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IF SMA

NEWSLETTER

The Shipmasters' International Voice



Hamburg Maritime Museum
Well worth a visit.



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Secretary General's Report

The IMO Committee and Sub Committee meetings are in full swing as I write in the early days of May. You will recall that I reported my participation in the Maritime Anti-Corruption Network Industry Working Group which is trying to get anti-corruption onto the Agenda at the IMO. IFSMA is one of the lead members of this Working Group and in short time we produced a paper for the Facilitation Committee at the IMO and I am pleased to say the paper got unanimous support such that the subject of Anti-Corruption is included in the Work Programme from 2020 for two years. The aim in moving forward will be to start a firm programme of training around the world and to work with shipping companies to refuse to become involved in corruption in ports. This is exciting work and I will hopefully be producing an update two or three times a year to keep you informed as to how you Shipmasters can play your part.

The Human Element Industry Group that IFSMA set up with other NGOs is going from strength to strength and starting to make an impact at the IMO in raising the awareness of the Human Element. This is not easy in an industry that has been more and more technical, but we have the full support of the Secretary General of the IMO who is actively acknowledging our participation in trying to make a difference. We have our first paper about to be discussed at the Human Element, Training and Watchkeeping Sub-Committee as this Newsletter goes to print and I hope it will get wide support and that I can report positively for the next edition.

At the beginning of March I was honoured to be invited to give evidence to the European Union's Security and Defence Committee at the European Parliament. I was given the opportunity to put forward the Shipmaster's view on the situation in the Mediterranean and of Mixed Mass Migration and the significant dangers that the Shipmaster can encounter picking up hundreds of migrants in danger at sea. They are clearly listening to the industry and want IFSMA to join their Working Group as they seek to reduce this issue. I will, of course, keep you up to date with the progress we make in this important area.

Finally, I would like to send my personal thanks to our colleagues in Finland who have agreed to host this year's AGA in Helsinki in September and I hope to see many of you there.

From the Editor

This year, once again, the annual Day of the Seafarer will be celebrated on 25 June with the theme *I Am On Board with gender equality*.

Throughout 2019 there will be strong emphasis throughout the maritime world on the importance and value of women as seafarers, a direction we at IFSMA wholeheartedly support.



Much of this is being driven by the World Maritime Day theme (Empowering Women in the Maritime Community) and it is already clear that this topic has a very strong and far-reaching resonance. This highlights opportunities for women (as well as their current contributions) in a wide range of maritime careers and professions. It is emphasised that the focus will be very firmly on one aspect of that community – seafarers.

As in previous years, the campaign is centred on social media and we understand that all IMO's social media platforms will be used with Twitter, Facebook and Instagram expected to account for most activity.

The 2019 campaign hashtag is: **#IAmOnBoard** which can be used by all engaging in the campaign, male or female, to show solidarity for gender equality in seafaring.

Just Culture

By The Britannia Loss Prevention Team

The concept of Safety Culture and its benefits for shipping companies is widely reported and well known. In 2013, the International Chamber of Shipping¹ defined such a culture as being represented by the *“Values and practices that management and personnel share to ensure that risks are always minimized and mitigated to the greatest degree possible.”* In essence, this translates to safety values being a central part of everything that a company and its employees do. In particular, the commitment to safety as the highest priority should be embedded throughout the entire organisation.

It is accepted that a key element of an effective Safety Culture is in fact the successful integration of a number of other ‘cultures’ within an organisation². These include a Reporting Culture, where concerns and incidents are able

to be reported freely and openly; an Informed Culture, where the reported incident data is collected, analysed and actively disseminated; and a Learning Culture. For the latter, the company strives to learn from previous events and improve its performance by addressing the lessons.

However, fundamental to all of this is the principle of “Just Culture”^{3 4}. This represents a shift from the previously widespread view that someone should always be held accountable in the aftermath of an accident, the so-called “Blame Culture” - this creates a “culture of punishment”¹, with the underlying assumption that the threat of being reprimanded, or at worst, being dismissed, would motivate individuals’ behaviour sufficiently to maintain safety. However, the problem with this latter approach is that the ‘fear’ of disciplinary action often stifles the reporting of accidents and ‘near miss’ incidents⁵ as well as the willingness of people to openly assist with investigations, irrespective of the likely cause. Therefore the opportunity to learn invaluable lessons and improve safety processes as a whole is diminished, if not lost.



The work design consultants ©

To counter this, the term “No-Blame Culture” is often referred to, However, in reality this is neither desirable nor feasible, as such an approach fails to account for intolerable behaviour, for example, gross negligence or a wilful violation of a procedure.

A “Just Culture” therefore addresses these concerns by clearly defining a policy whereby employees are encouraged to report accidents or incidents without fear of retribution unless their behaviour is unacceptable; this could include acting recklessly or taking deliberate and unjustifiable risks. The policy should clearly set out the expectations for adherence to company procedures and provide a context for enforcing them. It should also recognise behaviours that exceed company expectations, as well as

3 Dekker, S (2016), *Just Culture – Restoring Trust and Accountability in Your Organization*, 3rd Edition, Burlington, Ashgate.

4 UK Maritime & Coastguard Agency (MCA), *Improving Safety and Organisational Performance Through A Just Culture*, at: <https://www.gov.uk/government/publications/a-just-culture-improving-safety-and-organisational-performance>.

5 IMO MSC-MEPC.7/Circ.7 – *Guidance on Near-Miss Reporting*, 10 October 2008.

those that may have dipped below an acceptable level, but might not be the fault of the employee.

A key requirement is that an organisation's definition and implementation of "Just Culture" is available and accessible by all employees. This should in particular define what constitutes concepts such as "negligence", "acceptable" and "unacceptable" behaviour following an incident or unsafe act, and how these will be investigated and dealt with. It is important that the principles should also be applicable to both ship and shore personnel.

Many organisations find it helpful to develop a "decision tree"² to support their "Just Culture" policy; this can be extremely helpful to determine the level of, or lack of, culpability following an unsafe act. Flow charts⁶ can also be created providing alternative "decision trees", which can be adapted to suit an organisation's particular needs. Having such a process mapped is really valuable in order to ensure that all employees are aware of the procedures for determining the degree of fault and the expected follow-up actions by the company.

Effective communication of the process within the organisation is important and this should be supported by training and guidance for both ship and shoreside personnel. Ideally, a "Champion" or "Owner" of the "Just Culture" process should be appointed in an organisation as the main focus and driver of the system.

The success of the process in particular relies on an atmosphere of trust among all personnel in the organisation and therefore needs to be implemented consistently and as far as possible, transparently. Key to this is the need to try to embed changes to existing attitudes and behaviours, for example, by encouraging or possibly even rewarding the reporting of incidents and other essential safety-related information. For example, by focussing on the positive consequences of reporting, rather than just looking to blame individuals, an effective "Reporting Culture" can be cultivated. Clearly this requires commitment throughout an organisation, in particular from the management's commitment to safety and promotion of the "Just Culture", as well as the active involvement of employees in the decision making and problem solving process.

An effective internal incident reporting system is also a crucial element of the process. This should be clear, open, anonymous, confidential and preferably managed with some degree of independence from other functions within the company. For example, consideration should be given to whether internal investigations will be conducted by a single department, or by different departments with differing investigation objectives. Some thought should ideally also be given to the incident reporting forms/templates and what information is required to be provided on these. The reporting/investigation process should also have clear outputs in terms of anonymised final reports with lessons

learnt; this is essential to help demonstrate the value of reporting accidents and near misses to all employees.

Other stakeholders within an organisation need to be involved in the implementation of a "Just Culture" process, such as Human Resources (HR) and the Legal department, who will both need to ensure that their and any statutory obligations are still met. For example, does the HR "Disciplinary" process align with the overall "Just Culture" policy? This also raises the important issue of which person(s) within an organisation will be involved in deciding culpability following any "unsafe act", e.g. this will likely be a team consisting of stakeholders from departments such as Health, Safety, Quality and Environment (HSQE), Management, HR and Legal.

Conclusion

The journey to developing a "Just Culture" can pose many difficult challenges for companies. However, the successful integration of this approach is considered an essential element of an effective, high performance safety critical organisation. By clearly defining the company's policy for categorising and dealing with errors and unsafe acts in a fair and just manner, the benefits of enhanced reporting and transparency can reap significant advantages in terms of safety performance and efficient operations.

The IMO digest

A summary of some of the news received from the IMO Media service in recent weeks

All illustrations (© IMO) downloaded from with grateful thanks from www.imo.org

IMO 2020 – A Breath of Fresh Air

Text here is based upon a very helpful briefing from IMO HQ in London provided early in April.



6 Hudson et al (2008), *Meeting Expectations: A New Model for a Just and Fair Culture*, Nice, Society of Petroleum Engineers, Ref: SPE 111977.

Here the infogram shown is particularly important and shows clearly what we all in the shipping community are expected to know.

Heavy fuel oil is the main type of bunker oil for ships. This bunker commodity is derived as a residue from crude oil distillation. Crude oil contains sulphur which, following combustion in the engine, ends up in ship emissions. Sulphur oxides (SOx) are known to be harmful to human health, causing respiratory symptoms and lung disease. In the atmosphere, SOx can lead to acid rain, which can harm crops, forests, aquatic species and buildings. It also contributes to the acidification of the oceans.

Limiting SOx emissions from ships will improve air quality and protects the environment.

From 1 January 2020, the limit for sulphur in fuel oil used in ships operating outside designated emission control areas will be reduced to 0.50% m/m (mass by mass). This will significantly reduce the amount of sulphur oxides emanating from ships and should have major health and environmental benefits for the world, particularly for populations living close to ports and coasts.

Limiting sulphur oxides' emissions from ships reduces air pollution and results in a cleaner environment. Reducing SOx also reduces particulate matter, tiny harmful particles which form when fuel is burnt.

Emissions and premature deaths

A study on the human health impacts of SOx emissions from ships, submitted to IMO's Marine Environment Protection Committee (MEPC) in 2016 by Finland, estimated that by not reducing the SOx limit for ships from 2020, the air pollution from ships would contribute to more than 570,000 additional premature deaths worldwide between 2020-2025.

So a reduction in the limit for sulphur in fuel oil used on board ships will have tangible health benefits, particularly for populations living close to ports and major shipping routes.

A more comprehensive briefing by IMO is to be found here: <http://tinyurl.com/yblucltn>

Japan accedes to ship recycling convention

At the end of March IMO reported that its treaty for safe and environmentally-sound ship recycling received another boost as Japan became the tenth country to become a Party to the Hong Kong Convention. This accord covers the design, construction, operation and maintenance of ships, and preparation for ship recycling in order to facilitate safe and environmentally sound recycling, without compromising the safety and operational efficiency of ships.

Under the treaty, ships are required to carry an Inventory

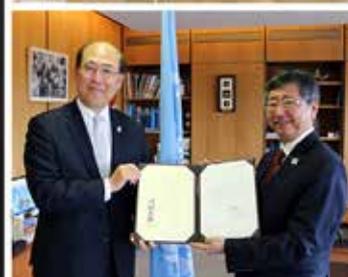
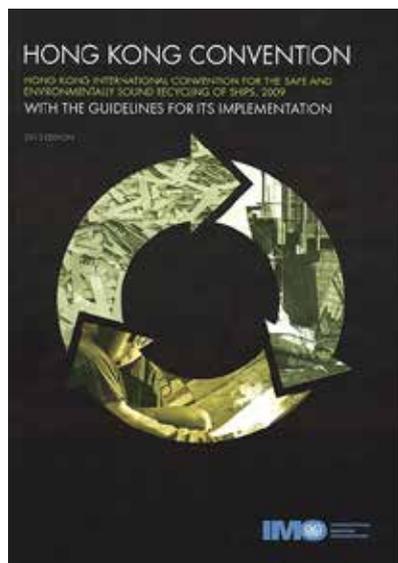
of Hazardous Materials, specific to each ship. Ship recycling yards are required to provide a Ship Recycling Plan, specific to each individual ship to be recycled, specifying the manner in which each ship will be recycled, depending on its particulars and its inventory.

HE Koji Tsuruoka, Ambassador of Japan to the United Kingdom and Permanent Representative of Japan to IMO, met IMO Secretary-General Kitack Lim at IMO Headquarters, London on 27 March to deposit the instrument of accession.

