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IFSMA NEWSLETTER

The Shipmasters' International Voice

Sun glint pattern as seen in satellite data from the VIIRS satellite on 2 July 2018
Photo: Joseph A Shaw and Michael Vollmer©.

UNITY FOR SAFETY AT SEA
IFSMA

International Federation of Shipmasters' Associations

IFSMA • 1 Birdcage Walk • London SW1H 9JJ • United Kingdom • Telephone: +44 (0)20 7261 0450 • Editor Paul Owen
Email:HQ@ifsma.org • Website:www.ifsma.org • Facebook:www.facebook.com/ifsma • Twitter:@ifsma • LinkedIn:"Secretary General IFSMA"

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Secretary General's Report

There is never a dull moment in this new world in which we live. Many of our nations are now in the throes of a second wave of COVID-19 and this has had an effect on crew changes once again which have slowed in some areas. There are still about 400,000 seafarers at sea who are past their contract times. Mercifully the industry has managed to get most who were over 12 months at sea back home again. Rest assured that the industry, led by ITF and ICS and supported by IFSMA and the non-governmental organisations Intermanager, Intertanko, IMEC and many others, are doing their utmost to get States to recognise seafarers as key workers and to enable crew changes to move again.

The Secretary Generals of the United Nations, IMO and ILO have again made a public statement calling for seafarers to be recognised as key workers and in the middle of November the IMO hosted an Industry Round Table, of which IFSMA was a key member, and made a statement on behalf of Shipmasters. This was followed by the IMO Maritime Safety Committee where a Resolution was agreed covering the revised Industry Crew Change Protocols for States to adopt. This will be followed in early December by a resolution to be put to the United Nations General Assembly and the ILO for States to treat seafarers as key workers so that they can be treated alongside others when the new COVID-19 vaccinations become available, optimistically by the end of December. Much work is being undertaken by the industry to lobby States on your behalf and a group of us are working on how we can get seafarers vaccinated and ways in which you can be certificated for free movement around the world.

I continue to raise at the IMO the plight of unfair treatment of seafarers and on any other stage where I can and in this respect I have a close relationship with ITF and other NGOs who offer IFSMA advice and support.

At the recent Legal Committee of the IMO, IFSMA was among a large group of States and NGOs who raised a paper to seek a new output by the Committee on fair treatment of seafarers detained on suspicion of committing maritime crimes.

Intermanager raised a paper and made a statement to reveal the plight of the dry cargo vessel *UBC Savannah*, following the discovery of cocaine packets found by the crew in a hold when unloading coal in the port of Altimara, Mexico on 27 July 2019, some 16 months ago.

The crew was arrested and held for several months before being exonerated and released, apart from the Master of the vessel, Captain Losata. He was charged with "alleged negligence in failing to be aware that the ship he commanded may have been carrying prohibited substances". He remains in jail to this day.

To this end I made the following statement in support of Captain Nandeshwar, Shipmaster of the mv *Wakashio,* which grounded off Mauritius on 25 July 2020.

"*Chair, IFSMA is a co-sponsor of LEG 107/14 to add a new output under the work programme on fair treatment of seafarers detained on suspicion of committing maritime crimes. We thank Intermanager for their Paper LEG 107/14/4 and very strongly support their position in highlighting the injustice and appalling treatment of this Shipmaster. This is not the only case and IFSMA would wish to highlight the plight of the Shipmaster and Chief Mate of the MV Wakashio following the much publicised grounding on the coast of Mauritius on the 25th July this year. The Shipmaster and Chief Mate were both arrested on uncorroborated provisional charges under the Mauritius Piracy Act as the severity could involve a very long custodial sentence and as such enables the police to keep them in custody. They have remained in police custody ever since. We also understand that to date the Shipmaster has not been interviewed by the Marine Investigation into the incident. This clearly does not constitute fair treatment of these seafarers in any way and we call on the Government of Mauritius to respect their basic human rights. Thank you Chair and I have forwarded this statement for inclusion in the report of the Committee.*

Our thoughts are sent to both of these Shipmasters and their families and IFSMA will support all efforts to get these Shipmasters treated justly and with human dignity. Please read my report of the Committee meeting for further details.

To all of you who are currently at sea, or are preparing to go to sea, rest assured that the thoughts of the IFSMA Executive Council and Secretariat are with you. Please contact us at the Headquarters if you have any concerns or need support.

All of us at IFSMA wish you a very Happy New Year and a prosperous and safe year ahead.

From the Editor

Depth information in Electronic Navigational Charts

New guide on accuracy

It has long been known that data provided in electronic navigational charts (ENCs) can vary in accuracy depending on when the sea survey to gather the data was carried out, the type of technology used, and seafloor coverage.

In some areas location of potential dangers may substantially differ horizontally and vertically from what is charted. In order to help mariners make informed decisions based on the data in their navigation systems the International Hydrographic Organization (IHO) has released a guide on how to assess the accuracy and reliability of depth information and position in ENCs here: *Mariners' Guide to Accuracy of Depth Information in Electronic Navigational Charts (ENC) Edition 1.0.0 – September 2020*.

Differences in data quality could mean depiction of hazards vary in accuracy from +/- 5 metres to over 500 metres, and vary in depth from +/- 0.5 metres to over +/- 7 metres. As only 5% of the world's coastal waters are classed as having the highest accuracy depth information, it is vital for mariners to fully understand how to evaluate displayed information.

For the guide readers are invited to see here: https://iho.int/en/news/archive

The IMO digest

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

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At IMO collaboration to reduce GHG emissions

On 15 October IMO reported that a new strategic partnership to strengthen cooperation between ships and ports to reduce greenhouse gas emissions had been signed two days before by the International Association of Ports and Harbors (IAPH) and the GreenVoyage2050 Project, which is executed by IMO.

This partnership will result in collaboration to jointly deliver technical cooperation and capacity-building activities to support implementation of an IMO resolution (MEPC.323(74)) which encourages voluntary cooperation between ships and ports to cut GHG emissions.

Collaboration with IAPH builds upon the successful outcomes of the strategic partnership established between IAPH and the GloMEEP Project, which ended in December 2019. A Port Emissions Toolkit* was developed and rolled out to developing countries, which provides guidance for ports wishing to develop port-specific emissions inventories and emissions reductions strategies.

The partnership with GreenVoyage2050 seeks to support countries even further, through the development of additional tools for ports to become cleaner and greener. More specifically, IAPH and GreenVoyage2050 will jointly

develop several workshop packages on sustainable ports, exploring potential measures and incentives in the port to reduce GHG emissions, and dedicated training materials on Onshore Power Supply (OPS), supporting ports to assess viability and key considerations which need to be considered before making any investments. The overall aim of the partnership is to demonstrate how efforts in the port can support overall reductions in emissions from shipping and help achieve the goals of the Initial IMO Strategy on the reduction of GHG emissions from ships.

GreenVoyage2050 Project Technical Manager, Astrid Dispert welcomed the strategic partnership with IAPH as an important step to supporting partnering countries of the Project to address emissions in ports.

The GreenVoyage2050 Project is funded by the Government of Norway.

*See here https://tinyurl.com/y4fd7wdk

Photo: IMO © www.imo.org

Public-private alliance to combat biofouling expands.

Tas Global Co., Ltd* and DHI Water and Environment** are the latest entities to join the Global Industry Alliance (GIA) for Marine Biosafety, an initiative launched in June 2020 by the IMO GloFouling Partnerships project. This initiative works to promote collaboration with the private sector to address two of the most pressing environmental issues of our time: invasive species and greenhouse gas (GHG) emissions. This was reported by IMO on 18 October.

The new members of the GIA joins forces with an expanding group of leading private sector champions representing a wide range of maritime industries affected by biofouling, including shipping, aquaculture, offshore oil and gas and ocean renewable energies. The GIA now has seven members.

Biofouling is the build-up of aquatic organisms, such as algae or small animals, on marine surfaces that can lead to the introduction of potentially invasive species to new environments, where they may threaten native species and cause irreversible damage to biodiversity. Additionally, biofouling increases the drag of ships, forcing them to burn more fuel to maintain speed.

* https://tinyurl.com/y3r7f668

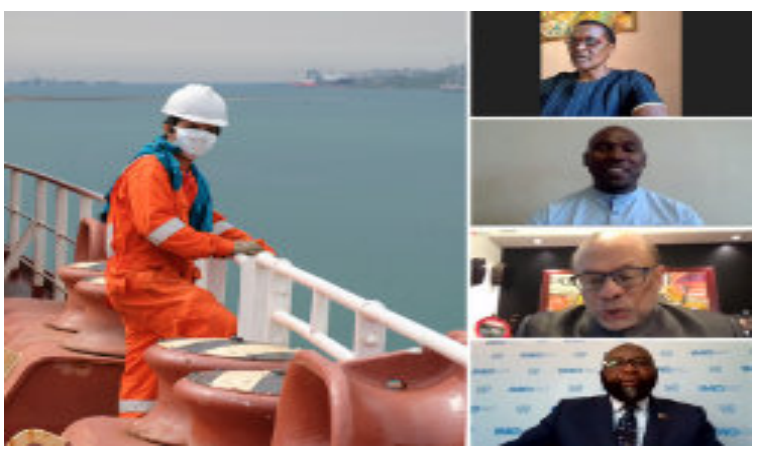
**www.dhigroup.com

IMO and regional webinars

On 23 October IMO reported that it had held the first in a series of regional webinars for Member States on the challenges faced by seafarers during the continuing COVID-19 pandemic.

An event two days before for Eastern and Southern Africa covered pressing issues including crew change, repatriation, medical care, emotional and mental health support.

Objective of the series was to identify best practices with a view to alleviating the current crisis affecting seafarers and the shipping industry. Some 400,000 seafarers are stranded on ships after contracts have been extended or have expired, with similar numbers waiting to join ships.



In his opening remarks, IMO Secretary-General Kitack Lim set the tone for the event, commenting: '*We all need to work together. Action is needed – now! We all depend on seafarers. They should not be the collateral victims in this pandemic. Seafarers deliver for us - and now we need to deliver for them*.' These remarks were delivered on the Secretary-General's behalf by Heike Deggim, Director of the IMO Maritime Safety Division.

This event featured nine speakers and 85 participants from across maritime administrations, governments, control agencies, the industry, seafarers' charities and UN partners.

Further information about the webinar, including a list os speakers and video recordings of the webinar, can be found here: https://tinyurl.com/yy343shw

Other webinars in the series for Asia were planned.

IMO GMN Project extended

A key project to support the reduction of GHG emissions from shipping in developing countries through regional

maritime technology cooperation centres has been extended to June 2021. This was reported by IMO on 21 October

The Global MTCC Network (GMN) Project is implemented by IMO and funded by the European Union. The global network of Maritime Technology Cooperation Centres (MTCCs) undertakes pilot projects and promotes technologies and operations to improve energy efficiency in the maritime sector.

It is reported that since their establishment three years ago, the MTCCs in Africa, Asia, the Caribbean and the Pacific have established strong regional networks and are becoming important regional players, with technical expertise in the field of maritime energy efficiency and greenhouse gas emissions knowledge.

These Centres have undertaken a range of pilot projects, completed port energy audits and established branch offices in three countries. It is understood that more than 50 capacity building activities have brought together a total 2,400 attendees from various parts of the maritime sector.

Despite recent challenges due to the Covid-19 pandemic, the MTCCs have developed alternative plans and ensured continued engagement across the regions.

The six-month extension will allow the MTCCs to work towards financial sustainability as well as to continue their efforts in building regional capacity for the implementation of IMO emissions regulations (MARPOL Annex VI) and the decarbonisation of maritime operations.

