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IFSMANewsletter

The Shipmasters' International Voice



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Secretary General's Report

I would like to start the June Newsletter by saying how delighted the Executive Council is to welcome the Maritime Transport Workers' Trade Union of Ukraine to the Federation. They are fully committed to our Aims and Objectives and I hope that some of their Shipmaster Members, from over 900 Shipmasters, will be able to help us out on the international stage at the IMO. At the beginning of June I was delighted to attend and speak at their now annual Europe-Asia Maritime Summit as well as at their Conference on Seafarers' Education, Training and Crewing in Odessa. I was most impressed with the influence they are having to improving the training of their mariners in Ukraine's maritime training schools and universities. Their First Vice Chairman, Oleg Grygoriuk, is very much looking forward to joining some of you at the 2019 AGA in Helsinki in September.

No sooner had I walked into the office after my return from Odessa when I was rushed off at very short notice to give an interview on the BBC's World Service Radio 4 to discuss recent events in the Gulf of Hormuz and the Arabian Gulf. The recent attacks on four ships at anchor and two while in transit have led to an extremely worrying state of affairs and it shows how highly IFSMA is thought of on the international stage such that they sought our views on the effect this is having on world shipping and shipmasters. Let us hope that this was a one off and the ongoing diplomatic efforts will help stabilise the region. Our Secretariat is in touch with NATO Maritime Command HQ and will be informed of security updates as soon as possible. A copy of the recording of my radio interview can be found on our home page or with this link <http://tinyurl.com/y6hxpv9y>

Lastly, it was with great sadness that we were informed of the sudden and untimely death of Captain Fredrik van Wijnen, Secretary General of the European Confederation of Ship Masters' Associations (CESMA). He "Passed over the Bar" on 28 May 2019 and was laid to rest on 4 June 2019. Fred was part of the board of CESMA and over 20 years was very active at meetings inside European Union institutions, raising shipmasters' issues at the European level. He was a great friend of IFSMA having been a long-standing member. Those of you who met him would remember him as a kind and very caring Shipmaster who spent most of his career helping others. His wise words and sage advice will be sorely missed by all and we at IFSMA pass our deepest condolences to his colleagues and family.

From the Editor

Warning – false piracy information – updated

On 24 June the IMO issued an important notice to the effect that maritime piracy warnings issued from an e-mail account of the Regional Maritime Information Sharing Centre (REMISC) in Sana'a, Yemen (infoex@remisc.org) are not legitimate.

For the background readers are invited to see here:
<http://tinyurl.com/yv3yr9h>

Given the current situation in Yemen, the Centre has not been able to provide updated piracy incident information, and has temporarily stopped its activities.

The REMISC – together with the Mombasa and Dar es Salaam Information Sharing Centres (ISC) – is part of the information sharing network established under the Djibouti Code of Conduct framework (article 8 of DCoC and article 11 of the Jeddah Amendments), which became operational in 2011.

The network is used to exchange information on piracy incidents across the region and other relevant information to help shipping and signatory States to take action to mitigate piracy threats.

IMO has supported the REMISC since its establishment and operationalization. However, the Organization has no responsibility or oversight with respect to its current operations.

The IMO digest

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

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Cutting port waiting times to reduce emissions

Data sharing is a prerequisite to enabling the successful implementation of Just-In-Time (JIT) operations. This can reduce the time ships spend idling outside ports and help cut emissions as well as save on fuel costs and was the message in a media briefing by IMO in the first week of May

Participants at a roundtable meeting of IMO's Global Industry Alliance to Support Low Carbon Shipping (GIA) in London on 1 / 2 May, agreed that increased availability of information through data sharing was imperative, while this should be achieved through standardized functional and data definitions.

It was learnt that more frequent exchange of informa-

tion would lead to better predictability of when a berth is available. Additionally, it was reported that the round-table identified the need for a global, neutral, not-for-profit data sharing platform, to allow frequent updates from terminals and vessel service providers on completion times.

At its meeting at IMO the roundtable also identified the potential benefits of regulating data sharing, while encouraging data quality.

This roundtable meeting was reported as the latest in a series organized by the GIA to identify and discuss the operational, contractual and regulatory barriers to the adoption of Just-In-Time operations.



Cutting greenhouse gas emissions

It was reported that the meeting heard of operational measures substantially cutting greenhouse gas emissions from ships. In 2018, IMO adopted an initial strategy on reduction of GHG emissions from ships, setting out a vision which confirms commitment from international shipping and to phasing them out.

Global Industry Alliance

The GIA is an innovative public-private partnership initiative of the IMO, under the framework of the GEF-UNDP-IMO Global Maritime Energy Efficiency Partnerships (GloMEEP*) Project that aims to bring together maritime industry leaders to support an energy efficient and low carbon maritime transport system.

In conclusion, it was reported that the roundtable was attended by more than 30 GIA and non-GIA members (including representatives of shipping companies, ship agents, ship brokers, ports, terminals, bunker providers, nautical service providers, maritime organizations, maritime law firms and so forth).

* <https://glomeep.imo.org/>

Improving practices in oil spill preparedness and response Liberia

Increased commercial and oil activity in Liberia's territorial waters has seen the number of tankers and other vessels supporting oil activities, rise significantly.

These activities are critical to the Liberian economy but pose a risk in the event of an oil spill. To address this issue, the Global Initiative for West, Central and Southern Africa (GI WACAF) organized a workshop in Monrovia, Liberia from 29 April – 2 May. This was reported by the IMO Media service on 3 May.



Participants were provided with incident management process information as well as an opportunity to test their newly learnt material through an exercise.

In addition the workshop provided Liberia with the opportunity to update its Incident Management System and strengthened its national oil spill preparedness and response infrastructure.

Furthermore, it has been reported that Liberia is seeing a growing number of fishing communities along its coast and here there is a responsibility to protect their livelihood by having a robust oil spill preparedness and response plan in place.

The GI WACAF workshop was hosted in Monrovia by the Liberia Maritime Authority (LiMA).

Global problem, local actions

How an IMO/EU initiative is helping cut maritime emissions

A new IMO video puts the spotlight on how an IMO/EU initiative is helping cut maritime emissions in the Solomon Islands as part of a global project to help tackle climate change.

See here:

<https://www.youtube.com/watch?v=6pixGZ-AuBY>

This film outlines how the project, through regional centres, can help individual countries' ports and shipping sectors improve energy efficiency, cut emissions and clean up local air quality. This was the approach outlined in a media briefing issued by IMO on 15 May.

MTCC Pacific

The Maritime Technology Cooperation Centre (MTCC) Pacific is one of five regional centres established under the IMO-led Global MTCC Network (GMN) project. The Centre helped the Solomon Islands port carry out a full energy efficiency and emissions audit.

Eranda Kotelawala, CEO, Solomon Islands Port Authority, showed an IMO team around the port, where a series of emissions-cutting measures have been and are being implemented. These ranged from (i) solar-powered lights; (ii) weighing in motion systems so that diesel-powered trucks do not have to halt with engines idling and (iii) the repair of cracks in the road surface to help cut emissions and improve air quality.

It has been estimated that savings can be made in the shipping and port industries costs by using existing technology and maybe considering changes in methods of operation.

The ship operator's saving

Simon Wame, a ship operator based in the Solomon Islands, told IMO that MTCC-Pacific was helping him to save money – and cut emissions – by supporting a data collection system.

He said: '*Fuel is very expensive. If I can save money it will be a great advantage for me. We are collecting fuel consumption data on board our vessels and then we supply this fuel consumption data to the MTCC team. And then the team analyse the data; and they provide us with the technical recommendations on efficiency and fuel consumption.*'

Another ship owner's view

It is the same story for Joy Rurime, a shipowner/operator who heads a family business running one of the largest inter-island trading vessels in the Solomon Islands.

She told IMO: '*The MTCC has given us a new opportunity to manage our operation efficiently - and also to look after the environment that we serve in.*'

The fish processor

On the nearby island of New Georgia, the Port of Noro is an important tuna catching and canning centre. Glyn Joshua, Energy Efficiency Manager, Solomon Islands Port Authority, showed IMO where a new solar farm will be installed to power refrigerated containers, thereby saving energy and cutting emissions.

A word from the EC

To quote Meropi Paneli, Senior Policy Officer and Programme Manager, European Commission, with the last word to IMO: ‘*Climate change has no borders, it is a global issue. And only globally can it be tackled.*’



Five local GMN MTCCs

Tackling emissions at a local level is all part of the global GMN project, which is having similar impacts in all five regions where an IMO GMN Maritime Technology Cooperation Centre has been established.

These are:

MTCC-Caribbean, for example, is coordinating regional efforts in two pilot projects: one to establish a baseline and cost/benefit analysis for different energy efficiency technologies and the other a system for collecting fuel consumption data. MTCC-Caribbean is hosted by University of Trinidad and Tobago, Trinidad and Tobago.

MTCC-Latin America has organised several workshops, throughout the region, to help maritime authorities and other stakeholders fulfil their obligations under IMO’s international regulations on energy efficiency. MTCC-Latin America, is hosted by International Maritime University of Panama, Panama.

MTCC-Asia is developing a software tool to help ships’ crews record fuel consumption and is working on ways of optimising vessels’ trim to improve performance. MTCC-Asia is hosted by Shanghai Maritime University, China.

MTCC-Africa has developed standardized e-forms for tablets, enabling ships’ crews to input key parameters, such as fuel type, fuel consumed, engine rating and so on, and then upload this via satellite to a web-based platform where it can be processed and analysed. MTCC-Africa is hosted by Jomo Kenyatta University of Agriculture and Technology, Mombasa, Kenya.

MTCC-Pacific Activities of the MTCC Pacific are described at the head of this article. MTCC-Pacific is hosted by Pacific Community, Suva, Fiji.

By the end of 2018, more than 1000 data sets had been collected as part of a global effort to tackle a global problem through regional and local implementation, it was reported.

The GMN MTCC project

For more information on the GMN MTCC project readers are invited to take a look at the website here: <http://gmn.imo.org>

The GMN project is funded by the European Union and implemented by the International Maritime Organization (IMO).

New solar-powered LED lights erected in the port of Honi-



ara, Solomon Islands. Their operation helps the port meet IMO maritime security requirements.

Photo: IMO ©.

Sulphur 2020 implementation

IMO's additional guidance

Towards the end of May IMO reported that it had approved and adopted a comprehensive set of guidance and guidelines to support the consistent implementation of the lower 0.50% limit on sulphur in ships’ fuel oil, which will enter into effect from 1 January 2020. Related draft MARPOL amendments were also approved. This information was imparted in a highly informative briefing by the Media team at IMO on 20 May.

It is well known that the 2020 rule will bring in considerable benefits for the environment and human health with the stricter limit being applicable globally under IMO’s MARPOL treaty. (In designated emission control areas (ECAs), the sulphur limit will remain at 0.10%).

Implementation adopted in 2008

The 1 January 2020 implementation date was adopted in 2008 and confirmed in 2016. IMO has been working with Member States and the industry to support implementation of the new limit, including the preparation of amendments to MARPOL Annex VI and development of guidance and guidelines.

Enforcement, compliance with and monitoring of the 2020 sulphur limit is the remit and responsibility of States party to MARPOL Annex VI. Most ships are expected to utilize new blends of fuel oil which will be produced to meet the 0.50% limit on sulphur in fuel oil or compliant marine gas/diesel oil.

Guidance on 2020 sulphur limit

The IMO Marine Environment Protection Committee (MEPC), met for its 74th session from 13-17 May and below will be found its decisions. The Committee:

- Adopted 2019 Guidelines for consistent implementation of the 0.50% sulphur limit under MARPOL Annex VI with sections on the impact on fuel and machinery

systems resulting from new fuel blends or fuel types; verification issues and control mechanism and actions, including port State control and samples of fuel oil used on board; a standard reporting format for fuel oil non-availability (fuel oil non-availability report (FO-NAR); and possible safety implications relating to fuel oils meeting the 0.50% sulphur limit. The 2019 Guidelines on consistent implementation of 0.50% sulphur limit under MARPOL Annex VI adopted by resolution MEPC.320(74) are available here: <http://www.imo.org/en/OurWork/Environment/PollutionPrevention/Documents/Resolution%20MEPC.320%2874%29.pdf>

- Adopted 2019 Guidelines for port State control under MARPOL Annex VI Chapter 3, providing updated enforcement guidance for provisions including regulation 13 nitrogen oxides and regulation 14 sulphur oxides and particulate matter.
- Approved Guidance on indication of ongoing compliance in the case of the failure of a single monitoring instrument, and recommended actions to take if the exhaust gas cleaning system (EGCS) fails to meet the provision of the Guidelines.
- Approved Guidance for Port State Control on contingency measures for addressing non-compliant fuel oil. The guidance covers possible actions to be taken, following discussions between ship, flag State and port State, when a ship is found to have on board non-compliant fuel oil either as a consequence of compliant fuel oil being not available when the ship bunkered fuel oil or the ship identifying through post bunkering testing that the fuel oil on board is non-compliant.
- Approved the 2019 Guidelines for on board sampling for the verification of the sulphur content of the fuel oil used on board ships.
- **Approved an MSC-MEPC circular on Delivery of compliant fuel oil by suppliers, subject to approval by the Maritime Safety Committee (MSC 101) in June.** The draft circular states that Member States should urge fuel oil suppliers to take into account, as relevant: MEPC.1/Circ.875 Guidance on best practice for fuel oil purchasers/users for assuring the quality of fuel oil used on board ships; and MEPC.1/Circ.875/Add.1 Guidance on best practice for fuel oil suppliers for assuring the quality of fuel oil delivered to ships.
- Approved Guidance for best practice for Member State/coastal States. This includes best practices intended to assist Member States in carrying out their responsibilities under MARPOL Annex VI, to ensure effective implementation and enforcement of statutory requirements of that Annex. The guidance says that Member States/coastal States should consider actions deemed appropriate, under domestic legal arrangements, with respect to promoting the availability of compliant fuel oils, consistent with regulation 18.1 of MARPOL Annex VI; and Member States or other

relevant authorities desiring to do so may decide to establish or promote a licensing scheme for bunker suppliers.

