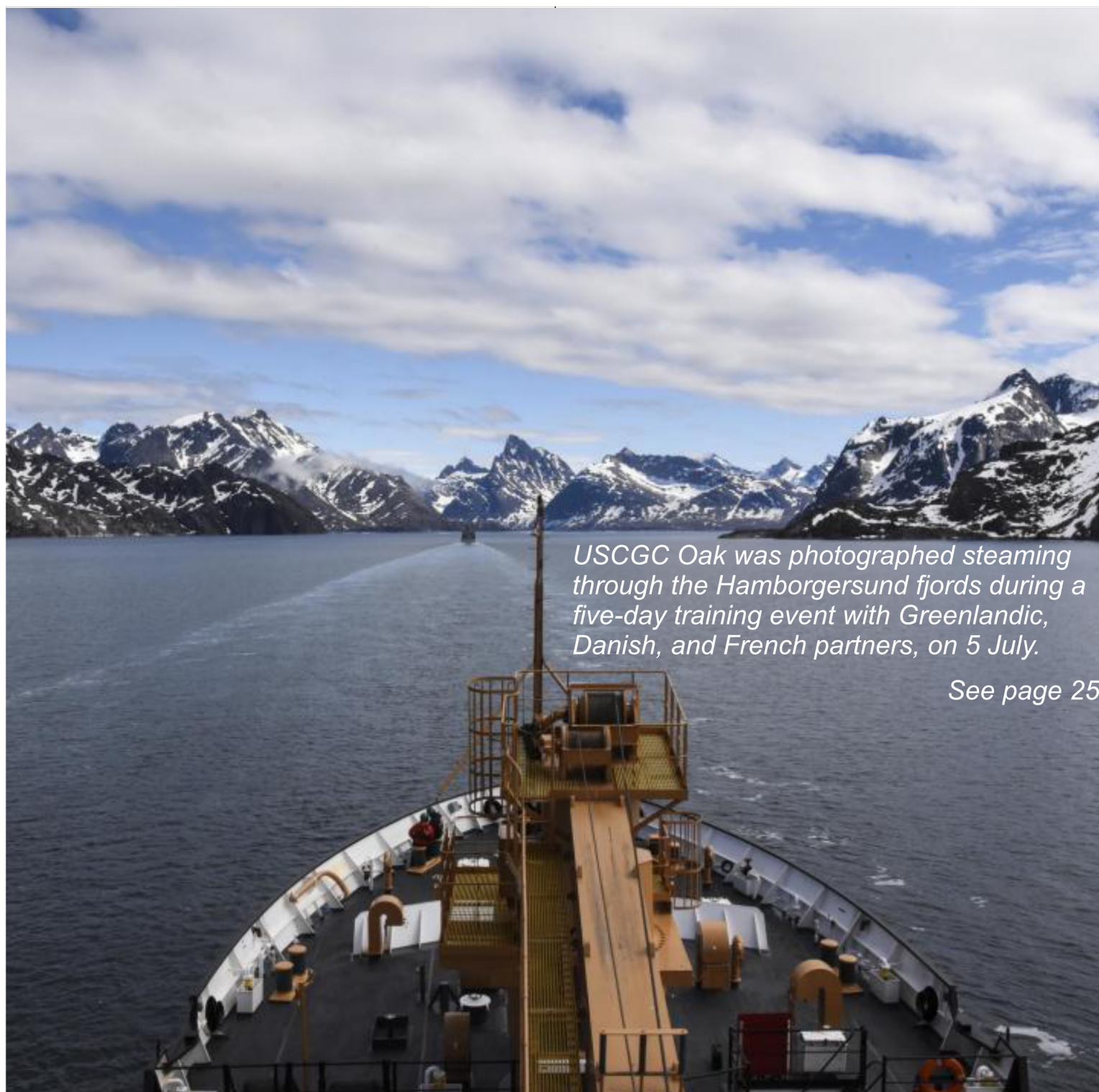


Number 55, August 2022

IFSMA

NEWSLETTER

The Shipmasters' International Voice



USCGC Oak was photographed steaming through the Hamborgersund fjords during a five-day training event with Greenlandic, Danish, and French partners, on 5 July.

See page 25



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Readers are reminded that the opinions expressed in the IFSMA Newsletter are those of the author and not necessarily in accord with IFSMA policy.

Secretary General's Report

July seems to have been a very quiet month across the whole industry although we continue to have problems with manning and crew change issues brought about by renewed Covid restrictions in various parts of the world and the inhumane war inflicted by Russia on Ukraine.

Some good news has come from the IMO who have briefed that they hope that ships carrying grain and/or fertilisers may be about to start using specific corridors to and from Turkey's Bosphorus. We at IFSMA understand that mine clearance will be carried out and guaranteed by Ukraine. I will inform you when there is more positive information to hand.

I hope as many of you as possible are able to take a (northern hemisphere) summer break. Let us spare a thought for those in Ukraine and all of you at sea working.

With fair winds and a following sea.

Jim Scorer

LATE NEWS Tripoli

According to press reports on 1 August a vessel carrying Ukrainian grain departed Odesa that day bound for Lebanon.

Ukraine's Infrastructure Ministry reported that this was the first vessel to leave since the ports were closed.

She is understood to be the Sierra Leone-flagged ship Razoni, carrying 26,000 tonnes of cereal cargo and sailed after weeks of negotiations between Ukraine and Russia, led by Turkey and the UN.

As we know Russia has been blockading Ukraine's ports, generating a global grain shortage of which the UN has warned of a likely starvation catastrophe.

It was understood from a BBC report at the time of writing that Razoni with call at Istanbul for inspection.

See the UN Plan on page 21.

From the News Editor

ABB Review was first published in 1914 (being called *BBC Review*). As far as the editors could ascertain, it is the longest running corporate publication in the world. From the first edition, the journal's purpose has been to inform customers of ABB's technologies and research activities. ASEA started a similar journal in 1924, named *ASEA Journal*. When ASEA and BBC merged in 1987, the two publications joined forces to form *ABB Review*.

Articles are written by ABB employees from around the world, and are read by engineers and managers in customer organizations. As such, the journal uses a technical language, speaking from engineer to engineer.

Besides customers, the journal is also distributed in education and academia. Many ABB researchers report having first become interested in the company through reading *ABB Review*.

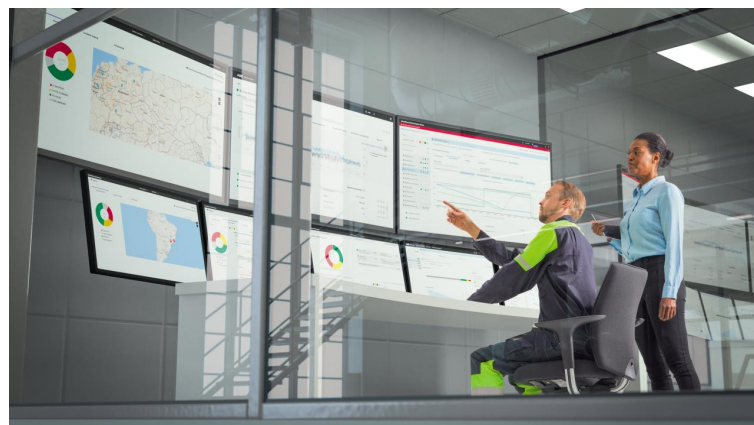


ABB Review is published quarterly in English, French, German, Spanish and Chinese. Distribution is about 50,000 copies, in print and electronically.

