital transformation across European industry.

The alliance already incorporates a clutch of high-profile companies working on autonomous solutions and technologies, with members including ABB, Cargotec, Ericsson, Finnpilot Pilotage, Rolls-Royce Marine, Tieto and Wärtsilä. The Finnish government has strongly supported the development of autonomous shipping through both domestic legislation and international advocacy.

It is understood that, as an open ecosystem, One Sea can be joined by anyone who intends to do business in autonomous shipping.

Turkkila added: *'As the logistics chain becomes more efficient, all Finnish export companies will benefit – and all of Finland will benefit. As we searched for a partner on this critical issue for the maritime industry, it became clear that no single company or organization had the breadth to capture all of the benefits on offer. With One Sea representing the key players in field, DIMECC is the ideal platform for us.'*

Shipbrokers Finland represents more than 40 Finnish companies operating in ports and promoting foreign trade. One of its core aims is to find smarter ways of working that are favourable to Finland's foreign trade.

One Sea ecosystem lead Päivi Haikkola from DIMECC Ltd commented: *'We intend to keep working in the same cost-effective manner we have followed from day one, diligently exploiting our own resources and collaborative capabilities as much as possible. The continuing funding from Business Finland supports our co-creation platform until 2021 in sustaining its mission on all fronts. We have come together to pursue a unique opportunity – one which promises to generate millions, if not billions, of Euros in new business value.'*

Dr Harri Kulmala, CEO of DIMECC Ltd, added: *'Technology is advancing incredibly fast and not a month seems to go by without some major new breakthrough being announced. For this reason, the additional funding commitment from Business Finland and the additional access to operators and technology pioneers gained via Shipbrokers Finland will make it easier for One Sea to maintain an overview as developments unfold and stay at the forefront smart shipping.'*

Fatalities and injuries among seafarers in the period 2000-2016

Seafarers International Research Centre (SIRC) publication:

Numerous reports and academic papers describe the shipping industry as a relatively dangerous occupation (Hansen 1996, Larsson and Lindquist 1992) with many identifying it as amongst the most dangerous of all occupations (Roberts and Marlow 2005).

However, studies endeavouring to establish and compare national and international occupational mortality rates in shipping are plagued with difficulties, not the least of which are related to the lack of available data concerning both mortality and seafarer populations (Nielsen and Roberts 1999, Roberts and Marlow 2005).

As the world fleet has flagged out to open registers, the problem has been exacerbated as open registers have been identified as particularly problematic with regard

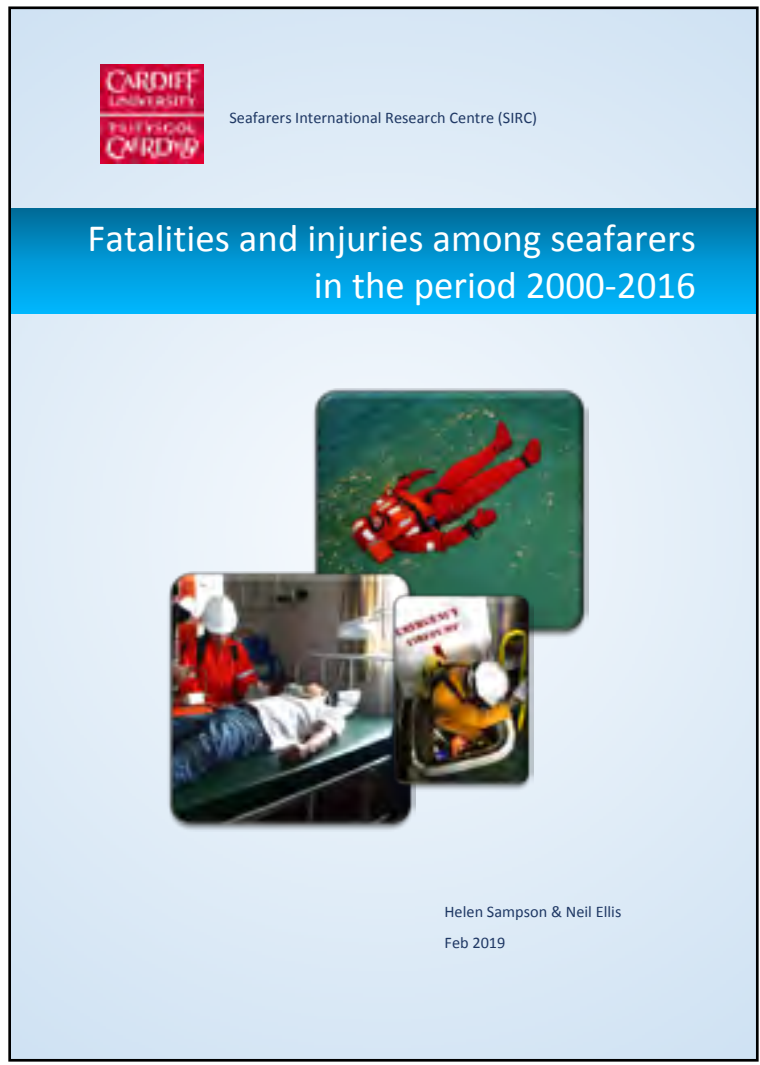
to the collection of data and the provision of access to it (Nielsen 2001).

Within the Cardiff, UK-based, Seafarers International Research Centre (SIRC) this problem has been a concern from the moment the Centre was established.

However, in 2005, ten years after SIRC's inception, maritime statisticians were not very much further forward in terms of solving these intractable difficulties. The Centre therefore began a long-term initiative to persuade maritime administrations to collect and share accident and injury data with it.

Data was collated and combined distinguishing between ship data and personnel data, and in this document the Centre reflects on its findings relating to personnel. In particular evidence of seafarer fatalities, suicides, and injuries are considered.

Initially the Centre approached the top 30 maritime administrations (as defined by the volume of gross tonnage recorded in Lloyd's Register Fairplay World Fleet Statistics 2005, and IHS Fairplay World Fleet Statistics 2010) and the Centre asked them if they collected data on accidents involving vessels under their flag and/or occurring in their national waters. (Appendix 1 of the publication deals with this: *Top 30 Maritime Administration by Gross Tonnage as Listed in Lloyd's Register Fairplay World Fleet Statistics 2005, and IHS Fairplay World Fleet Statistics 2010*).



No fewer than 26 administrations responded to SIRC's query and 25 indicated that they did collect such data. These administrations were then asked if they would be willing to share their data for the period of 2000 to 2005 for academic research purposes.