To help increase international awareness of the importance of the early entry into force of the Hong Kong Convention, the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) of Japan, in cooperation with the IMO Secretariat, is due to host an international seminar with the title: Ship Recycling – Towards the Early Entry into Force of the Hong Kong Convention. This gathering will be held this month (May) at IMO HQ. It will hear discussions as to how to promote sustainable ship recycling and how to move forward for the early entry into force of the Hong Kong Convention.

Contracting States to the Hong Kong Convention are: Belgium, Denmark, France, Japan, the Netherlands, Norway, Panama, the Republic of the Congo, the Republic of Serbia and Turkey. They represent approximately 23.16% of the gross tonnage of the world's merchant shipping.

The combined annual ship recycling volume of the Contracting States during the preceding ten years is 1,709,955 grt, that is 0.57% of the merchant shipping tonnage of the same States.



Conditions to be met

IMO reports that the Hong Kong Convention will enter into force 24 months after the following conditions are met:

- (1) Not less than 15 States have concluded this Convention.
- (2) The combined merchant fleets of the States Parties constitute not less than 40 % of the gross tonnage of the world's merchant shipping, and

(3) The combined maximum annual ship recycling volume of the States Parties during the preceding ten years constitutes not less than 3% of the gross tonnage of the combined merchant shipping of the States Parties.

Inspiring maritime women / Algeria / Malaysia

An inspiration to maritime women

Sound advice was given by a wide selection of inspiring maritime women who shared their experiences of entering, working and leading in the maritime world at a special event held at IMO HQ in London on 10 April with the theme: *Women, ports and facilitation*.

Speakers covered much on their work and the future for women in the field and identified a series of key points and recommendations which included: the importance of promoting female role models; need for increased access to education; provision of mentoring; and taking advantage of training.



An overriding point that surfaced indicated that work promoting gender equality needed to be done by both men and women together.

In his introduction to the event, IMO Secretary-General Kitack Lim reminded those present of this year's World Maritime Day theme: *Empowering Women in the Maritime Community*, and the importance of getting 'all hands on deck', both male and female, for shipping to continue to carry the world's goods in a clean, safe and efficient manner.

The event, organized by IMO and WISTA* , took place in the margins of IMO's Facilitation Committee, which was addressing the efficiency of shipping by dealing with all matters related to the free flow of international maritime traffic.

IMO's Facilitation Committee, (FAL 23) was held from 8-12 April and addressed the efficiency of shipping by dealing with all matters related to the free flow of international maritime traffic.

* Women's International Shipping & Trading Association

Protecting Algeria's marine environment

IMO training on the international treaty covering waste dumping at sea, the London Protocol, was held on 9/10 April in Algiers with Algerian government officials and participants* from shipping companies and port authorities.

This event enabled cooperation between different sectors allowing effective implementation of measures aimed at protecting the marine environment from dumping of harmful wastes at sea**.



Participants examined ways of effectively assessing the environmental impact of dumping of certain substances including disposal at sea of dredged material and effluents from desalination plants. Delegates also discussed the advantages of being part of the global network of experts and scientists linked to the London Protocol with its continuing research on innovative sustainable techniques preventing marine pollution caused by dumping.

This gathering was organized by IMO's Office of the London Convention & Protocol with the Directorate of the Merchant Navy and Ports of the Algerian Ministry of Public Works and Transport, supported by Environment and Climate Change Canada.

* 35 participants from ministries and administrations responsible for transport, environment, fisheries, tourism and foreign affairs, as well as shipping companies and port authorities.

** As set out in the London Protocol and the Dumping Protocol of the Barcelona Convention – the regional convention for the protection of the Mediterranean Sea established under UN Environment's Regional Seas Programme.

Malaysia ratifies the FAL Convention

On 10 April it was reported that the IMO treaty enhancing communication between ships and ports to assist cargoes move more quickly, easily and efficiently has been ratified by Malaysia.

This brings the number of contracting States to the Convention on Facilitation of International Maritime Traffic (FAL Convention) to 123.

Captain Haji Samad, Alternate Permanent Representative of Malaysia to IMO, met IMO Secretary-General Kitack Lim at IMO's London HQ on 10 April to deposit the instrument of accession.



A mandatory requirement for national governments to introduce electronic information exchange between ships and ports came into effect on 8 April 2019. This aims to make cross-border trade simpler and the logistics chain more efficient, for the more than 10 billion tons of goods traded by sea annually across the globe.

The requirement, mandatory under IMO's Convention on Facilitation of International Maritime Traffic (FAL Convention), is part of the amendments under the revised Annex to the FAL Convention, adopted in 2016.

To quote IMO Secretary-General Kitack Lim: *'The new FAL Convention requirement for all Public Authorities to establish systems for the electronic exchange of information related to maritime transport marks a significant move in the maritime industry and ports towards a digital maritime world, reducing the administrative burden and increasing the efficiency of maritime trade and transport.'*

Vigilance essential despite reduction to Piracy High Risk Area in the Indian Ocean

See **BMP 5**

The Round Table of international shipping associations plus the Oil Companies International Marine Forum (OCIMF) representing the global shipping and oil industry have announced the geographic boundaries of the High Risk Area for piracy in the Indian Ocean have been reduced, with new advice issued to merchant ship operators. This was reported on 8 March.

This High Risk Area reflects the area where the threat from piracy exists, whilst recognising the ongoing containment of pirate attacks in the Indian Ocean. The industry group

of shipping and oil industry organisations BIMCO, International Chamber of Shipping (ICS), INTERCARGO, INTERTANKO and the Oil Companies International Marine Forum (OCIMF) responsible for setting the High Risk Area emphasised that a serious threat remains despite the reduction to the area's geographic boundaries and that correct reporting, vigilance and adherence to fifth edition of the best management practice (BMP5) remains crucial.

Reduction to the High Risk Area takes full account of recent shipping industry experience, pirate intent and capability and follows extensive consultation with nations, collations and military naval forces, including Combined Maritime Forces, EUNAVFOR and the United Kingdom Maritime Trade Operations (UKMTO), which continue to provide vital advice and protection to shipping.

Regarding charting regional UKHO Maritime Security Chart, Q6099 will be updated by Notice to Mariners and a new version produced to reflect these changes which take effect from 1 May 2019.

The advice can be downloaded via the industry organisations website:

<http://tinyurl.com/y676hlss>

In summary:

- The area previously classified as high risk forms only a part of the area called the Voluntary Reporting Area (VRA).
- Ships entering the VRA are encouraged to report to the UKMTO to be monitored during transit and register with the Maritime Security Centre for the Horn of Africa (MSCHOA).
- Pre-transit risk assessments should take into account the latest information from both the VRA and High Risk Area.

Industry associations further emphasised that in view of the continuing threat of pirate attacks, shipping companies must continue to maintain full compliance with BMP5 and be vigilant in their voluntary reporting on piracy incidents, sighting of potential pirates, and any suspicious activity – as this provides crucial intelligence on risk levels in the area.

The industry associations will continue to monitor developments to the security situation, and will adjust the HRA again if and when the situation warrants it.

Best management practices document *BMP 5*

BMP5: Best Management Practices To Deter Piracy And Enhance Maritime Security in the Red Sea, Gulf Of Aden, Indian Ocean and Arabian Sea is a joint industry publication that helps ships plan their voyage and detect, avoid, deter, delay and report attacks.

Digital copies are free to be downloaded from the website www.maritimeglobalsecurity.org or www.ifsma.org

Printed copies are also available at no charge from Witherby Seamanship at www.witherbyseamanship.com

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*Photo: Cassandra Thompson, US Navy
Image released by the United States Navy, USN ©.
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About the Round Table of international shipping associations

The Round Table comprises international shipping associations: BIMCO, ICS, INTERTANKO and INTERCARGO. Its mission is to work together to serve, represent and advance the international shipping industry.

Its goals are:

- To act in concert to avoid duplication on issues of consensus, where the combined effort of the Round Table can exceed the sum of the individual efforts.

- Present the industry's arguments in a clear, co-ordinated, consistent and unambiguous manner.
- Enhance political and public awareness of the essential role of shipping in world trade.
- Encourage a positive and respected response to the industry on the part of society at large.
- Communicate the performance of the industry.
- Provide guidance to the industry on relevant topical issues.
- Develop measures for credible and effective self-regulation within the industry whilst promoting the case for a proper balance between regulation and self-regulation.
- Support the principle of international rather than regional or unilateral regulation.
- Advance quality in shipping, and the universal commitment to maritime safety and environmental responsibility.
- Ensure that shipping provides a challenging and rewarding career for persons of commitment, initiative and enthusiasm.
- Promote the shipping industry as an attractive employer.

About the Oil Companies International Marine Forum (OCIMF)

OCIMF is the foremost authority on the safe and environmentally responsible operation of oil tankers, terminals and offshore support vessels, promoting continuous improvement in standards of design and operation. Its remit now covers tankers, barges, offshore support vessels and terminals and its advice extends to issues like shipping in ice and large-scale piracy.

See also: www.ocimf.org

Picture caption

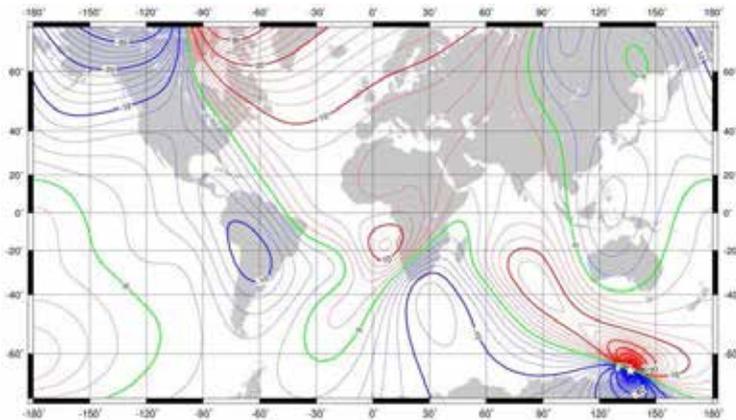
From USN news archive of 2010 the Arleigh Burke-class guided missile destroyer USS Farragut (DDG 99) passes by the smoke from a suspected pirate skiff it had just destroyed.

At the time USS Farragut was part of Combined Task Force 151, a multinational task force established to conduct anti-piracy operations in the Gulf of Aden.

Much Ado About No(r)thing

By Simon Gaskin FRIN FNI,
Secretary General IAIN*

The World Magnetic Model (WMM) [Epoch 2015-2020] is due to be replaced by the Epoch 2020-2025 Model at the end of this year (2019). But, in January an unexpected revision to the current Model was issued. Why? Because the Earth's Magnetic Field and, especially, the position of the Magnetic North Pole has altered so much and these alterations appear to be more erratic than predicted, that the Model could no longer be considered sufficiently representative of the actual Magnetic Field as to be usable for creating Correction Tables for use in avionics suites and other equipment which convert between 'Magnetic' and 'True', and subsequently between 'Magnetic' and 'Compass'. And so?



You will recall that Variation (also termed Declination) is the difference between the True meridian and the Magnetic meridian for a given location and that marine charts display the Variation value, the date it was measured and the predicted annual rate of change (usually as part of the compass rose) to facilitate the calculations necessary for mariners to determine compass headings and reduce bearings observed from a magnetic compass to True for plotting.

Furthermore, for any location, Induced Magnetism resulting from the interaction of an iron ship passing through the Earth's magnetic field in that location may now be significantly different to that corrected for at the last compass swing (when was that?).

Generally, a well sited magnetic compass should be able to be corrected such that the residual deviation is no more than +/- 3°. However, if it is more than a year since the compass was last swung, or the change in latitude since swinging is substantial, the values of residual deviation may be markedly greater than the Table of Deviations would suggest. In this age of reliance upon GNSS 'truth', is your back-up compass fit for purpose?

Picture caption

Annual rate of change of declination for 2015.0 to 2020.0 from the World Magnetic Model (WMM2015). Red – east-erly change, blue – westerly change, green – zero change. Contour interval is 2'/year (1/30th of a degree), white star is location of a magnetic pole and projection is Mercator.