The latest edition of *ABB Review*, 3/2022, published at the end of July tells how augmented and virtual reality as well as artificial intelligence are combined in ABB solutions to optimize decision making. In addition ABB experts explain how energy efficiency of data centres can be increased significantly.

To download the latest edition readers are invited to see here: <https://tinyurl.com/mr2psxxh>

The IMO Digest

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

Illustrations per www.imo.org ©

IMO and strengthening of port security in Tunisia

Strengthening port security was the focus of a workshop held in Hammamet, Tunisia from 4 to 8 July. It is understood that thirty-six participants from Tunisia's Ministry of Transport, Port Authority, stevedoring companies, and other entities directly involved in port security attended to develop ways in which to collaborate and cooperate at the national level with a view to enhancing implementation and compliance with international requirements. This was reported by the IMO media service early in July.

Key issues under discussion were implementation of the International Ship and Port Facility Security Code (ISPS Code) for Designated Authorities (DA) and Port Facility Security Officers (PFSOs).

Participants went on to enhance their ability to effectively perform their duties in accordance with the relevant provisions of IMO's maritime security measures, including

SOLAS Chapter XI-2, the ISPS Code, the IMO/ILO Code of Practice on Security in Ports, and related guidance.



Oversight roles and responsibilities of the DA responsible for implementing the ISPS Code were also covered during the workshop, which was organised by IMO and the UK Department for Transport (DfT).

IMO combating maritime security threats

Western Indian Ocean and Gulf of Aden

Signatory States to the revised Code of Conduct concerning the repression of piracy, armed robbery against ships and illicit maritime activity in the western Indian Ocean and the Gulf of Aden Area, known as the Jeddah Amendment to the Djibouti Code of Conduct 2017 (DCoC), have agreed a raft of measures to combat new and emerging threats to maritime security. This was reported by the IMO media service on 4 July.

Threats beyond piracy

This high-level meeting, held in Dubai from 28 to 30 June, acknowledged that maritime threats have evolved and expanded beyond piracy into other challenges that have a damaging effect on the economies of the Signatory States.

The meeting adopted four resolutions aimed at strengthening measures to meet the new challenges. These include: (i) measures to develop a robust regional information sharing network; (ii) better coordination of capacity building through strengthening of relations of international partners through the Friends of the DCoC forum; (iii) measures to boost the DCoC Trust Fund; and (iv) to develop mutually beneficial relationships with international organizations and coalitions with a common vision to enhance maritime security in the region.

Collective effort

In the words of the European Union Ambassador to the United Arab Emirates, Andrea Matteo Fontana: *'The response to all these challenges and the promotion of maritime security, cannot be achieved by one country or organization alone. The efforts must be collective and multinational.'*

Regional solutions for regional problems

Co-chair HE Mrs Mariam Aweis Jama, Somalia Minister for Ports and Marine Transport, commented: *'Under the Jeddah Amendment, the region has now come up with very good initiatives for what we can consider as regional solutions for regional problems. The Jeddah Amendment also offers a very good framework for such cooperation.'*

The high-level Dubai meeting was launched by the UAE Minister of Energy and Infrastructure, HE Suhail Mohammed Almazrouei, the Chairman of the DCoC Steering Committee, General Mohammed bin Addullah Al-Shehri, and the EU Ambassador to UAE, Andrea Matteo Fontana. IMO Secretary-General Mr. Kitack Lim conveyed his message via video.



Seychelles Principal Secretary for Civil Aviation, Ports & Marine, Mr Alan Renaud was the other co-chair and the meeting was attended by more than 70 participants representing 15 signatory States, international donors, other regional organizations and implementing partners. The meeting was jointly organized by IMO and the United Arab Emirates, with financial and in-kind contributions from the European Union through the CRIMARIO project and the United Arab Emirates.

About CRIMARIO

CRIMARIO or the Critical Maritime Routes Indo-Pacific: The European Union (EU)'s maritime capacity building initiative established between 2015 to 2019, contributed to enhancing Maritime Domain Awareness (MDA) through information sharing, capacity building and training, in the Western Indian Ocean (WIO). This was achieved through the development of the IORIS platform, a maritime coordination and communications tool for the region, coupled to extensive training programmes on maritime data processing.

Since CRIMARIO I was a success, the EU decided to extend the project's geographical reach with the ambition of inter-connecting the Indo-Pacific through CRIMARIO II (2020-2024), also implementing law enforcement capacity building activities. This supports the EU's recently promulgated Indo-Pacific strategy where the Union is

underlining its role as a global maritime security provider, to promote an open and rules-based regional maritime architecture. CRIMARIO II is a four-year EU funded project, with a budget of €7.5 million (May 2020-April 2024), and implemented by Expertise France. **For more see:** www.crimario.eu

Lisbon UN Ocean Conference

IMO commitment to protecting the ocean

At the UN Ocean Conference in Lisbon held from 27 June to 1 July 2022 IMO delegates highlighted the Organization's continuing commitment to preserving the world's ocean and combating climate change.

IMO Secretary-General Kitack Lim emphasized shipping's truly international nature in saying: *'The ocean truly sustains us all, and the maritime sector connects us all. A greener, resilient maritime sector is essential for the needs of future generations – the maritime sector underpins all sustainable development.'*

Speaking at the Interactive Dialogue on addressing marine pollution, Mr Lim added: *'The regulatory framework must be fair, and must ensure no one is left behind as the industry moves towards even greener operations. Marine pollution is a transboundary problem.'*

'The threats from certain types of pollution, such as marine plastic pollution, are seen at global scales and the impacts from this pollution, coupled with climate change, create an increasing threat for marine biodiversity, ecosystems, and consequently human wellbeing.'

'As we scale up our efforts, R&D collaboration, information sharing, and capacity-building will be key to ensure no one is left behind in the push for the greening of the shipping sector.'

The Lisbon Declaration

The Ocean Conference saw the unanimous adoption by Heads of State and Government and high-level representatives of the Lisbon Declaration, ***Our ocean, our future, our responsibility***, a suite of science-based and innovative actions, taking into account the capacity challenges facing developing countries, in particular, Small Island Developing States and Least Developing Countries, at the frontline of the devastating impacts of the ocean emergency. (For more readers are invited to see here: <https://tinyurl.com/y3wf5845>)

GloLitter - addressing marine plastic litter

Reducing marine debris in the oceans is a key target under the Sustainable development Goal (SDG) 14. The IMO and the Food and Agriculture Organization of the United Nations (FAO) GloLitter Partnerships Project (launched in 2019 with initial funding from the Government of Norway), aims to help shipping and fisheries move to a low-plastics future.