Forthcoming events will include a virtual webinar series, online Training of MARPOL Annex VI, and virtual conference and exhibitions.

IMO FIN-SMART round table

First FIN-SMART global roundtable affirms need to accelerate finance to support sustainable shipping, particularly in developing countries.

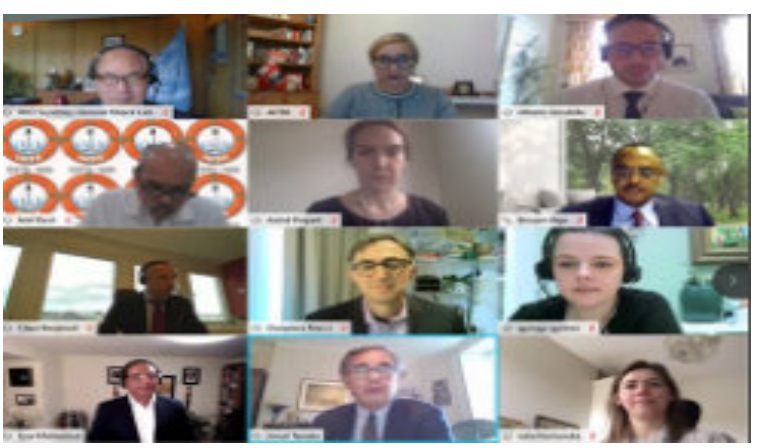
More than 50 leaders from the financial, public and private sectors participated in the first **Financing Sustainable Maritime Transport (FIN-SMART) Roundtable** on 27 October. The high level virtual Roundtable (*pictured here*) was hosted by the IMO, the European Bank for Reconstruction and Development (EBRD) and the World Bank Group. We are grateful to the IMO Media service access to a valuable briefing on this topic.

The FIN-SMART Roundtable is a platform for regular dialogue among key maritime stakeholders on addressing the financial challenges related to the transition of shipping to a more sustainable and resilient future. The Roundtable aims to support accelerating financial flows – particularly in developing countries – for the decarbonisation of the maritime sector, in line with country priorities and the goals of the IMO Initial Strategy* on the reduction of GHG emissions from ships. Participants will also address the sector's COVID-19 recovery needs.

Speaking at the opening of the meeting IMO Secretary-General Kitack Lim highlighted the importance of maritime transport in the global economy as an engine of growth and a driver of social development. He called for strong support to accelerate finance for sustainable maritime transport, in particular in decarbonisation and sustainable recovery post COVID-19.

He said: *These will be only possible with targeted investment and strategic partnerships, particularly addressing special needs of developing countries, LDCs and SIDS*.' (The full speech is to be found here: https://tinyurl.com/yxtzqm9w)

Josué Tanaka, Managing Director of Operational Strategy and Planning, Energy Efficiency and Climate Change at EBRD, commented: '*What brought us here today is to exchange ideas on how to support the development of the long-term decarbonisation of the shipping industry and create financial products to achieve this.*



'*It is the EBRD's ambition to support the formulation of a low carbon pathway for the shipping industry that aligns industry stakeholders, encourages the uptake of technological solutions and develops the instruments to enable the necessary investments. These activities require close cooperation based on strong partnerships.*'

Binyam Reja, Global Transport Manager at the World Bank, added: '*Shipping is not only a cornerstone to international trade, but it is also key to sustainable development. By helping unlock sustainable maritime investment and finance, FIN-SMART will both promote the decarbonisation of the sector and create in-country business opportunities and jobs*.'

During the inaugural meeting participants looked for concrete opportunities to help accelerate global financing for sustainable shipping, especially in low- and middle-income countries. Among the options were identifying priorities and investment opportunities across the maritime supply chain, as well as addressing barriers to financial flows, and harnessing support for country reform efforts.

The need for innovative and tailor-made solutions to close the existing finance gap was a main discussion topic. These include exploring new financing models and risk sharing mechanisms, showcasing existing financial solutions to promote replication and scaling-up, and increasing awareness about the potential role financial institutions can play.

Participants acknowledged the critical importance of fostering collaboration and strategic partnerships to ultimately address the sustainability challenges of the maritime sector.

Regular meetings planned

The FIN-SMART Roundtable will meet regularly and bring in additional important stakeholders to the work streams' discussions, from the public and private sectors, civil society and international organizations. Subsequent discussions will involve multiple dedicated work streams on the identified topics.

It was reported that more than 50 senior officials participated in the inaugural meeting, including representatives from IMO, the European Bank for Reconstruction and Development (EBRD) and the World Bank Group; and participants from the maritime industry, donor countries and other States.

*For the IMO strategy readers are invited to see here: https://tinyurl.com/yxsdznou

Illustration per www.imo.org © IMO.

IMO Secretary General Emeritus William A. O'Neil, remembered

William A O'Neil, Secretary-General Emeritus of the IMO died in the UK on 29 October at the age of 93.

IMO Secretary-General Kitack Lim expressed his sincere condolences to the Canadian Government, Mr O'Neil's remaining family, and the condolences of the entire IMO membership and staff.

'*It is with great sadness that we have learned of the passing of Mr O'Neil, who was a great friend and mentor who made a huge personal contribution to securing globally applicable safety, security and environmental standards*,' Mr Lim said. Mr O'Neil was Secretary-General of IMO from 1990 to 2003.

Mr Lim added: '*Mr O'Neil was a truly great Secretary-General whose actions and initiatives had a great and lasting impact on the work of the Organization. I, personally, always valued his guidance and advice, as well as his friendship and leadership.*

'*Mr O'Neil left a lasting legacy on the Organization. He was committed to the universality of IMO and oversaw a significant increase in membership. He encouraged wide and effective participation in the Organization from all stakeholders in the maritime sector*.

'*Above all, Mr O'Neil was dedicated to enabling developing States to adopt and implement IMO instruments, through his active pursuance of new sources of extra-budgetary funding. And he worked tirelessly to strengthen the relevance and capacity of IMO's educational institutes, the World Maritime University and the IMO International Maritime Law Institute*.'

During Mr O'Neil's tenure, the Organization adopted a number of new treaties and responded to global issues such as maritime security and piracy.

Mr O'Neil personally acted to request the IMO membership address key safety issues, including the safety of bulk carriers and of large passenger ships. He established a team of experts to look into ro-ro safety, following the tragic sinking of the ro-ro ferry *Estonia*. All of these led to significant improvements in maritime safety standards.

Protecting the environment was also paramount for Mr O'Neil. He oversaw the adoption in 1997, of the Protocol to the MARPOL Convention, to include a new Annex VI on Prevention of Air Pollution from Ship – now expanded to include energy efficiency requirements – and revisions of the MARPOL Convention to accelerate the phase out of single hull tankers. His passion for protecting marine biodiversity laid the foundation for the development of measures to prevent the spread of potentially harmful aquatic species in ships' ballast water – which would later, in 2004, be adopted as a new IMO treaty on ballast water management.

The introduction of the mandatory International Safety Management (ISM) Code and the key 1997 revisions to

the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, were amongst other landmark achievements made by IMO under Mr O'Neil's stewardship.

After the attacks of 11 September 2001, Mr O'Neil's leadership led to the development of an entirely new regime for the security in the maritime field, the International Ship and Port Facility Security Code, which was adopted in less than one year, demonstrating the Organization's ability to nimbly respond to emerging threats.

The landmark public memorial to seafarers at IMO Headquarters in London (*above*), stands as a monument to Mr O'Neil's appreciation and acknowledgement of the human element in shipping and specifically the role of the people at the heart of shipping, the seafarers. The Seafarers Memorial Fund was established by Mr. O'Neil to fund the sculpture.

For an interview of 2014 readers are invited to see here: https://tinyurl.com/yxkaqcr9

Career details

Mr O'Neil was elected Secretary-General of the IMO for a first term of Office beginning in 1990, a second term beginning in 1994, a third term beginning in 1998 and a further two-year term from 2002 to 2004. He was the second longest serving Secretary-General of IMO.

He graduated in civil engineering from the University of Toronto in his native Canada in 1949 and served in various positions with the Federal Department of Transport. He was particularly closely associated with the St Lawrence Seaway Authority.

Mr O'Neil was Commissioner of the Canadian Coast Guard from 1975 to 1980 and then became President and Chief Executive Officer of the St Lawrence Authority, a position he held until joining the IMO. However, his links with IMO go back to 1972, when he represented Canada at the IMO Council. He became Chair of the IMO Council in 1980 and was re-elected four times.

In 1991, Mr O'Neil became Chancellor of World Maritime University, Malmö, Sweden and Chair of the Governing Board of the International Maritime Law Institute in Malta.

Mr O'Neil was a member of the Association of Professional Engineers of Ontario and of the American Society of Civil Engineers. He was Doctor of Laws (*Honoris Causa*) University of Malta, Doctor of Science (*Honoris Causa*) Nottingham Trent University, Doctor of Laws (*Honoris Causa*) Memorial University of Newfoundland and Doctor of Laws (*Honoris Causa*) Korea Maritime University.

In 1992, Mr O'Neil was elected Fellow of the Royal Society of Arts. In 1994 he was elected Member of the Royal Academy of Engineering and fellow of the Institute of Logistics and transport (formerly the Chartered Institute of Transport), United Kingdom and awarded The Admirals' medal, Canada.

In 1995 he was awarded the NUMAST Award (National Union of Marine Aviation and Shipping Transport Officers), United Kingdom; the SEATRADE Personality of the Year Award; the Professional Engineers Ontario Gold Medal and was made Commandeur, Ordre National des Cèdres, Lebanon and Member of the Order of Canada. In the UK he was appointed a Companion of the Most Distinguished Order of St Michael and St George.

In 1996, Mr O'Neil was made a member of the Engineering Alumni Hall of Distinction at the University of Toronto and in 1997 he was awarded the Silver Bell Award of the Seamen's Church Institute, New York. In 1998 he was awarded the CMA Commodore Award (Connecticut Maritime Association), United States, the Orden "Vasco Nuñez de Balboa" en el Grado de Gran Cruz, Panama and the "Dioscuri" Prize, Lega Navale Iitaliana, Agrigento, Italy. In 1999 he was awarded the Vice-Admiral "Jerry" Land Medal of the Society of Naval Architects and Marine Engineers, United States and in 2000 the Halert C Shepheard Award, United States.

Amongst other honours, in 2001 he was awarded the Medal for Distinguished services to the Directorate General for Maritime Affairs, Colombia and in 2002 the CITIS (Communication & IT in Shipping) Lifetime Achievement Award, United Kingdom, the Golden Jubilee Medal, Canada and the "15 November 1817 Medal", Uruguay and was made a Freeman of the Worshipful Company of Shipwrights (*Honoris Causa*), United Kingdom. In 2003, he was awarded the Order of Merit of the Merchant Marine, Venezuela. At IALA he was created an Honorary Personal Member.

Mr O'Neil was awarded the IMO International Maritime Prize for 2003.

Mr O'Neil was elected an Honorary Member of IFSMA in 1993.

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IMO and Republic of Korea partner to address ships' GHG emissions

Four-year partnership will support GHG reduction training in Least Developed Countries (LDCs) and Small Island Developing States (SIDS)

An agreement for a US$2.5 million training programme was signed on 27 October by IMO Secretary-General Kitack Lim and the Minister of Oceans and Fisheries of the Republic of Korea, Dr Seong-Hyeok Moon.

The Republic of Korea and the IMO signed this agreement to establish a training programme to support developing States to reduce greenhouse gas (GHG) emissions from shipping. This will facilitate the implementation of candidate measures to be adopted by IMO and the development of national action plans to reduce GHG emissions from the shipping and ports sectors.