A full explanation of the WMM can be found at <http://www.ngdc.noaa.gov/geomag/WMM/>

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- AMN Vol. 1 (10th Edition)
- AMN Vol. 3 (1954)
- BGS website (Apr 2019)
- NOAA website (Jan 2019)
- North Pole, South Pole*, Gillian Turner
- The Spinning Magnet*, Alanna Mitchell
- *International Association of Institutes of Navigation (see www.iaina.org)

ABB and the ferry *La Suprema*

Chiller optimization solution for passenger ships Over 18% energy savings in ferry *La Suprema*

ABB and Italian shipping company GNV (Grandi Navi Veloci) have completed a first-of-its-kind retrofit of a technology that optimizes the performance of chillers used for heating, ventilation and air-conditioning (HVAC) systems on ferries – and the results have exceeded all expectations. This was reported by ABB early in March

In the words of Antonio Campagnuolo, GNV Marine Operations Director:

'GNV is committed to investing in modern and advanced solutions to renew on-board systems and to improve the energy performance and consumption of our fleet. Working together with ABB helps to achieve our goal of providing an efficient and safe transport service through important investments in energy-saving solutions of our fleet.'

Energy efficiency initiatives for ship operations generally focus on main propulsion, but ABB's chiller optimization targets the substantial hotel load required for an HVAC system in passenger ships.

Based on a target set for chiller optimization to save 10% of the energy used by chillers, pilot results cut consumption of power in the ferry *La Suprema* by 18% it has been reported. Furthermore, results suggest that the owner will save 70 MWh of power each month.

Actual energy consumption was depicted in real-time by way of an online dashboard. The results from the optimization solution consistently showed direct energy savings.

Technology draws on active monitoring on board and data processing ashore through a remote connection and only requires a local onboard controller to interface with the chiller control. Based on algorithms generated from real-time data, such as weather forecasts, active learning and 250 HVAC system variables, chiller energy use can be cut significantly without compromising on cooling capacity or indoor climate. All data analysis and energy saving calculations have been verified by an independent analyst Into Trend.

This installation is a prime example of the efficiencies

that are possible for vessels when owners embrace digitalization, connectivity and smart sensor technology. It is reported that ABB's strategy envisages an electric, digital and connected future for shipping, with energy-saving solutions that help owners achieve sustainability benefits. These are major targets for the maritime industry.



La Suprema.

Photo by GNV ©

KVH Videotel / Nautical Institute online course collaboration

A successful collaboration between KVH Videotel, a world leader in the provision of e-learning for the maritime industry, and The Nautical Institute (NI) has resulted in more than 100 NI members enrolling in online courses to further their knowledge and skills.

These interactive courses cover a wide range of subjects from ECDIS training, cyber security, and the Maritime Labour Convention for ship masters, to enclosed space entry and marine environmental awareness. Taking between four and forty hours to complete, the courses are relevant for all career levels from cadet to Master and contribute to continuing professional development (CPD), it is reported.

In the words of Steven Gosling, quality assurance manager for KVH Videotel: *'I am thrilled by the uptake of these e-learning courses and their contribution to the lifelong learning of maritime professionals. It just shows how much NI members want to develop their knowledge and understanding of maritime subjects to enhance their maritime careers. The convenience of online access means NI members can learn at their own pace in an environment and time of their choosing.'*

Under this exclusive programme, NI members receive one free online course each year. Since the courses were made available at the end of 2018, the most popular titles have been *Survey and Examination of lifting appliances*, closely followed by *ECDIS training*.

A look through an eye-glass at icebreaking

In 2007, *Monocle* magazine was launched to provide a briefing on global affairs, business, culture, design and much more and today the journal is published ten times a year out of its HQ in London.

At IFSMA we were introduced to *Monocle* in March and at the time the journal had released a film made in the Bay of Bothnia showing the beginning of the icebreaking season in the Finnish-flagged, state-owned, *Kontio*.*

The ten minute film showing icebreaking operations is available here:

<http://tinyurl.com/y3dwojuo>

A second episode of nine minutes duration introducing life on board is here:

<http://tinyurl.com/y56qw9ap>

We hope you enjoy the films.

*Per www.arctia.fi

Kontio has capability in oil spill preparedness and response. Outside the Baltic icebreaking season, the vessel was in a continuous state of readiness for oil spill response operations in the northern Baltic Sea from 2010 until 2016.

Launched in 1987, *Kontio* (Wärtsilä, 99 metres loa) was designed with particular attention to improved icebreaking efficiency on the Baltic Sea. Thanks to the *Kontio*'s efficient, twin-thruster hull design and relatively small crew of 20, the vessel's operating costs are significantly lower compared to previous vessels. The *Kontio*'s machinery is similar to that of the *Otso*, an icebreaker launched in 1986.



Illustration reproduced by kind permission of Monocle©.

Kontio was outfitted with oil recovery equipment in 2010, with funding provided by the European Maritime Safety Agency (EMSA). The oil recovery equipment was supplied by the Finnish company Lamor. The *Kontio* boasts more than 2,000 m³ of tank volume for recovered oil along with two separate oil recovery systems.

This self-powered oil recovery system runs on a dedicated

hydraulic power unit. One of the oil collection systems is based on rigid sweeping arms, which float next to the vessel's hull and guide the oil into the oil recovery system. Either suction pumps or brush skimmers can be attached to the arms to collect the oil.

Operated by the Finnish state's icebreaking organisation, Arctia, a 125-year-old icebreaking tradition is continued by the deployment of one of the strongest icebreaker fleets in the world. This fleet includes five traditional icebreakers: the *Voima*, *Urho*, *Sisu*, *Otso* and *Kontio*.

Arctia's icebreakers are able to maintain their ice-breaking capability under all ice conditions in the Baltic Sea. The ships are equipped with towing forks and winches.

Stena Bulk to install exhaust gas scrubbers in its fleet

Stena Bulk has made a major investment in scrubbers and before January 2020 16 units will be installed in its fleet, it was reported in March.



Illustration © www.stenabulk.com

Ten IMOIIIMAX, five Suezmax and one of standard Medium Range (MR) vessels will be equipped with the after-treatment system. Total investment is worth \$55million, including equipment, installation and time out of service. Payback time of investment is understood to be between

1.5 and 2.5 years which has already been secured by hedging the fuel spread.

By installing scrubbers on board, Stena Bulk will comply with the forthcoming IMO sulphur cap regulation, which limits the sulphur content in fuel oil used in vessels globally to a maximum of 0.50% from today's 3.50% limit, coming into effect in January 2020. As a result of the new regulation the global shipping fleet will by that date be required to either install scrubbers on board or to use a compliant fuel with the maximum sulphur content of 0.50% (outside Emission Control Areas (ECAs)).

Appropriate fuel availability around the globe has now become a concern to many.

In the words of Stena Bulk AB's President & CEO, Erik Hånell: *'We evaluated the different options and came to the conclusion that for our business by installing scrubbers we will secure greater availability of fuel for our vessels and so limit our exposure to not finding the right fuel around the world and thereby stay flexible in our trading.'*

'Even doing so we know it will require some changes and probably massive challenges in the planning logistically. We will however prepare ourselves as best possible so that we can secure at least the same level of support to our customers as today.'

The scrubber to be installed is an Open Loop Hybrid Ready with Water Cleaning type which not only removes the sulphur but also particulates from the exhaust.

Working over the past 24 months Stena Bulk's business teams have assured minimal to nil disruption caused by the circumstances to be faced from 1 January next. It is understood that Stena Bulk's digital platform, Orbit, will be able to confirm global supply to optimize planning in its bunker operations.

Denmark continues maritime cooperation with Ghana

Denmark and Ghana have cooperated on e-navigation resources, implementation of international regulations and training of tug masters since 2015.

It was reported by the Danish Maritime Authority (DMA) at the end of March that this strategic sector cooperation was extended until 2021. This cooperation between Denmark and Ghana is to support capacity building in the maritime sector to the benefit of both countries.

Andreas Nordseth, Director General of the Danish Maritime Authority, said during the signing ceremony: *'We are very pleased with and have gained much from the maritime cooperation between Denmark and Ghana. With the continuation, we have a basis for further developing our cooperation. We are looking forward to strengthening the*

close ties with Ghana.’



It is understood that the second phase will further enhance e-navigation capabilities, support implementation of international maritime regulations and train tug masters on advanced simulators in Denmark.

Training of tug masters will be part of their preparation for the larger container vessels which are expected to call at the port of Tema when the new terminal opens in the summer of this year.

Collision in Singapore waters between Greece-registered bulk carrier and Malaysian Government vessel

The Greece-registered bulk carrier *Pireas* collided with Malaysian Government vessel *Polaris* on 9 February 2019 in Singapore Territorial Waters off Tuas.

The following day a statement from the Maritime and Port Authority of Singapore (MPA) indicated that after refuelling at Singapore’s eastern bunkering anchorage south of Bedok, *Pireas* declared to MPA that its next port of call was to be Tanjung Pelepas (Johore, Malaysia). At 1355, *Pireas* entered Singapore Port Limits off Tuas. It then slowed, changed course and collided with *Polaris*.

As the incident was not considered a very serious marine casualty incident under the IMO Marine Casualty Investigation Code, the vessel was allowed to proceed with its passage to Tanjung Pelepas.

MPA launched investigations immediately. In addition to sending official notifications to both the Marine Department Malaysia and Greece’s Hellenic Bureau for Marine Casualties Investigation to inform them about the incident, MPA gathered and reviewed information such as vessel records and video footage of the collision and requested a formal incident report from both vessels. MPA also contacted *Pireas*’ agent in Singapore to assist in the investigations.

There were no reported injuries or oil spillage.

MPA’s investigations showed that an error in the turning manoeuvre carried out by *Pireas* caused it to collide with

Polaris, which was anchored at the time in a non-designated anchorage within Singapore Port Limits. MPA issued a stern written warning to the master of *Pireas*.

Furthermore, MPA has reminded the shipping community to ensure that vessels operating within Singapore Port Limits comply with the applicable regulations. MPA has also reiterated its concern that the presence of unauthorised vessels in Singapore’s port waters can cause confusion for the shipping community and threaten navigational safety in the area.

MAIB report: Ferry and motor cruiser collision

Solent, UK South Coast

On 28 March the (UK) Marine Accident Investigation Branch (MAIB) issued its report into the collision between ro-ro passenger ferry *Red Falcon* and motor cruiser *Phoenix* in the Thorn Channel, (approaches to Port of Southampton), on 29 September 2018

MAIB Accident Investigation Report 4/2019 refers and may be found here: <http://tinyurl.com/y4tlrk66>

This report indicates what happened, safety lessons learned and actions taken.

On 29 September 2018, the UK registered roll-on roll-off passenger ferry *Red Falcon* and the privately-owned motor cruiser *Phoenix* collided in the Thorn Channel, Southampton, England. Both vessels were heading for Cowes on the Isle of Wight.

The ferry was carrying 20 crew and 182 passengers, and the motor cruiser had four persons on board. *Phoenix* was pinned against the ferry’s bow for 18 seconds and was seriously damaged. *Red Falcon* was not damaged. There were no injuries and no pollution.

Safety lessons

MAIB’s accident investigation report set out the following:

- The lookout on both *Red Falcon* and *Phoenix* was solely by eye.
- *Red Falcon*’s bridge team did not see the motor cruiser on the starboard bow due to *Phoenix* being obscured by the sun’s glare and window frame blind arcs
- Effectiveness of the lookout maintained on board *Red Falcon*’s bridge was reduced because the master and chief officer remained seated and the bridge window sun screens were not lowered

Phoenix’s owner had limited knowledge of the COLREGs and local guidance, and did not check astern when entering the Thorn Channel at a shallow angle

Recommendations

Following the accident, an internal investigation by the Southampton Isle of Wight and South of England Royal Mail Steam Packet Company Limited (Red Funnel), *Red Falcon's* owner, identified several areas of navigational watchkeeping practice to be improved. In view of this action, no recommendations have been made by the MAIB.

USCG ensuring shore access for seafarers

Early in April it was reported that the US Coast Guard was in the process of issuing a final rule requiring each owner or operator of a maritime facility regulated by the Coast Guard to implement a system providing seafarers, pilots, and representatives of seamen's welfare and labour organizations access between vessels moored at the facility and the facility gate, in a timely manner and at no cost to the seafarer or other individuals.

It was emphasised that these access procedures must be documented in the Facility Security Plan for each facility, and approved by the local Captain of the Port.