The MEPC 73 in October 2018 had already approved Guidance on the development of a ship implementation plan for the consistent implementation of the 0.50% sulphur limit under MARPOL Annex VI (MEPC.1/Circ. 878).

The 2019 Guidelines on consistent implementation of 0.50% sulphur limit under MARPOL Annex VI adopted by resolution MEPC.320(74) are available (see above). These comprehensive guidelines include a template for a Fuel Oil Non-Availability Report (FONAR) set out in Appendix 1 and a Technical review of identified possible potential safety implications associated with the use of 2020 compliant fuels set out in appendix 2.



Carriage ban

A related MARPOL Annex VI amendment to prohibit the carriage of non-compliant fuel oil used by ships, which was adopted last year, is expected to enter into force on 1 March 2020.

Related MARPOL Annex VI amendments approved for future adoption

To support consistent implementation of regulation 14 of MARPOL Annex VI, MEPC approved draft amendments to MARPOL Annex VI to regulations 1, 2, 14 and 18, appendix I and appendix VI of MARPOL Annex VI, with a view to adoption at MEPC 75, with an expected entry force date of September 2021.

The MEPC also approved a circular to encourage early application of the approved amendments to the verification procedures for a MARPOL Annex VI fuel oil sample.

The draft amendments cover:

- Draft amendments to Regulation 2 Definitions, to include new definitions for Sulphur content of fuel oil - meaning the concentration of sulphur in any fuel

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

- Fuel oil sampling and testing – Draft amendments to Regulation 14 Sulphur oxides (SOX) and particulate matter, to add new paragraphs related to in-use and on board fuel oil sampling and testing, to add new paragraphs to require one or more sampling points to be fitted or designated for the purpose of taking representative samples of the fuel oil being used or carried for use on board the ship. The representative samples of the fuel oil being used on board are to be taken in order to verify the fuel oil complies with the regulation.
- Appendix I amendments to the International Air Pollution Prevention (IAPP) certificate – Draft consequential amendments to update the IAPP certificate to add a reference to sampling points and also to note where there is an exemption to the provision for low-flashpoint fuel.
- Appendix VI Fuel verification procedure for MARPOL Annex VI fuel oil sample Draft consequential amendments to verification procedures, to cover verification of the representative samples of in-use fuel oil and onboard fuel oil.

Reporting on fuel oil quality and availability

The MEPC discussed how to enhance the reporting of data, as required by MARPOL Annex VI regulation 18 on fuel oil quality and availability.

The MEPC approved a draft MEPC circular on reporting of data related to fuel oil availability and safety in GISIS to promote greater understanding of the 0.50 % m/m sulphur limit under MARPOL Annex VI.

The MEPC instructed the IMO Secretariat to review the current MARPOL Annex VI module in IMO's global shipping information system GISIS (including: Regulation 18.1: fuel oil availability; Regulation 18.2.5: evidence of non-availability of compliant fuel oil; Regulation 18.9.6: failure of fuel oil suppliers to meet the requirements specified in regulation 14 or 18 of Annex VI).

IMO Secretariat instruction

The MEPC instructed the IMO Secretariat to update the existing tabs in GISIS for better functionality, including: updating the types of fuels and sulphur contents that are listed; allowing for multiple ports to be entered in a single entry; allowing searching by port or compliant fuel (adding

a port list could assist with this); aligning with the Fuel Oil Non-availability Reports (FONAR); adding check-boxes on fuel oil quality; and improving the selection of regulations.

MEPC Correspondence Group

The MEPC established a Correspondence Group, to be coordinated by the Secretariat, to report back to MEPC 75, to investigate the reporting of additional items on GISIS; and further usability improvements, if feasible and as appropriate.

The Secretariat was also instructed to report to MEPC 75 a preliminary overview of data on fuel oil quality and availability currently available in GISIS as well as an overview of the current use of GISIS with reference to obligations under regulation 14 and 18.

The Committee invited the Secretariat to advise MSC 101 on the progress made on the new GISIS module for fuel oil safety matters.

Exhaust gas cleaning systems (EGCS)

Some ships use exhaust gas cleaning systems (EGCS) (scrubbers), accepted by their flag States as an alternative equivalent means to meet the sulphur limit requirement.

The Sub-Committee on Pollution Prevention and Response (PPR) is undertaking a review of the 2015 Guidelines on Exhaust Gas Cleaning Systems (EGCS). The guidelines include, among other things, washwater discharge standards.

The MEPC approved a new output on Evaluation and harmonization of rules and guidance on the discharge of liquid effluents from EGCS into waters, including conditions and areas, in the 2020-2021 biennial agenda of the PPR Sub-Committee and the provisional agenda for PPR 7 (meeting in February 2020), with a target completion year of 2021. PPR 7 is expected to further review the documents that were submitted to MEPC 74 in relation to the newly approved output, with a view to refining the title and scope of the output and will report the outcome of its consideration to MEPC.

The MEPC also instructed the Secretariat to liaise with the Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection (GESAMP), an advisory body that advises the United Nations (UN) system on the scientific aspects of marine environmental protection.

The MEPC requested that, subject to sufficient external funding being provided by Member States and other stakeholders, a GESAMP task team be established to assess the available evidence relating to the environmental impact of discharges of exhaust gas cleaning system effluent, with a view to reporting its findings to PPR 7.

IMO sulphur monitoring programme

The MEPC note information provided by the Secretariat on the outcome of the monitoring of the worldwide average sulphur content of marine fuel oils supplied for use on board ships for 2018, based on three sampling and testing service providers. The worldwide average sulphur content (ie a three-year rolling average) of residual fuel oil was 2.59% and for distillate fuel oil it was 0.08%.

The MEPC approved, in principle, draft amendments to the 2010 Guidelines, as amended for monitoring the worldwide average sulphur content of fuel oils supplied for use on board ships. The draft amendments update the IMO sulphur monitoring programme to take into account the entry into effect of the 0.50% sulphur limit from 1 January 2020 and the potential types of fuel oils which will be used to comply with this limit and will be required.

Roundtable meeting and 2020 seminar

The IMO Secretariat plans to hold a further roundtable meeting with representatives from across stakeholders in June 2019 to review progress and share information.

Additionally, to provide an opportunity for wider stakeholder engagement, IMO plans to hold an “IMO2020” seminar at IMO in autumn, as by then there should be a clearer understanding of the availability of compliant fuel oil and some experience of implementation that can be shared. Further details for this seminar will be issued in due course.

Counting the costs of fires at sea

By Carol Holness

Senior Associate, Norton Rose Fulbright South Africa

This article appears here by kind permission of the author.

It was previously published in Africa Ports & Ships (www.africaports.co.za) and we are grateful to the editor for approval to publish here.

The first few months of 2019 has already seen three major container ship fires. The most recent fire, on board the *Grande America*, has resulted in the sinking of the roll-on/roll-off container ship in the Bay of Biscay off the coast of France, the loss of her cargo and oil pollution from the 2200 metric tonnes of fuel on board.

Why are fires on container ships like the *Grande America* so frequent and devastating? Firstly, cargo is packed into containers before it reaches the shipowner or carrier who are reliant on the shipper's declaration regarding the container's contents. Most container ship fires are cargo (rather than engine room) fires and many occur as a result of the misdeclaration or inadequate packing of hazardous cargo. Secondly, it can be difficult for crew to contain a fire which starts in one of several thousand

containers in a stack in a vessel's hold.

The shipping industry is well aware of the dangers of fires at sea and hazardous cargo and has taken some steps in response to container ship fires. Several P&I Clubs have issued guidance notes for the carriage of dangerous goods. And, following the two week blaze on board the *Maersk Honam* in 2018, Maersk changed its cargo storage guidelines to prohibit the storage of dangerous cargo near the crew's accommodation or the engine room and has implemented random container checks in North America. We will have to wait and see how effective these measures are in improving safety at sea.

A major vessel fire results in massive losses to many of the parties involved in the voyage. Cargo owners and their insurers bear the risk of damage to their cargo and claims by shipowners for general average and salvage contributions. Shipowners face damage to their ship and huge expenses to tow the vessel to a port of refuge, fire-fighting operations, oil pollution cleanup costs and potential claims by cargo owners. Carriers may have to tranship cargo to its final place of destination where the vessel is unable to continue or where the shipowner terminates the voyage. There is also the very real risk to the safety of the vessel's crew.

Establishing the cause of a fire can take several months with many experts appointed by the respective parties. There may be protracted litigation and it is not uncommon for an average adjustment (which sets out each party's proportional general average contribution) to take years to be issued.

Under the Hague and Hague-Visby Rules, which are the liability regimes covering most ocean-going cargo, a shipowner has a defence to cargo claims unless the cargo owner can show that the vessel was unseaworthy at the commencement of the voyage and that this caused the loss. The shipowner must then prove that the loss did not occur as a result of a lack of due diligence on the part of the shipowner. For example, a shipowner's failure to train the crew, to have an adequate safety management system in place or fire-fighting equipment on board the vessel may result in the vessel being deemed unseaworthy and show a lack of due diligence on the part of the shipowner.

Where the fire is caused by a misdeclaration of hazardous cargo, the shipowner and cargo owners may have a claim against the owner of the guilty cargo. However, in practice, such claims are often worthless as parties who misdeclare cargo often do so to obtain lower freight rates and will disappear overnight when a major fire occurs. The owners of the *Grande America* have indicated that they do not believe the fire to have been caused by misdeclared cargo.

Even when the nature of cargo is properly declared, a cargo owner may still be liable to the shipowner and other cargo owners. For example, in a 2018 judgment

relating to the fire on board the *MSC Flaminia*, the US courts apportioned blame between the cargo owner (for shipping hazardous cargo during warmer months) and the non-vessel operating common carrier (NVOCC) for failing to inform the ocean carrier, MSC, of the dangers of heat exposure to the particular cargo.

Fires at sea pose a serious commercial and safety risk and more steps need to be taken to fight this threat or it is inevitable that we will experience further major container ship fires before the end of 2019.



On 11 March 2019 the (UK) Ministry of Defence reported that all 27 on board had been evacuated by HMS Argyll from the fire-stricken Italy-flagged roll-on/roll-off container (ConRo) vessel *Grande America* (56, 642 grt) in the Bay of Biscay while en route from Hamburg to Casablanca. Argyll's sailors spent eight hours saving all on board the cargo ship.

MoD Crown Copyright 2019 ©

ONE new tonnage

ONE APUS

It was reported from Singapore on 24 April that Ocean Network Express Pte. Ltd. (ONE) had taken delivery of the containership *ONE APUS* (364.15 metres loa). This vessel with a capacity of 14,000 TEU, was successfully delivered at the Kure Shipyard of Japan Marine United Corporation. The sublet owner is understood to be Nippon Yusen Kaisha. The delivery is reported as ONE's second this year, and the sixth of a series of seven newly built 14,000 TEU magenta containerships.

Equipped with outstanding safety and environmentally-friendly capabilities such as structural arrest technology and weld technology, *ONE APUS* employs a hull form with minimized engine-room space to improve cargo capacity.

With the Integrated Navigation System (INS), the navigation bridge consolidates functions of vessel systems to efficiently reduce the crew's work. Additionally, for an improvement in safety wide windows have been provided for better visibility on the bridge wings when berthing and unberthing.

Japan-flagged *ONE APUS* will be deployed on the East Coast 4 (EC4) service from Asia to the US East Coast, under THE Alliance (THEA*).

Port Rotation

Kaohsiung-Hong Kong-Yantian-Cai Mep-Singapore-New York-Norfolk-Savannah-Charleston-New York-Singapore-Kaohsiung.

On 1 April ONE celebrated one year of operations as a liner conglomerate and spoke of its pride as a significant multi-trade global carrier in spite of an ever-changing business. In the year under review it has enhanced its refrigerated container capacity such that it is listed among the top five largest refrigerated carriers with over 250,000 reefer TEU) and has seen the introduction of 31 super-large container vessels (some of 20,000 TEU capacity).

However, according to a report at www.maritime-executive.com on 26 April it was indicated that the group had sustained a loss of no less than \$586 million in its first full year of operation as a merged fleet of NYK, MOL and K Line. Booking problems were quoted as one reason for the shortfall along with rising bunker prices. Economies are anticipated.

*Comprising ONE, Hapag-Lloyd and Yang Ming Line.



ONE APUS on sea trials

Means to improve container vessel safety

News was received on 24 April that the American Bureau of Shipping (ABS) and representatives from the Cargo Incident Notification System (CINS) have formed a joint industry project to develop best practices for carriage of dangerous goods

The teaming up is to develop actionable recommendations to help mitigate risks posed from the stowage of dangerous goods in containerships.

CINS is a shipping line initiative (see below), whose aim is to increase safety in the supply chain, reduce the number of cargo incidents on-board ships and highlight the risks caused by certain cargoes and/or packing failures.

It was reported that ABS has been working with CINS members over the past six months to develop best stowage strategy guidelines.

Following a three-month trial, the best practice guidelines are intended to be published on the CINS website to be found at: www.cinsnet.com This collaboration assembles key industry stakeholders to examine the challenges and risks that containership owners and operators face, when stowing dangerous goods.