After lengthy negotiations 16 administrations provided accident data, with seven of the datasets including information on accidents that involved personnel on-board. Having collected data for the period 2000-2005, and notwithstanding the patchy nature of the response from maritime administrations SIRC persisted with efforts to gather data at further regular intervals. As a result, the Centre has been able to collate data for the period 2000-2016 inclusive and have compiled a dataset detailing injuries to seafarers and seafarer fatalities relating to those working on board commercial cargo/passenger vessels. Fishing vessels data has been excluded as have injuries to, or fatalities among, passengers.

Furthermore the SIRC has also checked the dataset to ensure that reports of the same event which are made by two (or theoretically more) administrations are only counted once.

All maritime administrations provided data on the basis that it would be reported anonymously and kept confidential. It is understood, therefore, that maritime administrations in this report are provided with pseudonyms. These have been selected by labelling administrations as A, B, C, D, E, F, G in the first instance and then selecting the names of stars beginning with the same letters and substituting these for the letters – for example A becomes Atlas.

Conclusion

Considered over a very long period there is little doubt that the shipping industry is generally becoming safer (*Allianz* 2012). However, the trends revealed by these data suggest that in relation to seafarer mortality, the industry remains exposed.

Having seen a decline in the numbers of seafarer deaths reported in the first eight years of the period 2000-2016, the data indicate that seafarer fatalities have increased and for (combined) administrations where there is data for the whole 17-year period there were more fatalities, in numeric terms, in 2016 than there were in 2000. In terms of suicide, the data paint a grim picture if taken at face value.

However, despite the sharp increase in recorded suicides in the period 2009 onwards, the evidence strongly indicates that this reflects poor recording practices prior to 2009. There are also strong indications that within almost half of this small sample of maritime administrations, the recording of suicides is still not undertaken or is obscured via classification processes which merge suicides with fatalities.

In numeric terms, therefore, the picture for suicides is likely to be much worse than represented in these data whilst at the same time the SIRC is unable to conclude from the

information provided that suicides amongst seafarers are increasing.

The data are least conclusive with regard to injuries to seafarers and as a result it is not felt that any value is provided by reporting findings in relation to seafarer injuries.

Ideally, to assess the risk associated with the shipping industry and/or consider whether safety is improving, the Centre requires population data as well as consistent reporting and recording of deaths and injuries to seafarers. From these it would be possible to construct fatality rates, injury rates, and suicide rates which would allow for more effective data interpretation.

For the full document readers are invited to see here: <http://tinyurl.com/yyjgm86p>

Protecting North Atlantic right whales

Information from Fisheries and Oceans Canada

Canada is taking all necessary actions to help protect North Atlantic right whales. With an additional year of scientific analysis, fishing and marine transport activity and feedback there is more information available to inform decision-making for 2019.

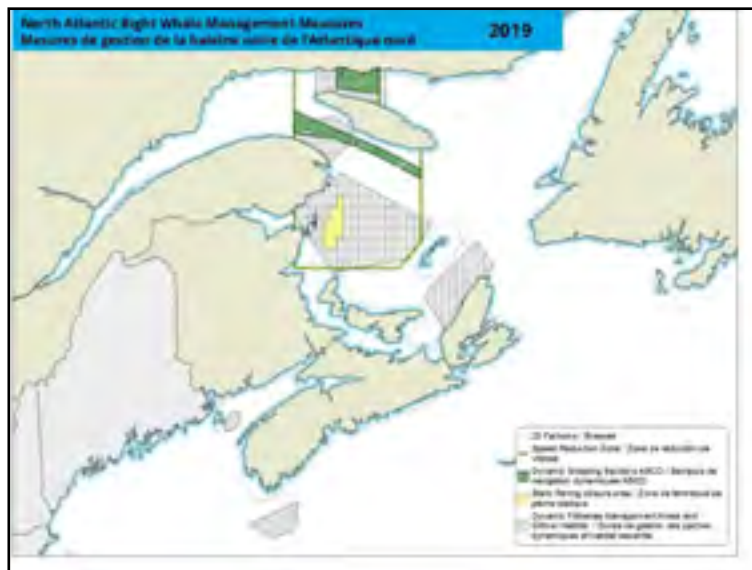
The suite of measures and initiatives in place in Atlantic Canada and Quebec remains focused on preventing vessel strikes and entanglement, it is reported.

This includes:

Slowing down vessels

- Between 28 April and 15 November, a speed restriction to a maximum of 10 knots will be reinstated for vessels 20 metres or more loa when travelling in the western Gulf of St. Lawrence. The speed restriction zone and dates may be adjusted as needed depending on the presence of right whales in the area and any marine safety issues.
- Once again, ships will be allowed to travel at safe operational speeds in parts of two shipping lanes north and south of Anticosti Island, when no whales are in the area. A 15-day mandatory slowdown to 10 knots will be activated within the appropriate shipping lanes when a North Atlantic right whale is spotted. The 15-day slowdown may be extended as needed.
- In response to consultations with industry and based on scientific data on whale presence, two changes have been made to the restriction zone this year:
 - The southeast corner of the speed restriction zone around the Magdalen Islands has been removed.

- To help reduce impacts on the marine shipping industry, vessels will be allowed, in the absence of right whale sightings, to travel at safe operational speeds in a larger area north of Anticosti Island, extending to the mainland.
- Transport Canada will continue to enforce the speed restrictions with support from the Canadian Coast Guard. Vessel owners who fail to comply will face a penalty between \$6,000 and \$25,000.



Temporary closure areas in Atlantic Canada and Quebec when right whales are present.

- The areas subject to temporary closures (referred to as the dynamic zone) are subject to automatic closure protocols for non-tended fixed gear fisheries in six areas in Atlantic Canada and Quebec – including two critical habitats in the Roseway and Grand Manan Basins.
- If **one or more** right whales are observed in these areas, a defined area around the geographic position of the whale sighted will be closed for 15 days. Closures could extend beyond 15 days if whales remain in the area.
- Outside designated season-long and temporary closure areas, closures will be considered on a case-by-case basis, with special consideration for sightings of **three or more** whales, or a mother and calf pair.

Continued monitoring and reporting

- A variety of tools to detect whales visually and acoustically, including aircraft and vessel surveillance, as well as detection through hydrophones and glider technologies.
- Multiple agencies working together to detect right whales, share data, and monitor active fishing ar-

reas (including closed areas).

- Conducting scientific research to better understand whales and predict their whereabouts.
- Maintaining science survey efforts with an emphasis on areas not yet adequately surveyed with the purpose of improving knowledge on right whale distribution in Canadian waters. Additional deployment of passive acoustic devices will also allow for data to be collected that will help in this regard. Also, the Department of Fisheries and Oceans will continue its work on prey availability and factors affecting it.