It is understood that this final rule, which implements a congressional mandate, ensures that no facility owner or operator in any part of the United States denies or makes it impractical for seafarers or other individuals to transit through the facility.

Throughout the maritime sector, vessels arrive at facilities regulated by the Maritime Transportation Security Act of 2002 (MTSA) for any number of commercial and other purposes. These vessels are operated by seafarers assigned to work on a vessel and who may be at sea for days, weeks, or months as part of their employment on that vessel.

Generally, transiting through an MTSA-regulated facility is the only way for seafarers to access the shore, and the services, businesses, family members, and friends, among other things, beyond the vessel and the facility. Additionally, individuals providing services for seafarers, or having another legitimate purpose for accessing the vessel, can generally access a vessel moored at an MTSA-regulated facility only by transiting through the facility.

Defective passage plans

When failing to prepare is planning to fail

By Carol Holness, Senior Associate, Norton Rose Fulbright South Africa

This article appears here by kind permission of the author.

It first appeared on 29 March 2019 in Africa Ports & Ships (www.africaports.co.za) and we are grateful to the editor for approval to publish.

In an important judgment [Alize 1954 & Anor v Allianz Elementar Versicherungs AG & Ors (The CMA CGM Libra) [2019] EWHC 481 (Admlty) (8 March 2019)] for cargo owners and their marine insurers, the English courts have considered how a defective passage plan can result in a vessel being considered unseaworthy and when this may allow cargo interests to defend a shipowner's claims for general average contributions.

Claims for general average

Following a major casualty such as a fire or grounding, it is common for shipowners to incur substantial expenses in order to preserve cargo and continue the voyage. Under the principle of general average, shipowners may try to claim back proportionate contributions from other parties to the voyage including charterers, hull and machinery underwriters and cargo owners. Most marine cargo insurance will cover the cargo owner's liability for general average contributions; while uninsured cargo owners will have to pay such contributions themselves.

In the recent decision of the *CMA CGM Libra*, the Master of the vessel departed from the planned route reflected in the vessel's passage plan and left the buoyed fairway while departing Xiamen Port. The vessel ran aground and the shipowner incurred salvage expenses of USD9.5m and general average expenses of USD13m. 92 percent of the cargo interests paid their share of the general average expenses while eight percent defended the claims for contributions.

The test for defending claims for general average

In order to successfully defend claims for general average contributions, cargo owners (or, in practice, their marine insurers) will have to show that the vessel was unseaworthy at the commencement of the voyage and that this caused the loss. The shipowner will then have to show that it exercised due diligence to make the vessel seaworthy in order to escape liability.

In the *CMA CGM Libra*, the Master and First Officer used paper charts when preparing the vessel's passage plan for the vessel's departure from Xiamen. The paper charts did not mark the shoal upon which the vessel grounded but a recent Notice to Mariners issued for Xiamen warned that there were numerous shallow areas which were less than the charted depths within the channel and in the approach to the port. In addition, the passage plan had not been marked with "no go" areas.

The cargo interests argued that the defective passage plan made the vessel unseaworthy, that the unseaworthiness caused the grounding, and that the shipowner failed to exercise due diligence to make the vessel seaworthy.

Negligence on the part of the crew

The court held that the Master's decision to depart from the passage plan and to navigate outside the buoyed channel was negligent as it was not a decision a prudent

mariner would have taken. Prudent passage planning required that the danger created by the presence of potentially shallower depths than those charted to be noted on the paper charts and on the passage plan. The omission of the warning rendered those documents defective.

However, negligence on the part of the crew is not sufficient for actionable fault on the part of the shipowner. The negligence must amount to unseaworthiness and the shipowner must have failed to exercise due diligence.

Unseaworthiness of the vessel

The court considered whether the defective passage plan rendered the vessel unseaworthy. The accepted test for unseaworthiness is whether a prudent shipowner would have required the relevant defect, had the shipowner known of it, to be made good before sending the ship to sea. The court considered the presence of an appropriate chart on board a vessel to not just constitute an aspect of the preparation for a safe navigation; it is also an aspect of seaworthiness.

The court rejected the shipowner's assertions that a once-off defective passage plan did not amount to unseaworthiness, or that it was sufficient for a shipowner to have proper systems on board to ensure that the Master and First Officer were able to prepare an adequate passage plan before the beginning of the voyage.

A prudent shipowner would have insisted on the vessel having on board an adequate passage plan before the voyage had commenced. In this case, a defective passage plan resulted in the Master's departure from the buoyed fairway and this caused the grounding.

Lack of due diligence by the shipowner

Having found that the vessel was unseaworthy and that this caused the loss, the onus was on the shipowner to show that the loss was not caused by a lack of due diligence on its part. The court confirmed previous decisions that the exercise of due diligence is an inescapable personal obligation on the part of the shipowner which cannot be delegated to someone else.

The shipowner had issued its own warning to its Masters and crew about the difficulty of navigating Xiamen waters and instructed them to do so with utmost care and diligent caution.

The court held that it is not sufficient for a shipowner to show that it itself exercised due diligence to make the ship seaworthy; the shipowner must show that the servants or agents that it has relied on to make the vessel seaworthy exercised due diligence.

In practice, a shipowner seldom has sight of the passage plans prepared by the crew. It is even less likely that a shipowner will override a passage plan prepared by the First Officer or Master. What the shipowner can do is to have an adequate system in place to warn navigators of

any particular dangers of a port, to ensure that sufficient and up to date charts and warnings are on board the vessel and to train the crew adequately.

The court's findings

The court held that the *CMA CGM Libra* was unseaworthy before and at the beginning of the voyage from Xiamen because of the defective passage plan and that this caused the grounding. The shipowner had failed to exercise due diligence to make the ship seaworthy because the Master and First Officer failed to exercise reasonable skill and care in preparing the passage plan. If a vessel's charts are not up to date that is an "attribute" of the vessel which can render her unseaworthy. As a result, there was actionable fault on the part of the shipowner which allowed the cargo interests to successfully defend the shipowner's claim for general average contributions.

The cargo interest's success may not stand if the judgment is taken on appeal by the shipowner. The decision appears to blur the lines between an error in navigation on the part of the crew (for which the shipowner may escape liability) and actionable fault on the part of the shipowner (which allows cargo interests to defend claims for general average contributions).

Oversupply still major challenge warns ICS

Speaking in Istanbul, Simon Bennett, Deputy Secretary General of the International Chamber of Shipping (ICS) warned on 3 April that avoiding overcapacity and unsustainably low freight rates is still a major challenge ten years after the massive downturn of 2008.

Mr Bennett said: *'In that time shipping companies needed to show restraint when ordering new ships, to prevent stifling recovery. Yet the dark clouds of protectionism and slowing growth in key economies mean that the avoidance of over ordering is now more important than ever.'*

Addressing an audience of shipowners and operators at the Global Maritime Summit 2019, organised in conjunction with the Turkish Chamber of Shipping, Mr Bennett acknowledged that individual operators would legitimately make their own individual business decisions regarding new tonnage.

He added: *'Opinion is still divided on whether the rapid globalisation that has been experienced in the last 30 years may have run its course, and whether the slower rate of trade growth seen since the 2008 crisis represents some kind of permanent structural change. Certainly in 2019, the outlook for the global economy and thus demand for maritime transport appears to be worsening.'*

'Ship ordering (in deadweight tonnage) fell 14% in 2018, about 17% below the average since the 2008 downturn. This suggests that many shipowners may indeed be resisting the temptation to over order and in early 2019, the

worldwide shipping order book appeared to be stable at around 10% of the fleet. However, the reluctance of governments in Asia, where the vast majority of ships are built, to address overcapacity in the shipbuilding sector remains a serious issue.'



The Global Maritime Summit 2019 has been organised in partnership with the Turkish Chamber of Shipping.

He went on to explain: *'As well as the temptation to over order, decisions about when to recycle older ships are also fundamental to the equation. The good news is that a number of important regulatory uncertainties which have complicated decisions about when best to dispose of older ships are finally being resolved.*

'In particular this includes the implementation dates of the IMO Ballast Water Management Convention. And while the precise cost of compliance with the IMO sulphur regulations is still unknown, the situation should become clearer after January 2020 now that IMO has confirmed that the implementation date of the global sulphur cap is irrevocable.'

In conclusion Bennett reflected: *'Notwithstanding the risks of uncertainty in the immediate years ahead, in the long term there is always cause to remain optimistic. The UN has revised its projections for population growth upwards to an incredible 8.6 billion in 2030 from 7.7 billion in 2018. Combined with seemingly unstoppable demand for higher living standards in emerging economies, this indicates that long term demand for international shipping should continue to increase significantly.'*

ICS is also encouraged by the decision in 2018 by the Organization for Economic Co-operation and Development (OECD) to resume negotiations on an agreement to remove market distorting measures from shipbuilding that contribute to overcapacity. However, it remains to be seen whether China (which is not an OECD member) will take an active part.

Preparing for major incidents in the Caribbean

A mass rescue operation – indeed, any incident beyond everyday capability – is a challenge for any State and any SAR organisation; but this is particularly so for small States and organisations, whose planning and response capabilities are naturally limited. A cruise ship accident in the Caribbean, for example, where many such ships trade, is a very rare event, but still a possible one. Rarity is part of the problem.

Thus the scene is set by the International Maritime Rescue Federation (IMRF see: www.international-maritime-rescue.org).

This then begs a question

How do you prepare for such huge, once-in-a-career challenges?

In the UK IMRF Member the Maritime and Coastguard Agency (MCA), an executive agency of the UK Government, takes this question very seriously.

The UK has a number of Overseas Territories* most of which are very small but all have responsibilities under international law to prepare for SAR response. Here the MCA organised an Overseas Territories Search and Rescue (OTSAR) Capability Project with, it is understood, the purpose of reviewing and improving existing search and rescue capabilities within and across the Caribbean and South Atlantic Overseas Territories.

As a part of the project the MCA and their UK Overseas Territories partners have considered the necessary preparations to handle mass rescues.

In late January representatives of the Caribbean territories – the Cayman Islands, Montserrat, Anguilla, the Turks and Caicos Islands, Bermuda and the British Virgin Islands – met with MCA staff in Miami to discuss mass rescue operations.

At IMRF's the Mass Rescue Operations manager, David Jardine-Smith, was among the outside experts invited to address the meeting. He introduced participants to the IMRF's online library of information on mass rescue operations, to be found at: www.imrfmro.org and invited them to use this information to help them learn from others' experience of these very challenging events.

Among the OTSAR Project's overall objectives are the following – which the IMRF supports as important to SAR development anywhere in the world:

- Identify synergies to improve SAR coordination.
- Familiarise participants with the procedures for the establishment of an adequate and effective SAR service, including national SAR plans, coordinating committees, internal cooperation and the establishment of

policies and standard operating procedures.

- Develop a SAR competency framework, training needs analysis, training and exercise programmes, and a qualification and certification framework.
- Know the key aspects of a basic SAR system, including concept, components, training and exercises, communications, system management, and the improvement of services.
- Promote debate on how to improve SAR capabilities and the cooperation between and across the territories and in the region; and,
- Provide the opportunity to exchange experiences, best practices and lessons learnt.

The January mass rescue event in Miami was due to be followed by another meeting at which the participants aimed to test their planning in tabletop exercises. These were due to be conducted with the assistance of United States Coast Guard and French experts from the region as well as the MCA team.

It is understood that the IMRF has invited the OTSAR Project's Operational Lead, Philipp Bostock, and representatives of the territories concerned to attend the World Maritime Rescue Congress in Vancouver in June and share their experiences of this valuable SAR development project.

Details of the Vancouver Congress are to be found here: www.wmrc2019.com

*The UK Overseas Territories are: Anguilla; Bermuda; British Antarctic Territory; British Indian Ocean Territory; British Virgin Islands; Cayman Islands; Falkland Islands; Gibraltar; Montserrat; Pitcairn Islands; Saint Helena, Ascension and Tristan da Cunha; South Georgia and the South Sandwich Islands; Turks and Caicos Islands.

ISSA and unfair port access practices

The International Shippers & Services Association (ISSA) has taken the issue of unfair port access practices levied against its members in delivering a verbal intervention on the issue at the IMO.

Addressing delegates attending IMO's Facilitation Committee (FAL 43) in session from 8 to 12 April, ISSA Secretary Sean Moloney said association members continue to experience unwarranted delay, obstruction and unfair charges when they wish to enter ports to deliver stores to ships.