GloLitter is assisting developing countries identify opportunities to prevent and reduce marine litter, including plastic litter, from within the maritime transport and fisheries sectors, and to decrease the use of plastics in these industries, including identifying opportunities to re-use and recycle plastics.

At an IMO-organized side-event on shipping and fisheries cooperation to tackle sea-based sources of marine litter, GloLitter lead partner country Costa Rica shared examples on how the country addresses the major issue of plastic litter, including banning single use plastics such as supermarket plastic bags. With the support from the GloLitter project, the country will implement a number of priority actions to tackle sea-based marine plastic, focusing on legal and policy reform and the implementation of IMO's MARPOL Annex V instrument on regulation of garbage from ships, the London Convention and Protocol on dumping of waste at sea, and the FAO Voluntary Guidelines on Marking of Fishing Gear.

Costa Rica plans to establish port reception facilities to be able to collect marine plastic litter, including fishing gear, with the aim being to reuse them in the circular economy.

At the same side-event, FAO also shared their experiences with addressing marine plastic litter in the fisheries sector, and a representative from the GloLitter Global Industry Alliance, highlighted the importance of linking regulatory and industry actions.

The Lisbon Declaration commits to preventing, reducing, and eliminating marine plastic litter, including single-use plastics and microplastics, including through contributing to comprehensive life-cycle approaches, encouraging resource efficiency and recycling as well as environmentally sound waste management. It recognizes the establishment by resumed fifth session of the United Nations Environment Assembly (UNEA-5.2) of an intergovernmental negotiating committee towards an international legally binding instrument on plastic pollution.

Combating climate change

The Lisbon Declaration commits to reducing greenhouse gas emissions from international maritime transport, especially shipping, as soon as possible, acknowledging the leadership role of IMO.

IMO participated in several events highlighting its efforts to decarbonise shipping, including the ongoing work with many countries through its global projects to showcase innovation, link decarbonisation projects together, and promote trials and pilots, which will feed into the revision of the IMO Initial GHG Strategy.

Mr Lim commented further: *'The just and equitable transition in maritime's decarbonisation means providing job opportunities and skills development to seafarers, port workers and shipping industries in developing countries.'*

'This transition is challenging – but it can enable the sector to reconnect with young generations in all regions of the world, many of whose future careers will feature renewable energy generation and energy efficiency technology.'

'As the shipping industry makes this transition it will create opportunities for many developing countries, which are already exploring renewable fuel production that can serve to accelerate their transition to low-carbon economies.'

'All stakeholders must work together to sustain the momentum of decarbonisation in shipping and work together for a greener future.'

Empowering women and girls

The Lisbon Declaration commits to empowering women and girls, as their full, equal and meaningful participation is key in progressing towards a sustainable ocean-based economy. The declaration commits to achieving Goal 14, and to mainstream a gender perspective in work to conserve and sustainably use the ocean and its resources.



IMO representatives at the United Nations Ocean Conference in Lisbon, Portugal (27 June to 1 July 2022) highlighted the Organization's continuing commitment to preserving the world's ocean and combating climate change.

IMO participated in a side event co-sponsored by the World Maritime University–Sasakawa Global Ocean Institute; International Maritime Organization; International Seabed Authority; Government of Antigua and Barbuda; Sailors for the Sea Japan; and Leading Women for the Ocean.

Here Mr Lim commented: *'By actively empowering women with the requisite skills and maintaining a barrier-free working environment, we create truly sustainable systems of gender equality.'*

'Our efforts to support the Sustainable Development Goal 5 on gender equality must continue to be embedded across all of IMO's work. This is vital at a time when the maritime industry is working to transition to a more sustainable future and to decarbonise, digitalise, increase efficiency, and fight climate change.'

'This transition cannot take place without the brightest minds working to find solutions.'

Addressing underwater noise from ships

The IMO delegation also participated in a side-event on underwater noise, showcasing the work of the Organization on the implementation of the guidelines on reducing underwater noise from commercial shipping to

address adverse impacts on marine life, as well as the connection to Particular Sensitive Sea Areas (PSSAs).

An important step towards a project to build capacity to address noise from shipping was taken the week prior to the UN Ocean Conference. The Global Environment Facility (GEF) approved the Project Identification Form to prepare the full proposal for a medium-size GEF funded project. This means that IMO will initiate the preparatory phase for a global capacity building intervention on the matter of underwater noise from ships.

Inter-agency cooperation

IMO contributed to and co-organized several events that highlighted the crucial nature of inter-agency cooperation, through UN-Oceans as well as the Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection (GESAMP) together with other entities in the UN system.

United Nations Ocean Conference

The United Nations Ocean Conference was attended by more than 6,000 participants, including 24 Heads of State and Government, and over 2,000 representatives of civil society.

IMO contributed to the overall planning and preparation of the Ocean Conference, as a co-convenor of the Informal Preparatory Working Group 1 on marine pollution, together with UNEP, thus leading the preparation of the background document for the Interactive Dialogue on marine pollution during the Conference.

IMO welcomes maritime humanitarian corridor in Black Sea

On 22 July IMO Secretary-General Kitack Lim welcomed the signing of the agreement between, the Russian Federation, Turkey, Ukraine and the United Nations to establish a humanitarian maritime corridor to allow ships to export critical cargoes of grain and foodstuffs from Ukraine.



The agreement was signed in Istanbul, after several weeks of talks. IMO participated as part of the UN delegation.

Mr Lim attended the signing ceremony in Istanbul. He commented: *'I am very pleased that all parties have reached agreement on the way forward for ships to safely transport much-needed grain and other commodities*

through the Black Sea. This agreement would not have been possible without the spirit of cooperation by the countries involved and the leadership shown by UN Secretary General António Guterres in proposing this initiative.'



'The safety of ships and seafarers remains my top priority. IMO instruments, including the International Ship and Port Facilities Security (ISPS) Code, underpin this agreement for safe and secure shipping through the Black Sea. I commend the efforts of all involved, particularly the IMO Member States - Russian Federation, Turkey and Ukraine.'

In March the IMO Council at its 35th Extraordinary Session requested the IMO Secretary-General to collaborate with relevant parties to initiate the establishment and support the implementation of a blue safe maritime corridor in the Black Sea and the Sea of Azov.

IMO Exceptional Bravery Award

Chinese chief officer selected

Mr Bo Xu, Chief Officer of the oil tanker *Jian Qiao 502*, is to receive the 2022 IMO Award for Exceptional Bravery at Sea, in recognition of his bravery, determination and endurance when rescuing two individuals in a liferaft near Zhifu Bay in northern China, in severe weather and heavy seas.

Five individuals or sets of nominees will receive certificates of commendation for their acts of bravery, while a further six will receive letters of commendation.

The recipients were selected by a Panel of Judges, whose recommendation was endorsed by the IMO Council, meeting for its 127th session from 11 to 15 July.