Marine mammal response programme

Fisheries and Oceans Canada (DFO) is responsible for assisting marine mammals and sea turtles in distress. In collaboration with conservation groups and non-governmental organizations, the Department supports marine mammal incident response networks in all regions under the umbrella of the Marine Mammal Response Programme.

For all whales, DFO considers disentanglements on a case-by-case basis. This includes first validating the disentanglement plan with an expert and ensuring there is a valid contract in place with any responder. Responders first validate their plans with a DFO employee or contracted expert, based on their experience as expert entanglement responders, with clear demonstration of how the safety of responders is assured.

Following a review of associated risks including advice from Canadian experts, it was determined that the right whale should be subject to the same criteria that are applied to all large whales. As a result, only designated experts with the highest level of expertise are authorized to carry out the disentanglement of all large whales, which now includes the right whale. These amendments keep the safety of rescue teams and third-party service providers as our top priority. DFO is also working with these experts to develop a training program for large whale responders.

More information is available here:

<http://tinyurl.com/y2fnpwu2>

Picture caption

Map showing North Atlantic Right Whale Management Measures 2019.

North Atlantic right whales are a highly endangered species. Key threats include vessel strikes and entanglements.

Chartlet reproduced with acknowledgements from:

<http://tinyurl.com/y66dy8la>

Serious injuries on board the bulk carrier

Shanghai Spirit, near Port Alma, Queensland, 29 January 2017

ATSB report

On 20 February the Australian Transport Safety Bureau (ATSB) released the final report into the fall from height and serious injuries to crewmembers on board the 140 metres loa bulk carrier *Shanghai Spirit*, anchored in Keppel Bay, Queensland, 15 nautical miles north-east of Port Alma.

Summary

While conducting painting and routine touch-up work in the cargo holds, deck crewmembers were using a mobile scaffold tower. As the scaffold tower was moved with two unsecured crewmembers still on the upper tiers, it became unbalanced and toppled forward onto the deck.

The ATSB found that by remaining on the unsecured scaffold tower in preparation for repositioning, contrary to established procedures, the two crewmembers had rendered it top-heavy and unstable. Consequently, when moved, it toppled and fell. Additionally, neither crewmember on the scaffold tower utilised the required safety harness and associated safety lines which would have prevented them falling when climbing or working on the tower.

ATSB's investigation report highlights the importance of adhering to procedures that assure safety as well as the value of effective supervision. Ship owners, operators and crewmembers are reminded to plan and undertake risk assessments for assigned tasks in order to identify any shortcomings in procedures and required risk-mitigation measures.

The full title on the investigation report is: *Fall from height and serious injuries to crewmembers on board Shanghai Spirit near Port Alma, Queensland on 29 January 2019*.

A copy may be seen here: <http://tinyurl.com/y3alqu98>

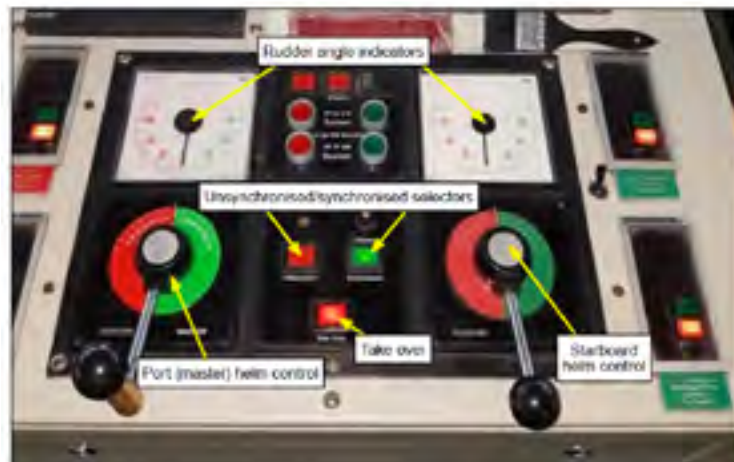


Australian Transport Safety Bureau (ATSB) ©

Contact and grounding of ro-ro passenger ferry *Pride of Kent*

Port of Calais, France, December 2017

MAIB Report issued on 21 February 2019



Main console steering control panel (centre console) in *Pride of Kent*. Source: MAIB Report No3 / 2019.

MAIB Crown Copyright 2019 ©.

On 10 December 2017, the 179 m loa UK-flagged ro-ro passenger ferry *Pride of Kent* (built 1991, 30,635 grt*) struck a jetty and then grounded while departing Calais, France, on her departure for Dover. The ferry's starboard propeller and tail-shaft were damaged and required repair in dry dock.

This incident became the subject of a (UK) Marine Accident Investigation Branch document titled: *Report on the investigation of the contact and grounding of the ro-ro passenger ferry Pride of Kent, Calais, France, 10 December 2017*, issued on 21 February as Report No 3/2019.

The jetty was also damaged but there were no injuries and no pollution. Control of *Pride of Kent's* movement was lost after the ferry had turned off its berth to head for the harbour entrance. Factors directly contributing to the loss of control included:

- The ferry's fast rate of turn as it passed through its intended heading.
- The loss of one of the ferry's two bow thrusters during the turn.
- Lateral movement resulting from leeway induced by winds exceeding 50 knots and the thrust effect of using full port rudder with maximum propeller pitch ahead.

Other factors that also had a bearing on decision-making, the bridge team's performance, and machinery reliability included:

- The master's concern that the wind speed might increase to over 40 knots, the threshold for having a tug available, influenced the timing of the

ferry's departure.

- The omission of a departure brief contributed to the master not being fully supported, and the inexperienced helmsman not being closely supervised.
- Fuel pump problems following a change to ultra-low sulphur fuel oil had occasionally resulted in bow thrusters tripping and reduced engine speed and shaft speeds when manoeuvring.

In view of the actions already taken by the vessel's owner / operator, P&O Ferries Limited, to improve the performance of its bridge teams and maintain machinery reliability, no recommendations have been made.

Safety lessons

Control of *Pride of Kent's* movement was lost due to a combination of factors, including the timing and effectiveness of the actions taken to check the ferry's fast rate of turn, winds in excess of 50kts acting on the port side, and the use of full port rudder with maximum propeller pitch ahead.

The aborted berthing manoeuvre on arrival, the resulting delay to the ferry's schedule, and the wind conditions, might have induced the master to subconsciously impose pressure on himself to sail as soon as possible, and probably led him to opt to sail without briefing the bridge team on the departure manoeuvre.