Moloney said: *'When the ISPS Code was devised and passed into IMO law, we worked hard to ensure that the role of the ship supplier was highlighted, recognised and incorporated into the legislation.'*

'Supplies to ships are governed and driven by the ship

owners and ship managers. Full documentation is required and is to be found with every ship supply delivery made to a vessel. Ship suppliers do not just arrive at the dock gate without clear orders and documentation.'

'In 2016 when the legislation was updated, we again produced a detailed booklet highlighting the agreed operational parameters within which ship suppliers would operate to ensure both the spirit and letter of the law were observed during ship supply operations.'

'Now we come before distinguished delegates once again to respectfully draw to the Committee's attention the lack of co-operation by Port Authorities in many places with ship suppliers. Daily our members – and we are sure non-members also suffer similar obstruction – encounter unwarranted delays, unworkable time slots for stores deliveries and absurdly high charges by some ports simply to allow a stores truck to enter and go about its lawful business.'

Quoting examples of such practices, ISSA reminded delegates that detailed examination of these port rules shows that they fly in the face of what is set out in the ISPS Code.

Moloney concluded by saying: *'Furthermore, we ask that Member States remind their relevant departments that the ISPS Code is not to be considered as a money-making venture but a co-ordinated legal framework which has very successfully protected ports and ships globally from any harm as a result of security breaches.'*

USCG anti-terrorism measures

African ports sanctioned

Port Security Advisory (1-19) Amended

Conditions of entry on ships calling at 12 African countries have been imposed by the US Department of Homeland Security and the US Coast Guard (USCG).

This was reported on 2 April and is the subject of a document titled *Port Security Advisory (1-19) Amended* issued as part of the International Port Security Program of the USCG.

These sanctions apply to specific ports or terminals and not necessarily to all ports and terminals in each country. There are exceptions, it should be noted.

As an example, Nigeria is listed for sanctions but there are a large number of exceptions, including terminals such as the Tin Can Island Container Terminal and APM (Apapa) Terminal.

Sanctions being applied are intended *"to protect the United States from vessels arriving from countries that have been found to have deficient anti-terrorism port measures in place."*

Furthermore, they (the sanctions) apply to any vessel that

visited a port in the countries or ports or terminals listed in the vessel's last five port calls.

The full list of African countries that appear on *Port Security Advisory (1-19) Amended* which became effective as of 1 April 2019, is:

Cameroon (with exceptions), Comoros, Cote d'Ivoire, Equatorial Guinea, The Gambia, Guinea-Bissau, Liberia (Monrovia excepted), Libya, Madagascar (Toamasina excepted), Nigeria (certain ports and terminals excepted), Sao Tome & Principe and Seychelles.

A number of other non-African countries are also listed: Cambodia, Comoros, Iran, Iraq (with exceptions), Micronesia, Nauru, Syria, Timor-Leste, Venezuela and Yemen (with exceptions).

The list of ports and terminals concern lapses in the implementation of the International Ship and Port Facility Security Code (ISPS Code).

The full advisory including all port exceptions can be found here: <http://tinyurl.com/y5acfxrc>

Decreasing confidence in shipping industry job security

10th Maritime Employee Survey revelation

Over half of shore-based maritime employees are actively looking to change jobs and nearly two thirds are worried about job security.

That was the revelation announced in March by international maritime industry recruiter Halcyon Recruitment, in collaboration with training provider Coracle, as 10th annual Maritime Employee Survey was published.

It is understood that 2,800 respondents took part and results show that 62% (compared with 56% last year) of shore-based shipping industry employees are concerned over job security, particularly those employed in vessel operations.

Job security was ranked as the most important aspect (57% of respondents) when considering a career move, followed by the reputation of the employer. 54% of respondents are actively looking to change jobs, a dramatic increase compared to last year's findings of 28%.

Commenting on the results, Heidi Heseltine, Halcyon Recruitment Chief Executive Officer, said: *'It is unsurprising to see job security causing concern to employees. Volatile market conditions continue. Companies who are in a strong position financially are often investing by way of mergers and acquisitions. This is happening across all sectors – tanker, gas, dry, offshore, technology, finance, broking – and with some very big players.*

'Combined with continued slow economic growth, an uneasy geopolitical backdrop and fragile economies, uncertainty for employees has only heightened.

Diversity is about much more than just gender politics and, shockingly, a quarter of respondents in the maritime sector say that they have been discriminated against in the workplace because of their gender, race, nationality, age or education. A good business is a diverse business and an increasing number of employers are developing diversity and inclusion policies. 69% of respondents to our survey said that diversity and discrimination in the workplace was an extremely or very important issue. I suspect that this trend will only grow in the maritime place and that employers will need to catch-up.'

This year the report also looked at diversity and discrimination in the workplace for the first time

Responses to the annual survey were drawn from all the key maritime centres and included respondents representing all the major trades working in both commercial and operational roles. Research was undertaken between December 2018 and January 2019.

Key highlights from the report include:

- 70% of participants feel their employer could do more to achieve a diverse and inclusive workforce.
- 25% of all respondents believe they have been discriminated against at work.
- Less confidence in the shipping jobs market can be seen and job security is now the most important aspect for job seekers when considering a career move.
- The amount of survey participants receiving a bonus is similar to the last two years, but a greater percentage of people are unhappy with the amount they received (although bonus amounts have not changed significantly).
- The Asia Pacific region is still seen by the majority to offer the greatest opportunity for work but considerably less so than in previous years with Europe and the Middle East gaining considerable ground over previous years.
- 54% of participants are looking actively for a new job and a further 41% are not looking but open to offers.
- 69% of brokers/charters/traders received a bonus within the last 12 months.
- Legal/P&I/insurance sectors fared best with respect to salary increases with 50% receiving a pay rise in the previous 12 months.
- Training is still very important with 74% of respondents stating they are motivated to participate in training to order to gain industry specific knowledge and enhance their career development

For a copy of the full 30-page report readers are invited to e-mail info@halcyonrecruitment.com or info@mycoracle.com

Trinity House completes re-engineering of Start Point Lighthouse

(England, South Coast)

Upgrade of the lighthouse with LED lights and a hazard warning signal for the improved safety of mariners

Trinity House, the General Lighthouse Authority for England and Wales* reported on 12 April that it had completed the modernisation of Start Point Lighthouse in Devon.

Work here involved upgrading the site's aids to navigation and control systems to provide simplified maintenance and reliable performance that will extend the life of the light station for a further 20 years.

Start Point Lighthouse—located close to the most southerly tip of Devon—was built by Trinity House in 1836 and automated in 1993. It provides a navigational light of character comprised of three white flashes every ten seconds that can be seen from Prawle Point to the west and across Start Bay to the east, as well as a red sector light that marks the Skerries Bank, a shallow area to the east of the lighthouse. A hazard warning signal sounds during low visibility conditions that blasts once every 30 seconds when visibility reduces to less than one nautical mile.



Illustration reproduced by kind courtesy of www.trinityhouse.co.uk ©.

Trinity House scheduled the lighthouse for a routine modernisation with a projected completion by March 2019; on-site works started early in 2018 with the installation of a new 600metre supply cable that powers a borehole water pump, providing fresh water for the lighthouse and holiday cottages.

The installation necessitated the excavation and the consequent re-surface of a long section of the lighthouse access road; Trinity House managed with care the closure of the public right of way to the lighthouse, allowing the much-loved Southwest Coast Path to remain open throughout the work.

In September 2018 work started on the lighthouse itself, replacing the tower's old aid to navigation control equipment and domestic electrical equipment with a new 230V AC system including new low power LED lighting, power sockets and heaters.

In December 2018, Trinity House decommissioned and moved the historical rotating optic from the Lantern Room to the visitor display in the Flag Room two floors down the tower.

After installing a new lantern platform and pedestal in the Lantern Room, two new flashing LED lamps were put in place as the main navigational light, and a new hazard warning signal was installed at the top of the tower. The 9 nautical mile red sector light that Trinity House installed five years ago remains in place.

The re-engineering project culminated with a test period that will conclude a little later this year and the light is now fit to keep shipping and seafarers safe for the next 20 years.

Upon completion of this project, the lighthouse visitor centre will re-open to the public.

*And the Channel Islands and Gibraltar.

Danish waters' drone sulphur check

In the coming months, a large drone will check emissions from ships in Danish waters to make sure they comply with the sulphur limit. It is understood that the drone is provided by the European Maritime Safety Agency (EMSA), and is to be used as a means of preventing ship pollution. This was reported in a news item issued by the Danish Maritime Administration on 12 April.



Photo: DMA / EMSA ©.

The drone is fitted with a so-called sniffer capable of measuring sulphur emissions. Entering the ship's exhaust gas plume, the drone can register the amount of sulphur in the fuel. These data are immediately available to Danish authorities, who can follow up if a ship does not comply with the requirements.

It is further understood that this project will contribute to a more efficient enforcement of the sulphur rules, thereby ensuring fair competition for shipping companies and less pollution from ships. In Denmark, the Danish Environmental Protection Agency is responsible for enforcing the sulphur rules, and the Danish Maritime Authority sup-

ports this work through ship inspections in Danish ports and now also with drone monitoring.

The drone will operate in an area north of The Great Belt, where many large tankers pass on passage to and from the Baltic Sea. On the day prior to the announcement, 11 April, the drone performed its first sulphur mission in the area.

Traffic in the English Channel

The accompanying image was gathered on the Copernicus Sentinel-1 mission over busy maritime traffic passing through the English Channel. The European Space Agency (ESA) released the image on the forenoon of 12 April.

Two identical Copernicus Sentinel-1 satellites carry radar instruments, which can see through clouds and rain, and in darkness, to image Earth's surface below. Here, hundreds of radar images spanning the period from 2016 to 2018 over the same area have been, compressed into a single image.

The sea surface reflects the radar signal away from the satellite, making water appear dark in the image. This contrasts metal objects, in this case ships, which appear as bright dots in the dark water. Vessels that passed the English Channel in 2016 appear in blue, those from 2017 appear in green, and those from 2018 are reproduced in red.



Illustration credit: *Id 419639. Released 12/04/2019 10:00 am. Copyright contains modified Copernicus Sentinel data (2016-18), processed by ESA, CC BY-SA 3.0 IGO. ESA ©.*

Owing to its narrowness, as well as its strategic connection of the Atlantic Ocean and the North Sea, the Channel is very busy with east-west ship traffic. Because of the volume of vessels passing through daily, a two-lane traffic separation scheme is used, in order to avoid collisions. The two lanes can easily be detected in the image.

Many vessels crossing at the narrowest part of the English Channel can be seen in the far right of the image. Connecting Dover in England to Calais in northern France, the Strait of Dover is another major route, with over 400 vessels crossing every day. The shortest distance across the Channel is just 33 km (21nm), making it possible to see the opposite coastline on a clear day.

The cities of London and Paris, other towns and buildings and even wind turbines in the English Channel are visible in white owing to the strong reflection of the radar signal (see the extreme NE entry to the Dover Strait).

This image is also featured on the Earth from Space video programme to be found here:

<http://tinyurl.com/y33az8pe>

False imprisonment; crew acquitted

It was reported in *Safety at Sea* in May that five seafarers had been acquitted by the Greek authorities after thirteen months of false imprisonment in Greece.

These ship's staff had all charges relating to accusations of carrying illegal explosives dropped and they were allowed to return to India. Each was a member of a crew of the bulk carrier *Andromeda* and had been accused of the transport of illegal explosives when their ship berthed for repairs on passage from Turkey to Djibouti and the Persian Gulf in December 2017.

It is understood that the ship's manifest detailed the cargo which comprised legal commercial explosives loaded in a cargo of containers and three LPG tanks. Cargo checks were due to have taken place but the crew were imprisoned with one Ukrainian and one Albanian seafarer in spite of them informing the Greek authorities that they had no idea what was in the containers in spite of the manifest details.

Furthermore, it was reported that the cost of the legal action in Greek courts demanded that the crew raised €10,000, an impossibly high figure especially as the seafarers had not been paid by the shipping company for several months and it appears that they were totally abandoned by the vessel's Indian agent.