ABS Vice President for Technology, Gareth Burton, commented: '*Carriage of dangerous goods, not properly identified or accounted for, can be detrimental to the safety of the ship – and, more importantly, to the people on board that ship. Central to our joint effort is advancing safety by developing a set of best practices incorporating key lessons learnt provided by CINS members from past incidents.*'

It is understood that the objective of this project is a comprehensive set of best practices to improve stowage planning and hazard mitigation for dangerous goods carriage, leading to a focused application of existing risk assessment processes.

Uffe Ernst-Frederiksen, CINS Chairman continued by saying: '*By working together with ABS and other leading international partners, we can share our experiences and help to improve the safety of stowing dangerous goods. We are looking forward to channelling these experiences into the development of this new industry best practices document and welcome views, insights, and other risk-based approaches from various carriers that can help improve fire safety in our industry.*'

About CINS

The Cargo Incident Notification System (CINS) is a shipping line organisation which was launched in September 2011. Its aim is to increase safety in the supply chain, reduce the number of cargo incidents on-board ships and highlight the risks caused by certain cargoes and/or packing failures.

Its Board includes five of the world's largest container shipping lines (Maersk Line, Hapag Lloyd, MSC, CMA CGM and Evergreen Line), together with three Advisory Board Members (International Group of P&I Clubs, TT Club and Exis Technologies).

CINS membership comprises over 80% of the world's container slot capacity.

About ABS

For more than 50 years, ABS has been a trusted technical advisor for the containership sector. From the very first containership in operation to today's most advanced ships. As a classification society, ABS has a strong track record for aiding the containership sector in identifying and leveraging new concepts to improve operations, protect the environment and enhance safety.

ExxonMobil to expand ultra-low sulphur diesel production at Fawley Refinery

(England, South Coast, approaches to port of Southampton)

Project to increase production of ultra-low sulphur diesel by almost 45%New hydrogen plant will help improve refinery's energy efficiency Ultra-low sulphur fuels lead to improved air quality when powering the latest technology

It was announced from Irving, Texas, on 24 April that ExxonMobil has made a final investment decision to expand the Fawley refinery in the UK to increase production of ultra-low sulphur diesel by almost 45%, or 38,000 barrels per day, along with logistics improvements.

Bryan Milton, president of ExxonMobil Fuels and Lubricants Company commented: '*ExxonMobil continues to invest in the Fawley refinery and chemical plant, Britain's largest integrated facility. This investment will make Fawley refinery the most efficient in the United Kingdom, supporting Esso's industry-leading logistics and fuels marketing operations.*'



It is reported that the investment will help reduce the need to import diesel into the UK, which imported about half of its supply in 2017.

The more than \$1 billion investment includes a hydro treater unit to remove sulphur from fuel, supported by a hydrogen plant, which combined will also help improve the refinery's overall energy efficiency, it is understood.

Ultra-low sulphur fuels lead to improved air quality when powering the latest technology engines in tractor-trailers, buses, vessels and off-road equipment.

Detailed engineering and design is underway. Construction is scheduled to begin in late 2019, subject to regulatory approval, and commencement is expected in 2021. At its peak, building activity will support up to 1,000 construction jobs.

Located on Southampton Water, the Fawley site also has strategic access to distribution logistics across southern England and export access to other markets in Europe and the Atlantic basin.

Alongside recent investments at ExxonMobil's refineries on the US Gulf Coast, Rotterdam, Antwerp, and Singapore, the project will contribute to ExxonMobil's announced plans to significantly increase the earnings potential of its downstream business by 2025.

About ExxonMobil

ExxonMobil is the largest publicly traded international oil and gas company and uses technology and innovation to help meet the world's growing energy needs.

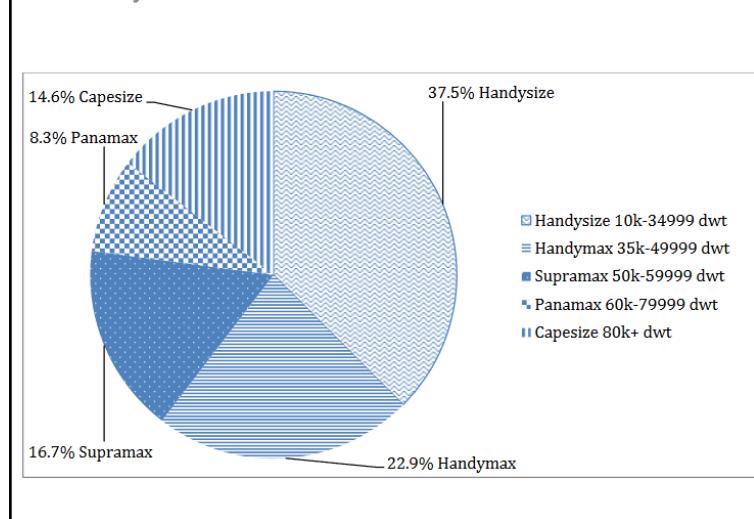
The group is one of the largest refiners and marketers of petroleum products, and its chemical company is one of the largest in the world. For more information readers are invited to visit: www.exxonmobil.com or follow on Twitter www.twitter.com/exxonmobil

INTERCARGO Bulk Carrier Casualty Report

2009-2018 trends

INTERCARGO's *Bulk Carrier Casualty Report 2018* provides an analysis of reported bulk carrier losses during the period from 2009 to 2018, when 188 lives were lost and 48 bulk carriers over 10,000 dwt were identified as total losses.

Losses by bulk carrier size

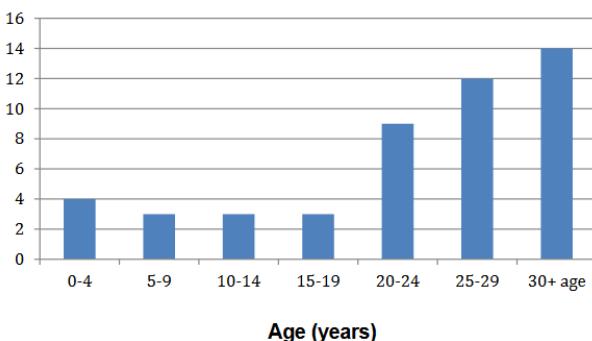


Although there has been no reported loss of a bulk carrier in 2018 and the ten-year trends in annual average numbers of lives and dry cargo ships lost show positive signs of safety improvement, there is no room for complacency.

Cargo failure and liquefaction continue to be a major concern for dry bulk shipping. Nine casualties with loss of 101 seafarers' lives between 2009 and 2018 were believed to be from cargo related failures – six bulk carriers carrying nickel ore from Indonesia, two with laterite (clay) iron ore from India and one with bauxite from Malaysia.

Lessons learnt from past incidents play an important role in determining the scope of additional safety improvements. 23 investigation reports on these 48 losses were still not submitted to IMO by their flag States, according to information on IMO GISIS database at the end of January this year (2019).

Number of ship losses by age (period 2009-2018)



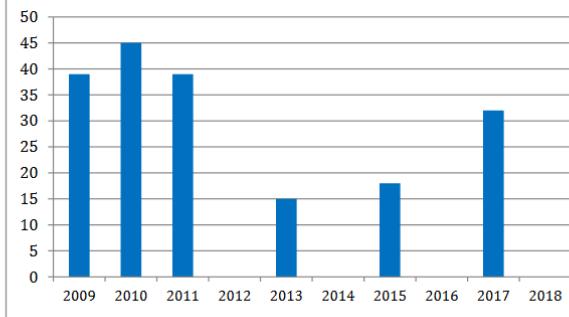
Examples of pending investigation reports for submission include:

- The highest loss of life has been attributed to cargo failure (liquefaction), totalling 101 lives lost from the nine casualties. Two investigation reports of those nine cases have not been submitted to IMO.
- The most common reported cause of ship losses has been grounding, totalling 19 losses among the 48 cases. Six investigation reports of those 19 cases have not been submitted to IMO.
- Six (6) ships lost with unknown causes claimed 61 lives. Five investigation reports of those five cases have not been submitted to IMO.
- Reported flooding led to losses of six ships. No investigation report of those six cases has been submitted to IMO.

Losses of life

Year	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Loss of life	39	45	39	0	15	0	18	0	32	0

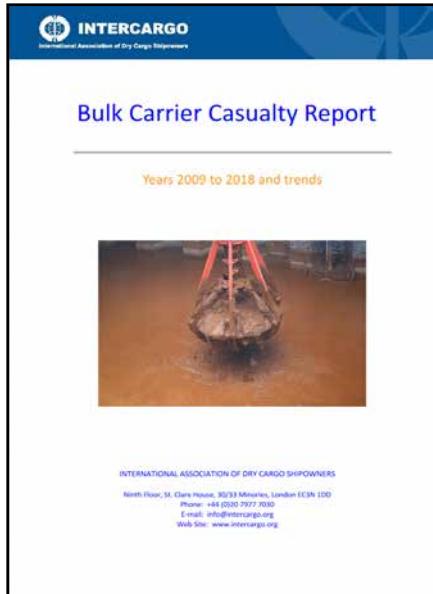
Loss of life



The recent publication of the *Stellar Daisy Casualty Investigation Report* by the Marshall Islands Maritime Adminis-

trator (on 19 April 2019) was much expected by the industry and INTERCARGO had repeatedly urged for its timely submission to IMO, as over two years have passed since the tragic sinking of mv *Stellar Daisy* in the South Atlantic on 31 March 2017 with the loss of 22 lives.

INTERCARGO welcomes the publication of the above report, reiterating the importance of flag States' timely submission of casualty investigation reports to IMO, as a means for identifying the cause of incidents and enabling preventive actions to be taken. INTERCARGO will carefully study the report to contribute to this direction and urges all relevant administrations, that have not done so, to investigate incidents and publish the reports in a timely manner.



INTERCARGO's Bulk Carrier Casualty Report can be accessed at <http://tinyurl.com/y3757ybf>. It was submitted on 12 April 2019 to the IMO Sub-Committee on Implementation of IMO Instruments, whose 6th session will be held on 1-5 July 2019.

For more information on INTERCARGO readers are invited to visit: www.intercargo.org or make contact at: info@intercargo.org

About INTERCARGO

The International Association of Dry Cargo Shipowners (INTERCARGO) represents the interests of quality dry cargo shipowners.

INTERCARGO convened for the first time in 1980 in London and has been participating with consultative status at the IMO since 1993. INTERCARGO provides the forum where dry bulk shipowners, managers and operators are informed about, discuss and share concerns on key topics and regulatory challenges, especially in relation to safety, the environment and operational excellence.

The Association takes forward its Members' positions to the IMO, as well as to other shipping and international industry forums, having free and fair competition as a principle.

ABB enables Eckerö Line's cruise ferry to increase operational safety

ABB's situational awareness solution, ABB Ability™ Marine Pilot Vision, will allow MS *Finlandia* to enhance safety during manoeuvring and docking, it is reported.

It is understood that ABB and Eckerö Line teams will install ABB Ability™ Marine Pilot Vision on board cruise ferry MS *Finlandia* with no interruption to the ship's schedule. In addition to the mechanical interface, ABB Marine & Ports Digital Service teams will support the crew to maximize the value from the system and integrate the additional tool with their current bridge team operations.

Furthermore, it is understood that ABB Ability™ Marine Pilot Vision offers multiple real-time visualizations of a vessel's surroundings presenting the ship and its environment in ways beyond the capabilities of the human eye.



mv *Finlandia* is operated by the Finnish shipping company Eckerö Line and makes return voyages three times daily between Helsinki in Finland and Tallinn in Estonia.

According to a statement issued by ABB on 30 April with the system deployed, a virtual model of the ship is superimposed on real surroundings measured using various sensor technologies. This allows for monitoring the vessel and its surroundings from a birds-eye view and switching to other views instantaneously. The solution is understood to make it easier to predict vessel motions with respect to the actual surroundings and gives the user visibility of previously hidden obstacles.

In the words of Daniel Olsén, Technical Manager, Eckerö Group: '*Our goal is to improve environmental performance and safety, and we worked with ABB to achieve greater efficiency in docking and high traffic situations. Our customers demand high levels of safety in all conditions and this solution enables our crew to provide a reliable service that doesn't comprise their expectations.*'

Finally Jyri Jusslin, Head of Global Service, ABB Marine & Ports added: '*Digitalization provides solutions for existing and newbuild ships alike. This retrofit does exactly that. Enhancing docking safety and efficiency will also allow*

Finlandia's crew to support their schedule, in conditions that can vary from bright sunlight to dark icy conditions throughout the year.'

Eighth China-Denmark maritime dialogue meeting

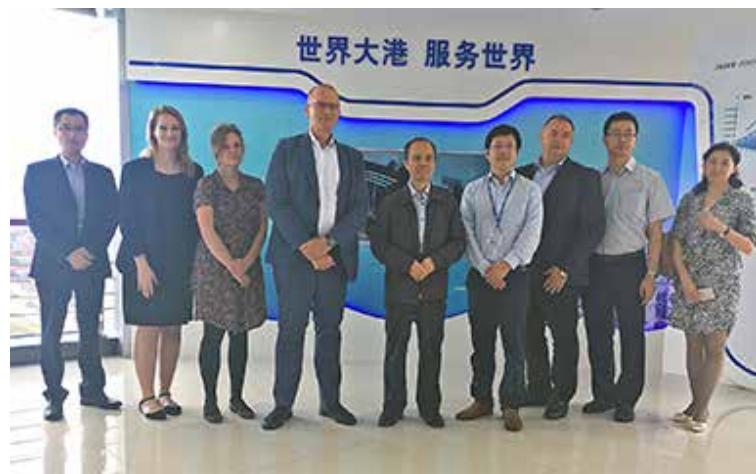
It has been reported that the Danish Maritime Authority and the Chinese Ministry of Transport met for a maritime dialogue meeting in Guangzhou, China, on 29-30 April.