After the ferry's heading had passed through the wind, the master had not appreciated the significance of the continuing fast rate of turn combined with the limitations of the single bow thruster in winds that were now exceeding 50kts.

By the time *Pride of Kent's* heading was steadied, it had reached 309° and the wind, which had increased to over 50kts, was about 60° on the port bow. The resulting windage was more than five times the force generated by No.2 bow thruster.

The ferry's movement towards T1 ro-ro jetty was exacerbated by the lateral forces generated by the water flow from the propellers at maximum pitch passing by the fully angled high lift rudders.

The helmsman's use of full rudder angle was well-intended but reflected his relative inexperience and a lack of training on high-lift rudders.

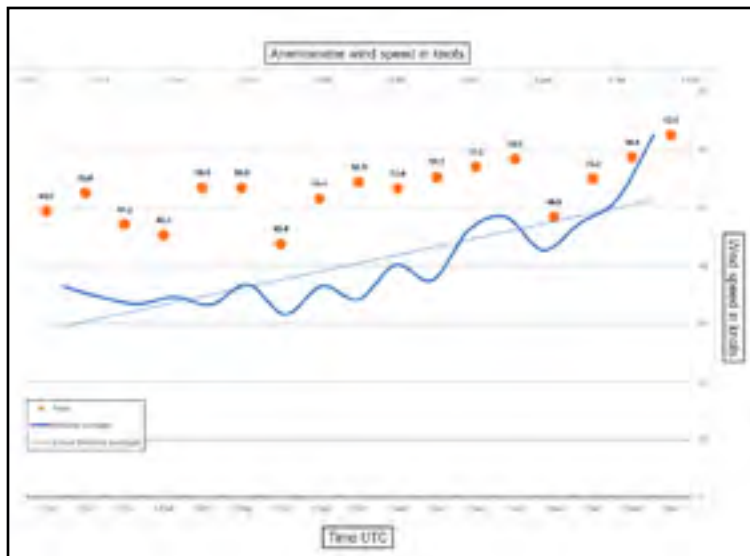
Omission of a departure brief prior to *Pride of Kent* sailing from Calais contributed to the master not being fully supported, and the actions of the inexperienced helmsman not being closely monitored.

Despite the variability of the wind speed and the use of No.1 bow thruster having been lost temporarily during the ferry's arrival into Calais, the possibility of something going wrong during the departure manoeuvre was not con-

sidered. [

The actions taken immediately prior to *Pride of Kent* colliding with T1 ro-ro jetty indicate that the master continued to hope that he could drive the ferry clear. However, by keeping the shafts turning, the likelihood of damage to the starboard propeller and shaft was increased.

Pride of Kent's No.1 bow thruster tripped during the ferry's arrival and departure from Calais on 10 December due to the reduced performance of the port main engines' fuel pumps. Problems with the fuel pumps had been experienced since the introduction to ULSFO 6 months earlier.



Wind speed and direction between 1131 and 1147 (based on ship's anemometer data).

Source: Annexe to MAIB Report No3 / 2019.

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The increased likelihood of a bow thruster tripping and reduced main engine and shaft speeds when manoeuvring, warranted a more critical assessment of the status of the ferry's propulsion.

Action taken

In view of the actions already taken by P&O Ferries Limited, *Pride of Kent's* owner/operator, to improve the performance of its bridge teams and maintain machinery reliability, no recommendations were made by the MAIB.

Action taken by P&O Ferries Limited appears here.

The company has:

- Developed a simulator-based programme of training for masters to include, among other things, machinery failures and emergencies.
- Highlighted to its fleet the requirement for effective bridge team briefings, contingency plans, and allowances for deficiencies in vessel performance.
- Amended its fleet regulations with regard to bridge resource management and tug requirements.

- Reverted to the use of marine gas oil (MGO) on board *Pride of Kent* pending assessment of the problems associated with ultra-low sulphur fuel oil (ULSFO).
- Introduced a procedure to monitor the performance of its bridge teams with a focus on bridge resource management, including the effectiveness of helmsman training, taking into account the value of on-board assessments.
- Developed and implemented a plan for monitoring and assessing the impact of ultra-low sulphur fuel on the reliability and performance of *Pride of Kent's* propulsion should it be re-introduced in the future.

The full MAIB report is available here:

<http://tinyurl.com/y3ouknvu>

* The vessel, manned by a crew of 102, was carrying 208 passengers, 1752 tonnes of cars and freight trucks. Her maximum draught was given as 6.40m, aft.

Proper response to engine room fires vital

The Swedish Club publishes insight

Engine rooms on ships have all the ingredients for a fire – oxygen, heat and flammable liquids under pressure. With an average cost of US\$ 1.85 million, engine room fires cost nearly six times more than the average for Hull & Machinery (H&M) claims in general. Yet the quality of crews' response can have a significant impact not only on the cost of the fire, but more importantly on the safety of those on board.

In response to this, The Swedish Club has published *Dealing with Engine Room Fires*, a publication which provides an insight into three major incidents dealt with by the Club that involve engine room fires.

Case studies describe the situation in detail, and feature commentary provided by Peter Stålberg, Senior Technical Advisor at The Swedish Club. He explained: *'Preventing an engine room fire is the priority, but the time and effectiveness of the response is almost as important. Although a crew has taken all reasonable precautions, an engine room fire can still occur without warning.'*

'A swift and effective response within a few minutes may limit the damage to soot washing and less than US\$ 200,000 in costs. Yet I have seen cases where delaying the response or failing to operate the fire extinguishing system properly, has allowed the fire to intensify and spread, causing severe damage and cost more than US\$ 3 million.'

Dealing with Engine Room Fires investigates three engine room fires involving a passenger service vessel (PSV); a container vessel and a bulk carrier. These real-life incidents were all dealt with very differently by the crew, clearly demonstrating the importance of preparation and training.



Stålberg added: *'Of course prevention must always be at the forefront of our approach to these incidents. Not surprisingly, one of the dominating causes is lube-oil or fuel-oil mist spraying onto hot surfaces and then igniting. The SOLAS requirements concerning oil piping in engine rooms are clear; all types of oil pipes must be screened and flanges protected so that any eventual leak will not spray onto a hot surface. Any surface with a temperature above 220°C must be thermally insulated.'*

'Over time, however, when overhauling engine room machinery and removing/refitting exhaust pipes, the insulation will deteriorate. An exhaust pipe system insulated to 95% is not good enough – it must be 100% intact – always.'