A total of 41 nominations were received for the 2022 award from 17 Member States and two non-governmental organizations in consultative status with IMO.

Winner of the 2022 award

On the morning of 12 December 2021, the cargo ship *Tian Feng 369* experienced bad weather, flooded and began to sink 30 nautical miles northeast of Zhifu Bay. The tanker *Jian Qiao 502*, which was en-route to the port of

Dongguan, changed course without delay to assist the vessel in distress.

After one and a half hours of exhaustive search, chief officer Bo Xu spotted a drifting life raft filled with seawater and carrying two survivors. *Jian Qiao 502* headed for the raft and the crew quickly realized that both survivors were too weak to securely tie a rope to themselves.

Mr Xu jumped into the freezing waters without hesitating and swam relentlessly towards the raft, battling high waves and strong currents. After several attempts, he reached and pulled himself to the life raft and tied ropes to the survivors, who were successfully transferred to the deck with the help of other crew members.

On his return to the ship, the chief officer immediately performed emergency resuscitation on both survivors, despite the fatigue and cold he still suffered. Eventually, one of the rescued survived and the other, regrettably, passed away due to hypothermia.

Mr Xu was nominated for the award by China.



Mr Bo Xu, Chief Officer of the oil tanker *Jian Qiao 502*, is to receive the 2022 IMO Award for Exceptional Bravery at Sea, in recognition of his bravery, determination and endurance when rescuing two individuals in a liferaft near Zhifu Bay in northern China.

Certificates of Commendation

The Council agreed to award certificates of commendation to:

- **The crew of SAR helicopter Rescue Cyclone Victor, Flotilla 33F, Lanvéoc Naval Air Base, French Navy**, nominated by France, for the rescue in severe weather conditions and heavy seas of the entire crew of the sailing vessel *Don Quijote*, which was badly damaged.
- **The crews of Indian Naval vessels INS Kochi and INS Kolkata**, as well as those of tug/supply vessel *Greatship Ahalya*, for the rescue of 261 personnel (of which there were 18 casualties) on board the accommodation barge P-305, following its collision with an oil rig during cyclone Tauktae.
- **The crew of the fishing vessel Fukuseki-maru No.15**, nominated by Japan, for the successful rescue of all 20 lives onboard the half-sunken fishing vessel Bandar Nelayan 188.
- **Three crews of the US Coast Guard Air Station Cape Cod, Massachusetts, United States Coast Guard**; three crews of the 413 Transport and Rescue Squadron, Greenwood NS, Royal Canadian Air Force; and the crew of the CGCC Cape Roger, Canadian Coast Guard, nominated by the United States, for the international rescue operation of all 31 crew members of the fishing vessel *Atlantic Destiny*, which was on fire, unpowered, flooding and violently pitching and rolling.
- **Aviation Survival Technician Second Class Juan Espinosa Gomez**, US Coast Guard Air Station Sitka, Alaska, United States Coast Guard, nominated by the United States, for the rescue of a mariner of the sailing vessel *Ananda*, amidst heavy seas and limited visibility caused by a powerful Alaskan storm.

Letters of commendation

Letters of commendation will be sent to:

- **The crew of rescue helicopter B-7309, Beihai Rescue Bureau**, nominated by China, for the search and rescue operation of five fishers of the capsized fishing vessel *Liao Zhuang Yu 65558*.
- **The crew of the fishing vessel Zhe Yu Yu 82085**, nominated by China, for rescuing five surviving fishers of the sinking vessel *Shen Lian Cheng 707*.
- **The firefighter of the Hazardous Environment Intervention Group (GRIMP), Departmental Fire and Rescue Service of Reunion (SDIS 974)**, nominated by France, for his actions during the co-ordinated rescue of 11 crew members of the grounded tanker *Tresta Star*.
- **Captain Kakha Bezhanidze, Master of the M/T Elan Vital**, nominated by Georgia, for the co-ordinated search and rescue operation of 10 survivors found in three separate life rafts after the sinking of the M/T *Suvari H*.
- **Aviation Survival Technician First Class Newsward K. Marfil**, Coast Guard Air Station Barbers Point, Hawaii, United States Coast Guard, nominated by the United States, for the rescue of two pilots forced to ditch their cargo aircraft into the Pacific Ocean.
- **Mr. Nguyen Van Hoa, Leader of the Anti-Drugs and Crime Team**, Tan Thanh Border Guard Post, Provincial Border Guard Command of Binh Thuan,

nominated by Viet Nam, for rescuing a swimmer swept away by fast-flowing currents.

Future submissions

Despite the significant number of nominations received, the Panel of Judges noted that several nominations did not provide enough information on their citations to ensure an accurate evaluation or did not meet the criteria of the Award Guidelines. Future submitters are encouraged to include as much information as possible, providing detailed descriptions of circumstances and events.

Rescue of migrants

Three merchant vessels involved in rescue operations of migrants, nominated by Croatia, the Philippines and INTERTANKO, fit the criteria for Special recognition for merchant vessels and their crew involved in the rescue of mixed migrants at sea (as per resolution A.1093(29)). They will be awarded certificates for this recognition.

IMO Awards Ceremony

The awards will be presented by the Secretary-General at the IMO Awards Ceremony on 2 November 2022, during the 106th meeting of the IMO Maritime Safety Committee to be held from 2 to 11 November.

About the IMO Award for Exceptional Bravery at Sea

This annual award was established by IMO to provide international recognition for those who, at the risk of losing their own life, perform acts of exceptional bravery, displaying outstanding courage in attempting to save life at sea or in attempting to prevent or mitigate damage to the marine environment. Such acts of bravery may also involve extraordinary seamanship skills in very difficult conditions or any other display of outstanding courage.

Assessment Panel

The nominations were examined by an Assessment Panel which includes representatives of the International Chamber of Shipping (ICS), the International Maritime Pilots' Association (IMPA), the International Federation of Shipmasters' Associations (IFSMA), the International Salvage Union (ISU), the International Maritime Rescue Federation (IMRF) and the International Transport Workers' Federation (ITF).

The Assessment Panel submitted its recommendations to a Panel of Judges, consisting of the Chairs of the Council and Committees of IMO, which met on 27 June 2022 to select the recipients of the Awards.

The Maritime SheEO leadership scheme

IMO continued sponsorship

Graduation of first cohort

Thirty women from maritime administrations across the globe have completed the first ever Leadership

Accelerator Programme (LEAP) run by Maritime SheEO, designed to equip women with leadership skills and the confidence to progress in their careers. A virtual graduation ceremony for participants was held on 30 June 2022. This was reported by the IMO media service on 8 July.

The programme, which ran over eight-weeks, was announced in November 2020 and launched on International Women's Day in March 2022. It was part of the IMO's Women in Maritime programme and run in collaboration with the Women's International Shipping and Trading Association (WISTA International). Participants were a mix of candidates from the eight IMO-established Women in Maritime Associations (WIMAs) and WISTA International.