The Maritime Union of India and others with the Indian Embassy in Greece intervened with justice on behalf of the seafarers and it is learnt that this is the third incident of its type where those who go to sea for a living had been accused falsely and sent to prison in Greece with a disturbing amount of time elapsing before such cases are heard. In some respects such actions by States highlights the inadequacy of the Maritime Labour Convention to protect seafarers.

Introducing Cefor

The Nordic Association of Marine Insurers

Cefor represents marine insurers in the Nordic countries.

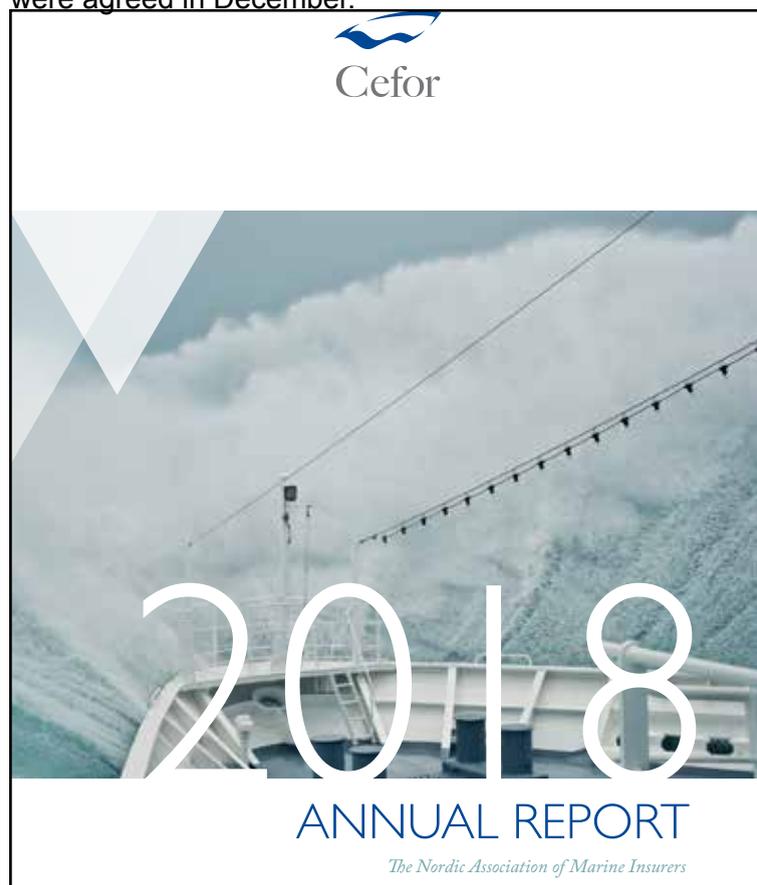
Members of Cefor engage in hull and machinery insurance (ocean and coastal), protection and indemnity insurance, charterers' liability and offshore liability insurance. In addition their members provide insurance for cargo, loss of hire, legal defence, war risks, offshore energy, builders' risks, ship repairers' liability and mortgagee interest.

Cefor's objective is to further enhance the lead Nordic hull market and promote members' common interests on key issues for the marine insurance industry. Furthermore, Cefor's mission is to serve the interests of its Nordic members by promoting quality marine insurance through agreed all risks insurance condition, comprehensive statistics, a common public voice and competence building.

The year 2018 saw the completion of Version 2019 of the Nordic Marine Insurance Plan and a project comparing the Institute Time Clauses – Hulls with the Nordic Plan.

According to Cefor's annual report for 2018 there has been reported a high level of activity within the four main areas in which the Association functions: conditions, statistics, industry policy and education.

Activities are carried out in a collaborative effort between Cefor members, in particular through eight member forums. Terms of reference for a new compliance forum were agreed in December.



Cefor's latest annual report comments on the Cefor Marine Insurance Market 2018, the Nordic Marine Insurance Statistics (NoMIS) 2018, and detentions with regard to an indicator of future casualties. Then there are ocean hull trends, be it seen as a sea of tranquillity or not and aspects of coastal and fishing vessels' risk such as perils of fire and those encountered in Arctic waters.

Finally, there is the NoMIS Portfolio. Since 1985, leading members of Cefor have compiled and analysed statistical information relevant to their hull and machinery insurance portfolio. By the end of 2018, the Nordic Marine Insurance Statistics (NoMIS) database comprised 279,806 vessel-years and 77,356 claims for vessels with a registered IMO

number. Including small coastal vessels, the total number amounted to 463,465 registered vessel-years and 100,647 claims.

Autonomous vessels

Of particular interest in the review of the year are five paragraphs devoted to autonomous vessels. Here we learn that in mid- 2018, CORE Advokatfirma and Cefor joined forces in a project to concentrate on civil liability and insurance matters in relation to Maritime Autonomous Surface Ships (MASS). Here focus to identify the main challenges, request changes and elements of uncertainty as described by stakeholders.

A project report *Maritime autonomous surface ships: Zooming in on civil liability and insurance* was published in December, see here:

<https://cefor.no/industry-policy/news/mass-study/>

On reflection

In the words of Helle Hammer, Managing Director of Cefor: *'The year 2018 was the third consecutive year with an exceptionally low claim cost, but the start of 2019 could mark the end of this.'*

Following an extraordinary three-year period without claims in excess of \$30 million, which also should be seen in the context of low insured values in the same period, the situation seems to turn in 2019.

Hammer warned: *'Two of a number of severe casualties that incurred in the period January to March 2019 are partly covered by the Cefor market and may end the three-year period without claims in excess of \$30 million.'*

He continued: *'The claims frequency has stabilized at a low level, while the total loss frequency reached a record low in 2018.'*

With the absence of costly total losses in the last three years, often being groundings or fire/explosion claims, a higher proportion of the overall claims cost originated from medium size to low cost claims, especially machinery.

Coastal claims are on the rise and here Hammer commented: *'The positive downward trend in the claim cost per vessel for coastal and fishing vessels came to an end in 2016. Especially the grounding of the fishing vessel Northguider in Arctic waters and fires on fishing vessels cause concern.'*

A new analysis by the Cefor Statistics Forum reveals a clear relationship between detentions and casualties. Hammer concluded by saying: *'Vessels that had been detained in a three-year period prior to a claim have a higher claims frequency across all age groups and types of casualties than vessels without detention(s). Detention data is thus a clear indicator of the risk of a vessel incurring a casualty and to understand the cause of potential future casualties, as these tend to be related to the causes of the detention*

of the vessel. To utilise the information, access to detention data in an easily accessible data format is important for insurers to assist in the overall risk assessment of a fleet they insure and in their loss prevention measures.'

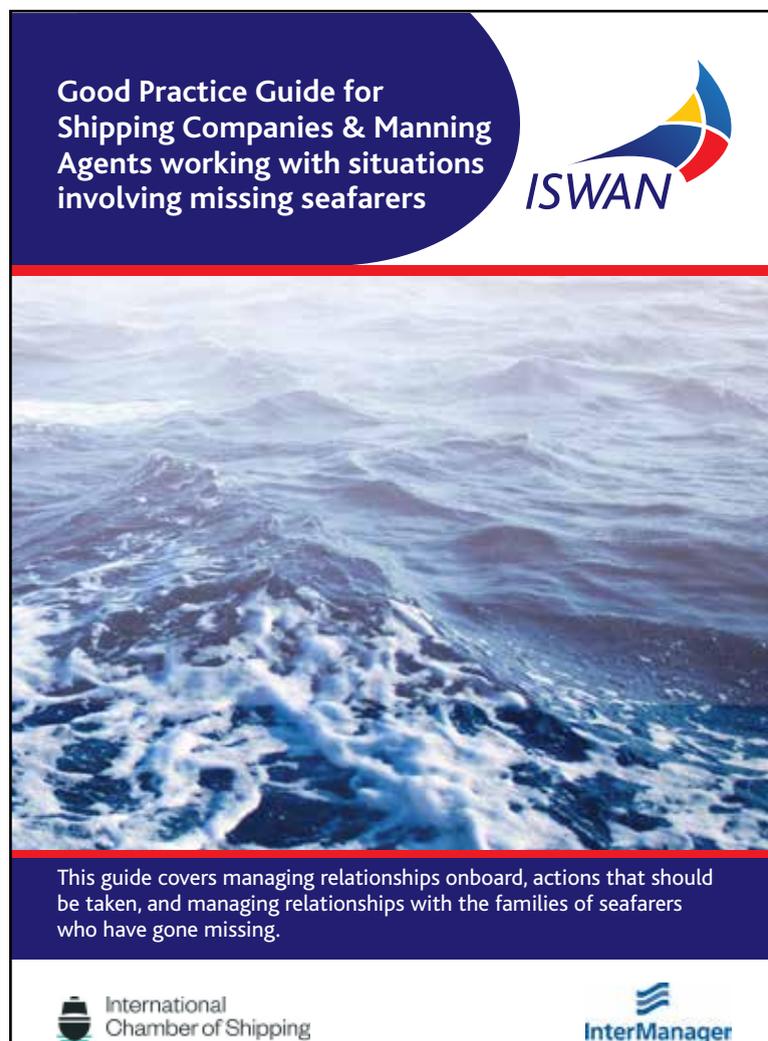
Cefor's annual report for 2018 is to be found here:

<http://tinyurl.com/y6cbdkwj>

Missing seafarers: Good Practice Guide

For shipping companies and manning agents

New guidance on dealing with situations involving missing seafarers has been launched for the benefit of shipping companies and manning agents



Good Practice Guide for Shipping Companies & Manning Agents working with situations involving missing seafarers

ISWAN

This guide covers managing relationships onboard, actions that should be taken, and managing relationships with the families of seafarers who have gone missing.

International Chamber of Shipping

InterManager

The new *Good Practice Guide for Shipping Companies & Manning Agents working with situations involving missing seafarers* was issued by the International Seafarers' Welfare and Assistance Network (ISWAN), the International Chamber of Shipping (ICS) and InterManager shortly before the end of 2018.

The document produced by ISWAN, ICS and InterManager can be found here:

<http://tinyurl.com/y5t22vko>

Guidance covers managing relationships onboard, actions that should be taken, and managing relationships with the families of seafarers who have gone missing. This includes details of recommended procedures to follow, templates

and scripts for communicating with families, and further resources including contact details for reporting incidents of missing seafarers.

Here the guide expands upon ISWAN's previous publication, *Good Practice Guide for Shipping Companies and Manning Agents: Humanitarian support of seafarers and their families in cases of armed robbery and piracy attack*, which can be downloaded to cover a broader range of issues where seafarers may be missing.

This is to be found here: <http://tinyurl.com/y4yb2kpz>

Roger Harris, Executive Director of ISWAN, commented: *'We are pleased to work on this valuable guide with the ICS and InterManager. When seafarers are tragically lost at sea it is vitally important for their families and loved ones to be supported by companies and manning agencies. The guide provides practical steps for those involved in these difficult situations.'*

Guy Platten, Secretary General of the ICS, explained: *'The challenges faced by both the families of missing seafarers and their colleagues can be immense and distressing. I therefore welcome the publication of this document to give practical guidance to Shipping Companies and Manning Agents in handling such situations.'*

Captain Kuba Szymanski, Secretary General of InterManager, added: *'I am pleased to be able to support our seafarers by providing this essential Good Practice Guide to all relevant stake holders in our industry. If a seafarer goes missing it is an extremely serious scenario and we must provide professional support to our crew and their loved ones. I hope that the advice provided in this guide will help shipping companies to prepare proper procedures for such an incidence – which, of course, I hope they will never have to use.'*

Joint industry guidelines for the carriage of DVB

On 31 January joint industry guidelines for the carriage of Divinylbenzene (DVB) in containers was published by CINS*, the International Group of P&I Clubs and the TT Club.

DVB is a chemical that is prone to polymerization (a form of self-reaction), and – when shipped in bulk – DVB polymerization can cause heat and flammable gas to be generated.

Stowage of containers carrying DVB aboard vessels can therefore present a risk of explosion and fire if they are not properly presented for carriage.

In response to a series of polymerization incidents arising from the carriage of DVB by sea, in 2018 the IMO approved changes to the way polymerizing substances, such as DVB, are carried, by means of amendments to the IMDG Code. These changes are contained in amendment

39-18 of the IMDG Code, which will be mandatory from 1 January 2020, but may be applied on a voluntary basis from 1 January 2019.