The Swedish Club's publication *Dealing with Engine Room Fires* can be downloaded here:

www.swedishclub.com

Sub-Committee on Pollution Prevention and Response (PPR 6)

18-22 February 2019

Consistent implementation of 2020 sulphur limit – draft guidelines finalised

The 0.50% limit for sulphur content in ships' fuel oil will take effect on 1 January 2020 and will have a significant beneficial impact on human health and the environment.

The Sub-Committee on Pollution Prevention and Response (PPR 6) agreed draft Guidelines for consistent implementation of the 0.50% sulphur limit under MARPOL Annex VI, together with other relevant guidelines, forming a comprehensive package of new and updated instruments that will assist industry and Administrations to effectively and uniformly implement the 0.50% sulphur limit.

IMO has already issued ship implementation planning guidance, to help shipowners prepare.

Draft Guidelines on consistent implementation of the 0.50% sulphur limit

The draft Guidelines on consistent implementation of the 0.50% sulphur limit under MARPOL Annex VI include sections on the impact on fuel and machinery systems resulting from new fuel blends or fuel types; verification issues and control mechanism and actions, including port State control and samples of fuel oil used on board; a standard reporting format for fuel oil non-availability (fuel oil non-availability report (FONAR)); and possible safety implications relating to fuel oils meeting the 0.50% sulphur limit. MEPC 74 (May 2019) is expected to adopt these guidelines.

Draft circular on delivery of compliant fuel oil by suppliers

The Sub-Committee agreed a draft joint MSC-MEPC circular addressing the delivery of compliant fuel oil by suppliers, for approval at MEPC 74 and at the Maritime Safety Committee (MSC 101). The draft circular says that Members States should urge fuel oil suppliers to take into account, as relevant: *MEPC.1/Circ.875 Guidance on best practice for fuel oil purchasers/users for assuring the quality of fuel oil used on board ships*; and *MEPC.1/Circ.875/Add.1 Guidance on best practice for fuel oil suppliers for assuring the quality of fuel oil delivered to ships*.

Draft amendments to MARPOL Annex VI on sulphur content definition and sampling

The Sub-Committee agreed draft amendments to MARPOL Annex VI, for approval by MEPC 74 and subsequent adoption by MEPC 75 (Spring 2020), with an expected entry force date of mid-2021.

Definitions of sulphur content of fuel oil, low-flashpoint fuel, MARPOL delivered sample, in-use sample and on board sample

Draft amendments to Regulation 2 Definitions, to include new definitions for "Sulphur content of fuel oil" - meaning the concentration of sulphur in any fuel oil, measured in % m/m as tested in accordance with standard acceptable to the Organization; "Low-flashpoint fuel", to mean gaseous or liquid fuel having a flashpoint lower than otherwise permitted under paragraph 2.1.1 of SOLAS regulation II-2/4; "MARPOL delivered sample", to mean the sample of fuel oil delivered in accordance with regulation 18.8.1 of MARPOL Annex VI; "In-use sample", to mean the sample of fuel oil in use on a ship; and "On board sample", to mean the sample of fuel oil intended to be used or carried for use on board that ship.



Fuel oil sampling and testing - Draft amendments to Regulation 14 Sulphur oxides (SOX) and particulate matter, to add new paragraphs related to in-use and on board fuel oil sampling and testing, to add new paragraphs to require one or more sampling points to be fitted or designated for the purpose of taking representative samples of the fuel oil being used or carried for use on board the ship. The representative samples of the fuel oil being used on board are to be taken in order to verify the fuel oil complies with the regulation.

Appendix I amendments to the International Air Pollution Prevention (IAPP) certificate - Draft consequential amendments to update the IAPP certificate to add a reference to sampling points and also to note where there is an exemption to the provision for low-flashpoint fuel.

Appendix VI Fuel verification procedure for MARPOL Annex VI fuel oil sample Draft consequential amendments to verification procedures, to cover verification of the representative samples of in-use fuel oil and on board fuel oil.

Draft amendments to on board sampling guidance

The Sub-Committee agreed draft 2019 Guidelines for on board sampling for the verification of the sulphur content

of the fuel oil used on board ships, updating the previous version. MEPC 74 (May 2019) is expected to approve these guidelines.

Draft 2019 port State control guidelines

The Sub-Committee agreed, in principle, to draft 2019 Guidelines for port State control under MARPOL Annex VI, updating the 2009 guidelines. MEPC 74 (May 2019) is expected to adopt these guidelines.

Draft interim guidance for port State control on contingency measures for addressing non-compliant fuel oil

The Sub-Committee developed draft interim guidance for port State control on contingency measures for addressing non-compliant fuel oil and invited concrete proposals to MEPC 74. The draft interim guidance covers possible actions to be taken, following discussions between ship, flag State and port State, when a ship is found to have on board non-compliant fuel oil either as a consequence of compliant fuel oil being not available when the ship bunkered fuel oil or the ship identifying through post bunkering testing that the fuel oil on board is non-compliant.

MEPC 74 (May 2019) is expected to consider these draft interim guidelines further.

Draft unified interpretation

The Sub-Committee agreed a draft unified interpretation to regulation 14.1 of MARPOL Annex VI, for submission to MEPC 74 for approval, which confirms that regulation 14.1 of MARPOL Annex VI for the prohibition on carriage of non-compliant fuel oil should also be applied to the fuel oil of emergency equipment.

Review of the 2015 Guidelines on Exhaust Gas Cleaning Systems

The Sub-Committee is undertaking a review of the 2015 Guidelines on Exhaust Gas Cleaning Systems (EGCS). The Sub-Committee noted the progress made by the Correspondence Group on review of the 2015 EGCS Guidelines. It agreed to request an extension of the target completion year to 2020 with a view to continuing the work on the review at PPR 7.

In the meantime, the Sub-Committee agreed to forward a new draft Appendix 6 to the EGCS guidelines, developed by the correspondence group, to MEPC 74 (13-17 May) for review and finalization, with a view to potentially issuing it as an MEPC circular. The proposed draft Appendix 6 provides Guidance on temporary indication of ongoing compliance in the case of the failure of a single monitoring instrument, and recommended actions to take if the EGCS fails to meet the requirements of the Guidelines. It aims to address situations in which there is a malfunction of the EGCS system.

The Sub-Committee reviewed a submission from the Joint

Group of Experts on the Scientific Aspects of Marine Environmental Protection (GESAMP), an advisory body that advises the United Nations (UN) system on the scientific aspects of marine environmental protection. GESAMP provided comments received from four GESAMP members.