The Sustainable Maritime Transport Training Programme (GHG-SMART) will focus on Least Developed Countries (LDCs) and Small Island Developing States (SIDS). It will help them to develop their capacity to achieve the goals set out in the Initial IMO Strategy on Reduction of GHG Emissions from Ships. The IMO strategy envisages reducing total annual GHG emissions from ships by at least 50% by 2050 compared to 2008, meaning a reduction in carbon intensity for individual ships and a move to new technologies and low/zero carbon fuels.

A number of specific measures are under consideration to achieve the ambitious targets, it is understood.

The strategy recognizes that there are potential barriers to achieving the targets and highlights the need for supportive measures, including capacity building, technical cooperation, technology transfer and research and development (R&D), particularly in developing countries.

A four-year programme

The four-year GHG-SMART programme will, therefore, support States (specifically, SIDS and LDCs) to address gaps in technologies and policies, by building knowledge and capacity in those countries to identify ways to effectively implement measures contained in the IMO Strategy. This would be complemented by support and training to develop and implement National Action Plans. It is widely recognized that national action plans may facilitate the implementation of IMO-adopted measures in the national context and support the achievement of international commitments through national action.

Generous funding

Thanking the Government of the Republic of Korea for their generous funding for the programme, Secretary General Lim said: '*If we are to achieve the goals in the initial IMO strategy, then we must ensure that no country is left behind in the transition to carbon-neutral shipping.*

'*IMO continues to lead the way with the portfolio of continuously expanding technical cooperation and capacity building projects. This training Programme will greatly enhance the implementation of the Initial IMO GHG Strategy, especially when it comes to building knowledge and capacity in SIDS and LDCs*.'

In reply Dr Moon commented: '*The Republic of Korea is fully supportive of the Initial IMO Strategy on reduction of GHG emissions from ships and the emphasis on its Voyage Together approach.*

'*The Government of the Republic of Korea hopes that this GHG SMART Training Programme will be the beginning of a concerted effort to assist the SIDS and LDCs with the implementation of the IMO Strategy*.'

GHG-SMART training and capacity building

Training packages will be developed to cover a range of activities, including analysis and review of current policies, update on IMO regulations, how to develop national action plans, training of trainers to implement specific measures such as data collection, sharing of information and best practices.

It is envisaged that participants will come from a range of different stakeholders, including policy makers, public authorities and industry (shipping, ports and ship building).

The training will also facilitate transfer and uptake of energy efficient technologies, filling gaps in technology and policies between developed countries and the LDCs and SIDS.

Link with other IMO-executed GHG emission reduction projects

It was reported that the Programme will be strategically linked to the ongoing and proposed major projects implemented by IMO to achieve GHG emissions reduction. These include the Global MTTC Network (GMN) project, funded by the European Union, which unites Maritime Technologies Cooperation Centres (MTCCs) in targeted regions into a global network; and the GreenVoyage2050 Project, a partnership project between the Government of Norway and IMO, which is working with 12 pilot countries in different regions to meet climate change and energy efficiency goals related to international shipping.

There will also be cooperation with the World Maritime University (WMU) for technical input, and IMO's Integrated Technical Cooperation Programme (ITCP).

Funding

This four-year programme will be funded through an allocation of US$2.5 million under the existing Memorandum of Understanding (MoU) between IMO and the Republic of Korea on the Republic of Korea's contribution to the Delivering Strategy and Reform – Voyage Together Trust Fund (DSR-VT TF).

WMU Graduation

IMO reported in early November that maritime leaders of tomorrow from 79 countries graduated from the World Maritime University (WMU) in the Class of 2020.

Due to the ongoing COVID-19 pandemic, four small graduation ceremonies were held at WMU from 31 October to 1 November to honour the graduates. They were then ready to return home and promote safe, secure, environmentally sound, efficient and sustainable shipping on clean oceans.

WMU President, Dr Cleopatra Doumbia-Henry, delivered welcome remarks at each of the four ceremonies. She emphasised that graduates in the Class of 2020 will always be remembered for their strength and resilience in pursuing and completing studies amidst the COVID-19 pandemic.

In a video message, IMO's Kitack Lim, the first IMO Secretary-General and WMU Chancellor to hold a MSc degree from WMU, told the graduates: '*I trust you to use your new expertise for the benefit of all of us, and that you will foster sustainable development in support of achievement of the United Nations Sustainable Development Goals.*

'*When you are advising or representing your country, or when you are negotiating with international partners, you will rely on the education and training that you have received at the World Maritime University.*'

For more on WMU readers are invited to see here: www.wmu.se

IMO MSC 102

Practical steps to support shipping and seafarers during pandemic

An important reference set of protocols to ensure safe ship crew changes and travel during the Coronavirus (COVID-19) pandemic has been recognized by IMO's technical body, the Maritime Safety Committee (MSC). This was reported by the IMO Media service in a briefing of 12 November.

The 102nd session of the IMO Maritime Safety Committee (MSC 102) took place in virtual conditions from 4 to 11 November and approved a circular containing protocols for safe crew change during the pandemic.

To conform to its agenda the Committee approved an MSC circular recognizing the industry-developed protocols, which set out general measures and procedures designed to ensure that ship crew changes and travel can take place safely during the pandemic.

Seafarers still stranded

Currently (mid-November), hundreds of thousands of seafarers are stranded on board ships, having seen their

adherence with COVID-19 testing and quarantine requirements, and measures to prevent infection on board ships. IMO reported that these protocols are a living document which will be updated in line with developments concerning the pandemic.

Serious humanitarian issue

The move to issue the crew change protocols via an official IMO circular (MSC.1/Circ.1636) was one of a number of actions taken by the Committee to support efforts by UN agencies, the maritime industry and Governments to address the crew change crisis, a very serious humanitarian issue for seafarers which threatens the safety of navigation and world trade. (Read more here.[2])

Information on focal points and ports which facilitate crew change

Up-to-date information on national focal points and on ports which facilitate crew changes will be made available on a new module in IMO's Global Integrated Shipping Information System (GISIS), following the agreement of the Committee.

Seafarer symbol

The MSC agreed that IMO, working with the International Labour Organization (ILO) and the International Civil Aviation Organization (ICAO), develop a universal non-text logo or symbol that enables seafarers to identify, and consequently access, dedicated resources and processes on ship, in port and in transit to/from ships.

Such a logo will have a longer-term benefit by guiding seafarers to services which should ultimately support better safety outcomes.

Delay in delivery of ships – interpretation agreed

The MSC agreed a unified interpretation related to delays in delivery of ships, during the Coronavirus (COVID-19) pandemic. The Unified interpretation of SOLAS regulation II-1/3-10 concerns the term '*unforeseen delay in delivery of ships*'.

IMO has issued Circular Letter No.4204/Add.1[3] on Implementation and enforcement of relevant IMO instruments in light of the COVID-19 pandemic, which calls for understanding and close cooperation among all Member States to overcome the challenges related to the implementation and enforcement of IMO instruments.

Remote surveys

The Committee discussed a proposal to develop guidance on the implementation of remote surveys. The proposal recognises that the use of remote survey is expected to continue to increase in the years ahead, even after the pandemic ends.

Interested Member States and international organizations to submit a new output proposal. The Committee noted that developing such guidance would require detailed technical consideration by experts, which should also include matters related to cases of *force majeure*.

Adoption of amendments and other matters

The Maritime Safety Committee also progressed its work on a wide range of important technical matters, including adoption of amendments and guidelines.

1. https://tinyurl.com/y3axoxxj
2 https://tinyurl.com/y5wxd3w3
3 https://tinyurl.com/y3b8d6fw

Ilustration per www.imo.org IMO ©

IMO MEPC approves amendments to cut ship emissions

It was announced from IMO on 18 November during the virtual MEPC meeting then under way from 16 to 20 November that draft amendments to the MARPOL convention would require ships to combine a technical and an operational approach to reduce their carbon intensity.

This builds on current mandatory energy efficiency requirements to further reduce greenhouse gas emissions from shipping. The MEPC also agreed the terms of reference for assessing the possible impacts on States, paying particular attention to the needs of developing countries, in particular Small Island Developing States (SIDS) and least developed countries (LDCs).

Draft amendments to the MARPOL convention would require ships to combine a technical and an operational approach to reduce their carbon intensity. This is understood to be in line with the ambition of the Initial IMO GHG Strategy, which aims to reduce carbon intensity of international shipping by 40% by 2030, compared to 2008. The amendments were developed by the seventh session of the Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG 7), held as a remote meeting 19-23 October 2020.

The draft amendments will now be put forward for formal adoption at MEPC 76 session, to be held during 2021.

IMO Secretary-General Kitack Lim, commented: '*Considerable further work on the implementation of the measures is still ahead of us, but I am confident that, the IMO spirit of cooperation, shown during the past years, will enable swift progress with the development of technical guidelines and a Carbon Intensity Code as well as the*

essential further work on the comprehensive assessment of impacts of the measures on developing countries, SIDs and LDCs. I express my gratitude to all Member States that have indicated a commitment to supporting these efforts.'

He said the approved amendments were important building blocks without which future discussions on mid and long-term measures will not be possible.

Progress in developing the short-term measures follows the timeline as set out in the initial IMO GHG strategy. The strategy proposed that short-term measures should be those measures finalised and agreed by the Committee between 2018 and 2023.

To set this out in more detail readers are invited to read further:

Draft MARPOL amendments

The draft amendments would add further requirements to the energy efficiency measures in MARPOL Annex VI chapter 4. Current requirements are based on the Energy Efficiency Design Index (EEDI), for new build ships, which means they have to be built and designed to be more energy efficient than the baseline; and the mandatory Ship Energy Efficiency Management Plan (SEEMP), for all ships. The SEEMP provides for ship operators to have in place a plan to improve energy efficiency through a variety of ship specific measures.

Furthermore, the draft amendments build on these measures by bringing in requirements to assess and measure the energy efficiency of all ships and set the required attainment values. The goal is to reduce the carbon intensity of international shipping, working towards the levels of ambition set out in the Initial IMO Strategy on reduction of GHG emissions from ships.

The set of amendments includes:

- The technical requirement to reduce carbon intensity, based on a new Energy Efficiency Existing Ship Index (EEXI).
- The operational carbon intensity reduction requirements, based on a new operational carbon intensity indicator (CII).
- Here the dual approach aims to address both technical (that is to say how the ship is retrofitted and equipped) and operational measures (being how the ship operates).

Attained and required Energy Efficiency Existing Ship Index (EEXI)

The attained Energy Efficiency Existing Ship Index (EEXI) is required to be calculated for ships of 400 gt and above, in accordance with the different values set for ship types and size categories. This indicates the energy efficiency of the ship compared to a baseline.

Ships are required to meet a specific required Energy Efficiency Existing Ship Index (EEXI), which is based on a required reduction factor (expressed as a percentage relative to the EEDI baseline).

Annual operational carbon intensity indicator (CII) and CII rating

The draft amendments are for ships of 5,000 gt and above (the ships already subject to the requirement for data collection system for fuel oil consumption of ships) to have determined their required annual operational carbon intensity indicator (CII).

The CII determines the annual reduction factor needed to ensure continuous improvement of the ship's operational carbon intensity within a specific rating level.

The actual annual operational CII achieved (attained annual operational CII) would be required to be documented and verified against the required annual operational CII. This would enable the operational carbon intensity rating to be determined. The rating would be given on a scale – operational carbon intensity rating A, B, C, D or E – indicating a major superior, minor superior, moderate, minor inferior, or inferior performance level. The performance level would be recorded in the ship's Ship Energy Efficiency Management Plan (SEEMP).