Following the success of the first event, IMO has committed to sponsoring another group of future women leaders in the second half of this year.

IMO's Head of Africa and manager of the Women in Maritime programme, William Azuh commented: *'The Maritime SheEO programme is focused on building competence, which is one of the most important factors that organisations consider when choosing leaders.'*

'Programmes like these are very important to build an individual's confidence as they go into leadership and the confidence of the sector in appointing leaders from historically marginalised communities. We look forward to supporting the next edition of the Maritime SheEO programme and will be releasing details of the programme in due course.'

Professional development

The LEAP blended-learning course, which includes self-paced learning as well as small group coaching, is designed to enhance personal development of leadership skills through modules on building professional networks, strategic thinking, persuasive communication and more. Despite challenging schedules, course statistics show that participants completed and submitted 90% of compulsory coursework on time. It is reported that 60% (1,800) of the 3,000 optional self-learning modules have already been accessed by participants.

Speaking at the graduation ceremony, Sanjam Gupta, Founder, Maritime SheEO said: *'It has a long journey to get to this point of the Maritime SheEO leadership accelerator programme and the graduating class's success is a testament to their hard work.'*

'All the women on this course were putting in the work in addition to their full-time jobs and many of them continued with the programme despite being ill with Covid. I am very proud of their work and everyone running this programme is invested in their success as they are the future leaders of the maritime industry.'

Despina Theodosiou, President, WISTA International added: *'It has been highlighted during the years that the path a woman must take to advance to top positions is more difficult than it may be for men. But that should not*

be the case. Leaders in any profession and of any gender should be able to direct, encourage, and inspire others. I think the most important about this course is that it gives women equal opportunity [as that granted to men] and the means to succeed.'

Tangible success

Women participating in the course have varying degrees of maritime work experience, with careers that range from just a few months to over two decades.

Networking opportunities created within the course have benefitted attendees and many of the graduates of the course have already reported career progression because of the training and support they received.

Zahra Al Lawati from Oman reflected: *'I can use the programme and contents in my actual work and could actually experience the benefits. One of the important things I learned from the programme was the power of the ask. I asked for a promotion and have been granted that.'*

Priscilla Koufie from Ghana said: *'Joining LEAP and listening to other women and their success stories has been the most resounding wake up call. The self-paced courses have helped me in my day-to-day activities in my office and have led me to talk to my boss about taking up new ventures.'*

Kenyan graduate Virginia Muindi concluded with: *'The programme triggered in me the growth mindset. I took the step to approach our general manager for an office position and it has worked out for me.'*



The participants were a mix of candidates from the eight IMO-established Women in Maritime Associations (WIMAs) and WISTA International.

The graduating women were:

Samba Galho (Angola), Stacie Swift (Belize), Nkweï Mireille Orphee (Cameroon), Mayra Reyes (Chile), Anziza Kissay (Comoros Island), Christiane Ohin-Traoré (Côte D'Ivoire), Sean Ulysses (Dominica), Nadin Said (Egypt), Nzougua Anne Sandy (Gabon), Priscilla Koufie (Ghana), Theodosia Digalaki (Greece), Virginia Muindi (Kenya), Hanitra Andriantsoa (Madagascar), Estefania Osorio (Mexico), Miriam Ulrike Cremer (Netherlands), Sandra Okoli (Nigeria), Jaquelyn Burton (Norway), Zahra Al Lawati (Oman), Anays Berrocal (Panama), Alexandra Ciucanu (Romania), Tricia King (Saint Kitts And Nevis),

Ha'a Haurae (Solomon Islands), Adeola Osundiran (South Africa), Aruni Wijepala (Sri Lanka), Raya Khalfan (Tanzania), Renee Jodhan (Trinidad & Tobago), Seda Turhan (Turkiye and United States), Hannah Phillip (Vanuatu), Kay Seulaki (Papua New Guinea), Wendy Huerta (Peru).

Working towards Brazil's National Maritime Policy

Brazil is the latest country to benefit from IMO's work promoting good governance practice in the maritime sector to support sustainable development.

A National Workshop on Maritime Transport Policy was organised in Brasilia, Brazil from 5 to 7 July by IMO, in close cooperation with the Brazilian Navy.



This workshop brought together some thirty participants from a wide array of Government Ministries and Agencies whose mandate and activities impact on the maritime sector. The importance of a sound policy and related strategy for its implementation is being highlighted as a means to support and strengthen the sustainable governance and development of the maritime sector.

Participants were familiarised with the theory of policy and the formulation process and content of a national maritime policy, with a view to safeguarding maritime safety and security, protecting the marine environment, and ensuring the effective implementation of international maritime treaties.

IMO's maritime transport policy training programme material – which was revised and updated in 2021 by the organization with the assistance of consultants and in collaboration with World Maritime University (WMU) – was used for the first time in a physical delivery of the workshop.

Brazil is currently developing a new National Maritime Policy reflecting and integrating all the policies related to the use of the sea. An Inter-Ministerial Committee established in 2021 is responsible for the development of this policy.

The workshop was delivered by IMO and WMU, within the framework of the IMO Integrated Technical Cooperation Programme (ITCP) and with generous funding from the Government of the People's Republic of China.

Readers are invited to view the video: *What is a National Maritime Transport Policy?* here: <https://tinyurl.com/mrxh3py9>

Kenya

IMO's decarbonisation strategy roundtables

Creation of National Action Plans

The IMO-Norway GreenVoyage2050 project has launched a series of roundtables on the creation of National Action Plans (NAPs)¹ to address GHG emissions from shipping, with the first event held in collaboration with the Government of Kenya on 12 July. NAPs are an important part of efforts to reduce GHG emissions in the maritime sector. IMO has encouraged countries to develop and submit their plans². This will help countries to achieve the emission reduction goals set out in IMO's initial GHG strategy³. The IMO media service issued this information in mid-July

In the words of Minglee Hoe, GreenVoyage2050 Project Technical Analyst: *'A collaborative and strategic approach is essential for the success of a country's decarbonisation strategy and the NAP roundtables are an ideal platform to bring stakeholders together to initiate these planning conversations.'*

'Our bespoke support is intended to build upon ongoing activities on the reduction of GHG emissions from shipping already taking place on a national and regional level.'



An interactive platform

These roundtables, which are available to all GreenVoyage2050 partnering countries, offer an interactive platform for national authorities and relevant stakeholders to explore the motivating factors and benefits

for creating a NAP, and to connect the dots to existing emission reduction efforts by the country.

Events convened so far as part of the programme allow practical implementation of the IMO-Norway GreenVoyage2050 NAP guide to be found here: <https://tinyurl.com/59z9unvz>

Active participation

The first roundtable was held online and saw active participation by ten participants representing various relevant Government Ministries and agencies across Kenya. The meeting showcased lessons learned from some of the IMO Member States that have already created NAPs (Finland, India, Norway and Singapore) and outlined the reasons and benefits to creating this national strategy. NAPs submitted to IMO can be found here.