Since 2010, the Danish Maritime Authority and the Chinese Ministry of Transport, including the Bureau of Water Transport, have met for annual maritime dialogue meetings.

These meetings provide the opportunity to discuss the cooperation between Denmark and China in the maritime area and to exchange views on the challenges facing the sector.

To quote Andreas Nordseth, Director General of the Danish Maritime Authority: '*Denmark and China have many common interests within the maritime field, and the dialogue meetings between the Ministry of Transport and the Danish Maritime Authority are a great opportunity to exchange views and share knowledge. It is important for Denmark to have a close dialogue with such an important partner as China. The close relation between Danish and Chinese authorities is of great benefit to the Blue Denmark.*'

It is understood that at the meeting, current issues within the international shipping industry were discussed, including implementation of sulphur regulation, smart shipping and piracy. Furthermore, both countries informed about their own national initiatives within the maritime field.



Danish and Chinese officials at their annual maritime meeting, 29-30 April.

InterManager survey reveals widespread concern at enclosed space deaths

Seafarers and dock workers are still dying while working in enclosed spaces onboard vessels because there is not enough understanding throughout the shipping industry of the risks faced by today's seafarers, it is claimed.

Dangerous timeframes are imposed for hazardous tasks and safety improvements do not happen because shipping industry investigations encourage a blame culture – according to ship management trade association InterManager which revealed the findings of its comprehensive industry survey into the problems of enclosed spaces and issued a statement on 2 May.

A large range of vessel operators, managers and crew took part in the three month-long industry-wide survey, with crew from almost 250 ships providing feedback – representing more than 5,000 seafarers.

Improvement in design needed

Key concerns included a perceived lack of improvement in the design of vessels with not enough consideration being given to access areas and the people working in them.

As well as being hard to reach, enclosed spaces are frequently impossible to properly ventilate or to measure the atmosphere in, the respondents said.

Unrealistically tight timeframes for cargo hold and tank preparation were likened to bullying on an industrial scale with seafarers calling on ship managers to shield them from unrealistic commercial time pressures.

Seafarers asked for more training, prioritisation of management-led safety cultures, and suggested using the fear factor to raise awareness of the dangers of working in enclosed spaces. In fact, respondents recommended changing the phrase to 'dangerous space' or even 'fatal space' to hit the message home.

Deep rooted blame culture

In addition, the survey revealed a wide-spread belief that a blame culture is deeply rooted within the shipping industry.

According to InterManager in a news item regarding their studies, respondents felt that the majority of accident investigations stop at finding the guilty party and very rarely go further to discover why the accident occurred or what were the reasons for the actions of those killed or injured.

(**Editor's note:** No examples of accident investigation administrations were listed in the InterManager survey. It is understood that they do not normally apportion blame. To quote the Marine Accident Investigators Forum (MAIIF) Investigation Manual: 'The thrust of the Casualty Investigation (CI) Code is not one of prosecution or sanction, rather it is solely focused on investigations that result in

safety outcomes and which do not attribute blame or apportion liability. Safety investigations under the CI Code are primarily focused on understanding the reason why an unsafe action or condition leads to the casualty and the environment, physical and organisational, in which the casualty or incident occurred.' See also* below.)

The survey revealed a feeling that accident investigation results are inconsistent, indicating that the absence of a standard investigation format prevents a proper and thorough analysis of accidents and the ready identification of potential improvements.

Avoiding further deaths

In addition to outlining the problems, the survey asked recipients to identify potential solutions to avoid further deaths. Seafarers responding called for clearer identification of hazardous spaces, suggesting access should be restricted by senior management onboard or ashore.



Additional training required

A need was identified for additional training to address lack of awareness and instil safe practices, while some seafarers said they would prefer to only access enclosed spaces while using safety equipment such as Emergency Escape Breathing Devices (EEBDs) or Self-Contained Breathing Apparatus (SCABs). Some respondents believed that technology should be used to help with limiting the requirement for human access in enclosed spaces.

In future ship design

Focusing on vessel design, recipients advised that future new buildings should avoid areas of enclosed space or restrict them to a minimum. In addition, any enclosed spaces should include provisions for:

- Adequate ventilation (whole space).
- Adequate fixed gas detection systems.
- Accessibility for humans in order to perform search and rescue operations.

Announcing the results of the survey, which was conducted at the end of 2018, InterManager Secretary General, Captain Kuba Szymanski, said: '*It is clear that much still needs to be done to address the issues of working in enclosed spaces and to eradicate the risk to life. No-one should die while carrying out their daily work.*'

'Seafarers seem to believe that this unsafe environment is created by designers and enforced by manuals and procedures, and therefore cannot be disputed and has to be followed – even if it results in death.'

Many seafarers responding to the InterManager survey expressed dismay at the situation. Captain. Szymanski commented: '*It is rather sad to see so many seafarers losing hope that their situation will ever improve. As a result the suggestions from those individuals do not stretch beyond improving training and procedures.*'

Encouraging ship managers to take a lead on safety, Captain Szymanski added: '*When I examined the results of the survey, I noticed that the most positive responses came from within companies where senior managers took a leading role on safety matters, where they engaged themselves and led from the front. I would especially like to thank those individuals, because it is them who are creating the company safety culture.*'

Pledging further action, he concluded: '*InterManager thanks all those who responded to our survey and promises to do all we can to raise awareness of these issues at the highest level.*'

MAIIFF Manual - <http://tinyurl.com/y4a576ju>

Malaria – precautions to be taken

Malaria remains one of the world's leading killers and seafarers must not lower their guard when visiting an area where there is a risk of exposure to this mosquito-borne disease.

This article is taken from www.gard.no and appears by kind permission of Gard AS, P.O. Box 789 Stoa, NO-4809 Arendal, Norway.*

After more than a decade of steady advances in fighting malaria progress has levelled off. According to WHO's latest World malaria report, no significant gains were made in reducing malaria cases in the period 2015 to 2017. The estimated number of malaria deaths in 2017, at 435 000, remained virtually unchanged over the previous year. 'A massive wake-up call', says the WHO.

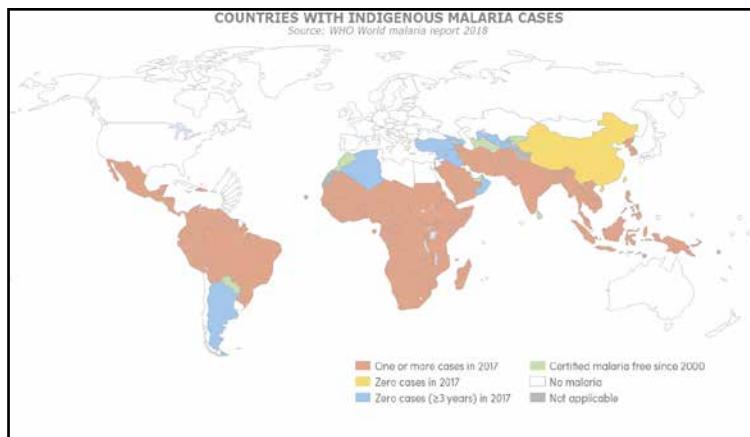
It is therefore important that shipowners and operators continue to safeguard crew by focussing on awareness of recent areas with an outbreak of malaria as well as implementing prevention measures, including educating the crew.

Key facts about malaria

- Malaria is a life-threatening disease caused by parasites transmitted to people through the bites of infected female Anopheles mosquitoes.
- The Anopheles mosquito is active mainly at night, between dusk and dawn.

- Malaria is an acute febrile illness and symptoms usually appear 10–15 days after the infective mosquito bite. The first symptoms – fever, headache, and chills – may be mild and difficult to recognise as malaria. If not treated within 24 hours, the disease can progress to severe illness, often leading to death. Immediate medical attention should therefore be sought to ensure early diagnosis.
- In 2017, there were an estimated 219 million cases of malaria in 87 countries. The estimated number of malaria deaths stood at 435 000.
- Most malaria cases and deaths, approximately 90%, occur in sub-Saharan Africa. However, the WHO regions of South-East Asia, Eastern Mediterranean, Western Pacific, and the Americas are also at risk.
- Fifteen countries in sub-Saharan Africa and India carried almost 80% of the global malaria burden. Five countries accounted for nearly half of all malaria cases worldwide: Nigeria (25%), Democratic Republic of the Congo (11%), Mozambique (5%), India (4%) and Uganda (4%).
- Malaria is preventable and curable

(Source: WHO <https://who.int/malaria/en/>)



Recommended precautions

Shipowners and operators with vessels trading to countries and areas with ongoing malaria transmission should ensure that these vessels are able to deal with the various challenges that this disease can bring.

Depending on the area of trade, risks related to other mosquito-borne diseases, such as dengue, <https://www.who.int/news-room/fact-sheets/detail/dengue-and-severe-dengue>; yellow fever, <https://www.who.int/news-room/fact-sheets/detail/yellow-fever>; chikungunya <https://www.who.int/news-room/fact-sheets/detail/chikungunya> and zika, <https://www.who.int/news-room/fact-sheets/detail/zika-virus> should also be taken into account when planning for the next voyages.

The following precautions should be considered:

Prior to visiting affected areas

- Monitor the WHO website and similar sources for official advice regarding any ongoing outbreaks. Contact a medical practitioner if in doubt.
- Review all the ports to be visited and evaluate the risk. Consider the length of stay in an affected area, time spent at sea, in port, on rivers, etc., as well as planned shore leaves by the crew.
- Inform the crew about the risks and the precautions to be taken as well as actions to be taken if illness occurs at sea. Stress that a headache, fever and flu-like symptoms are always grounds for contacting the medical officer.
- Ensure sufficient supplies of effective insect repellents (e.g. hose containing DEET, picaridin or IR3535), light coloured boiler suits, porthole/door mesh screens and bed-nets.
- Consider, in close co-operation with a medical doctor and based on the vessel's expected exposure time in an affected area, if the crew should take an anti-malarial drug.



During a visit to affected areas

- Implement measures to avoid mosquito bites, e.g. wear protective clothing, stay in air-conditioned screened accommodation areas, use bed-nets in sleeping areas. Use effective insect repellents on exposed skin and/or clothing as directed on the product label and when using a sunscreen, the recommendation is to apply sunscreen first, followed by repellent.
- If crew members are taking anti-malarial drugs, implement a method of control to ensure they take the medication at the prescribed times, e.g. via a log book.
- Remove pools of stagnant water, dew or rain in order for the vessel not to create its own mosquito breeding grounds. Pay particular attention to areas such as lifeboats, coiled mooring ropes, bilges, scuppers, awnings and gutters.

After a visit to affected areas

- Seek medical advice over the radio if malaria is suspected on board. Normally the vessel is in port only for a short time and will most probably be back at sea when symptoms are noticed due to an incubation period of several days.
- Place the patient under close observation and undertake the required onboard treatment, preferably in close co-operation with a medical doctor. Evacuation may be the only solution if the patient's condition does not improve.

Sources of information

Prevention requires vigilance so stay up to date! Here are some recommended sources of information:

- Detailed information about malaria and other mosquito-borne diseases – their characteristics, treatment, prevention, geographical distribution and recent outbreaks – are available via WHO's "Health topics". <https://www.who.int/health-topics/>
- The United States Centers for Disease Control and Prevention (CDC) provides similar information via its "Disease & Conditions A-Z Index". <https://www.cdc.gov/DiseasesConditions/az/a.html>
- The CDC's general "Destination List" is a good starting point for a voyage specific risk assessment related mosquito-borne diseases.

National governments may also publish safety alerts concerning seasonal outbreaks of the diseases on their "safe travel" websites. Relevant information can also be obtained from medical doctors and local vaccination offices.

*This article is also available in Chinese:

[TRADCHINESE/繁體中文譯文 \(HTML\)](#)

[TRADCHINESE/繁體中文譯文 \(PDF\)](#)

[SIMPCHINESE/简体中文译文 \(HTML\)](#)

[SIMPCHINESE/简体中文译文 \(PDF\)](#)

Confined Spaces: Silent & Invisible Killers

In April the United States Coast Guard issued Safety Alert 04-19 entitled: *Confined Spaces: Silent & Invisible Killers*. This provided a reminder that despite decades of work to improve confined space entry by maritime safety organizations, training institutions, and vessel owners/operators, the risks have not been eliminated.

This fact was illustrated by a recent casualty where three persons were asphyxiated while working onboard a laid-up Mobile Offshore Drilling Unit (MODU).

Although the investigation was not yet complete at the time of publication of the alert (12 April 2019) information of the incident was conveyed with the continued hope that it will highlight this hazard with the aim to prevent recurrence.

Ten crewmembers were onboard the MODU preparing it for a heavy lift transport to an overseas ship-breaking facility. They were successful in dewatering three of the MODU's four legs. However, the de-ballasting system was inoperable in the fourth leg because piping and valves had been previously removed. To continue pumping, the crew rigged a portable diesel engine-driven pump to discharge the tanks. Tragic results followed.

As a result of this and other related casualties the US Coast Guard strongly encourages all who work or may be employed onboard vessels in any role, whether they be senior shipboard officers or crew, riding crew, shore side managers, owners/operators, and other personnel to:

- Obtain the requisite level of knowledge and training of confined space entry procedures including emergency and rescue procedures.
- Ensure crews undergo periodic confined space training and participate in routine and practical onboard emergency drills.
- Verify all required confined space entry and rescue safety equipment is onboard, maintained, tested and fully functional.