The Sub-Committee also heard from Member States who had carried out studies and preliminary studies related to washwater discharge (under the current washwater discharge standards set out in the 2015 guidelines) and the impact on the marine environment.

The Sub-Committee encouraged interested Member States and international organizations to undertake further scientific research and to submit results to future sessions to facilitate the work on the revision of the 2015 EGCS Guidelines.

The Sub-Committee requested the IMO Secretariat to explore the possibility of GESAMP carrying out a review of the relevant scientific literature and also overseeing a modelling study of the impacts of discharge washwater from exhaust gas cleaning systems. The Sub-Committee also invited Member States and organizations in consultative status to submit further scientific studies and information.

Controls on the biocide cybutryne in anti-fouling systems agreed

A second compound/active ingredient used in biocides in anti-fouling systems on ships is set to be prohibited under the IMO Convention for the Control of Harmful Anti-fouling Systems on Ships (AFS Convention). The AFS Convention currently has controls on only one active compound – it prohibits the use of biocides using organotin compounds (TBT). The Sub-Committee agreed that new controls on the biocide cybutryne, also known under its industry name Irgarol-1051, should be included in the AFS Convention.

Draft amendments to the AFS Convention's Annex 1 (Controls on anti-fouling systems) to include controls on cybutryne were agreed for consideration by MEPC 74, with a view to approval and subsequent adoption. Related draft amendments to the model form of the International Anti-fouling System Certificate were also agreed.

The proposed amendments can be adopted by MEPC 75, and would enter into force under the tacit acceptance procedure, a minimum of 18 months after adoption (date to be decided by the MEPC).

The Sub-Committee invited proposals to PPR 7 on consequential amendments to the Guidelines for brief sampling, survey and certification, and inspection of anti-fouling systems on ships (resolutions MEPC.104(49), MEPC.195(61) and MEPC.208(62)). These should take into account issues raised by delegates during the meeting, including the fact that methods for brief sampling and analysis of anti-fouling systems are currently specific for organotin compounds and might not be suitable for cybutryne.

MEPC may also consider the need for revisions of the Revised guidance on best management practices for removal of anti-fouling coatings from ships, including TBT hull paints (LC-LP.1/Circ.31/Rev.1) and the Inventory of Hazardous Materials under the Hong Kong Convention, in light of the introduction of controls of cybutryne under the AFS Convention.

Reducing risks of use and carriage of heavy fuel oil as fuel by ships in Arctic waters

The Sub-Committee began its work to develop measures to reduce the risks of use and carriage of heavy fuel oil as fuel by ships in Arctic waters. A working definition for heavy fuel oil was noted, which says that “heavy fuel oil means fuel oils having a density at 15°C higher than 900 kg/m³ or a kinematic viscosity at 50°C higher than 180 mm²/s”.

A draft methodology for analysing impacts of a ban on heavy fuel oil for the use and carriage as fuel by ships in Arctic waters was agreed. The Sub-Committee invited submissions to PPR 7, especially those by Arctic States, containing impact assessments guided by but not limited to the methodology.

The methodology sets out five steps to assess the impact of a ban. Specific analyses that are detailed include: determination of the study area; assessment of the costs to Arctic indigenous and local communities and industries; assessment of the benefits of an HFO ban to Arctic indigenous and local communities and ecosystems; and consideration of other factors that could either ameliorate adverse impacts of a ban or accommodate specific situations.

Meanwhile, a correspondence group was instructed to develop guidelines on measures to reduce risks of use and carriage of heavy fuel oil as fuel by ships in Arctic waters. The guidance could include sections on navigational measures; ship operations; infrastructure (onshore and offshore) and communications; enhanced preparedness for emergencies of oil spills, early spill detection and response; drills and training; and economic assessment of potential measures.

Addressing the impact on the Arctic of Black Carbon emissions

The Sub-Committee identified a number of potential control measures to reduce the impact on the Arctic of Black Carbon emissions from international shipping.

A simplified compilation of the identified control measures was forwarded to MEPC 74. The Committee was invited to provide instruction on further work on the reduction of the impact on the Arctic of Black Carbon emissions from international shipping

Guide to implement pollution prevention and response treaties agreed

The Sub-Committee agreed the draft Guide on practical implementation of the pollution prevention and response treaties (OPRC Convention and the OPRC-HNS Protocol).

The Guide is intended to: promote understanding of the overall OPRC Convention and OPRC-HNS Protocol concept; explain the benefits of participation in this international regime; provide a step-wise approach for the planning, preparedness and implementation process at national and regional levels; and identify existing publications and support mechanisms to assist with implementation.

The International Convention on Oil Pollution Preparedness, Response and Co-operation (‘OPRC Convention’) was adopted in 1990 to define appropriate levels of planning and preparation for marine oil pollution. To broaden the scope of the OPRC Convention, the Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances (OPRC-HNS Protocol) was adopted in 2000.

The treaties provide a framework designed to facilitate international co-operation and mutual assistance in preparing for and responding to major oil pollution incidents and require States to plan and prepare by developing national systems for pollution response in their respective countries, and by maintaining adequate capacity and resources to address oil pollution emergencies.

Revised guidelines for provisional assessment of liquid substances in bulk

The Sub-Committee agreed the draft revised MEPC circular on the Guidelines for the provisional assessment of liquid substances transported in bulk. The draft will be submitted to MEPC 74 for approval.

(Based on material kindly provided by the IMO Media Centre©)

For a detailed report of IFSMA attendance at this IMO Meeting please visit our website and go to ‘IMO Reports’.

Amver cruise ship *Carnival Sunrise* assists disabled yacht

Amver participating cruise ship *Carnival Sunrise* assisted a disabled sailboat 88 miles south of South West Passage, Louisiana on 12 December last.

United States Coast Guard rescue officials in New Orleans received a notification from the master of the Amver participating cruise ship *Carnival Sunrise* that the ship was on scene with a 44 foot disabled ketch and passing fuel and lube oil.

Carnival Sunrise, Bahamian-flag, was able to pass along oil and fuel and continue on its voyage. The crew of the sailboat were instructed by the Coast Guard to activate their Emergency Position Indicating Radio Beacon (EPIRB) if they require additional assistance.

It is understood that the sailboat was able to continue on

its passage to Tampa, Florida and *Carnival Sunrise* returned to port.



Carnival Sunrise enrolled in Amver on 24 February 1999 and has since earned 20 Amver participation awards.

Amver is the Automated Mutual-Assistance Vessel Rescue System.