It is understood that GreenVoyage2050 will continue to support Kenya as the country explores the possible development of a NAP. This will include development of policies to reduce emissions, training as well as identifying opportunities for pilot projects in the region.

- ¹ <https://tinyurl.com/nhej54tk>
² <https://tinyurl.com/s783v3vx>
³ <https://tinyurl.com/27ax7edr>

Guidelines for Ships Using Alternative Fuels (Edition 2.0)

ClassNK issues specific safety requirements for ammonia-fuelled ships

It was reported early in July from Tokyo that ClassNK has released its *Guidelines for Ships Using Alternative Fuels (Edition 2.0)* which sets forth safety requirements for ships fuelled by methanol, ethanol, LPG, and ammonia. In particular, specific requirements for ammonia-fuelled ships have been added to provide guidance for the design of alternative-fuelled ships, it is understood.



These guidelines comprehensively describe safety requirements for methanol, ethanol, and ammonia-fuelled ships. Taking into account the risks posed by the use of alternative fuels against ships, crews, and the environment, they specify requirements for installation, controls, and safety devices to minimise those risks.

The recently published Edition 2.0 reflects the ClassNK's expertise for ammonia, which is toxic to humans and corrosive to materials, gained through R&D in partnership with the industry and its design review experiences based on the guidelines.

Specific requirements, including isolation distances from areas where there is a risk of ammonia release to areas that should be protected, and safety design concepts to design engines and boilers using ammonia fuel have been added to ensure the safety of ammonia-fuelled ships.



In mid-July ClassNK issued an Approval in Principle (AiP) for an ammonia-fuelled tugboat (A-Tug) jointly developed by Nippon Yusen Kabushiki Kaisha (NYK Line) and IHI Power Systems Co., Ltd.

Ammonia is expected to be used as ship fuel for decarbonisation since it does not emit CO₂ when combusted.

Meanwhile, adequate safety measures are imperative as it is known that ammonia is toxic to humans and corrosive to materials.

Illustration courtesy of NYK Line ©.

These guidelines are available to download via Guidelines of ClassNK's website for those who have registered for the ClassNK My Page to be found in the right hand column here: <https://www.classnk.com/hp/en/>

Western Mediterranean

NATO Operation Sea Guardian concluded

NATO's Operation Sea Guardian (OSG) concluded maritime security patrols in the Western Mediterranean Sea on 30 June after two weeks at sea. This was reported by the NATO Maritime Command (MARCOM) Public Affairs Office in Northwood, NW London last week.

OSG's flagship Spanish frigate ESPS *Reina Sofia* led the NATO Task Group joined by a submarine from Italy and Maritime patrol aircraft and airborne early warning aircraft from Canada, Portugal and Spain.

Focused security patrols

Over two weeks, the OSG Task Group conducted fourteen days of focused security patrols at sea to deter and identify potential illicit maritime activity.

In the words of Commander Juan Jose Izquierdo, Spanish Navy, Commander Task Force: *'ESPS Reina Sofia, her ship's company and Task Group are proud of contributing to maritime security as a team effort. This Focused Patrol*

made the Mediterranean Sea an even more secure environment for our maritime communities, making NATO Allies stronger.'

This iteration of focused security patrols concluded with a port visit to Tangiers, and an at-sea passing exercise with the Moroccan Navy. In Tangiers, Commander Izquierdo met Moroccan local authorities. On completion, the crew of ESPS *Reina Sofia* and Moroccan navy personnel held coordination meetings to coordinate the passing exercise, an event to deepen the good relationships and collaboration between both navies.

Operation Sea Guardian (OSG) is a standing Maritime Security Operation working with Mediterranean stakeholders to deter terrorism and mitigate the risk of other threats to security in the Mediterranean Sea.

Furthermore, it helps facilitate a fusion of information to create a comprehensive picture of daily activities in the Mediterranean via Maritime Situational Awareness (MSA) activities and six focused security patrols each year. This includes monitoring sea lines of communication (SLOCs), localized traffic patterns in international waters outside ports of interest in the Mediterranean Sea, and coordination with national navies to enable timely decision making and address potential maritime security challenges.



About NATO MARCOM

This is NATO's centre for all maritime matters in the North Atlantic Alliance. It is a multinational workplace manned by military and civilian personnel from 22 NATO countries. NATO maritime operations such as Operation Ocean Shield and Operation Sea Guardian are planned and commanded here as well as major NATO maritime and joint level exercises.

Commander Maritime Command (COM MARCOM) is NATO's maritime expert, responsible for providing advice on maritime affairs to the strategic level, which is the Allied Commander Operations in Mons, Belgium.

Approximately 400 people work for NATO Maritime Command. Host nation British staff work alongside military members from 21 Allied nations, civilians employed by NATO and about 60 personnel from the NATO Communication agency, the NCIA.

Given the historical geographic focus on the Atlantic, the NATO Nations contributing to MARCOM's staff were predominantly North European. Since the command restructuring of MARCOM becoming the single maritime command, the headquarters has an increased representation from Southern European nations. This strong Allied presence in Northwood contributes to making this site a world-class hub in international maritime operations and a truly stimulating working environment.

The Port of Cork Company

Strong financial performance in 2021

Ambitious growth in the future

The Port of Cork Company (PoCC) has published its Annual Report for 2021, highlighting strong financial performance, with turnover and profit improvement as a result of growth in port traffic combined with a strong focus on efficiency.

Steady recovery

This shows a steady recovery as a result of Covid-19 and Brexit challenges, with an 18% increase in turnover from €33.7m in 2020 to €39.8m in 2021. The company's profits also increased, with an operating profit of €7.8 million (€6.1m in 2020).

The Port of Cork is the second largest port in the Republic of Ireland in terms of turnover, handling all cargo types including lift-on lift-off, bulk liquid, bulk solid, break bulk, roll-on roll-off and cruise. In 2021, the Ports of Cork and Bantry reported a total consolidated traffic throughput of 10.6 million tonnes in line with 2020.

Due to the retention of existing traffic and the commencement of a number of services direct to Europe from Ringaskiddy following Brexit, the number of TEUs increased by 13% to a record 281,816 TEU (2020: 250,209 TEU).

Imports improved

The liquid and break bulk, lift-on lift-off containers, Con-Ro, and trade car imports all improved significantly in 2021 and dry bulk imports remained in line with 2020. Employment figures increased from 155 to 164 with employee costs rising from €12.33m to €14.4m.

Due to Covid 19, the Company was forced to cope with the continued collapse of the cruise liner trade and the decline in tourism. In April 2022, the cruise sector successfully recommenced and the Port of Cork welcomed a strong uplift in tourism trade.