Continually appreciate the dangers involved in confined space entry and educate yourself by further study. A good place to do this are the reports found on this webpage: <http://tinyurl.com/y2dvmkaf>

Attention is drawn to the fact that the USCG Safety Alert is provided for informational purposes only and does not relieve any domestic or international safety, operational, or material requirement.

As a footnote it is explained that the document has been developed by the Investigators of the Marine Safety Unit Port Arthur and the Office of Investigations and Analysis. Questions may be sent to HQSPF-fldr-CGF-INV@uscg.mil

The full two-page A4 Safety Alert 04-19 entitled: *Confined Spaces: Silent & Invisible Killer* is available here along with links to other USCG alerts of interest:

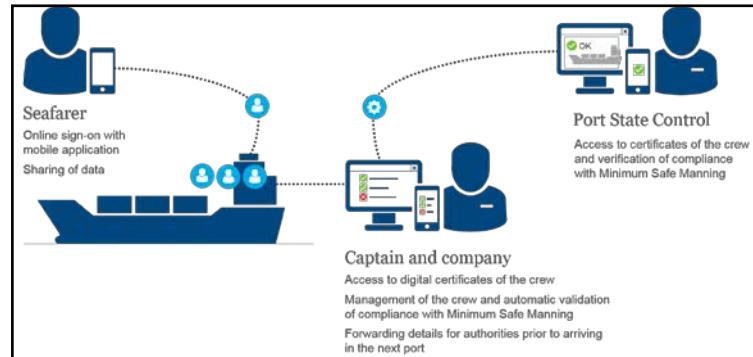
<http://tinyurl.com/yxjlcz38>

Danish certs' potential smartphone access

On 6 May the Danish Maritime Authority reported that it was preparing for the launch of digital certificates for seafarers. Development was reported as being underway with an initial test voyage due to begin later that month. Digi-

tal certificates are expected to make things simpler, faster and safer.

For those with practical experience in the burdensome handling of the many pieces of paper used for documentation for seafarers today, the digital certificates will be a welcome change, it is understood. One app is all that is needed to access and maintain an individual's certificates, and this app is of course part of the new concept being



developed.

The concept:

- Seafarers can store, view and share all their data via the app.
- The ships' master and the shipping company will have access to their crews' certificates.
- Data on will also be easy to present to maritime and port authorities prior to port calls, which has great potential for streamlining the often burdensome procedures of ship-port interface.

Finally

It is understood that the pilot project commenced operation in May 2019 with the app expected to be launched at the end of 2019.

More information

More information on the concept is available here:
<http://tinyurl.com/y9ffatk>

MACN

The Maritime Anti-Corruption Network

The first P&I Club member: Britannia

Britannia has become the first P&I Club to be accepted as a member of the Maritime Anti-Corruption Network (MACN). This was reported by the network early in May.

Established in 2011 by a small group of committed maritime companies, MACN has grown to include over 100 members globally, and has become one of the pre-eminent examples of collective action to tackle corruption.

In the words of Andrew Cutler, CEO of Britannia's Managers Tindall Riley. '*We are proud to be the first P&I Club to have been accepted as a member of MACN. Tackling corruption is vital to ensure that companies in the maritime sector can protect their crew and staff, reduce operational risk, and trade fairly and on an equal footing.*

'Britannia is often called for support whenever a Member resists unlawful demands and the liberty of the ship or crew is threatened. In this context, P&I Clubs play a vital role when their members stand up to corrupt demands.'

MACN Director, Cecilia Müller Torbrand, commented on the significance of Britannia joining the Network: '*The effect of maritime corruption is felt across the industry. Britannia's recognition of the problem, and their support for MACN, is an important step in our industry showing a united front against corrupt practices.*'

By joining MACN, Britannia will be able to provide the Network with valuable input from an insurance sector perspective.

John Sypnowich, Chief Legal and Compliance Officer, The CSL Group Inc, and Chair of MACN concluded by saying: '*We are very excited to have Britannia as our first P&I Club Member. P&I Clubs can play a major role in MACN's initiatives, including the anonymous reporting of incidents, root cause analysis, collective action, and local training. Having Britannia on board will further strengthen our membership and will increase our ability to make lasting change.*'

About Britannia

Established in 1855, Britannia was the first P&I Club in the market and remains a leader in the International Group of P&I Clubs. It has held its prominent position by focusing on providing an exceptional standard of service for the benefit of its members based on the essential values and principals of mutuality combined with commercial strength and financial prudence.

The administration and management functions of the mutual are provided on behalf of The Britannia Steam Ship Insurance Association Limited by Tindall Riley (Britannia) Limited.

More information about the Britannia P&I Club is available here: www.britanniapandi.com/

About MACN

The Maritime Anti-Corruption Network (MACN) is a global business network working towards the vision of a maritime industry free of corruption that enables fair trade to the benefit of society at large.

Established in 2011 by a small group of committed maritime companies, MACN has grown to include over 100 members globally, and has become one of the pre-eminent examples of collective action to tackle corruption.

Gibdock converts ferry to run on LNG fuel

Gibraltar's Gibdock shipyard has completed a major conversion project so that the Baleària ferry *Napoles* can operate using LNG as fuel.

It is understood that the three-month project – possibly the most complex and demanding ever undertaken by the yard – consolidates Gibdock's position as one of the leading refit facilities for environmentally-driven work in the Mediterranean. This was reported early in May,

The 186m loa *Napoles*, which has capacity for 1,600 passengers and 1,430 lane metres of cargo, is the first of five ships that Baleària plans to convert to dual fuel operations to comply with IMO sulphur cap regulations. Gibdock has already secured a contract to convert a second vessel, *Sicilia*, which is due to arrive at the yard later this year.

Richard Beards, Managing Director, Gibdock, commented: '*Baleària* is a longstanding client for scheduled repair and maintenance work, so it made perfect sense to carry out the conversion at Gibdock. We are delighted to have been entrusted with this landmark project, which was a first for us and for Baleària; the experience will ensure that the *Sicilia* conversion goes even more smoothly.'



Gibdock's facility from the air.

Photo: Gibdock ©.

Napoles arrived at Gibdock on 15 November 2018, with the yard already having pre-fabricated two LNG bunker fuel reception stations for later installation. The majority of subsequent work took place alongside the yard's main repair wharf, with some elements of the LNG conversion undertaken in Gibdock's Panamax size Dock No.1. The project required extensive modifications to Deck 1 to accommodate 200 tonne, 27m x 6m diameter LNG fuel tank from Wärtsilä. Gibdock also cropped Decks 5 through to 2 to create a route through which to lower the 400m³ capacity tank.

Another key element of the project was the modification of the MAN 9L 48/60-A main engines, which was undertaken by engineers from MAN Primeserv. Now designated 9L 51/60DFF, Gibdock assisted modifications made by the manufacturer with auxiliary pipework and steel structures

in connection with reassembly, also fitting specialised valves, a compressor and generator unit. Extensive automation system and cabling work was also carried out by Gibdock technicians.

On departure, *Napoles* commenced working on a new passenger and Spanish freight route connecting Huelva and the Canary Islands.

Added Beards: 'We already have substantial experience with ballast water treatment and scrubber retrofits, and now we have an LNG dual conversion under our belt. Our range of solutions for forthcoming IMO regulatory changes is comprehensive in suiting any vessel type, age and route profile.'



The converted *Nápoles* alongside at Gibdock before reentering service with Baleària.

Photo: Gibdock ©.

FLAGSHIPS project to deploy two hydrogen vessels

It was reported from Finland on 13 May that the European innovation project FLAGSHIPS has been awarded €5 million from the EU to support the deployment of two commercially operated zero-emission hydrogen fuel cell vessels one in Lyon, France and the other at Stavanger, Norway.

In Lyon, a hydrogen push-boat operated by Compagnie Fluvial de Transport (CFT) will serve as a utility vessel on one of its most demanding rivers, the Rhône. Whereas in Stavanger, hydrogen is intended to power a passenger and car ferry operated by Norled as part of the local public transport network.

Funds awarded to the FLAGSHIPS project have been granted from the EU's Research and Innovation programme Horizon 2020 under the Fuel Cells and Hydrogen Joint Undertaking.

Green and sustainable shipping is a prerequisite for reaching national and international emission reduction targets. With increasing pressure for shipping to reduce harmful emissions, fuel cells and hydrogen are key technologies in providing a sustainable transportation option for the international shipping industry.

In the words of Senior Scientist and Project Manager Antti Pohjoranta from VTT Technical Research Centre of Finland, who will be coordinating the project: 'Both the

EU and the shipping industry see hydrogen as a key contributor in the work to mitigate climate change. The FLAGSHIPS project sets out to raise the readiness of hydrogen-powered waterborne transport to a new level globally.'

The projected aim is that both vessels will run on hydrogen produced from renewable energy. This will not only enable truly zero-emission operation of the ships, but also create a solid basis for further local zero-emission transport deployment both at sea as well as on land, it is understood.

Added Norled CTO, Sigvald Breivik: '*Norled has taken a leading role in the development of zero emission ferries. This innovation project will be an important next step when it comes to proving the maritime fuel cell technology and illustrating its business viability. By leveraging knowhow from existing onshore and marine system integration activities the project will also reduce the cost of marine fuel cell power systems significantly.'*

This innovation project will look at the possibility to replace biodiesel with hydrogen on one of the ferries to be built for the Finnøy-route north east of Stavanger. The route serves several islands with short passages and several stops, which makes it difficult to realize the effective shore charging required for battery-powered vessels.

Norled's intention is to apply the hydrogen technology being developed by the company in several other ongoing hydrogen-related projects, such as building the world's first ship powered by liquid hydrogen for the Hjelmeland connection in Western Norway.

In addition to the project funding, significant additional investment to build the ships is made by the ship owners CFT and Norled as well as the consortium partners.

An important part of the project will also be the building of European support networks covering hydrogen fuel supply chains, vessel design and manufacturing competence networks as well as significantly broad-based regulatory expertise.

In the words of Bart Biebuyck, Executive Director of the FCH2 JU: '*FLAGSHIPS is a key project to demonstrate the superior features of hydrogen fuel cells in the maritime sector: Lower CO₂ and pollutant emissions and reduced noise amongst the most critical. The project will cooperate with relevant organisation such as CESNI, IMO and certification bodies to speed up the introduction of hydrogen for the maritime sector both for inland and coastal operations and for freight and passenger transportation.'*

'We are facing a complex, but also new and innovative project for our group. We are glad that the European Commission is supporting this development and we hope that French and local authorities will follow to support and assist the implementation of this Hydrogen powered pusher in their environment,' said Director of CFT inland transportation, Matthieu Blanc.

Leading industrial partners

The FLAGSHIPS project brings together a group of leading industrial partners, including ship owners, fuel cell technology suppliers, experience in electrical power system design, integration and manufacturing, ship design competence and energy management excellence.

The consortium includes nine European partners, with two ship owners Norled (NO) and CFT (FR), and the maritime OEM ABB, and design company LMG Marin (NO & FR).

World-leading fuel cell technology is provided by Ballard Europe (DK) and vessel energy monitoring and management by PersEE (FR).

Management, dissemination activities and maritime hydrogen safety expertise are provided by VTT (FI) and industry cluster NCE Maritime CleanTech (NO).

Furthermore, Westcon Power & Automation (NO) is expected to officially join the consortium in the near future.

The project started on 1 January and the hydrogen ships will start operating during 2021.



Photo: Norled. LMG Marin ©

In the FLAGSHIPS project Norled intends to replace the current ferry with a hydrogen driven vessel. Our computer generated imagine shows one of the ferries to be built for the Finnøy-route north east of Stavanger.

FLAGSHIPS project brings together a group of leading industrial partners. In Lyon the project will deploy a hydrogen driven push boat on the river Rhône in France.

New survey from ICS and ECSA

Positive picture for seafarer internet access

A new survey from the International Chamber of Shipping (ICS) and the European Community Shipowners' Associations (ECSA) reveals that not only is internet access for seafarers for personal use on board ships more widespread and available than previously imagined, but also that the positive benefits associated with this access outweigh the feared safety concerns around the technology. This was reported in a joint statement from the two organisations on 15 May.

The responses to the survey carried out by ICS and ECSA, with support from the Asian Shipowners' Association (ASA), indicate that the provision of internet access to seafarers for personal use may have improved the mental health and well-being of seafarers (according to 60% of respondents) and the morale of seafarers in the company (according to 69% of respondents). 82% of those organisations who responded provide internet access to seafarers for personal use. Despite industry concerns that internet access may negatively impact upon seafarers obtaining adequate rest and sleep during periods available for rest, 85% of these companies reported that this has been unaffected or improved. Similarly, while there have also been concerns expressed as to whether internet access may negatively or positively impact upon the work performance of seafarers, 96% of companies reported that this has not deteriorated.

In addition, the majority of companies reported that the number of incidences of seafarers seeking assistance due to family or home-related anxieties have stayed the same, despite speculation that increased communications with family might generate more anxieties about problems ashore. On another positive note, the vast majority of companies (93%) responded that the number of reported incidences of online bullying and harassment have not increased, despite speculation that greater internet access might expose seafarers to this behaviour.

Guy Platten, Secretary General of ICS, said: '*This survey provides a very optimistic picture not only of the positive impact of access to the internet for the seafarer, but also of the industry's readiness to embrace technology that will be commonplace in the future. If you had asked the same operators whether they offered crew personal access to the internet only five years ago the results would have been very different.*

'We were also pleased to see that a majority of companies have a written policy related to internet access by seafarers for personal use on board ships. However, it is quite surprising that nearly a quarter of companies indicated that they have not put any written policy in place, and as we move towards greater connectivity this must be considered a matter of concern in relation to cyber security issues.'