To ensure the safe carriage of DVB in containers before 1 January 2020 when the amended IMDG Code requirements come into force mandatorily, the joint industry guidelines, highlight the practices set out in the IMDG Code amendments and recommend that these are followed now on a voluntary basis.

For the information of readers the guidelines are now published here: <http://tinyurl.com/yyqcckg6>

*See also: www.cinsnet.com

More here: **Cargo Incident Notification System** is CINS. CINS was established in 2011 to share information on all cargo related incidents. The information is uploaded into the CINS online database which is accessible by CINS members. There are now 17 shipping line members. It was first introduced in 2011 by five of the world's biggest container lines: CMA-CGM, Evergreen, Hapag Lloyd, Maersk Line and Mediterranean Shipping Company.

Ship Money crew payment method

ShipMoney rolls out innovative crew payment means across

Tsakos Columbia Shipmanagement Fleet

Seafarers employed on Tsakos-owned vessels operated under its management arrangement with Columbia Shipmanagement will now be paid electronically as opposed to by Cash-by-Master, under an agreement signed with global maritime payments provider ShipMoney.



It is understood that this deal means crewmembers will have complete control and access to their wages while onboard ship, including the timing and currency of remittances sent home. It will also dramatically reduce the need for large amounts of cash to be delivered to ships and eliminate the need for Tsakos to administer individual crew wire payments sent to home bank accounts.

Ship Money reports that the latest contract with the Greece-based ship management company will see personal finance methods being rolled out to its fleet of 90 vessels consisting of tankers, container vessels and dry cargo ships, following a successful trial.

Welcoming the arrangement, Harry Katsipoulakis CFO of Tsakos Columbia Shipmanagement said: *'Our crew is the most important asset we have in our company. By introducing ShipMoney, we have been able to streamline the onboard crew payment process across the fleet by en-*

hancing the safety in money transfer, reducing costs, saving time and providing a new benefit to our valued crewmembers and their families.'

Stuart Ostrow, President of ShipMoney, added: *'We are very excited to be working with Tsakos Columbia Ship management and to be able to introduce our electronic payment programme to its crew worldwide. One of the important benefits to the deal relates to foreign exchange, which is often a hidden cost for crew. The majority of today's crew are contracted and paid in US dollars and most employers remit individual US dollar wire payments to individual seafarer bank accounts. If the seafarer's home bank account is not denominated in dollars, then the receiving bank has complete control over the conversion from US dollars to the currency of the crew member's account.'*



He concluded with: *'A 2017 World Bank study identified that banks are the most expensive option when converting currency with an average cost of approximately 11%. Mobile Money offered the least expensive option at less than 4%. Over the life of a crew member's career, this differential could be substantial. ShipMoney is truly a win-win for both Tsakos and its crew members.'*

IMO 2020: UK Chamber's countdown to compliance

On 17 April the UK Chamber announced that it is helping its members prepare for the IMO global sulphur cap in 2020 introducing it as a new regulation that could be highly disruptive without the right guidance. There is no doubt that time is running short and a few months remain before the IMO's global limit on the sulphur content of marine fuel comes into force on 1 January next (2020).

The global sulphur cap will enforce a limit of 0.50% m/m in marine fuel used by vessels trading internationally and what has become known as IMO 2020 is being called a once-in-a-generation disruptor to shipping's commercial environment. Currently the world's merchant fleet numbers over 52,000 vessels, of which most trade across international borders and will be subject to the global cap.

New regulation will change the face of the shipping industry – it will have a positive impact on the environment and on air quality, but could have a disruptive effect on operations if shipowners do not prepare effectively, indicates the Chamber. The UK Chamber knows shipowners need certainty in order to implement and make decisions that will achieve compliance with the 2020 regulation and it is the organisation's mission to help members achieve certainty and reduce their exposure to the unknown.

However, there remain a number of pending issues and the industry is awaiting publication of key guidance from international agencies that will help mitigate any risks.

Areas to be addressed

As far as the Chamber is concerned there are four key areas that need to be addressed before the 2020 deadline:

- How the regulation will be consistently enforced globally.
- Education on how new compliant fuel should be handled,
- How shipowners can report compliance issues to competent authorities.
- Mitigation of any safety issues related to switching to low-sulphur fuel.

Furthermore, in a briefing by the Chamber in mid-April we learn that IMO is developing guidelines to support the consistent implementation of the sulphur cap in 2020, together with guidelines to help port state control enforce the regulation consistently around the world and therefore maintain symmetry for vessel operators.

In addition the Chamber is working on a fuel oil non-availability report (FONAR) template which would be submitted by shipowners to port state control (PSC) in the event that compliant fuel cannot be obtained. With regard to the FONAR approach this provides documentation to prove that every effort to obtain compliant fuel has been pursued prior to a decision to bunker with non-compliant fuel.

We at IFSMA learn that discussions continue as to exactly what should be included in the standard FONAR reporting format and the IMO expects to publish its guidance in mid-2019. As part of this process, certain questions still remain to be answered according to the Chamber. For instance, what happens to any non-compliant fuel remaining onboard after a ship, having already provided a FONAR, arrives at a port where compliant fuel is available? (See ICS statement of 26 February 2019 below*)

It is understood that the Chamber will be keeping its members abreast of developments and distributing guidance on publication.

The switch and safety risks

Switching from conventional heavy fuel oil to low-sulphur compliant fuel comes with potential safety risks attached.

Apparently there is precedent for these safety fears. Incidents such as loss of propulsion and fires were reported in certain vessels that transitioned to using low-sulphur fuel after the North American emissions control area (ECA) came into effect in August 2012.

To help mitigate against safety risks incurred by the transition, the International Organization for Standardization (ISO) is developing supplementary advice on the handling of new fuels and it is expected that such guidance will be published in mid-2019.

In addition, a joint industry project is writing guidance on new compliant fuel oils, possible safety issues and crew training.

The IMO has not yet addressed fuel safety concerns but the forthcoming meeting of its Maritime Safety Committee (MSC) in June is expected to do that. It may be late, says the Chamber, but it is a necessary step to ensure proper, safe regulation.

Improving the safety of vessels and their crews is a large part of the UK Chamber's work as it looks forward to circulating the necessary guidelines among its members and advising on how best the advice should be implemented.

Sufficient supply and quality questioned

It is not yet certain whether there will be sufficient supply of IMO-compliant marine fuel to meet the increased demand that will begin to be seen from the fourth quarter of this year onwards, as owners prepare their vessels to be compliant on 1 January 2020.

Quality of these new marine fuels also needs to be assured. Price volatility is a concern too and the tight supply of compliant fuel is expected to force prices upwards, possibly by hundreds of dollars per tonne, warned the Chamber in a news item in mid-April.

Scrubbers could be another option to achieve compliance with the 2020 regulation, but the exhaust gas cleaning systems still prove controversial.

The Chamber's advice to shipowners is simple: plan ahead now, do not wait. They remind their members that they can help.

For more information readers are invited to contact:

Anna Ziou

UK Chamber of Shipping Policy Director

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*FONARS Are 'Not A Free Pass' To Use Non-Compliant Low Sulphur Fuel

The text here was issued as part of a news item by ICS on 26 February 2019: *The International Chamber of Shipping (ICS) has welcomed the decision in principle by the UN IMO that safety or operational concerns about the quality of low sulphur fuels may, in exceptional circumstances, be a valid reason for shipowners to be issued with a Fuel Oil Non Availability Report (FONAR) when the IMO global sulphur cap, requiring fuels to have a sulphur content of 0.5% or less, comes into full effect on 1 January 2020.*

However, ICS is warning shipowners that this decision by an IMO Sub Committee last week (IMO Sub-Committee on

Pollution Prevention and Response PPR6 18-22 February) should not in any way be regarded as a 'free pass' either to use or carry non-complaint fuel.

'FONARs remain a tool of last resort and are not something that a ship will be able to use routinely,' said ICS Deputy Secretary General Simon Bennett. 'The circumstances in which a FONAR can be used are very limited and conditions attached to their use will be strict. Shipowners still need to remain focused on doing everything possible to ensure full compliance in 2020.'

ICS says it is possible that in some ports worldwide shipowners may initially encounter quality or compatibility problems with the new 0.5% blended fuels which they may have intended to use. But ICS emphasises that the higher cost of alternative compliant fuels – including 0.1% distillates if these are the only other fuels available – will not be considered as a valid basis for claiming non-availability of safe and compliant fuel.

The full text is available here:

<http://tinyurl.com/y3yoacvx>

ABB wins contract to power the first Chinese-built cruise vessel

In a historic deal with Shanghai Waigaoqiao Shipbuilding Co., Ltd. (SWS), ABB will supply a comprehensive power and propulsion package for China's first domestically built cruise ship. This was reported by ABB at the end of March.

ABB has been awarded a contract to supply an integrated package, including two Azipod® steerable propulsion systems, for the construction of China's first ever home-grown cruise ship. ABB's deep domain knowledge in cruise technology coupled with its local expertise makes it a valuable partner to support this significant milestone in the evolution of China's shipbuilding industry.

The 323-metre loa vessel, due for delivery in 2023, can accommodate 5,000 passengers and is designed to suit the tastes of the Chinese cruise market whose numbers are expected to rise to 8-10 million annually by 2025, according to industry body Cruise Lines International Association (CLIA).

Gang Chen, General Manager of Shanghai Waogaoqiao Shipbuilding Co., commented: *'With this project, China is making great strides in cruise shipbuilding. We believe the key to success is in working closely with experienced stakeholders, and our selection of ABB is based on their unparalleled know-how of the cruise market, as well as capabilities and understanding of running projects locally in China. I am looking forward to seeing the close cooperation between ABB and the shipyard to provide high level solutions and services for the first cruise vessel built in China.'*

ABB will supply an integrated package to the vessel including two Azipod® units which are proven to cut fuel

consumption by up to 15%, reduce noise and vibration and offer 360-degree manoeuvrability. The drive motor of the Azipod® is located in a submerged pod below the hull of the ship and has been an industry benchmark in environment-friendly cruise technology since its launch in 1990.

The package also includes a complete electric power concept with electricity generators, main switchboards, distribution transformers and a propulsion control system for operating the Azipod® units from the bridge. These can be fully integrated with the vessel's electric power plant and propulsion control system for optimal energy efficiency, it is understood. This digital system includes remote diagnostics capabilities, which enable connectivity to ABB Ability™ Collaborative Operation Centres.



The vessel will support a flourishing Chinese cruise market, which is expected to rival that of the United States over the next decade or two, according to the China Cruise and Yacht Industry Association. With the potential of China's vast consumer market, as well as rapid developments in domestic shipbuilding, the country is expected to generate a significant demand for cruise travel in the next decade and is widely anticipated to become one of the world's leading cruise nations.

The new vessel will be part of a fleet of Chinese-built cruise ships operated by CSSC Carnival Cruise Shipping Limited, a joint venture between Carnival Corporation Plc and China State Shipbuilding Corporation (CSSC). Shanghai Waigaoqiao is a wholly-owned subsidiary of CSSC.

Safety warning about drivers remaining in vehicle cabs while ro-ro ferries are at sea

Urgent safety lessons have been issued after the shift and toppling of freight vehicles on board a ro-ro passenger ferry in heavy weather reported in December last year.

The (UK) Marine Accident Investigation Branch is investigating the shift and toppling over of freight vehicles on board the P&O ro-ro passenger ferry *European Causeway* during heavy weather while on passage from Larne, Northern Ireland, to Cairnryan, Scotland. In accordance with international regulations and industry best practice, P&O does not permit passengers to remain on the ro-ro

decks when at sea.

From the MAIB Safety Bulletin it has been learnt that on 18 December 2018, *European Causeway* was on passage when it encountered very strong winds and very rough seas, which caused the ship to roll heavily. As a result, 9 of the 40 freight vehicles on board toppled over, with several vehicles sustaining damage.

The MAIB investigation has found that at least six drivers had remained in their freight vehicle cabs during the crossing despite being instructed by the ship's crew to vacate the ro-ro deck after they had parked their vehicles.

Four drivers were found in the freight vehicles that had toppled over, with one remaining trapped until he could be freed by the emergency services that were waiting in Cairnryan.