To learn more see: www.amver.com

More assistance rendered

A few weeks earlier, at the beginning of November Liberian-flag bulk carrier *SBI Macarena* reported to the Amver centre that they had assisted in the rescue of 35 migrants found adrift in a small boat halfway between Oran and Malaga in the Alboran Sea*.

On 25 October *SBI Macarena* located a group of possible migrants in a boat waving an orange flag. The master of *SBI Macarena* slowed down to investigate and notified rescue authorities at MRCC Cartagena, Spain, of their situation.

Rescue authorities in Spain directed *SBI Macarena* to remain on scene and a helicopter and rescue boat was launched to investigate and rescue the migrants. The master of the 229m loa, 43,301 grt, built 2016, bulk carrier provided critical communications and remained on scene, prepared to provide rescue services if necessary.

A rescue boat from MRCC arrived and the bulk carrier was released to continue on its voyage. *SBI Macarena*, managed by Scorpio Commercial Management of Monaco, enrolled in Amver on 5 December 2016 and has earned two Amver participation awards.

* The Alboran Sea is the westernmost part of the Mediterranean Sea, lying between the Iberian Peninsula and the north of Africa (Spain on the north and Morocco and Algeria on the south).

Iceland's first electric ferry

ABB powered

A new electric ferry to operate on an Icelandic route known for its harsh weather will benefit from efficiency and sustainability provided by ABB technology.

It is reported that ABB will supply integrated power and electric storage facilities to the Icelandic Road and Coastal Administration's new ferry that will make an estimated 3,600 annual passages in the waters between Landeyjahöfn on the mainland of Iceland and the Westman Island, covering 13 km in about 45 minutes.

This 70m loa ferry, with a capacity of 550 passengers and 75 cars, is designed by Polarkonsult and is due for delivery from the Crist SA shipyard of Gdynia, Poland, later this year.

The vessel will feature a large battery pack (3000kWh) and is designed to operate in a fully electric mode for most of time, with onshore charging in both harbours. During particularly challenging weather, when the consumption of battery power may exceed the available energy, the ferry will use its diesel-electric generator set, it is reported.

It is understood that the new ferry will replace the 1992-built MF *Herjólfur* in line with Iceland's incentives to promote electric modes of transport. With 80% of Iceland's energy coming from non-fossil resources, led by hydropower and geothermal energy, the new vessel will be well-positioned to support Iceland's sustainability goals.

In the words of said Sigurdur Gretarsson, Director of the Maritime Division at the Icelandic Road and Coastal Administration: '*Opting for ABB's electric solutions allows the vessel to meet design constraints that initially seem in conflict: it is optimized for cleaner operation and reduced greenhouse gas emissions, whilst power is sufficient to navigate some very hazardous waters safely.*'

ABB's power distribution system, Onboard DC Grid™, will ensure the high efficiency of the new ferry by allowing batteries to connect directly with the DC link, which helps avoid losses of power during charging and discharging. Additionally, the system can allow for variable speed operation of the diesel engines, which results in reduced fuel consumption.

The scope of ABB supply also includes generators, transformers, switchboards, the Power and Energy Management System (PEMS) and the Energy Storage Control System (ESCS). The ferry will be connected to ABB Ability™ Collaborative Centers Infrastructure. This network uses remote equipment monitoring and data analytics to enable remote technical support, as well as predictive maintenance and planned interventions.

Crucial to the supporting infrastructure shoreside is the shore power connection delivered by ABB to recharge the battery with a power of 2500kW while the ferry is in

the dock. On average, it will take about 30 minutes to re-charge.



A newcomer in Icelandic waters. A computer generated image of the 70m loa ferry, with a capacity of 550 passengers and 75 cars, designed by Polarkonsult and due for delivery from the Crist SA shipyard of Gdynia, Poland, later this year.

Illustration kindly provided by Polarkonsult ©.

Juha Koskela, Managing Director, ABB Marine & Ports said: ‘*Selection of ABB’s technologies for a vessel operating on such a tough route, where the water depth is sometimes limited to 4.5 metres, but wave heights can reach 3.5 metres, sets a new benchmark for battery power on board a ship. In line with our vision for electric, digital and connected shipping, this project demonstrates how system integration – whether on board the ship or between the ship’s crew and shoreside expertise – is a key success factor for vessel management.*’

It is further reported that the new ferry will not only reduce the environmental impact, but also improve the regularity of the connection. Previously, during rough weather, the ferry operating the route would travel to an alternative harbour to berth safely, extending the sailing time from 45 minutes to close to three hours and causing motion sickness in passengers. However, it is claimed the new ferry will be able to enter the destination harbour in challenging weather most of the time, with the rare exception of when particularly heavy seas prevail.

Suez Canal registers highest daily tonnage in 150 years

On 6 February the Suez Canal Authority Chairman announced the transit of 75 giant ships registering 5.8 million grt as passing through the Canal that day, the highest ever registered daily tonnage in 150 Years.

Admiral Mohab Mamish, Chairman and Managing Director of the Suez Canal Authority (SCA) and Chairman of the General Authority for the Suez Canal Economic Zone, announced that navigation traffic witnessed, on that day the transit of 75 vessels from both directions registering 5.8 million gross tons, thus registering the highest daily tonnage since the inauguration of the Canal in 1869. The north convoy had 40 vessels registering 2.7 million tons,

whereas the south convoy contained 35 vessels registering 3.1 million tons.

Admiral Mamish stressed that the Suez Canal is maintaining its position as the most significant maritime route in the world, upon the development projects executed in recent years; most importantly the New Suez Canal project which received the support of both the Egyptian President, and the people of Egypt as one of the most important projects for the development of the Egyptian economy.



Mamish went on to emphasise that the Suez Canal Authority is reaping the fruits of its marketing policies: ‘*The unprecedented records are promising outcomes for the New Suez Canal project, the flexible marketing policies and the incentives granted to transiting vessels. All this is to provide the best marine services and to reach the highest rate of clients’ satisfaction.*’

The SCA Chairman praised the hard work of the SCA pilots and the Transit Department personnel as well as all SCA employees who spare no effort to achieve the highest records despite the tough weather.



Traffic in the Canal witnessed the transit of 14 huge vessels each of more than 150 thousand gross tons.