Ringaskiddy Container Terminal

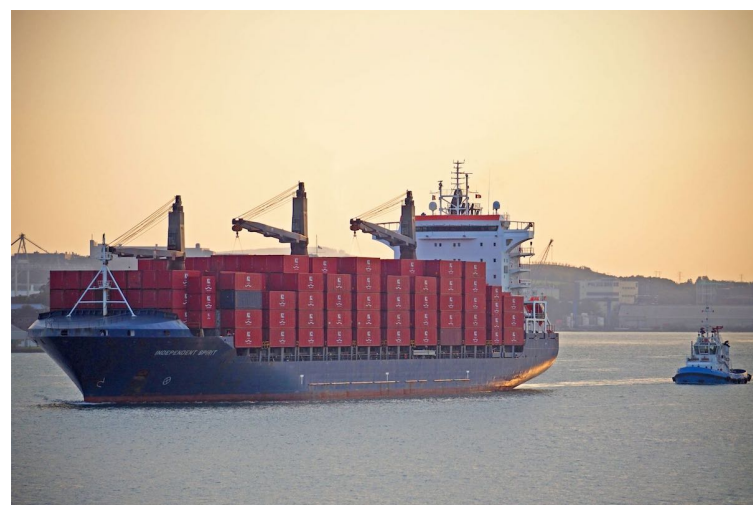
A monumental moment for PoCC in 2021 was the completion of the €89 million Cork Container Terminal (CCT) in Ringaskiddy. This investment represents the biggest single investment in marine infrastructure in the

port's history. While some vessels docked at CCT in 2021, it commenced container operations in April of 2022.

Conor Mowlds, Chief Commercial Officer at the Port of Cork stated: *'This was a significant year for the Port, not only in terms of recovery from the impact of the pandemic but because of the many strides taken towards our voyage into the future.'*

'The completion of CCT represented the first phase of the PoCC's Strategic Development Plan and capital investment programme which will see new cargo handling equipment, an extension of the deep-water berth, and a further extension of CCT over the coming years.'

'Following a strong financial year, we are now in a better position to progress these vital additions to our infrastructure. We look forward very much to the completion of the M28, which, when combined with CCT, will future-proof the Port of Cork to the benefit of the Irish, regional, and local economies.'



'In addition, a key objective for us moving forward is a focus on sustainability. We are very well positioned to act as a key hub for Ireland's move towards offshore renewables and at the same time support the journey to net-zero through our well-developed presence in transition fuels.'

Eoin McGettigan, Chief Executive Officer of the Port of Cork Company added, *'Special mention must be made of the Port of Cork's incredible team, our clients and our stakeholders. Throughout the challenges brought about by the Pandemic and Brexit, it was their hard work, dedication, loyalty and trust that underpinned this strong performance.'*

CCT will allow the port to fully relocate its container business from the current city centre Tivoli location to Ringaskiddy once the M28 is complete and will enable the Port to future-proof Cork as an international gateway for trade.

To view or download a copy of the PoCC Annual Report 2021 at 98 pages readers are invited to see here: <https://tinyurl.com/yc3cnvv9>

Supporting renewable energy

Sharing similar visions for the future, the Port of Company was delighted to welcome Inis Offshore Wind, one of Ireland's leading renewable energy firms recently, to discuss the future of Ireland's Offshore Renewable Energy (ORE) sector and to explore the opportunities for Cork Harbour. This was reported in June.

As part of its commercial energy strategy, the Port of Cork Company is actively engaging with organisations within the renewable energy sector, to discuss the potential for future development opportunities. The Port of Cork Company (PoCC) is keen to engage with organisations within the energy sector that share the same ethos around sustainability, to facilitate a sustainable future for the region and for Ireland.

National offshore energy strategy

In December of 2021, the Government published a Policy Statement setting out the strategy for commercial ports to facilitate offshore renewable energy activity in the seas around Ireland. The Government has also decided that a multi-Port approach will be adopted, with a number of Ports being required to provide facilities for the different activities at several locations around the country, and at different times for the various phases of the fixed and floating ORE developments. The PoCC (hopes to) will utilise its strategic location and considerable experience in the offshore energy sector to make its contribution to supporting the development of renewable energy opportunities, as outlined in our energy strategy and government policy

Conor Mowlds, Chief Commercial Officer of Port of Cork Company, commented: *'There are significant opportunities for the Cork region to become a hub for renewable energy, which will benefit the environment, local businesses and create employment in the region.'*

'We welcomed the opportunity to meet with the Inis Offshore Wind team and to show them first-hand the range of facilities in the Harbour. Taking the time to visit in person gave the team an understanding of the scale and the size of the harbour, the opportunities, and the challenges, as well as giving us the chance to discuss the potential for future developments both in and out of the water.'

Offshore wind target 2030

Supported by the Temporis Aurora Fund, whose investors include the Ireland Strategic Investment Fund (ISIF), Inis Offshore Wind is an Irish renewable energy firm, committed to supporting the delivery of the Irish Government's offshore wind target by 2030.

Vanessa O'Connell, Head of Inis Offshore Wind, added: *'As an organisation, our mission is to enable a sustainable energy future for the people of Ireland. We believe that the Cork region can play a pivotal role. Working with a forward-thinking state agency like the Port of Cork, that understands both the complexity in developing offshore*

renewable energy but also how important this source of energy will be for future generations.

'The proactive approach from the Port of Cork Company towards the future of renewable energy in the south is hugely encouraging. I would like to thank Conor and his team for our recent productive and informative visit.'

The Vatican and seafarers' rights

In a message ahead of Sea Sunday celebrated by Christian churches around the world on 10 July, the Vatican said that some governments and some shipping companies must no longer use the pandemic as an excuse for preventing crew from going ashore.

According to the Vatican many seafarers are still being denied shore leave even though they have been fully vaccinated. As members will have read in Jim Scorer's column in our newsletters we have been aware of these circumstances for some time.

In the words of Cardinal Michael F Czerny, Prefect of the Vatican's Dicastery* for Promoting Integral Human Development: *'As long as they take the necessary precautions, seafarers have the right to put their feet on dry ground and meet people other than their colleagues on board.'*

He said that as the situation continues to improve around the world with Covid-19, countries are opening their borders and lifting restrictions, with most people now able to move freely again. However Cardinal Czerny added: *'But not seafarers. This is a gross injustice. To add insult to injury, some seafarers are allowed to go ashore if they are the 'correct' nationality.'*

'This discrimination is as unjust as it is immoral. Everyone needs to remember that seafarers' innate dignity as human beings must be respected.' He added that all seafarers must be treated equally, without any discrimination, and be allowed to leave their ships, even if for a brief time, wherever they were in the world.