A ship rated D for three consecutive years, or E, would have to submit a corrective action plan, to show how the required index (C or above) would be achieved.

Administrations, port authorities and other stakeholders as appropriate, are encouraged to provide incentives to ships rated as A or B.

Review mechanism

The draft amendments would require the IMO to review the effectiveness of the implementation of the CII and EEXI requirements, by 1 January 2026 at the latest, and, if necessary, develop and adopt further amendments.

Next steps

It was reported in a Media item by IMO that the draft amendments are now to be adopted at the MEPC 76 session, to be held during 2021.

The MARPOL treaty requires draft amendments to be circulated for a minimum six months before adoption, and

they can enter into force after a minimum 16 months following adoption. The amendment procedures are set out in the treaty itself.

Impact assessment

The comprehensive impact assessment will be based on the Procedure for assessing impacts on States of candidate measures, adopted in 2019.

This document says a comprehensive impact assessment should provide a detailed qualitative and/or quantitative assessment of specific negative impacts on States. It should also be evidence-based and should take into account, as appropriate, analysis tools and models. For example:

- Cost-effectiveness analysis tools, e.g. maritime transport cost models.
- Trade flow models.
- Impact on Gross Domestic Product (GDP).
- Updated Marginal Abatement Cost Curves (MACCs).
- Economic trade models, transport models and combined trade-transport models.

Final comprehensive impact assessment

The final comprehensive impact assessment of the short-term combined measure should be submitted to MEPC 76. Based on this, a possible framework for reviewing impacts on States of the measure adopted, and addressing disproportionately negative impacts on States, as appropriate, would be considered.

Initial IMO GHG Strategy

The initial IMO GHG Strategy, adopted in 2018, sets ambitious targets to halve GHG emission from ships by 2050, compared to 2008, and reduce carbon intensity of international shipping by 40% by 2030 compared to 2008.

The strategy lists a number of candidate measures which could also be considered to further reduce emissions and help achieve the targets in the strategy, in particular 40% reduction of carbon intensity from shipping by 2030.

Short-term measures could be measures finalised and agreed by the Committee between 2018 and 2023, although in aiming for early action, priority should be given to develop potential early measures with a view to achieving further reduction of GHG emissions from international shipping before 2023.

Dates of entry into force and when the measure can effectively start to reduce GHG emissions would be defined for each measure individually.

A procedure for assessing the impact on States of a measure has been approved.

IMO Roundtable meeting: Crew Change

A frank exchange of ideas on how to move forward

Implementation of public health corridors; regional implementation of protocols to allow ports/airports to facilitate crew changes and the concept of a tamper-proof digital health passport or certificate for seafarers.

The availability of COVID-19 vaccines and rapid, standardised testing for the virus could be crucial in helping to resolve the ongoing crew change crisis. However, a meeting of a cross section of UN agencies, shipping organizations, unions and maritime and logistics businesses, agreed that the focus needs to be on developing a range of practical solutions.

Some 400,000 seafarers are stuck at sea, months beyond their contracted time, with increasing reports of severe fatigue and mental distress. A similar number of seafarers are trying to join ships to begin contracts, but transit to and from ships is being thwarted by travel restrictions and limitations imposed due to the pandemic.

The roundtable meeting on 13 November, hosted by IMO Secretary-General Kitack Lim, provided an opportunity for a frank exchange of ideas on how to move forward. Among the proposals discussed were further pushes to implement public health corridors, regional implementation of protocols to allow ports/airports to facilitate crew changes and the concept of a tamper-proof digital health passport or certificate for seafarers.

While there has been some progress, more countries need to designate seafarers as key workers and give them the rights that essential workers are given for travel and transit. Ongoing work to raise awareness of the crew change crisis at the political level and beyond, including a focus on the human rights of seafarers, is still needed, participants said.

Mr. Lim highlighted IMO and collaborative efforts to continue to keep the crew change crisis on the agenda, with ongoing bilateral meetings with countries; regional webinars to raise awareness and share best practices;

and moves to get a UN General Assembly resolution adopted.

Around the (virtual) table, the desire to work together to resolve the ongoing situation remained high, with a real concern for the wellbeing of seafarers, for their human rights, and for the heightened risk to safety at sea.

Fatigue among seafarers remains a critical concern. Numerous individual cases – including those reported to IMO's Seafarer Crisis Action Team – highlight a desperate need for action, not words.

Many participants expressed concern and condemnation about recent examples of some companies insisting on "no crew change" clauses in contracts, a practice which exacerbates the crew change crisis and further threatens the safety of navigation.

Additional meetings on specific work streams will be arranged, to discuss the practical aspects of the various proposals discussed and ensure solutions and initiatives are taken forward.

A delegate from IFSMA took part in the roundtable along with heads and representatives of: BIMCO, Consumer Goods Forum (CGF), Cruise Lines International Association (CLIA), International Association of Ports and Harbors (IAPH), International Air Transport Association (IATA), International Civil Aviation Organization (ICAO), International Christian Maritime Association (ICMA), International Chamber of Shipping (ICS), Institute for Human Rights and Business (IHRB), International Labour Organization (ILO), International Marine Contractors' Association (IMCA), International Maritime Employers' Council (IMEC), IMO, International Association of Dry Cargo Shipowners (INTERCARGO), International Ship Managers' Association (InterManager), International Association of Independent Tanker Owners (INTERTANKO), International Transport Workers' Federation (ITF), International Group of Protection and Indemnity Associations (P & I Clubs), Sustainable Shipping Initiative (SSI), Trafigura, UN Global Compact (UNGC), World Shipping Council (WSC).

Pirates are kidnapping more seafarers off West Africa, IMB reports

ICC International Maritime Bureau (IMB) figures released from London and Kuala Lumpur on 14 October show a rise in piracy and armed robbery on the world's seas in the first nine months of 2020, with a 40% increase in the number of kidnappings reported in the Gulf of Guinea, compared with the same period in 2019. Pirates armed with guns and knives are abducting bigger groups of seafarers at further distances off the West African coast.

IMB's latest global piracy report detailed 132 attacks since the start of 2020, up from 119 incidents in the same period last year. Of the 85 seafarers kidnapped from their vessels and held for ransom, 80 were taken in the Gulf of Guinea – in 14 attacks reported off Nigeria, Benin, Gabon, Equatorial Guinea and Ghana.

In the first nine months of 2020, seafarers reported 134 cases of assault, injury and threats, including 85 crewmembers being kidnapped and 31 held hostage onboard their ships. A total of 112 vessels were boarded and six were fired upon, while 12 reported attempted attacks. Two fishing vessels were hijacked, both in the Gulf of Guinea.

Here we quote from Michael Howlett, Director of IMB, whose Piracy Reporting Centre (IMB PRC) has responded to reports and shared data since 1991, supporting seafarers and fishers worldwide: '*Crews are facing exceptional pressures due to Covid−19, and the risk of violent piracy or armed robbery is an extra stress.*

'*While IMB liaises with authorities swiftly in case of a pirate attack, we encourage all Coastal states and Regional Cooperations to take responsibility for ensuring maritime security within their EEZ to achieve safer seas and secure trade.*'

Gulf of Guinea the world's piracy hotspot

With approximately 95% of global kidnappings reported from within Gulf of Guinea waters, IMB warns that pirate gangs in the area are '*well organized and targeting all vessel types over a wide range*.'

The furthest attack from shore also involved the most crew kidnapped from a single vessel in 2020. On 17 July 2020, eight pirates armed with machine guns boarded a product tanker underway around 196 nautical miles southwest of Bayelsa, Nigeria. They held all 19 crewmembers hostage, stole ship's documents and valuable items, and escaped with 13 kidnapped crew. The tanker was left drifting with limited and unqualified navigational and engine crew onboard. A nearby merchant vessel later helped the tanker to sail to a safe port.

Regional Authorities were notified and the 13 kidnapped crewmembers were released safely one month later.

A more recent example was on 8 September 2020, when armed pirates attacked a refrigerated cargo ship underway around 33nm south-southwest of Lagos, Nigeria. Two crewmembers were kidnapped, but the rest of the crew managed to retreat into the citadel – one of the industry's recommended best practices endorsed by IMB. A Nigerian naval team was dispatched, who boarded, conducted a search, and then escorted the ship to a safe anchorage for investigations.

The IMB piracy report includes a special thanks to the Nigerian Authorities, particularly the Nigerian Navy and Nigerian Maritime Administration and Safety Agency NIMASA who '*continue to provide timely information, actions and valuable cooperation between Agencies.*'

Knife attacks in Singapore Straits

The piracy centre recorded 15 attacks to ships underway in the Singapore Straits. While most are considered low level crimes, two crew were threatened, one injured and another taken hostage, indicating a continued risk to the crew. Knives were reported in at least ten of the incidents.

Indonesia brighter

There has been a sharp quarterly decrease in the number of incidents within the Indonesian archipelagic, with four reported in Q3, down from 14 in Q2. These are viewed as low level opportunistic thefts with most reported on anchored vessels.

Call for more reporting

All vessel types in in the Caribbean, Central and South America – including Brazil, Colombia, Ecuador, Haiti, Mexico and Peru are being targeted at anchor as well as underway, and during river passages under pilotage. On 26 September 2020, a container vessel was boarded by armed perpetrators during its river passage at Guayaquil. The attackers fired their weapons towards the accommodation and bridge, then opened containers and stole the contents before leaving.

However, as many more cases go unreported, IMB is urging all ship masters and operators to inform, in a timely manner, the 24-hour IMB Piracy Reporting Centre of any attacks to their vessels or crew.

Howlett said the IMB PRC has always believed in the power of sharing and exchanging information: '*Understanding the true risk in the area is an important step towards improving safety for all seafarers. IMB PRC not only relays reports to appropriate response agencies and broadcasts incident information to ships via GMDSS, but we also use the reported statistics to raise awareness of these crimes and be a catalyst of change.*'

Somali piracy remains under control

No incidents of piracy have been reported around Somalia since 2018. In August 2020, pirates freed the last three of the thousands of hostages who have been held captive in the region over the years since ship hijackings peaked in 2011.

Despite this, as Somali pirates are still capable of carrying out further attacks, IMB urges vessels to continue implementing the industry's best management practices (BMP5), and encourages the continued, stabilising presence of navies in the region.

IMB Piracy Reporting Centre

Since its founding in 1991, IMB PRC remains a single point of contact to report all crimes of maritime piracy and armed robbery, 24 hours a day. Their prompt forwarding of reports, and liaison with response agencies, broadcasts to shipping via GMDSS Safety Net Services and email alerts to CSOs, all provided free of cost, help the response against piracy and armed robbery and the security of seafarers, globally.

Mentoring at sea

The Nautical Institute shines a spotlight

The Nautical Institute has launched an online campaign promoting mentoring at sea, thanks to generous funding from the TK Foundation.

Entitled *Mentoring at Sea – The 10 Minute Challenge* the campaign features a series of five short films that cast a spotlight on the many ways in which mentoring improves life at sea while helping mariners to grow professionally. Released fortnightly, each film documents seafarers of all ages, nationalities and ranks discussing the fundamental aspects of mentoring, whether giving or receiving. Participants speak passionately about the positive impact of sharing knowledge and experience with others.

Spearheading the campaign is NI Senior Vice-President, Captain André LeGoubin (*illustrated*), a long-standing advocate of the power of mentoring and author of The Nautical Institute's popular publication *Mentoring at Sea - The 10 minute challenge*, who said: '*Experiences can be good or bad, but the knowledge that comes from those experiences can only ever be good. At The Nautical Institute we have always believed in the power and necessity of mentoring at sea, and particularly during these difficult times where having good relationships onboard has never been so important. We are thrilled to have the opportunity to promote mentoring once again with the help of the TK Foundation*.'