Martin Dorsman, Secretary General of ECSA added: '*Internet access on ships for seafarers' personal use is a key factor in efforts to improve the working conditions of seafarers and to attract future generations into the sector – people to whom a world without the web is entirely alien. We have been discussing this topic with our social partner, the European Transport Workers' Federation, in the European social dialogue.*

'The results of the survey are very encouraging – both in terms of responses received and the state of affairs they have mapped out. They show that a large majority of companies are indeed providing internet on board for personal use, while concerns about possible detrimental effects on seafarers are shown to be largely unfounded. Neverthe-

less the industry still has some way to go and we look forward to continuing to work with our social partner to encourage best practice.'

The responses indicate that the two primary reasons for not providing internet to seafarers are concerns about the costs involved (68%) and concerns about the potential impact on rest/sleep (60%).

The survey on the provision of internet access to seafarers for personal use on board ships received responses by 276 operators with 11,665 ships, representing 14% of the world fleet, with a profile of respondents closely reflecting that of the world fleet.

For a copy of the survey readers are invited to contact: dmassey@elabor8.co.uk

Shipowners' support to WTO

Shipping industry concern over recent trade developments

On 14 May it was reported that a delegation from the International Chamber of Shipping (ICS), the Asian Shipowners' Association (ASA) and the European Community Shipowners' Associations (ECSA) had, at the World Trade Organization (WTO) in Geneva, expressed concern over recent increases in protectionist measures.

Presenting two position papers to the WTO, the shipping sector has, in the words of its report: '*Fully committed to the preservation and promotion of free trade policies and principles around the world.*'

This comes at a time when trade barriers are becoming more prevalent and represent a worrying trend for the delivery of sustainable economic growth. The papers highlight that there has been a seven fold increase in import-restrictive trade measures since 2017. It is understood that this represents an additional \$588.3 billion of additional costs to global trade. The importance of this representation has been given heightened relevance following the decision by the US to increase import tariffs on certain goods from the People's Republic of China.

Addressing the WTO Simon Bennett, ICS Deputy Secretary General said: '*It is no coincidence that the massive growth in the global economy and thus the demand for maritime services that has been seen over the past 25 years has followed the WTO's establishment in 1995.*

'Global maritime trade now exceeds ten billion tonnes of cargo a year, but the efficiency of the shipping sector is dependent on a rules-based trading system. This requires the negotiation and adherence to multilateral trade agreements under the auspices of the WTO.'

'Recently this success story has been the subject of unwarranted criticism and threat by certain governments, including the US, undermining the WTO's role as the regulator of international trade. There are no winners when you

See also: www.maritime-acn.org/macn-members

increase unilateral tariffs, which is why the best place to address disputes is at the WTO.'

It was reported that 137 new trade-restrictive measures were put in place between 2017 and 2018 which have added significant burden and cost to the free movement of goods.

Speaking in the margins of the WTO negotiations on e-commerce, Lieselot Marinus, Director of Shipping & Trade Policy at ECSA said: '*We are concerned at the growth of sector specific protectionist measures, particularly cargo reservation whereby the carriage of international cargoes is restricted to national flag ships, undermining fair competition and a global level playing field.'*

Captain Ang Chin Eng, Secretary General of the ASA added: '*The global shipping sector is calling on the global community and WTO Member States to continue to support the WTO and its various functions, which help to govern and maintain the efficient operation of global trade in the best interests of all nations.'*

ICS, ASA and ECSA representing the shipping industry which is responsible for the carriage of about 90% of world trade, asserted that the shipping sector still needs to see progress being made under the General Agreement on Trade in Services (GATS).

Shipowners are encouraging WTO Member States to ensure that bilateral agreements and regional agreements – including those which relate to shipping and maritime transport services – do not conflict with their current national schedules of commitments, as agreed within the framework of the WTO.

Sale of Videotel by KVH Industries Inc

Plans to increase its investment in photonic integrated chip technology, AgilePlans acceleration, and Internet of Things (IoT) connectivity.

It was announced from Middletown, Rhode Island, on 13 May that KVH Industries, Inc. had sold its maritime training business, the Videotel group of companies, to an affiliate of Oakley Capital for a base purchase price of \$90 million, on a cash-free, debt-free basis, subject to working capital adjustments. The sale was completed immediately upon execution of definitive agreements.

Martin Kits van Heyningen, chief executive officer of KVH commented: '*As part of our long-term strategic roadmap, we are focusing on the large and growing markets of our core mobile connectivity and inertial navigation businesses.*

'We intend to use the net proceeds of the sale to invest in three key growth initiatives that we expect will drive significant value creation, as well as to reduce our debt. Specifically, we plan to invest in the development and commercialization of our photonic integrated chip technology

for use in autonomous vehicles and other commercial and military platforms, to support the further acceleration of our AgilePlans (Connectivity as a Service) programme, and also to finalize the development and launch of our IoT connectivity solution.

'Videotel helped us to penetrate the commercial maritime markets initially, but our strategic approach has evolved to focus on faster growing markets that we believe will produce greater long-term shareholder value.'

For the last 12 months ending 31 March, 2019 Videotel's revenue was \$17.0 million and its operating income was \$3.1 million. Depreciation and amortization for this period was \$4.8 million, and equity compensation was \$0.1 million. KVH is analysing whether the Videotel business will be reported as a discontinued operation in its future financial statements.

Shipowners from across the globe eligible to join the UK flag

It was reported by the (UK) Maritime & Coastguard Agency (MCA) that shipowners from across the globe now have access to the UK Ship Register (UKSR), said to be one of the best performing flag registries.

Now the UKSR has expanded its ownership eligibility, allowing more shipping companies to flag to the UK and take advantage of round the clock, year in, year out customer services and no annual flag tax.

The criteria has been widened beyond the current areas of the UK and Europe (Annexe A) to include Commonwealth countries (see here:

<http://thecommonwealth.org/member-countries>) and bring the UK in line with its Red Ensign Group partners (Annexe B). The UK Flag is an International Register (not limited to nationally based companies).

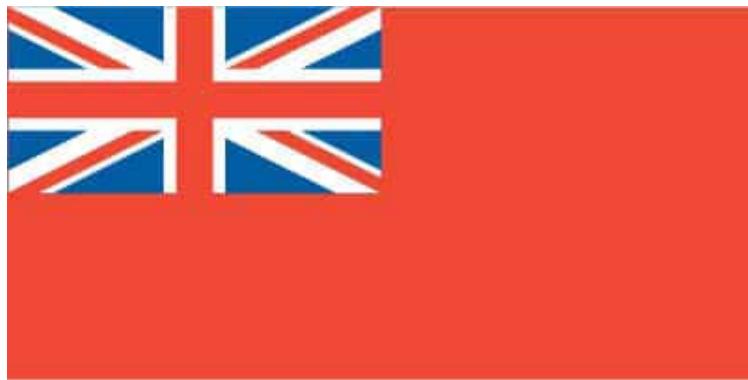
Director of the UK Ship Register Richard Parkes commented: *This change will now allow the UK flag to attract first class ships and owners who have their company based outside of the UK. They too will be able to benefit from exceptional service and a global reputation.'*

Benefits that UK flag customers receive include:

- Available at all hours dedicated account managers, (for those eligible).
- The Enhanced Authorisation Scheme which allows all survey/audits to be delegated to one of the MCA's approved Recognised Organisations.
- Flexible package fee options for registration, inspection and certification, designed to suit customer needs and the demands of worldwide shipping.

The UKSR has also introduced a system for bareboat charter-out, so that ships can temporarily reflag for the pe-

riod of a charter-party before returning to the UK flag when that agreement ends.



Annexe A

To be able to apply for a new registration, the applicant must meet and declare eligibility to join the UK Ship Register.

Requirements are set out below:

The following persons are qualified to be the owners of ships to be registered on Part 1 of the Register:

- UK citizens.
- British dependant territories' citizens.
- British overseas citizens.
- Company incorporated in one of the European Economic Area (EEA) countries.
- Citizens of a EU member state exercising rights under Articles 48 or 52 of the EU Treaty in the UK.
- Company incorporated in any British overseas possession which has its principal place of business in the UK or those possessions.
- Company in a European Economic Interest Grouping (EEIG).
- Commonwealth citizens.
- Citizens listed in Schedule 6 (see here: <http://www.legislation.gov.uk/uksi/2019/509/contents/made>).
- Non-United Kingdom nationals who are settled in the United Kingdom.
- Bodies corporate incorporated in a Commonwealth State.
- Bodies corporate incorporated in a country listed in Schedule 6.

If none of the qualified owners are resident in the UK, a representative must be appointed who is either of the following:

- An individual resident in the UK.
- A company incorporated in one of the EEA countries with a place of business in the UK.

Annexe B

Countries to be added to eligibility (bringing UK in line with Red Ensign Group Members)

Argentina	Israel	Switzerland
Aruba	Japan	Suriname
Bahrain	Liberia	United Arab Emirates
Brazil	Madeira	United States of America
Canary Islands	Marshall Islands	
China	Monaco	
Faroe Islands	Panama	
Haiti	South Korea	

About the MCA

The Maritime and Coastguard Agency (MCA) is a front-line emergency response agency of the UK Department for Transport. As well as delivering maritime search and rescue through HM Coastguard (one of the four UK emergency services), the MCA is responsible for maritime regulation, safety and counter-pollution.

Stockholm Norvik Port

In one year the new Stockholm Norvik Port will open. This was reported in a statement from Hutchison Ports (UK) Limited at the end of April. At the time the Hong Kong Chamber of Commerce in Sweden had arranged a seminar in Stockholm together with the Ports of Stockholm and Hutchison Ports in order to highlight the benefits the new port will deliver for Swedish businesses.

The Ports of Stockholm are building a new port to be named Stockholm Norvik Port – that will open in May 2020. This will be a deep water port, a critical point in the Baltic Sea area. Container business will be operated by Hutchison Ports, it is understood.

In the words of Torborg Chetkovich, Chairperson Hong Kong Chamber of Commerce in Sweden: '*The cooperation between Hutchison Ports and Ports of Stockholm is an excellent example of how to create value for its customers, employees and the society at large. The Chamber's role is to promote business between Hong Kong and Sweden. A seminar like this is an example of how we want to promote successful cooperation between Hong Kong and Sweden.*'

Clemence Cheng, Managing Director Europe, Hutchison Ports commented: '*The new port will be the only deep-water container facility on the East Coast of Sweden, Stockholm Norvik Port will deliver both economic and environmental benefits by reducing overland transport, bringing ships and cargo closer to the country's largest market.*'

In conclusion Thomas Andersson, CEO Ports of Stockholm said: '*We are very happy to have Hutchison Ports as our partner and operator in Stockholm Norvik Port. We have had a good cooperation since 2008 and now the work will*

be intensified as we are getting closer to the opening. The building of the port is proceeding very fast and the project is on time and budget.'

BIMCO and INTERTANKO publish Q&As for scrubber fitted ships

It was reported towards the end of May that BIMCO and INTERTANKO have jointly published Questions and Answers (Q&As) addressing the contractual implications owners and charterers should keep in mind when chartering ships fitted with scrubbers.

From the documents reported below it will be seen that the Q&As highlight the key charter party clauses and concepts which should be reviewed for both time and voyage charter parties.

In the words of Michele White, General Counsel at INTERTANKO: '*We are pleased to have worked with BIMCO to provide advice and assistance for owners who have chosen this route to 2020 compliance. We will continue to develop the Q&As as experience of scrubber use develops.*'

BIMCO's Head of Contracts and Clauses, Grant Hunter, added: '*We regularly receive questions about chartering issues relating to scrubber-fitted ships. These Q&As jointly produced with INTERTANKO will offer many useful answers as well as guidance.*'

Q&As referred to here consist of three parts. The first part deals with the implications of using scrubber-fitted ships under time charter parties, the second part deals with voyage charter parties and the third part addresses general considerations such as enforcement, fines and prohibition of open-loop scrubbers.

The main focus is on time charter parties as it is expected that this is where the use of a scrubber will have the greatest impact.

BIMCO and INTERTANKO have individually published clauses addressing the coming into force of MARPOL Annex VI Regulation 14 and 18 dealing with the reduction of sulphur oxide emissions from the current 3.50% m/m to 0.5% m/m. However, these clauses do not deal with the special operational, technical and commercial requirements of scrubbers installed on ships.

In early 2019, a BIMCO and INTERTANKO working group discussed whether there was a need for a dedicated scrubber clause. The working group concluded that, for the time being, no scrubber clause should be published. This is because the scrubber is, once installed, a normal piece of equipment and does not require any special status or special legal regime. The existing standard clauses (such as off-hire, drydocking and maintenance) will work in a time charter context in cases when the scrubber is not working.

The Q&As document is available to download from the BIMCO and INTERTANKO websites shown here:

BIMCO: <http://tinyurl.com/y2z6eucn>

INTERTANKO: <http://tinyurl.com/y2cg3wx8>

ICS launches definitive guidelines on the MLC Convention

Responding to changing regulations the International Chamber of Shipping (ICS) has launched the third edition of its essential *Guidelines on the Application of the ILO Maritime Labour Convention*, the only fully up-to-date guide to the Maritime Labour Convention (MLC) for all involved with the employment of seafarers.

Focused on the current MLC, the publication covers all amendments made to the Convention since it entered into force in 2013. It also contains practical advice, information and key wisdom from industry bodies at the heart of the shipping community.