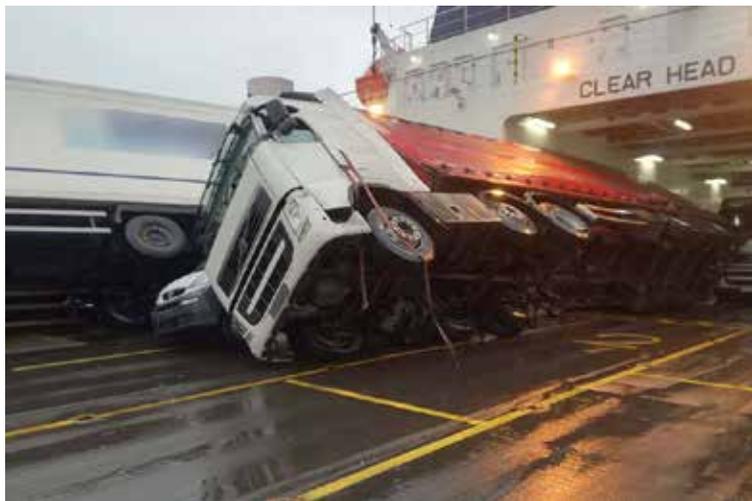


Illustration: MAIB Crown Copyright 2019 ©.

Fortunately, nobody was hurt during the accident. The investigation has uncovered that the problem of drivers remaining in their vehicle cabs on the ro-ro deck while ferries are on passage is not unique to this route or to P&O.

MAIB's Safety Bulletin issued on 26 March informs that a ferry's ro-ro deck is a hazardous and potentially life-threatening environment. While a ferry is at sea, the ro-ro decks should be occupied by only trained professional seafarers who are required to undertake safety and security patrols.

Drivers who remain on the vehicle deck of ro-ro ferries pose a danger to themselves, and can cause a delay to the emergency response, particularly in the event of a fire. Any delay to the activation of fire suppression systems on the vehicle deck due to the need to undertake a muster and headcount of all persons on board could have catastrophic consequences to the whole vessel, its passengers and the environment. Furthermore, drivers who have remained in their vehicle cabs could be in danger of asphyxiation by the fire, or as a result of the fire suppression systems that may be released by ship's staff

P&O Ferries has contacted ferry operators in the United Kingdom who it considers may be affected by the issue of drivers remaining in vehicle cabs on ro-ro decks. Its aim is to encourage operators to contribute to a discussion forum

to collectively eliminate this problem. All companies operating ferries to the United Kingdom have been strongly encouraged to engage positively with this safety initiative, to work across the industry to develop a cohesive and co-operative approach to resolve this urgent safety issue

Safety Issues

In this investigation three safety issues have been brought to the fore

- While a ferry is at sea, the ro-ro decks should be occupied by only trained professional seafarers who are required to undertake safety and security patrols.
- Drivers who remain on the vehicle deck of ro-ro passenger ferries pose a danger to themselves and can cause delay in emergency response.
- Drivers who remain in their vehicle cabs could be in danger of asphyxiation by fire, or as a result of the fire suppression systems that may be released by ship's staff.

The Safety Bulletin issued by the MAIB is to be found here: <http://tinyurl.com/y2qkrwnf>

Recommendation

A recommendation (No S2019/106) has been made to The Road Haulage Association Ltd to distribute the Safety Bulletin to its members and encourage them to take robust action to improve and assure driver safety by helping ferry operators eliminate the issue of drivers remaining in the cabs of freight vehicles on ro-ro decks.

At IFSMA we are most grateful for the use of material provided by MAIB in preparation of the text which contains public sector information licensed under the Open Government Licence v3.0.

Adopt A Ship

United Nations praises InterManager's schools project

A pioneering project to involve schoolchildren in the shipping industry has been praised by the UN as a good example of how to educate young people about ocean life.

Adopt A Ship, promoted by InterManager, the international trade association for ship managers, was highlighted during the closing remarks made at the UN's recent capacity building event in New York, which brought together leaders of a wide range of UN programmes.

This project partners schools, colleges and orphanages/shelters with a working ship to enable pupils to learn more about the world of international shipping and life at sea. More than 14,000 children worldwide participated in 2018 and InterManager expects some 40,000 to take part in 2019.

Summing up the findings of the two-day UN event, the meeting's co-chair, Juliette Babb-Riley, said: *'Significant activities are already under way in many parts of the world to promote ocean literacy. Examples highlighted at the event are the programmes of the Intergovernmental Oceanographic Commission, the work of InterManager with schools about shipping, and the initiatives of the European Union, particularly on marine debris. Such activities should be welcomed and extended, and new activities should be identified and encouraged.'*



Waiting list

Adopt A Ship is based on the similar programme initiated in Cyprus by the Cyprus Shipping Chamber in 2006 with great success and has been widely supported by InterManager members, enabling the scheme to be extended to parts of Europe, the Far

East, India and North America. It has been so successful that currently there is a waiting list of schools keen to link up with a ship.

The UN's multi-stakeholder dialogue and capacity-building partnership event was held from 24-25 January this year at UN HQ in New York and was attended by Vice President George Hoyt on behalf of InterManager. Over the course of two days, 23 presentations were held by representatives of States, global and regional intergovernmental organizations and non-governmental organizations, including academia. Capacity-building is one of the UN's core objectives of the Regular Process. This event's was aimed at providing an opportunity to build awareness and collaboration with respect to capacity-building.

Ocean literacy

Hoyt commented: *'This capacity building event was first time that InterManager has been highlighted by the United Nations as an example of implementing a solution they want others to consider for increasing ocean literacy. We are honoured to be recognised in this forum and appreciate the UN's positive comments about the Cyprus Shipping Chamber's innovative scheme which increases maritime awareness.'*

The UN meeting concluded: *'There is a need to raise public awareness, in particular through 'ocean literacy'. Enhanced ocean literacy across all parts of society is necessary to underpin the provision of funds and resources for capacity-building. In addition, improved ocean literacy among policy-makers and other significant decision-makers is particularly needed as a basis for developing measures to achieve SDG 14. Increasing ocean literacy at the national level is a foundational element to enable capacity – and capability – building in the national marine science sector. There is a need to step up ocean literacy particularly for children to ensure a better understanding*

and management in coastal communities.'

Schools are given a world map and pins to enable students to track their vessel's progress across international waters. Pupils communicate via their teacher with the Master and crew over e-mail. They discuss a wide range of topics, depending on their age. Questions vary from discussions about the employment opportunities that exist in the shipping industry to curiosity about how seafarers live,



what they eat and whether they have seen marine creatures such as sharks and whales.

For further information readers are invited to see the Adopt-A-Ship section on the InterManager website: www.intermanager.org/adopt-a-ship

ICS updates Flag State Performance Table

Towards the end of March International Chamber of Shipping (ICS) published the latest update of its Flag State Performance Table, which can be downloaded free of charge via the ICS website here: <http://tinyurl.com/y6ru5hn5>

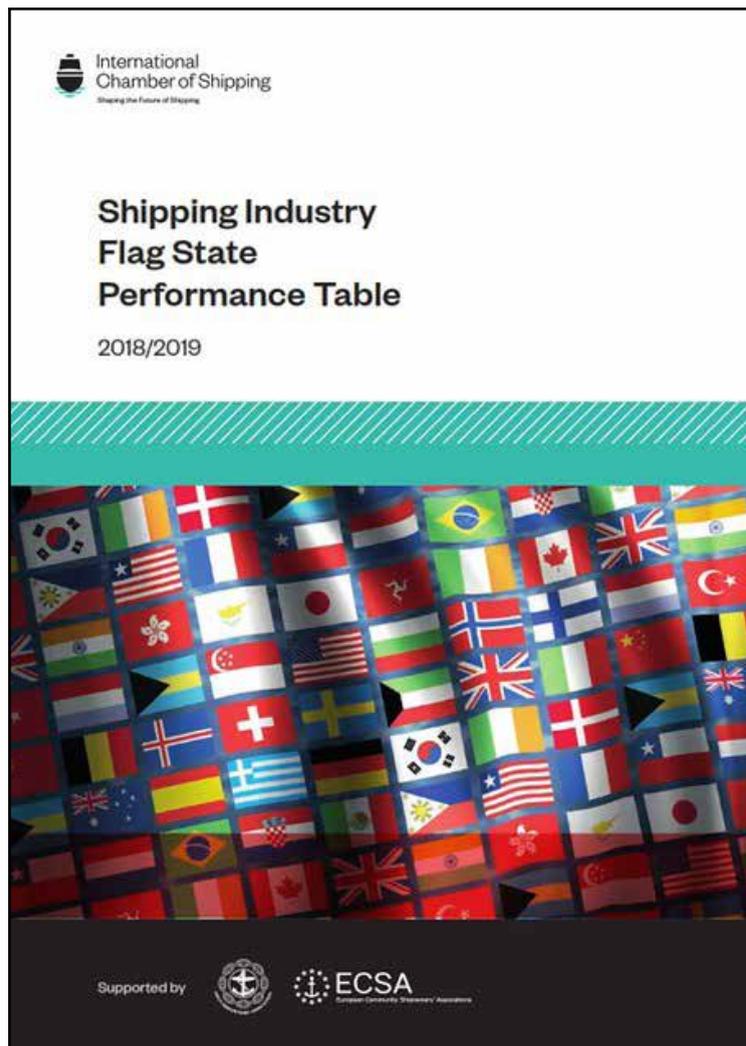
Readers may wish to be aware that an interactive version of the Table, which contains a search facility allowing users to compare and contrast the performance of flag states is also available there, too.

This annual update, which is also supported by the Asian Shipowners' Association (ASA) and the European Community Shipowners' Associations (ECSA), provides an indication of the performance of individual flag administrations, using information available in the public domain.

Since the Table was launched 15 years ago, ICS says it has been pleased by the ongoing improvement which the data has helped to demonstrate. Among the twelve largest flag states, responsible for 80% of world merchant tonnage, none currently have more than one potential negative indicator and nine of these have no negative indicators at all.

In the words of ICS Secretary General, Guy Platten: *'The purpose of the ICS Table is to encourage ship operators to examine whether a flag state has substance before using it and to put pressure on their current flag administrations if improvements might be needed, for example with regard to port state control records of ships under their flag, fail-*

ure to ratify key IMO Conventions or regular attendance at IMO meetings.



'In a global industry such as shipping there is nothing unusual about an international ship registry system. But a balance has to be struck between the commercial advantages of selecting a particular flag and the need to discourage the use of flag states that may not fully adhere to their international obligations, especially with regard to safety and environmental performance.'

IALA 2020 VTS-ENAV Symposium

25-29 May 2020, Rotterdam, The Netherlands

The 2020 VTS-ENAV Symposium is approaching

This presents an opportunity for Members of IFSMA to present at the Symposium

Abstracts are invited and are to be returned to the IALA Secretariat by 31 May 2019

The Symposium Steering Committee has invited IALA members **and other interested parties** to submit abstracts of proposed presentations for the VTS-ENAV Symposium, on any of the topics listed below, or on any other topic considered to be in alignment with the theme of the Symposium:

Enhanced Maritime Safety and Efficiency by Connectivity.

Authors should provide abstracts of approximately 200 words in English.

Each abstract should include the author's name and contact details.

Abstracts should be submitted to the IALA Secretariat by 31 May 2019 on the form to be found here:

<https://www.iala-aism.org/iala-symposium-2020-call-for-abstracts/>

Topics include:

Organisational and legal challenges

VTS in a digital world

Navigation safety, efficiency and security in a connected world

VTS qualifications, training and certification

VTS and MASS – Responsibilities and consequences

From the office

45th General Assembly

At the invitation of the Finnish Ship's Officers' Union (FSOU) we will be holding the 45th General Assembly in Finland.



The venue and dates are now fixed as follows:

Venue: Helsinki, Radisson Blu Seaside Hotel.

Dates: Thursday 26th & Friday 27th September 2019.

Call for Papers

This has been issued and sent to all members. Proposals for papers to be presented at the General Assembly should reach the office no later than 1st August 2019.

Hotels in Helsinki

Information just received and will be sent out imminently. You are encouraged not to delay booking your Hotel room. There are three choices covering a range of prices.

Registration

The registration form will be sent out soon, you are requested to complete the form and return to the office so the number of members attending can be monitored for organisational and catering purposes.

Other matters

Don't forget, we frequently post summaries, including on important matters for members, from IMO meetings on our website. In addition, for access to the IMO Documents website please contact the office for a personal password.