The films have been produced by Mónika Naranjo-Shepherd of LUMA, a storytelling design agency.

Commenting on the value of mentoring for wellbeing, Ms Naranjo-Shepherd said: '*I hope the films ignite a conversation about mentoring in the shipping industry. Mentoring makes ships happier because people feel appreciated, they feel they can speak up and feel confident in their knowledge of their roles. I would go as far as saying that it has a humanitarian value because seafarers spend so long away from home, working long hours. It should be the shipping industry's responsibility to make sure their mental health and wellbeing is absolutely guaranteed, and accomplishing that without the bond that mentoring creates is very hard indeed*.'

Maritime cybersecurity is more important than ever

Danish Maritime Authority webinar

The remark that maritime cybersecurity is more important than ever was emphasised on an international webinar chaired by the US, the Netherlands and Denmark on 14 October.

This webinar was a continuation of the maritime cybersecurity event in the margins of the One Conference held in The Hague in October 2019.

Andreas Nordseth, (*illustrated*) Director General of the Danish Maritime Authority commented: '*The technological developments hold great potential for improving the maritime sector even more, and ensuring the necessary digital and green transformation*.' (For more on the DMA see here: https://tinyurl.com/y6sn4vko)

Photo: www.dma.dk ©.

Risk of cyber attacks on ships and ports

However, when new technologies and digital solutions are introduced, the risk increases that cyber attacks can take place on board ships and in ports.

Nordseth added: '*Denmark views cyber threats on the same level as any other maritime safety and security related risk. An important part of finding solutions to the cyber vulnerabilities is by engaging in international collaboration and exchanging knowledge with other strong maritime nations*.'

The fight against cyber pirates continues

Besides maritime experts from the US, the Netherlands, and Denmark, participants from Canada, the UK, Australia, Singapore, Israel, Germany, France and Belgium joined the discussions at the 14 October webinar.

It is understood that the US, the Netherlands, and Denmark, will continue the international cooperation on maritime cyber security matters in 2021, and seek to expand participation with even more likeminded maritime nations.

GIBDOCK latest

Bright outlook as bookings remain solid

Ship repair activity at Gibraltar's Gibdock continued to be rock solid, despite uncertainties through the first three quarters of 2020 (to end September) relating to Covid-19 and Brexit. Occupancy levels remained high, contracts continued to be agreed and scheduled dry dockings are already booked into 2021, the Gibraltar-based yard reported in mid-October.

In the words of Richard Beards, Gibdock's Managing Director: '*The outlook is set fair*.' He went on to identify potentially greater revenue streams in LNG-related projects and renewables business for the months ahead. Beards said that Gibdock's location at the gateway to the Mediterranean remains a key advantage but added that the repeat business included in forward bookings: '*Shows that customers continue to put reliability, quality of work and on-time redelivery at the top of their priority lists*.

Normand Pacific in No. 2 dock for scheduled general maintenance in July 2020.

'*In 2020, being part of a tight-knit business community where fast communications enable rapid response times and the immediate implementation of any changes to health or travel regulations has also proved advantageous. We are in constant dialogue with the Port Authority, and we have frequent contact with Gibraltar Civil Contingencies, the Director of Public Health, local agents, subcontractors, hotels and transport providers.*'

Beards pointed out that close ties with the local ship agency network mean that Gibraltar is well-established as a safe and efficient location for crew changes.

Recently completed projects include a diverse range of repairs and conversions. A number of offshore support vessels have been repaired and upgraded over the summer. Meanwhile, works were carried out on board the seismic survey vessels *Oceanic Sirius* and *SW Empress* for Bergen-based Shearwater GeoServices.

Environmental retrofits, including the installation of scrubbers and ballast water treatment systems, comprise an important and continuing revenue stream. The shipyard also successfully completed engine conversions on two Balearia-owned ropax vessels, the 950-passenger *Nápoles* and the 1,000-passenger *Bahama Mama*, from conventional to LNG propulsion. The shipyard worked closely with propulsion experts from MAN PrimeServ and Caterpillar respectively on these two projects.

Hyundai Global Services and KSS Line

Smart Ship Solution with Satellite Communications

Hyundai Global Services (HGS) announced on 20 October the signing of a contract to deliver its Smart Ship and Satellite Communications package to KSS Line fleet supported by Inmarsat's Fleet Xpress and digital provider Fleet Connect.

This is understood to be the first time that the Integrated Smart Ship (ISS) solution from the world's largest shipbuilder Hyundai Heavy Industries (HHI) will be delivered as a single package to including a satellite communications service.

The Smart Ship and Satellite Communications package is a combination of the ISS – an IoT platform for ships, developed by HHI Group to support vessel operation and device optimization – supported by Inmarsat's dedicated bandwidth service. This achievement is a direct result of a collaboration between HGS, Intellian and Inmarsat. Intellian and HGS signed a Memorandum of Understanding (MoU) in July 2019, and a similar arrangement between HGS and Inmarsat was signed in June 2019.

It was reported that the package will allow large volumes of measured data to be transmitted between ship and shore quickly and easily, facilitating remote operations and vessel management, monitoring and analysis services, through Fleet 's dedicated bandwidth. This is separate from the vessel's Fleet Xpress connection that will be used for day-to-day business traffic and crew internet use, it is understood.

Smart Ship-equipped Gas Venus of KSS Line.

In the words of a spokesman for KSS Line: '*Our plan is for our entire fleet to be operating using the Integrated Smart Ship and Satellite Communications solutions by 2021. KSS Line is committed to continuous enhancement of its Information Communication Technology (ICT) environment to maximize fleet efficiency and reinvest the resulting savings into its business expansion*.'

A total of 15 ships are covered by the contract, that is five new builds and ten vessels already in operation. Equipment in the five new ships equipped with ISS will enable their operators to manage assets more economically and efficiently. In addition the ten existing vessels will be provided with separate supporting web services to relay weather information and ship locations.

IHMA's new President

Captain Yoss Leclerc

On 20 October the International Harbour Masters' Association (IHMA) announced that its new President is Captain Yoss Leclerc of the Port of Quebec. He succeeds Captain Allan Gray, President and CEO, Halifax Port Authority, Canada.

Captain Leclerc was elected on 8 October at the conclusion of the IHMA Ordinary General Meeting held remotely for the first time due to COVID-19 restrictions. The OGM was contributed to online by delegates from 13 countries.

In a statement to members Captain Leclerc pledged to help the Association meet the challenges facing Harbour Masters to ensure the sustainability of ports in the future.

He said: '*I like to quote the Japanese writer Ryunosuke Satoro who said, "Individually we are one drop, together we are an ocean".*

'*I lived this philosophy at sea when you knew that it was necessary to work together in order to face any and all challenges and even more, to fight adversity.*

'*My story continues when I came ashore and joined many different and amazing teams from Canadian Ports who were on the ground 24/7 to ensure safe, secure and fluid operations.*

'*Harbour Masters are the embodiment of dedication, collaboration and teamwork. They are the magicians that make everything seem seamless, smooth and easy to the neophyte and even often to old-timers. I have so often heard the following comment after a port visit, "there's nothing happening here!" and I always respond: "because magic is going on behind the scenes where a dedicated and painstaking Port team looks after every aspect ensuring the show is going".*

'*There are many challenges ahead of us, including environment (climate change, air emissions, ballast water, etc.), technology (digitalization, automation, etc.) and health (pandemics) that we will need to grasp and tackle together in order to ensure our ports' sustainability.*

'*At the international level, IHMA has worked very hard to acquire its standing and ability to influence decisions regarding many aspects that have considerable impact on our operations and we will, with your help, continue to consolidate our position.*

'*As a father of two wonderful daughters involved in the maritime field, I am glad to see the interest of women in Harbour Mastering and will continue to support the movement within my capacity.*

'*I am very honoured and humbled to take the helm of this prestigious organization and will endeavour to sail the ship with the collaboration and support of you all to our next port of call, the 2022 Congress in Port Klang.*'

Biographical details

Captain Yoss Leclerc has over 30 years of experience in the maritime field, logistics, transportation and port operations.

During his career at sea, Captain Yoss Leclerc specialized in gas carriers (LNG, LPG), chemical and oil tankers. Ashore, he has had the opportunity to work and collaborate in the strategic development of several major Canadian Ports, such as the port of Metro Vancouver, the Port of Quebec and the Port of Montreal.

As the head of Port Operations in several Canadian Port Authorities, he has led and provided expertise for many large and diverse projects including infrastructure projects, port optimization and marine industry digitalization. He has represented ports on government, industry committees and technical working groups.

Recently, as Vice-President and Chief of Maritime Operations for the Quebec Port Authority, he led the development of the port safety management system, including the management and optimization of inland waterways, and the implementation of the port's environmental impact assessment process.

His role as President of the International Harbour Masters' Association enables him to work on various international maritime issues with international organizations such as IMO, ILO, IMPA and PIANC.

Captain Yoss Leclerc holds an MBA from the University of Montréal with a specialization in logistics and transportation. He also sits on the board of Directors of the International Sailors' Society of Canada.

ICS & OCIMF Launch New Emergency Guide for Masters

Peril at Sea and Salvage: A Guide for Masters

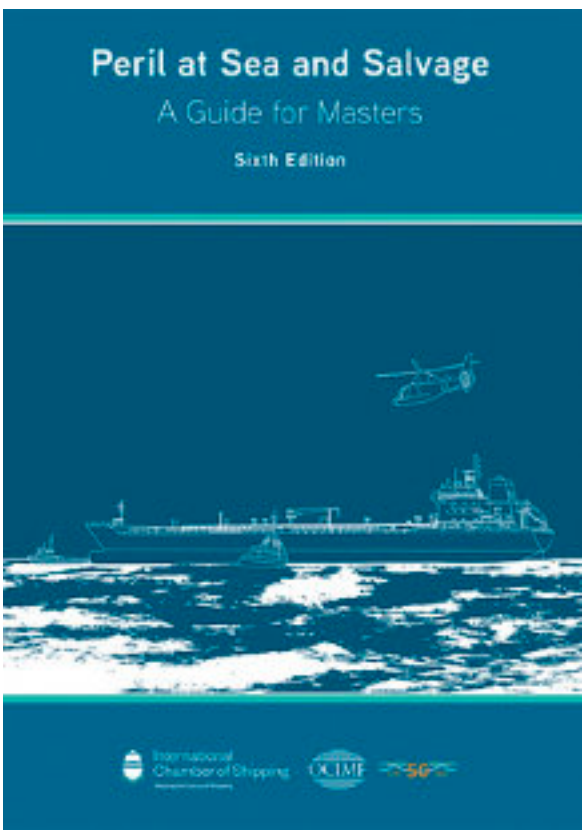
The International Chamber of Shipping (ICS) and the Oil Companies International Marine Forum (OCIMF) have worked in partnership to provide the industry with a practical guide

Peril at Sea and Salvage: A Guide for Masters outlines the actions a Master should take when confronted with an emergency: from the initial assessment and immediate actions, through to towage or salvage arrangements, as may be necessary. It also explains the importance of prompt notification to relevant parties with onshore support, particularly coastal States and the company.

A section is included with recommendations for a company's shore-based personnel.