Natalie Shaw, Director of Employment Affairs at ICS commented at the publication's launch on 30th May: '*These new Guidelines provide a framework to help all involved in the industry understand how the MLC works. Companies can use them to assist in developing their own policies and procedures and incorporate them in their working practices.*

'Every Master should have a copy of the updated Guidelines on board and companies should also have copies in their shore-based offices. Indeed many shipowners seem to agree, as we have already presold the first print run of the Guidelines, prior to official launch.'

New material in Edition 3

- Mandatory arrangements for the provision of financial security to address cases of seafarer abandonment.
- Changes to employment agreements to address piracy.
- Measures to prevent harassment and bullying.
- New ICS / International Transport Workers' Federation (ITF) welfare guidelines.
- Implementation of health and safety provisions.

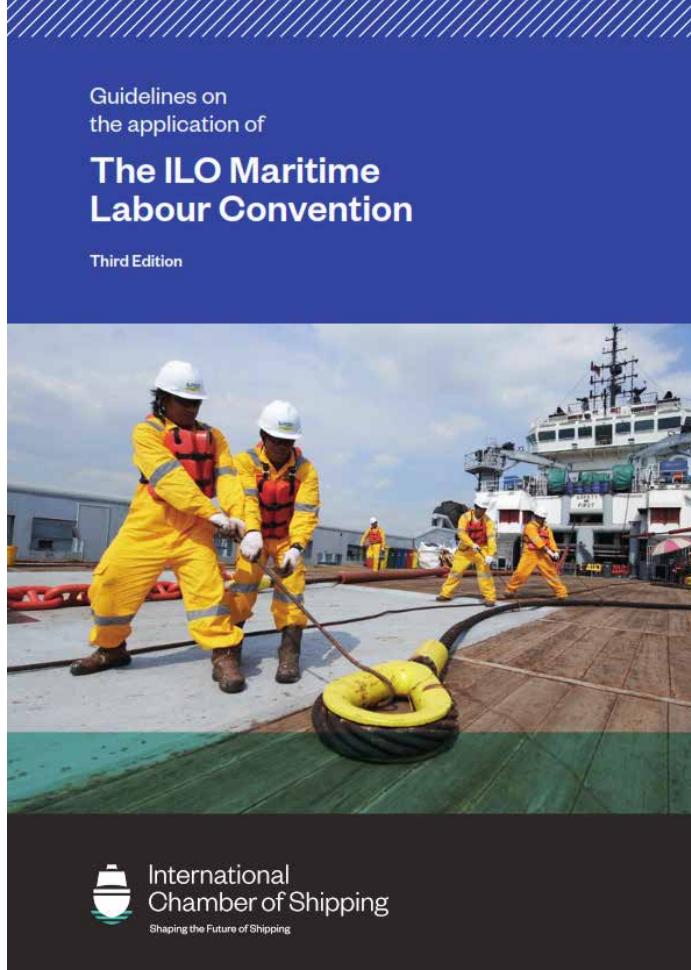
The new Guidelines contain helpful information on common issues arising from the inspection processes and procedures used by various Port State Control (PSC) authorities in addition to support materials developed by various parties, including the International Labour Organization (ILO) and the International Transport Workers' Federation (ITF). The section on welfare provision has been fully updated in line with increasing digitalisation and the changes in technology that affect the seafarer's workplace. A copy

of the full MLC guidelines and a number of other useful documents are included, helping shipowners meet the requirement to carry a copy of the Convention on board.

A complementary digital version is also included, containing a portfolio of additional information to assist shipowners to effectively apply the MLC on board their vessels.

Guidelines on the Application of the ILO Maritime Labour Convention is available from maritime booksellers, or can be ordered through the ICS website to be found here:

<http://tinyurl.com/y4dfnqm2>



ITF call time on lashing underway

On 23 May the ITF called on Transport Canada to ban ships' crew from undertaking dangerous lashing work while vessels are underway in the Saint Lawrence river after the death of a seafarer on 19 May.

The Sri Lankan second officer, Ravindu Lakmal Pieris Telge, fell overboard the Maersk containership *Patras* at approximately 0930 and despite an extensive search and rescue operation his body has not yet been recovered.

Investigations by Transport Canada and the ITF indicate that the man fell overboard while lashing, and crew claim that he was the only crew member not wearing fall protection.

ITF Canadian coordinator Peter Lahay commented: '*This is a tragic situation for this seafarer's family, friends and*

*his fellow crew members on board the *Patras*, and sadly our worst fears about the dangers of seafarers lashing cargo on the Saint Lawrence have been realised.*

'Early reports indicated that this incident occurred while dropping a pilot ladder, however after speaking to the crew and investigating further, we've determined that's not the case. This seafarer was handling a 4-metre lashing bar, almost half his weight, when he fell overboard.'

'We will await the finding of official inquiry but from our initial investigations there are serious questions about crew fatigue and the safety procedures on board that need to be answered.'

The ITF has previously met Transport Canada officers and advised of its concerns and given evidence of the risks to seafarers lashing vessels underway on the Saint Lawrence.

Lahay concluded by saying: '*We've previously urged the Canadian government to shut down this dangerous practice. It's an undeniable fact that lashing is dangerous work, made more dangerous by terrible weather conditions and serious questions of crew fatigue.*

'The ITF position has been consistent: it's time to stop putting seafarers lives at risk, the difficult and hazardous work of lashing and securing containers should only be performed by those with the training and experience to do it – dockers.'



Rob Ashton, President of the International Longshore and Warehouse Union of Canada added: '*It's curious and absurd that dangerous lashing work on containerships is done at the dock everywhere in Canada except Montreal. Really, there is nowhere in the world where the dangerous practice of making ship's crew lash and unlash containers while the ship is moving, except Montreal.*

'The port of Montreal should accept its responsibility to ensure safety to the seafarers and safety of the environment. When seafarers are tired accidents happen and people can lose their lives. Ravindu Telge is never going home to his family again. This has to stop.'

The ITF invited Maersk to join the global union federation in calling on Transport Canada and the Port of Montreal to ensure that lashing is carried out by qualified dockers.

The ICS Annual Review 2019

At its AGM in the Faroe Islands in mid-June the International Chamber of Shipping (ICS) launched its Annual Review 2019, providing in-depth insight into the most pressing issues confronting shipping, which moves about 90% of global trade.

On the publication's issue ICS Chairman, Esben Poulsøn, explained: '*The immediate focus of ICS is the successful implementation of the UN IMO global sulphur cap, which will take complete effect on 1 January. ICS has produced comprehensive advice to help shipowners prepare and achieved notable success in persuading IMO to adopt appropriate guidelines for its Member States.*

'These initiatives should go at least some way towards reducing the risk that shipowners, through no fault of their own, could be unfairly penalised by Port State Control authorities in the event that safe and compliant low sulphur fuels are initially unavailable in every port worldwide.'

'There are still many questions that will not be fully settled before 2020, not least what the cost of compliant fuels will be, but hopefully this enormous regulatory change will proceed as smoothly as possible.'



Poulsøn added: '*ICS is acutely aware of the urgent need for international shipping to eliminate greenhouse gas (GHG) emissions as soon as practicable, through a combination of short and longer term measures. The sector has already made impressive CO₂ reductions since 2008, something for which the shipping industry is given insufficient credit. But now the industry must redouble its efforts to deliver further dramatic improvements in fuel efficiency, as demanded by governments and society at large.*

'ICS has been leading the way in coming forward with constructive proposals for GHG reduction at IMO and will continue to do so throughout 2019. The transition to zero

CO₂ emitting fuels – which we have dubbed the 'Fourth Propulsion Revolution' – is the challenge of our age, and one that I know the industry will embrace.

'This will require truly massive investment in research and development, which ICS believes must be at the heart of the IMO GHG Strategy if the ambitious reduction targets that IMO Member States have set are to be met.'

The ICS Annual Review 2019 also sets out how ICS is calling for a comprehensive review of the IMO STCW Convention governing seafarers' training standards, and how this initiative is already gaining traction with governments. It also examines progress on a range of other important legal and policy issues at many different international fora, including high level negotiations on a new UN Law of the Sea agreement for the protection of marine biodiversity which could have significant consequences for the future regulation of shipping.

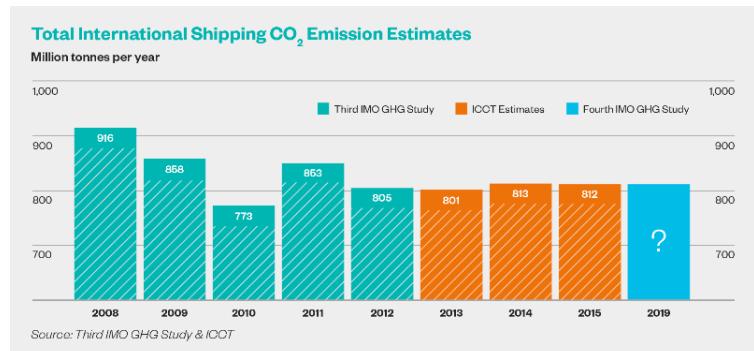
Among the many other issues covered are the threats of a global trade war, the unacceptable spike in the number of violent pirate attacks off West Africa, and the continuing tragedy in the Mediterranean, where thousands of migrants continue to drown, despite merchant ships having rescued over 80,000 people since the crisis began.

Because of hardening attitudes toward immigration in Europe, Poulsøn remarked that: '*...there are increasing questions as to whether ships involved in large scale rescue operations can be confident that prompt and predictable disembarkation of rescued people will continue.'*

The ICS Annual Review 2019 is being distributed by way of ICS's member national shipowners' associations. It is available free of charge and can also be downloaded via the ICS website to be found here: <http://www.ics-shipping.org/>

The ICS AGM was hosted by shipowners of the Faroe Islands from 11-13 June.

In addition the ICS publication *Guidance to Shipping Companies and Crews on Preparing for Compliance with the 2020 'Global Sulphur Cap'* can also be accessed free of charge via the ICS website here: <http://tinyurl.com/y6ttd75g>



A graph demonstrating the reduction of international shipping's CO₂ emissions since 2008, despite a significant increase in maritime trade, is shown here.

Secretary General in Ukraine

The Secretary General flew to Ukraine to attend the Europe Asia Summit 2019, hosted by the Marine Transport Workers' Trade Union of Ukraine (MTWTU), to welcome them as the newest member to join IFSMA.

This summit was well attended and offered the opportunity for the Secretary General to make a short 25-minute presentation on what IFSMA does as an NGO at the IMO to support shipmasters worldwide.

Here he also visited the Kherson State Maritime Academy to see the impressive modern facilities and speak first hand to the students. He went on to attend the International Forum on Seafarers' Education, Training and Crewing.

Throughout the visit he was able to deliver some of the key IFSMA challenges of criminalisation of shipmasters, that shipmasters should not be rostered for routine watchkeeping on the bridge and the key role the shipmaster has in mentoring and training of his or her crew. Administrative burden onboard was also discussed.

The MTWTU are delighted to have been able to join IFSMA and stated their willingness to be active participants in IFSMA business at IMO and to assist the Executive Council wherever they can.

On reflection the Secretary General was very impressed with the work of the MTWTU and their efforts in supporting their mariners and their families and in particular the key role they have in ensuring the training of mariners at Ukraine Colleges is up to the very highest of standards to meet and exceed STCW standards. IFSMA is very proud to welcome MTWTU to the Federation.



Commodore Jim Scorer, Secretary General IFSMA (left) and Captain Oleg Grygoriuk, First Vice Chairman of the Marine Transport Workers' Trade Union of Ukraine (MTWTU)

Gulf of Guinea piracy continues to threaten seafarers

Industry wants action

Members of the shipping community, including IFSMA with Flag States and Agencies from the Gulf of Guinea gathered at the IMO HQ on 7 June, for a day-long symposium on Maritime Security in the Gulf of Guinea.

This event, co-sponsored by BIMCO, IMCA, ICS, ITF and OCIMF, featured speakers from regional maritime agencies as well as shipping officials, academics and military staff. Here the shipping industry, along with seafarer groups, organized the event to highlight the continuing danger to seafarers operating in the Gulf of Guinea.

In opening the symposium, Dr Grahaeme Henderson, Chair of the UK Shipping Defence Advisory Committee and Vice President of Shell Shipping & Maritime, said: '*Simply put, the high level of piracy and armed robbery attacks in the Gulf of Guinea is not acceptable. Yet it is happening every day and this is not business as usual. We need to take urgent action now.*'

Concerns raised by industry were supported by figures from the International Maritime Bureau (IMB) showing that the number of attacks in the Gulf of Guinea region had doubled in 2018. There has also been a marked increase towards kidnapping for ransom and armed robbery incidents. Piracy expert Professor Bertrand Monnet, who has interviewed pirate gangs in the Niger Delta, estimated that there were approximately ten groups of pirates that were responsible for the majority of attacks in the area, and they were well organized and motivated.

Dr Dakuku Peterside, the Director General and CEO of the Nigerian Maritime Authority and Safety Agency (NIMASA), in his keynote address to the meeting acknowledged the maritime security risks present in the Gulf of Guinea, but stated that new initiatives underway to improve the joint capacity of Nigerian law enforcement and Navy capabilities could make seafarer kidnappings history within a matter of months. He went on to state that he is keen to improve international cooperation, particularly with the shipping industry.

According to Dr Peterside: '*We have no option but to work together, but we cannot have imposed solutions.*' He also stated: '*NIMASA and the Nigerian Navy will also be hosting a Global Maritime Security Conference in October to seek tailored short and long term solutions to strengthen regional and international collaborations in the Gulf of Guinea.*'

It was reported that the forum also included an interview guided by Mr. Branko Berlan, the International Transport Workers' Federation (ITF) Representative to the IMO, with a seafarer who had been attacked and kidnapped in a recent incident. While the seafarer is still recovering from the shock of the ordeal and did not want to be identified, he stated the attack appeared to be well organized and led

from ashore. In his words: '*The first indication I had of the attack was a knock on my cabin door and two men holding guns appeared.*' The seafarer was subsequently held in a camp on shore along with other members of his crew until his release could be secured.