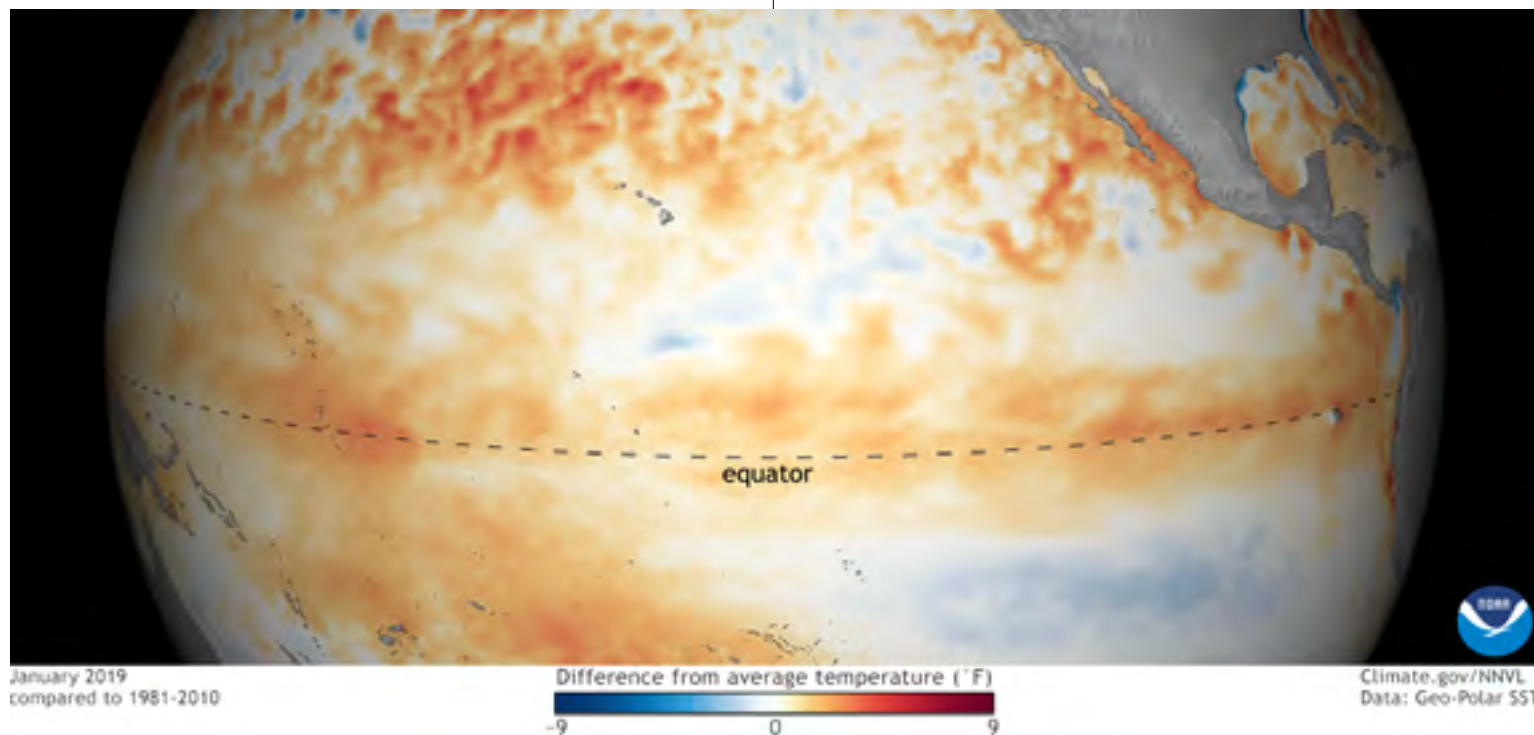
The largest vessel in the north convoy was the Hong Kong-flagged container ship *CSCL Pacific Ocean* (19,000 teu; 187,541 grt; 339.67m loa; 58.73m breadth), on her way to Malaysia from the UK. Whereas, the largest vessel from the south was the Panamanian container ship *Ever Genius* (20,388 teu; 217,612 grt; 400m loa; 59m breadth), one of the largest containerships in the world on her way to The Netherlands from Sri Lanka.

Photos: Suez Canal Authority ©. (<http://tinyurl.com/y5xphdmf>)

February 2019 El Niño* Advisory

NOAA's Climate Prediction Center in College Park, Maryland, issued an El Niño Advisory on 14 February, indicating the climate pattern that has taken effect and is likely to continue through the spring. While the El Niño is expected to be weak, it may bring wetter conditions across the southern half of the US during the coming months.

Last winter, La Niña took effect in October 2017 and lasted through April 2018 before a return to neutral conditions. NOAA scientists will continue to monitor the El Niño and will issue a monthly update in the middle of this month (March).



‘El Niño conditions across the equatorial Pacific have come together, and we can now announce its arrival,’ said Mike Halpert, deputy director, NOAA’s Climate Prediction Center, and ENSO forecaster. *‘While sea surface temperatures are above average, current observations and climate models indicate that this El Niño will be weak, meaning we do not expect significant global impacts through the remainder of winter and into the spring.’*

Forecasters say there is about a 55% chance that El Niño conditions will continue through the spring.

Scientists say that some of the above-normal precipitation this winter in parts of the West is related to sub-seasonal variability attributed to another climate phenomena, the Madden Julian Oscillation (MJO), rather than El Niño influences. It is understood that the MJO can trigger enhanced rainfall along the West Coast of the US.

El Niño is a natural, ocean-atmospheric phenomenon marked by warmer-than-average sea surface temperatures in the central Pacific Ocean near the equator. Typical El Niño patterns during winter and early spring include below-average precipitation and warmer than average temperatures along the northern tier of the US with above normal precipitation and cooler conditions across the South. While impacts vary during each El Niño event, NOAA regularly provides temperature and precipitation outlooks for the seasons ahead, it is reported.

Illustration NOAA © per www.noaa.gov/media-release

* The El Niño Southern Oscillation (ENSO) is one of the most important climatic phenomena on Earth. By influencing global temperatures and precipitation, ENSO significantly impacts Earth’s ecosystems and human societies. El Niño and La Niña are opposite extremes of the ENSO, which refers to cyclical environmental conditions that occur across the Equatorial Pacific Ocean. These changes are due to natural interactions between the ocean and atmosphere. Sea surface temperature, rainfall, air pressure, atmospheric and ocean circulation all influence each other.

From the IFSMA Office

The main task in the office at this time of year is to send out the invoices for annual subscriptions and monitor the payments as they come in.

The main difference this year is the increase in subscription rates as agreed by members at the Special Meeting of the General Assembly held in London during last September.

A new task we now have is, following the cancellation of the International Shipmasters Congress in September, organising a new venue and dates, and creating all the necessary registration forms and other information for members. There will also be elections this year for three additional Vice Presidents which have just been approved. The venue is likely to be in Europe or in UK.