Guy Platten, Secretary General of the International Chamber of Shipping commented: '*Over the years we have seen a reduction in shipping emergencies and major incidents due to the development of regulations governing the safe operation and management of ships. Crews are regularly trained in emergency response preparedness and the industry has adopted a compliance culture.*

'*But, when accidents do occur, they often have a high impact, and of course they threaten the safety of personnel, ships, the environment and cargo. Whilst it is good news that many seafarers have never experienced an emergency on board a ship, it also means that they can lack the anticipatory knowledge needed to deal with an emergency. Peril at Sea has been designed to help provide seafarers – and shore-based personnel - with the decision-making support that they need*.'



Peril at Sea contains information on the initial response to an incident, implementing the emergency response plan, updates and follow-up actions, and towage and salvage.

Contingency planning

It also focusses on the contingency planning a company needs to undertake to prepare for an emergency. This Guide provides clear guidance on best practices for the Master, but should also be read by anyone who might be involved in managing emergency situations on a ship, including shore-based personnel, emergency assistance service providers and training institutions.

Rob Drysdale, Managing Director of OCIMF, added: '*Our industry continues to evolve, and vessels are more sophisticated and technically advanced than ever before. While this has made ships and their operations safer, it has also changed how a ship's Master responds to a crisis at sea and the level of preparation required. Therefore, it is of paramount importance that personnel both at sea and onshore are armed with the knowledge, resources and tools to manage crises and minimise harm to themselves, their vessel and the environment in any emergency situation.*

Peril at Sea and Salvage: A Guide for Masters is published by Witherbys, price £155. For further information readers are invited to visit https://tinyurl.com/y2l52j5z

Breaking the ice: delivering the goods to the Arctic in a pandemic

Arctic haulers race against time and COVID-19
By Edward Downing
Article kindly provided by Clear Seas clearseas.com

Modern-day adventurers supplying Canada's remote northern communities were the subject of a CBC TV show *High Arctic Haulers*, which chronicled the annual Eastern Arctic sealift. Sadly the audience was confined to Canada.

The seafarers battle ice-choked sea routes, a short summer sailing season – July to October – and a lack of ports and docks to offload vital supplies to remote towns and settlements in Canada's Eastern Arctic. Everything from food to building supplies, to jet fuel, to vehicles and medical supplies for a long winter north of 60 is delivered by ship. Some 600,000 cubic metres of cargo are delivered yearly and the very survival of over 38,000 people in more than 40 communities across Nunavut and Nunavik from Iqaluit to Cambridge Bay depends on it.

There's a lot that can go wrong but, this year (2020), the sealift faced an even greater challenge: COVID-19 and the need to keep *suppliers* and those *supplied* free from the deadly virus that was sweeping the globe.

A Massive Logistical Undertaking

According to Serge Alain Le Guellec, President & General Manager of Transport Desgagnés, the re-supply planning started with its many stakeholders at the height of the

Arctic winter in early 2020 just as the pandemic first arrived in North America.

The company, which is celebrating its 60th anniversary resupplying the Arctic, had to prepare ten vessels — including seven general cargo and three chemical product tankers. It was also essential that they open communication with governments in Nunavut about COVID-19, to be ready for the shipping season that was about to start in July. In Le Guellec's words: '*For the northern communities, it was paramount that those vessels coming up from the south with their mariners and their stevedores who unload the ships wouldn't introduce COVID-19 into the communities*.'

They prepared for every "what if?" Le Guellec said and added: '*What would happen if a mariner gets hurt or comes down with the virus? How do we evacuate a mariner that is sick? If there is a COVID-19 case declared on board a vessel far from any settlement, what do we do?*'

The voyages are crucial to keep these isolated communities supplied, but it has been particularly difficult in the age of COVID-19. The photo is from Rankin Inlet.

The starting point was to get the Quebec and Nunavut governments to agree that mariners assigned to the re-supply were a priority for COVID-19 testing. With these modified rules in place, the mariners could self-isolate at home for just five days before boarding the ship. They could continue the 14-day isolation period in lockdown while confined to the ship to eliminate the risk of transmission.

The threat of COVID-19 created a difficult environment according to Captain Ivan Oxford, now in his eighth year as a master with Desgagnés. With the crew operating at such close quarters, he didn't want a repeat of the tragic outcomes that had occurred on cruise ships and in care homes earlier in the pandemic.

It was paramount that the ship didn't become an incubator for the deadly disease and spread it to Inuit communities where there were limited medical facilities.

While he'd normally be concerned with weather and tricky cargo transfers to barges, new dangers suddenly arose port-side during the loading phase in Montreal. That threat came in the form of the young shoreside stevedores who load and secure the cargo and who were reluctant to follow good preventative measures. Clearly, this could result in exposure for his crew.

Add to that the restrictions that prevented crews from seeing families in the period before departure, and that testing for COVID-19 was very invasive and often painful. '*But the crew understood the importance of the process to protect the northern communities*,' he said.

Ice: A Familiar Foe in Arctic Seas

While new concerns about the pandemic were top of mind, Captain Oxford knew that he still faced the usual serious dangers from the sea itself. As captain of the *Miena Desgagnés*, the newest vessel in the company's fleet, which carries 12,000 tonnes of cargo and is reinforced to withstand the harshest ice, he knows it's all about managing the risk.

But the ice risk is formidable. Ice comes in many different forms, and movement through it is aggravated by working and navigating close to shore and in darkness, battling strong currents and tides, with no pilotage services and limited access to weather forecasts.

Arctic mariners know that the Coast Guard's marine communications and traffic services centre providing emergency 911 has their back and is only a call way. The '*weather can turn on a dime*,' says Assistant Commissioner of the Coast Guard's Arctic Region, Neil O'Rourke, and they have access to eight icebreaking ships, air and satellite resources ready to go into action. Without that support, the ice haulers might not make their delivery, and these communities could face a humanitarian disaster.

Harsh Conditions, But Worth the Sacrifice

The tough conditions might wear on the morale of a less dedicated crew. The economic crisis had seen employment terms cut from the usual four or five months to just three, straining their earnings. Captain Oxford says that it's knowing that they are contributing to something greater that keeps crews coming back. '*I think I can say that there is a great sense of satisfaction at the end of the season when the job is well done*,' he notes.

A Job Well Done: "It's our lifeline"

It took meticulous coordination by industry, Transport Canada, the Canadian Coast Guard, the province of Quebec, and the regional governments of Nunavik and Nunavut, to keep the lifeline going. So far, it has paid off: nobody on the Desgagnés ships has contracted COVID-19 and, according to the government of Nunavut as of late-September, there have only been two confirmed cases of COVID-19 in the region and they were restricted to western Nunavut's Hope Bay gold mine. The season ended earlier than usual for Captain Oxford's ship due to a scaled back mining season, but some ships were due to continue until the end of October when the ice returns.

And for the people and businesses of the Arctic, they can't survive without it. John Jacobsen, President and CEO of the Tower Group of Companies, an iconic family-run

Iqaluit construction business in operation for more than 70 years, says it best: '*Well, I can certainly say that without the sealift what we do would be impossible. Without the sealift, we'd effectively be out of business. It's our lifeline and our supply line and without it we can't do what we do*.'

About the author

Edward Downing is the Director of Communications at Clear Seas Centre for Responsible Marine Shipping.

Serge Alain Le Guellec serves as a Director of the organization's Board and Captain Ivan Oxford is a member of its Research Advisory Committee.

INTERCARGO: Charterers preventing crew change must be held to account

INTERCARGO, the body representing the interests of dry bulk sector operators, has learned that in a number of instances, charterers in the dry bulk sector have been preventing much needed crew changes from taking place during the period of the charter, despite the ship owner agreeing to accept the associated costs.

In these instances, charterers have been seen to simply ignore relevant provisions and charter party clauses that could be employed. Indeed, it has been reported that bulk carriers changing crews in certain countries in SE Asia are being treated as 'toxic' by charterers for the 14 days following crew change. These facts were set out in a *communiqué* from INTERCARGO on 2 November.

In a statement INTERCARGO said: '*INTERCARGO strongly condemns the non-compassionate practices of some charterers of dry bulk carriers, in their rejection of crew change outright during the charter period. This flies in the face of industry wide efforts to offer seafarers the essential rest that they have been so long without during the COVID-19 pandemic, and which is essential to the safe operation of the shipping sector.*

'*Ironically, this appalling practice has been reported primarily in the dry bulk sector, where the prevention of seafarer fatigue is of special concern. Bulk carriers on tramp trading routes call at many more ports than other shipping sectors, piling added strain on an already fatigued workforce with no hope of crew change. A crew must be well rested to operate a ship in compliance with the voyage instructions from the charterers: to load and discharge the cargo, ballast and de-ballast, wash, dry and present cargo holds, open/close hatch covers and carry out the multitude of associated tasks to ensure safe operation of the vessel.*

'*It is very disappointing that dry cargo charterers do not understand or wish to take responsibility for the concept of the common venture which exists under a time-charter.*'

'*INTERCARGO wishes to state unequivocally that this issue goes further than the charterer's corporate social responsibility (CSR) or environmental, social and governance (ESG) responsibilities, and displays a clear lack of appreciation of one of the greatest humanitarian crises to affect the maritime sector*.'

Annual Review

INTERCARGO's annual review issued in October is available here: https://tinyurl.com/y2vkgbpf

Drug smuggling in commercial shipping

By Ian Short and Sam Jones

Campbell Johnston Clark Limited©

London

With the maritime industry continually improving anti-narcotics operations around the world, traffickers are finding increasingly novel and ingenious ways of smuggling drugs. Ian Short and Sam Jones explore the indirect legal and commercial consequences to ship owners and charterers arising out of delays and losses caused.

A ship's sea chest in an underwater shell and fitted with a portable strainer plate provides a water intake reservoir from which the vessel's piping system can draw water. However, in recent cases, space has also been found for other uses: by cutting through the plate, narcotics can be stored inside for an entire voyage.

This is just one of the novel ways traffickers continue to find to conceal drugs on board ships, in this case at a location on the hull and below the waterline that can be exploited without the knowledge or cooperation of the crew. Divers can covertly cut open the area around the sea chest at the points of departure and destination without needing to rely on or pay off dock workers and crew, while also rendering conventional board and search techniques redundant.

Where narcotics are discovered, the ship will most likely be detained to allow for an extensive forensic investigation to take place. Fines can be imposed and, if the crew are deemed to be involved, arrests and criminal charges can be made with criminal sanctions to follow. The criminal aspects of the drug smuggling attempt would be subject to the laws and jurisdiction of the country where the drugs were discovered, where the vessel and the drugs are located and, possibly, where the drugs were first concealed on board.

For the owner, the resulting delays can potentially lead to periods of loss of hire and can give rise to claims from cargo interests, especially where the cargo is perishable. Subsequent fixtures may be missed as well if the delays prevent the vessel from meeting its next laycan. Resolving these types of claims between vessel interests (owners, charterers, sub-charterers etc.) can become particularly contentious especially where there is an absence of specific wording in any charter party.

Determination of liability

Determination of liability as between the ship owners and charterers is therefore critical and much, as ever, turns on the specific wording agreed between the parties in their contracts, most usually a charter party. One issue that can arise is the fact that many of the novel methods of smuggling narcotics were not envisaged when the relevant clauses were drafted and so, for example, the scenario envisaged above may not fall neatly within the charter party clauses.

Under a conventional BIMCO 'Boxtime' charter party, liability is allocated according to the nature of the smuggling event. If the 'Master, Officers and/or crew are complicit', then the Owners accept liability (Cl.5(f)). Where the smuggling is found to have taken place 'as part of the goods and/or in containers on board', liability will be allocated to the Charterers. As useful as these positions are, and which are not uncommon in charter parties generally, they do not account for narcotics trafficking in the manner such as that discussed above, i.e. where the 'Master, Officers and/or crew' are not complicit and the narcotics are not smuggled 'as part of the goods and/or in containers on board'.