Speakers at the event emphasized the region was starting to build capacity and joint cooperation to fight maritime crime through the Yaoundé Process, which focuses on joint cooperation across the region for reporting and response. It is understood that the international community is also sponsoring long-term capacity building and partnerships.

However, it was noted that the shipping industry, seafarer groups and Flag States are keen to identify actions that can have an immediate impact. On this note, delegates were encouraged to hear about recent Spanish Navy action to assist Equatorial Guinea to rescue seafarers from a piracy attack last month (May), as well as the new US programme to embark law enforcement officers in regional vessels. Jakob Larsen, Head of Security for BIMCO pointed out that regional states needed to play their part as well.

Larsen said: '*Nigerian piracy mainly affects a small geographical area of around 150 x 150 nautical miles. The problem can be solved easily and quickly, especially if Nigeria partners with international navies. Nigeria holds the key to solving this problem.*'

This IMO HQ symposium was held in the lead-up to a series of meetings focused on seafarer safety and security at the IMO.

Concerns over increased piracy in the Gulf of Guinea have resulted in several member states submitting proposals that could help address the crisis.

According to Russell Pegg, Security Adviser at the Oil Companies International Marine Forum (OCIMF): '*We are encouraging all stakeholders to take a pro-active role on this issue and are working with member states to support those proposals that could help mitigate the risks to seafarers.*'

In conclusion Guy Platten, Secretary General of the International Chamber of Shipping (ICS) said: '*It is unacceptable that seafarers are being exposed to such appalling dangers and we need the authorities to take action now.*'

Council of Europe and protecting migrants' rights

On 18 June the Council of Europe indicated that Member states must assume more responsibility to rescue migrants at sea and to protect their rights

In a *communiqué* issued that day from Strasbourg it was stated by Dunja Mijatović, Council of Europe Commissioner for Human Rights:

'European states' approach to migration in the Mediterranean Sea has become much too focused on preventing refugees and migrants from reaching European shores, and too little on the humanitarian and human rights aspects. This approach is having tragic consequences.'



At the time the Commissioner released a Recommendation* which identified the deficiencies of this approach, and aims at helping member states to reframe their response according to human rights standards.

Commissioner Mijatović added: '*A number of states have adopted laws, policies and practices contrary to their legal obligations to ensure effective search and rescue operations, swift and safe disembarkation and treatment of rescued people, as well as the prevention of torture, inhumane or degrading treatment.*'

She continued: '*Whilst states have the right to control their borders and ensure security, they also have the duty to effectively protect the rights enshrined in maritime, human rights and refugee laws.*'

In the paper 35 recommendations aim to help all Council of Europe member states find the right balance between these imperatives. They articulate around five main subject areas: (a) ensuring effective search and rescue coordination; (b) guaranteeing the safe and timely disembarkation of rescued people; (c) cooperating effectively with NGOs; (d) preventing human rights violations while cooperating with third countries, and (e) providing accessible safe and legal routes to Europe.



In particular, the Commissioner recommends member states enhance the effective capacity and coordination of rescue operations in the Mediterranean Sea by:

- Ensuring disembarkation only happens in safe places and without unnecessary delays;
- Co-operating with NGOs involved in search and rescue operations, avoid stigmatising rhetoric against them and cease any acts of harassment;
- Ensuring transparency and accountability in any migration cooperation activities with third countries and
- Increasing the participation in refugee resettlement programmes and expand other mechanisms that help create safe and legal routes.

Furthermore, the Commissioner commented: '*The urgency to act is evident. Since 2014 thousands of human beings have died in the Mediterranean Sea as they tried to reach a safe shore after fleeing war, persecution and poverty. Despite this, states' search and rescue operations have been reduced; the European Union and individual European states continue to outsource border controls to third-countries with notorious human rights records; and NGOs which filled the vacuum left by states' disengagement in providing humanitarian assistance have been harassed with administrative and judicial proceedings.'*

She stressed that this situation is also the result of the long-standing inability of European states to share responsibility for the search and rescue operations and the reception of refugees, asylum-seekers and migrants on land.

Finally, in conclusion Commissioner Mijatović said: '*Undoubtedly, some coastal countries have been left alone in facing the challenges posed by the arrival of migrants at sea.*

'However, this cannot justify measures that endanger the life and safety of human beings. The effective protection of the human rights of refugees, asylum seekers and migrants, on land and at sea, should always prevail over any political dilemma or uncertainty that the interaction of different legal regimes, practices and policies may cause.'

Here at IFSMA we were able to contribute to the drafting of this document.

*Available at: <http://tinyurl.com/yycc9fsc>

There is a video introducing the document's recommendations at: <http://tinyurl.com/y2argj78>

NATO trains with commercial shipping in the Baltic Sea

Early in June two warships from the Standing NATO Maritime Group One (SNMG1), Turkish frigate TCG *Gokova* and from the Royal Navy HMS *Westminster* successfully completed an important training mission in support of joint warfighting logistics.

It was reported from NATO Maritime Command at Northwood, NW London, that the two NATO ships escorted a civilian cargo vessel, mv *Gute* through high- traffic sea lanes during her transit from Norway to Szczecin, Poland carrying Norwegian military equipment for NATO exercise Noble Jump.

The safety and security of sea-based trade and transportation routes is critical to the prosperity of the Baltic nations and the NATO Alliance.



Illustration kindly provided by NATO Maritime Command (MARCOM) © (www.mc.nato.int/media-centre/news)

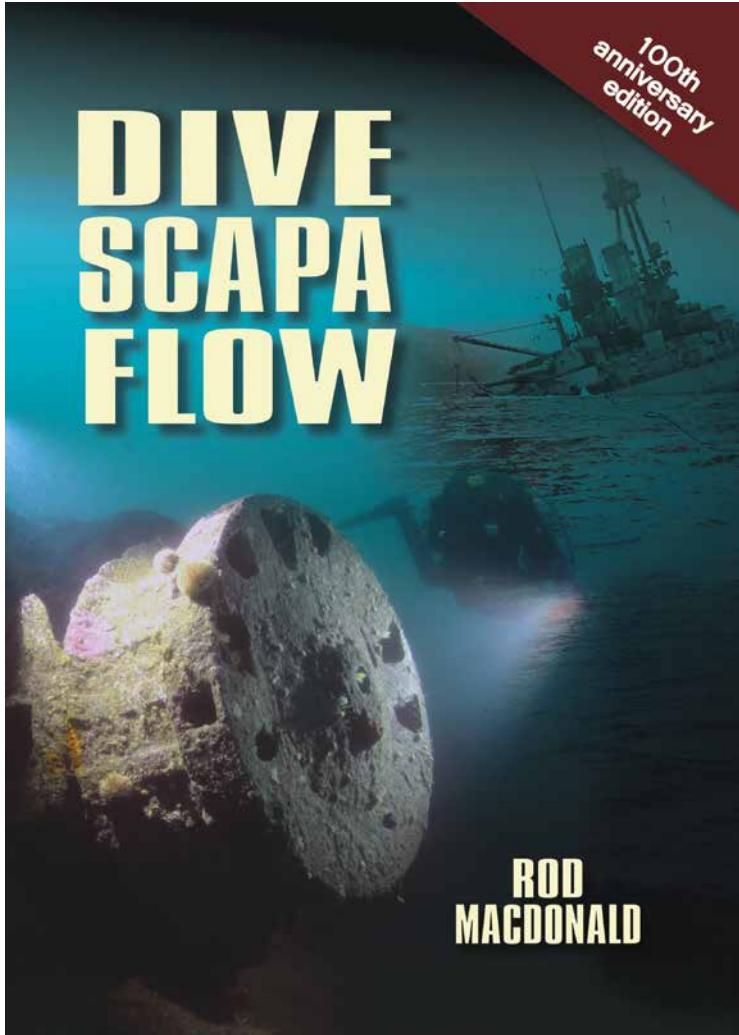
Escort training, such as that practiced by *Gokova* and *Westminster*, enhances interoperability among NATO and commercial shipping and provides reassurance to NATO allies and partners that NATO is capable and ready to maintain freedom of navigation in the Baltic Sea.

This training is part of Maritime Express, a new way of thinking about training opportunities for the NATO Standing Naval Forces. The concept is focused on creating training opportunities by NATO ships at sea to maximize readiness and interoperability. SNMG1 is using the concept to adapt their schedule for the best possible training opportunities.

New book Dive Scapa Flow

This book has been described as a definitive guide to diving the fabled wrecks of Scapa Flow (N Scotland, approximate position 58.9°N 03.05°W) in the Orkney Islands, one of the world's greatest wreck diving sites.

Dive Scapa Flow is a completely re-written and updated centenary edition produced to coincide with the 100th anniversary of the scuttling of the 74 warships of the interned German High Seas Fleet at Scapa Flow on 21 June 1919, said to be the greatest act of maritime suicide the world has ever seen.

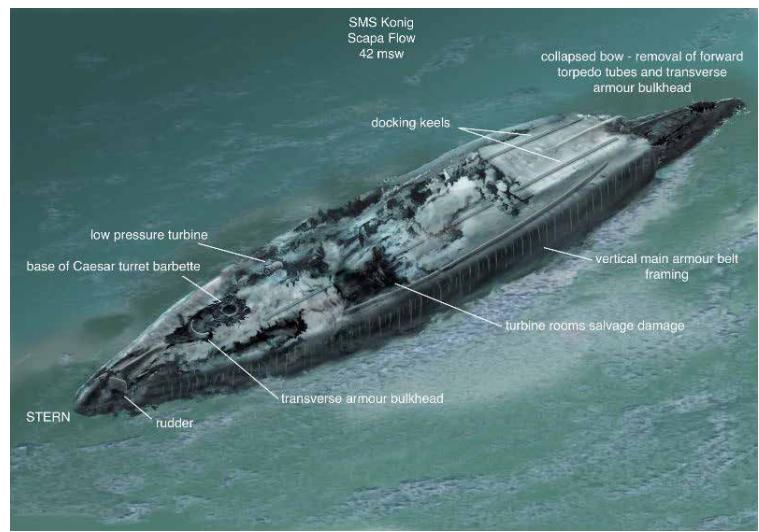


The dark depths of Scapa Flow conceal the remains of several of the Kaiser's First World War Fleet. Three massive 575 feet long 26,000-ton König-class battleships await exploration – huge underwater mountains where divers can see the last 12-inch big guns to have fired at British warships at the Battle of Jutland in 1916; or drift along rows of 5.9-inch secondary battery casemate guns and see massive masts and heavily armoured fighting tops.

Four 5,000-ton, 500 foot long, kleiner kreuzers, *Brummer*, *Cöln*, *Dresden* and *Karlsruhe* lie on their beam ends open for inspection with parts that remained on the seabed of many other High Seas Fleet vessels as they themselves were lifted to the surface during the greatest feat of underwater salvage that took place in the 1920s and 1930s.

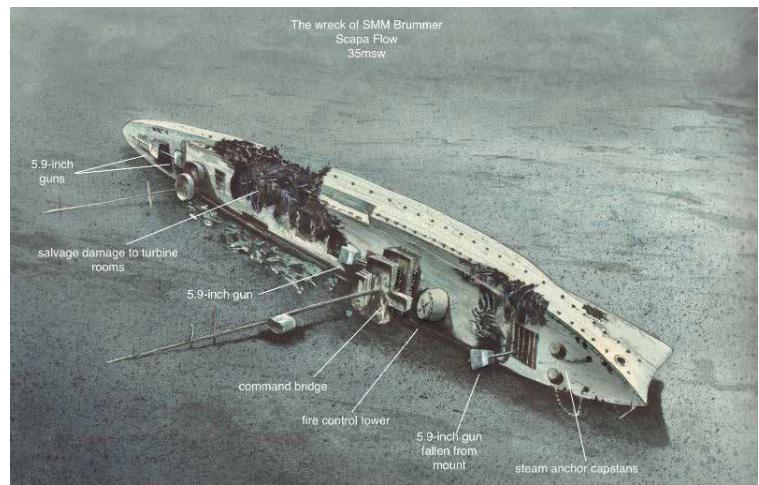
In addition there are beneath these waters a U-boat, a

boom defence vessel, an Icelandic trawler, a number of drifters, Second World War vessels, and many blockships intentionally sunk to block the smaller channels into Scapa Flow during both the world wars. A glance at some of the illustrations indicates what Scapa Flow offers divers.



Scapa Flow's war graves, HMS *Royal Oak*, torpedoed in 1939 and HMS *Vanguard*, which blew up in a catastrophic magazine explosion in 1917 and HMS *Hampshire*, which struck a German mine and sank on 5 June 1916 NW of Orkney carrying Lord Kitchener and his staff on a secret diplomatic mission to Russia, are off limits to divers today – but their stories are recounted in this book to preserve the memory of those that perished.

Dive Scapa Flow is by Rod Macdonald and provides a comprehensive and practical guide to the history and present-day diving of the legendary Scapa Flow shipwrecks. Within underwater scans reveal the wrecks in amazing detail



Details of the publication are here: For the softback edition: price £30.00, ISBN 978 184995 290 3, dimensions 240 × 170mm, 388 pages, liberally illustrated in black & white and colour with photographs, charts and subsea scans.

The e-version has the ISBN 978 184995 376 4 and is priced at £17.99.

Copies may be ordered direct from the publisher here: http://www.whittlespublishing.com/Dive_Scapa_Flow