Where the BIMCO U.S. Anti-Drug Abuse Act 1986 Clause for Time Charter Parties 2013 has been incorporated, as outlined below, Charterers will be generally liable for the costs and delays caused by narcotics concealed on board the vessel.

BIMCO US Anti-Drug Abuse Act 1986 Clause for Time Charter Parties 2013

In pursuance of the provisions of the US Anti-Drug Abuse Act 1986, or any re-enactment thereof, the Charterers warrant to exercise the highest degree of care and diligence in preventing unmanifested narcotic drugs and marijuana to be loaded or concealed on board the Vessel.

Non-compliance with the provisions of this Clause shall amount to breach of warranty for the consequences of which the Charterers shall be liable and shall hold the Owners, the Master and the crew of the Vessel harmless and shall keep them indemnified against all claims whatsoever which may arise and be made against them individually or jointly.

Furthermore, all time lost and all expenses incurred, including fines, as a result of the Charterers' breach of the provisions of this Clause shall be for the Charterers' account and the Vessel shall remain on hire.

Should the Vessel be arrested as a result of the Charterers' non-compliance with the provisions of this Clause, the Charterers shall at their expense take all reasonable steps to secure that within a reasonable time the Vessel is released and at their expense put up bail to secure release of the Vessel.

The Owners shall remain responsible for all time lost and all expenses incurred, including fines, in the event that unmanifested narcotic drugs and marijuana are found in the possession or effects of the Vessel's personnel.

However, while this clause is fairly detailed in trying to apportion liability for time lost and fines incurred onto the charterers (except where such goods are found in possession of the vessel's personnel), there remains some ambiguity. The wording covers charterers' liability for drugs concealed "*on board*" the vessel, which therefore begs the question whether drugs concealed in the sea chest are in fact "*on board*". Owners would, of course, argue that drugs concealed in the sea chest are, indeed, "*on board*".

Owners' Position

Absent clear provisions as to apportionment of liability for the drug trafficking event, parties can be left scratching around trying to find arguments elsewhere. Ship owners, for example, may argue that the concealed drugs arose out of compliance with charterers' orders to proceed to a particular port where the drugs were attached to the hull. As a result, they would argue that they are therefore entitled to be indemnified for compliance with such orders. Alternatively, ship owners may try to argue that the charterers ordered the vessel to an unsafe port, albeit if the drugs were in fact found at that port, that would perhaps indicate safe port practice.

Charterers' Position

Charterers, on the other hand, may point to the owners' seaworthiness obligations. If these are limited by the incorporation of the Hague/Hague-Visby Rules to the exercise of due diligence to make the ship seaworthy before and at the beginning of the voyage, that would make charterers' case more difficult. For example, a covert operation by divers, perhaps at night, concealing drugs in or around the hull is not easily discoverable by the exercise of due diligence. Charterers may also look to argue in this scenario that it is owners' obligation to maintain the hull as well as point to the owners' obligations to ensure the vessel's compliance with both flag and port state laws and regulations.

If charterers can demonstrate that it was market practice, or would have been prudent, to arrange for underwater inspections and videotaping, or the welding shut of the sea chest, it may assist in any argument that the owner has failed to sufficiently maintain the hull or comply with their seaworthiness obligations. Constructing such an argument would however be challenging if the vessel had all her documentation in order and had complied with all local regulations or international standards.

Where there is no satisfactory express contractual provision enabling one party to pass on the losses incurred to another, losses may land where they fall. Likewise, whether the vessel is to be considered on or off-hire during the period of delays will depend on the relevant off-hire clauses.

Cargo Claims

Where goods carried are perishable and there are delays caused by the finding of drugs on or attached to the ship, cargo claims can materialise. These may be brought against owners either under the bills of lading or in bailment, or against the charterers if charterers' bills of

lading have been issued. Either way, liability for any cargo damage will depend on the terms of the bills and, as above, issues as to whether the carrier exercised due diligence to make the ship seaworthy are likely to be relevant to the dispute. Otherwise, the cargo claims are to be dealt with in the usual way with cargo interests put to proof on their claims and their losses.

Whether an owner or charterer can pass liability and the associated legal expenses, if any, for the cargo claims to the other will depend not only on the anti-drug clauses drafted into the charter party (as discussed above) but also how these interact with any cargo indemnity, or claims handling, provisions set out elsewhere. A careful review of these clauses and how they inter react with each other will determine whether cargo claims can be passed up or down the contractual chain.

Conclusion

The implications of drug smuggling go far beyond the initial fines and criminal sanctions, and can have wide ranging commercial impacts under charter parties and bills of lading. Given the prevalence of such activity at certain ports, and the increasingly novel ways in which drug traffickers are conducting their illegal activities using ships, it is recommended that ship owners and charterers ensure that clearly worded provisions are contained within their charter parties and, where appropriate, their standard terms, to ensure that disputes do not materialise from contractual ambiguities. Whilst the insertion of the BIMCO US Anti-Drug Abuse Act 1986 Clause for Time Charter Parties 2013 provides some guidance, a variation of this clause or a more bespoke clause may provide the contractual certainty required.

Editor's note

The author Ian Short and the CJC Team have advised on such matters as those dealt with above and are on hand to provide specific advice to the facts of any individual cases.

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ESA and ship pollution

Detecting pollution from individual ships from space

For the first time, scientists, using data from the Copernicus Sentinel-5P satellite, are now able to detect nitrogen dioxide plumes from individual ships from space.

Maritime transport has a direct impact on air quality in many coastal cities. Commercial vessels burn fuel for energy and emit several types of air pollution as a by-product, causing the degradation of air quality. A past study estimated that shipping emissions are globally responsible for around 400,000 premature deaths from lung cancer and cardiovascular disease, and 14 million childhood asthma cases each year.

For this reason, during the past decade, efforts to develop international shipping emission regulations have been underway. Since January 2020, the maximum sulphur dioxide content of ship fuels was globally reduced to 0.5% (down from 3.5%) in an effort to reduce air pollution and to protect health and the environment. It is expected that the nitrogen dioxide emissions from shipping will also become restricted during the coming years.

Unresolved issue of compliance

Monitoring ships to comply with these regulations is still an unresolved issue. The open ocean covers vast areas, with limited or no capacity to perform local checks. This is where satellites, such as the Copernicus Sentinel-5P satellite, come in handy.

Until recently, satellite measurements needed to be aggregated and averaged over months or even years to discover shipping lanes, limiting the use of satellite data for regulation control and enforcement. Only the combined effect of all ships could be seen, and only along the busiest shipping lanes.

Sun glint pattern as seen in satellite data from the VIIRS satellite on 2 July 2018. The dark spots in the middle of the sun glint are locations where the sea surface is nearly flat (lack of wind waves) and acts as a true mirror, in which case the sun glint effect disappears.

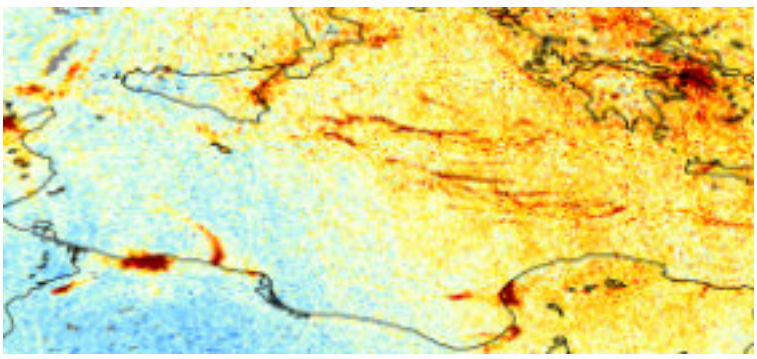
Photo: Joseph A Shaw and Michael Vollmer©.

Sun glint satellite data

In a recent paper, an international team of scientists from the Royal Netherlands Meteorological Institute (KNMI), Wageningen University, the Human Environment and Transport Inspectorate of the Ministry of Infrastructure and Sun

Water Management, the University of Thessaloniki and the Nanjing University of Information Science & Technology, have now discovered patterns in previously unused sun glint satellite data over the ocean that strongly resemble ship emission plumes.

Sun glint occurs when sunlight reflects off the surface of the ocean at the same angle that a satellite sensor views it. As water surfaces are irregular and uneven, the sunlight is scattered in different directions, leaving blurry streaks of light in the data.



For the first time, scientists, using data from the Copernicus Sentinel-5P satellite, are now able to detect nitrogen dioxide plumes from individual ships from space. This image shows the nitrogen dioxide emission patterns in dark red over the central Mediterranean Sea on 2 July 2018.

This illustration contains modified Copernicus Sentinel data (2018), processed by Georgoulias et al ©.

Cloud confusion

Satellite algorithms tend to mistake such bright surfaces for cloudiness, which is why, for a long time, sun glint was considered a nuisance in satellite measurements. Differentiating clouds from other bright reflective surfaces such as snow, clouds or even sun glint over the ocean surface has proven difficult – until now.

In a study published last year (2019), scientists were able to differentiate snow and ice from clouds by measuring the height of the cloud and comparing it with the surface elevation. If the height of the cloud is found to be sufficiently close to the surface, it can be considered either snow or ice, rather than cloud coverage.

When applying the same method for sun glint over oceans, the team were able to easily identify and attribute emissions from individual ships in daily Sentinel-5P measurements.

Aris Georgoulias, from the University of Thessaloniki, commented: '*By combining these measurements with ship location information, and taking into account the effect of wind blowing emission plumes away from ship smoke stacks, we could show that these structures almost perfectly matched the ship tracks*.'

'*For now, only the largest ships, or multiple ships travelling in convoy, are visible in the satellite measurements*,' added Jos de Laat, from KNMI who continued with: '*Ship tracks from small ships never aligned with these emission plume structures, unless their tracks crossed the track of larger ships or large shipping lanes, or a small ship travelled in a busy shipping lane*.'

Claus Zehner, ESA's Sentinel-5P Mission Manager, added: '*We think that these new results demonstrate exciting possibilities for the monitoring of ship emissions in support of environmental regulation from space. Future planned satellite missions with improved spatial resolution, for example the Copernicus Anthropogenic Carbon Dioxide Monitoring satellites, should allow for the better characterisation of nitrogen dioxide ship emission plumes and, possibly, detection of smaller ship plumes*.'

Editor's note: This article appears by kind permission of the European Space Agency (www.esa.int) where it is available at:

https://tinyurl.com/y5oa56as

The UNCTAD Review of Maritime Transport 2020

In mid-November UNCTAD in Geneva issued *Review of Maritime Transport 2020*.

This provides an update on the latest trends in maritime trade, supply, markets, key performance indicators, and legal and regulatory developments. It also includes a special chapter with testimonials from maritime stakeholders and their experiences in coping with the COVID-19 pandemic.

A copy may be downloaded here:
https://tinyurl.com/y6ksawcc

There is no doubt that COVID-19 pandemic has underscored the global interdependency of nations and set in motion new trends that will reshape the maritime transport landscape.

The sector is at a pivotal moment facing not only immediate concerns resulting from the pandemic but also longer-term considerations, ranging from shifts in supply-chain design and globalization patterns to changes in consumption and spending habits.

There is a growing focus on risk assessment and resilience-building, as well as a heightened global sustainability and low-carbon agenda. The sector is also dealing with the knock-on effects of growing trade protectionism and inward-looking policies.

International maritime trade under severe pressure

Volumes expanded by 0.5% in 2019, down from 2.8% in 2018, and reached 11.08 billion tons in 2019.

In tandem, global container port traffic decelerated to 2% cent growth, down from 5.1% in 2018.

search for alternative markets and suppliers resulted in a redirection of flows away from China towards other markets, especially in south east Asian countries.

The US increased its merchandise exports to the rest of the world, which helped to somewhat offset its reduced exports to China. New additional tariffs are estimated to have cut maritime trade by 0.5% in 2019, with the overall impact being mitigated by increased trading opportunities in alternative markets.

BMT wins first ADMIRALTY Marine Innovation Programme challenge

On 19 November the UK Hydrographic Office (UKHO) announced that a leading international design, engineering, science and risk management consultancy, BMT, is the winner of the first ADMIRALTY Marine Innovation Programme challenge.

Launched earlier in the year in collaboration with RE_SET (https://thisisreset.com/), the programme aims to help start-ups and innovators develop new solutions that support safe, secure and thriving oceans. The programme's first innovation challenge focused on 'Unlocking Autonomous Navigation' (https://tinyurl.com/y6eu9xch) and tasked participants with identifying how marine geospatial data can support the safe navigation of commercial autonomous ships.

BMT's solution for the Autonomous Navigation Challenge

For this challenge BMT created a new navigation system, which combines their REMBRANDT® and TUFLOW® simulation technologies to enhance autonomous operations planning and real-time navigation safety in busy waterways and ports.

It is understood that the system successfully simulated the navigation of a 140metre loa part-autonomous ferry in the port of Plymouth using multiple ADMIRALTY data sets, including bathymetry, tidal streams and heights, seabed composition and ship routeing. This new application by BMT can also be linked to other external and environmental data sources, including satellite and AIS receivers, to ensure safety and efficiency.

As the challenge winner, BMT will collaborate with the UKHO, utilising marine geospatial data and expertise, to develop an alpha product for the autonomous shipping sector, it is understood. In addition, as part of this challenge, BMT has won a seat at the IoT Tribe Space Endeavour Accelerator (https://www.iottribe.org/space/) to further develop technologies using satellite-derived data.

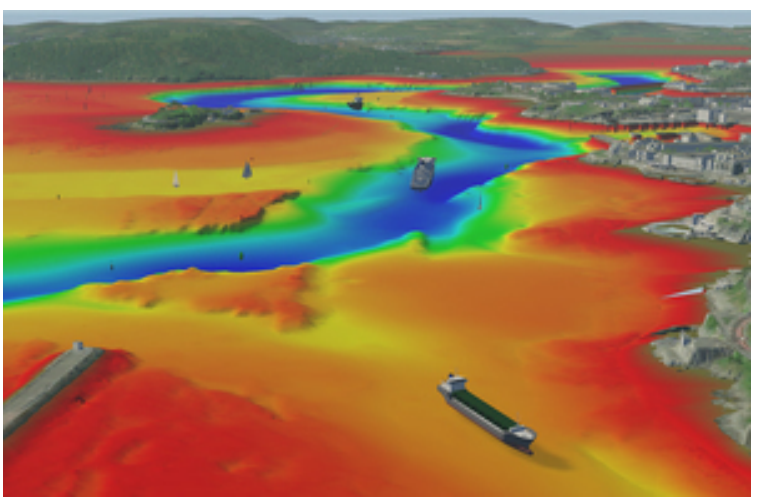


Illustration UKHO ©.

Sarah Kenny OBE, Chief Executive of BMT, commented: '*We strongly believe in the development and transition to a fully autonomous world and we are particularly proud to put our experience and knowledge towards a challenging navigation project that could become a catalytic factor for industrial innovation in this area and beyond. Thanks to these initiatives, introduced for the very first time this year by the UKHO, BMT will strengthen its technological leadership in a very competitive sector.*'

Dr Phil Thompson, Director of Simulation and Training Products at BMT, added: '*Receiving this international award from the highly-esteemed UK Hydrographic Office (UKHO) is indeed an honour. BMT continues to further develop its technological expertise in the field of autonomous vessels' navigation with the goal to create a centre of excellence in the UK for one of the strongest growing maritime sectors.*'

Mark Casey, Head of Research, Design and Innovation at the UKHO, said: '*We're delighted to announce BMT as the*

winner of our Autonomous Navigation Challenge. This is a great achievement for BMT and an exciting milestone in the UKHO's journey to support safe, secure and thriving oceans.

'*The ADMIRALTY Marine Innovation Programme was established to inspire innovative solutions to the threats faced by the oceans, as well as the opportunities. Challenges faced by UKHO include the aim to support the growth of the Blue Economy and unlock the power of marine geospatial data across a range of sectors. The team at BMT share the same goal and we're looking forward to continuing our work with them.*'

To learn more

It is understood that the UKHO plans to roll out more challenges to help tackle a number of vital issues, including renewable energy generation, blue carbon sequestration and sea-level rise modelling.

To learn more about the programme and the latest challenge, Transforming Maritime Risk and Insurance, on the ADMIRALTY website readers are invited to see here:
(i) About the Marine Innovation Programme (https://tinyurl.com/yy2rmfd8)
(ii) Transforming Maritime Risk and Insurance challenge (https://tinyurl.com/y3bn399u)

HERO vessel mv *Tannhauser* ready to set sail

The newest addition to Wallenius Wilhelmsen's series of HERO vessels, mv *Tannhauser* was scheduled to make her maiden voyage from Asia to Europe as we were closing this edition of *Newsletter* towards the end of November.

Built at the CSIC Xingang shipyard in China and with a capacity equivalent to 7,700 cars, *Tannhauser*, like her sister vessels *Titus* and *Traviata*, is designed with energy efficiency in mind.

Extensive modelling has been performed to optimise the hull shape to diminish drag and wave resistance, while the engine has been tuned for low-load operation, which reduces fuel consumption.

It is said that the vessel's bow design delivers better wave-cutting ability than conventional bows and reduces the seagoing resistance and thereby the propulsive energy demand.

The vessel's bunker system, which can operate on different bunker qualities, further improves efficiency, while the electrically hoistable deck panels in the cargo hold allow for fast, safe and flexible operations when transporting breakbulk, rolling equipment and cars.

Geir Fagerheim, senior vice president, marine operations, at Wallenius Wilhelmsen commented: *Right now there is a capacity demand in the fleet and this new vessel type is more energy-efficient than some of our older vessels that are currently in cold lay-up.*'

As part of the Wallenius Wilhelmsen Ocean fleet renewal programme, in which elderly tonnage is replaced, these new HERO class vessels not only deliver improved efficiencies from an operational perspective, but from an environmental one too.

The HERO class is the newest, most modern vessel type in Wallenius Wilhelmsen's fleet. The name, which stands for High Efficiency RoRo carrier, refers to an advanced design ship that is fully equipped to meet the customer needs of today and the future.

For many years, vessel dimensions have been dictated by the size of the Panama Canal – one of the world's most important trade routes. However, with wider locks currently under construction, Wallenius Wilhelmsen has taken the opportunity to build a new carrier type that is not only bigger, but more flexible and efficient. The result is the HERO class.

From Wallenius Wilhelmsen's series of HERO vessels, mv Tannhauser.

Photo: Wallenius Wilhelmsen ©.

In some respects the HERO class is a form of a hybrid between a ro-ro vessel and a Pure Car and Truck Carrier (PCTC), offering all the flexibility of a ro-ro carrier, combined with the lightness of a PCTC. This vessel type supports Wallenius Wilhelmsen's ability to be flexible in responding to variations in cargo configurations, trades and regulations, preparing it for whatever the future may hold.

Zero damage to cargo

The HERO has been designed to support Wallenius Wilhelmsen's zero damage cargo quality objective. During loading and unloading, a ship might be compared to a parking garage, and Wallenius Wilhelmsen wanted to ensure that manoeuvring inside it would be as risk-free as possible. To this end, the number of pillars in the ship has been limited, while their design is intended to be as non-obstructive as possible. Further, the width of the stern ramp has been extended from the standard seven to twelve metres to allow for more efficient flow of traffic on and off the ship.

Editor's note:

We are most grateful to staff at Wallenius Wilhelmsen for allowing us permission to quote from website material at www.walleniuswilhelmsen.com

Abandoned vessels & seafarers map

Original map with legend is located here:

https://www.arcgis.com/home/webmap/viewer.html?webmap=26f4e0ac76434ff7a31ad65ddb39212e

Or here: https://tinyurl.com/y5455p75

A map of the ILO's seafarer abandonment database, with additional information on companies taken from the IMO Web Accounts database. Last updated: 12/11/2020. Web Map by sj_mapper

From the office

This edition of the IFSMA Newsletter is unusual in that it comes only one month after the previous edition. As we gain more experience in gathering items of interest for you we have decided to try and change the publication to monthly instead of every two months. We have also included two articles provided specially for us this time: Drug smuggling in commercial shipping (page 20) and Breaking the ice: delivering the goods to the Arctic in a pandemic (page 18).

So far we have one special article for the next edition on the subject of Tackling container ship fires.

We have just received some good news for seafarers, you have been designated as Key Workers by the United Nations General Assembly at their meeting on 1st December 2020, this should mean that you will be given extra priority by States for crew changes and you also move higher up the list to obtain a Covid-19 vaccination. We plan to include more information on this good news in the next edition of this Newsletter. IFSMA has been working hard behind the scenes lobbying senior politicians to enable this to happen, we hope our efforts made a difference.

As we are preparing to go to press we hear news of container vessel mv *ONE Apus* encountering extreme weather conditions in the North West Pacific, with the possibly 1,900 containers either lost or damaged including an estimated 40 DG containers, to give an idea of the scope of this loss the average total loss for the last few years is 1,382 containers per year. For the preliminary story see here: https://tinyurl.com/y3l6ekg8 which includes an astonishing photo of the damaged containers taken by a crew member.

It is difficult to make plans for the coming year with the Pandemic still in full flood. Although vaccines are now appearing it is not clear when the majority of the world's population will be vaccinated. IMO continues to hold meetings via video conferencing facilities. This has the effect of severely limiting numbers attending, NGOs are only able to have one person to speak.

Did you know? Busses have 'Captains' in Hong Kong!

The poster on next/last page: *Reproduced by kind permission of the Marine Accident Investigators' International Forum (MAIIF). For more information on this organisation see here: www.maiif.org*

Enclosed Space Entry

STOP

You must not open or enter an ENCLOSED SPACE unless authorized by the master or the nominated responsible person and unless the appropriate safety procedures laid down for the particular ship have been followed

THINK

Before entering an ENCLOSED SPACE, you must have a Permit to Enter completed by the master or responsible person and by any persons entering the space

ASK

Have I received instructions or permission from the master or nominated responsible person to enter the enclosed space?

IF YOU DO NOT HAVE A PERMIT TO ENTER AND HAVE NOT RECEIVED INSTRUCTIONS OR PERMISSION FROM THE MASTER OR NOMINATED RESPONSIBLE PERSON, THEN **DO NOT ENTER ANY ENCLOSED SPACE**

What is an ENCLOSED SPACE?

ENCLOSED SPACE means a space which has any of the following characteristics: limited openings for entry and exit; inadequate ventilation; and is not designed for continuous worker occupancy.

Adapted from, and in support of, IMO Resolution A.1050(27) – Revised recommendations for entering enclosed spaces aboard ships.





A Marine Accident Investigators' International Forum project, sponsored by: Bahamas Maritime Administration; Republic of the Marshall Islands Maritime Administrator; Norwegian Maritime Directorate; St. Kitts & Nevis International Ship Registry; South African Maritime Safety Authority; Swedish Transport Agency; United States Coast Guard; and supported by The Nautical Institute