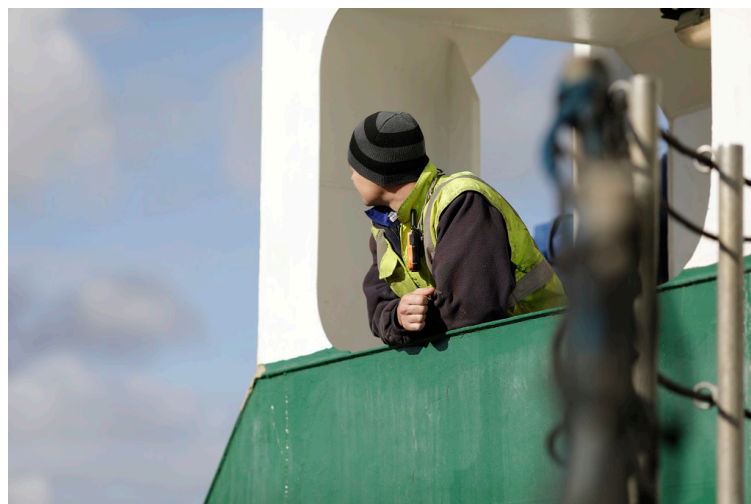


Illustration per: www.stellamaris.org.uk ©.

Endorsing the Vatican's call, Stella Maris UK Chief Executive Officer Martin Foley said that seafarers are

entitled to shore leave, as laid out by the Maritime Labour Convention, 2006: *'We are living in the midst of a pandemic, and some ship captains are reluctant to grant shore leave to their crew. In Stella Maris UK's experience, what frustrates our chaplains and ship visitors is the inconsistency with which leave is allowed or not. We have come across ships in which officers are granted shore leave, yet ratings are not.'*

'Shore leave is so important to the psychological wellbeing of seafarers. Stella Maris UK is collating instances of seafarers being denied shore leave so we can bring these to those who have the authority to investigate it.'

In the Vatican's statement we noted that Cardinal Czerny said: *'Over recent years the maritime world has been hit by a series of crises. Increased demand for goods has led to more ships being held at anchorage for longer periods of time.'*

'The war in Ukraine means that ships now face the impossible task of navigating through the mines in the Black Sea and the Sea of Azov. Many vessels have been sunk and human lives have been lost during this unjust and immoral war. The global pandemic meant that over 400,000 seafarers have been stuck on board, unable to leave the ship at the end of their contracts and return home to their families. Instead, they continue to work every day becoming increasingly exhausted. Replacement crews have been unable to join ships which has spelled economic disaster for some because they have been unable to provide for the daily needs of their loved ones. In every case, seafarers have no choice.'

Some shipping companies appear to be the only ones who have profited financially from the series of crises which have disrupted the global supply chain. It is regrettable, to say the least, that companies have only shared a tiny fraction of the exorbitant revenue they have enjoyed with seafarers or spent on improving welfare facilities in ports for the short period of time they are alongside.'

Companies may receive the money, but it is seafarers and their families who pay the price. It comes as no surprise that enforced extended contracts result in physical and psychological exhaustion which can lead to human error with dangerous consequences. Longer periods on board, enforced separation from their loved ones, and not being allowed to go ashore has led to seafarers feeling even more isolated and depressed than normal. We must remember that they, too, are human beings. They have the same needs as everyone else. The difference is that, being 'invisible', they are easily ignored.'

Chaplains and volunteers of Stella Maris made an urgent appeal to governments and shipping companies around the world to ensure that seafarers have the right to go ashore.

*Congregation

TT Club and guidance on dangerous goods regulations

In the latest issue of its newsletter, TT Club's Risk Management Director Peregrine Storrs-Fox reported that week ending 16 July marked the tenth anniversary of the fateful Atlantic crossing of *MSC Flaminia* that cost the lives of three seafarers and resulted in extensive damage to cargo and to ship.

He said: *'It cannot be overstated how critical it is to maintain good practice when shipping dangerous goods.'*

The TT Club newsletter article informed readers that the TT Club has teamed up with the UK P&I Club in publishing a detailed guidance document on requirements of the International Maritime Dangerous Goods (IMDG) Code with the title: *Book it Right, Pack it Tight*.

This version of the guidance reflects the updates in Amendment 40-20 of IMDG,

which has been available to be applied voluntarily since 1 January 2021, but became mandatory from 1 June 2022.



Supply chain responsibilities

Book it Right, Pack it Tight provides key insights for all participants in the freight supply chain responsible for preparing unitised consignments of dangerous goods for carriage by sea.

This guide is intended to support shippers, forwarders, shipping line booking personnel and those who pack dangerous goods into cargo transport units (CTUs) in the technical aspects of the IMDG Code. The aspiration is to influence behaviours and levels of compliance by assisting all involved to understand their own duties.

Two part guidance

Guidance is split into two parts.

Part A of the guide breaks down the process of preparing and booking the cargo into practical steps and explores the roles and requirements of those involved in each step as below:

- Step 1: Classification of dangerous goods
- Step 2: Selection of packaging
- Step 3: Marking and labelling the packages
- Step 4: Preparing the transport document for booking with the shipping line
- Step 5: Applying the segregation rules
- Step 6: Packing the cargo transport unit
- Step 7: Producing the cargo transport unit-packing certificate

Part B provides background information to the IMDG Code, classification and references to further materials.

Further information is available on the TT Club website to be found here: www.ttclub.com

There is an audio introduction here:

<https://tinyurl.com/4krhzpan>

Cargo integrity matters

To complete their introduction to the publication the TT Club commented in its website news service on cargo integrity.

Closely related to the issues specific to dangerous goods are the broader issues of packing cargo in general. While the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (the CTU Code) remains non-mandatory international law, it is clearly referenced from the IMDG Code.

Equally, the TT Club's *Book it Right, Pack it Tight* refers to the CTU Code as the definitive industry code of practice on how to pack and secure cargo of all types in cargo transport units, imploring all operators to adopt the principles therein, thus improving operational practices.

For further information on this topic readers are invited to see TT's cargo integrity resources which are introduced here: <https://tinyurl.com/yrk94b8w>

Editor's note

The text here is based on material kindly provided as news by TT Club and to be found here:
www.ttclub.com

Illustrations per www.ttclub.com ©

For previous issues of IFSMA Newsletters see
<https://www.ifsma.org/newsletters.html>

Safety at stake

By Michael Grey*, IFSMA Honorary Member

It's those darned "stakeholders" who are the trouble once again. It is one of those words which was unknown in an earlier era of free speech, when you could be quite clear about identifying those you were talking about, without having the lawyers or twitterati on your back. Now it has become common parlance. Those pesky stakeholders came to mind the other day, reading the INTERCARGO bulk carrier casualty report, which covers the latest ten year period to 2021.

In many respects, there would appear to be room for some optimism, as the sector has moved on substantially from the disastrous times of the 1980s and 90s, when large numbers of predominantly elderly bulkers were being lost, usually with their crews. Better maintenance, closer surveillance by people who know what they are looking for and more responsible behaviour by terminal operators, all combined to relegate this awful period to the history books. The sector also learned valuable lessons about quality and supervision from colleagues running tankers, with the emergence of quality drivers like Rightship preventing any backsliding. One might conclude that the organisation, which has worked hard to promote safety and quality, has some room for satisfaction.

However, there is included in the report a warning against any complacency, as it notes that the menace of liquefaction remains a problem, illustrated by the five big bulk carriers lost with the deaths of 70 of their crews after their cargoes of nickel ore and bauxite liquefied on passage. Altogether, during the ten-year period under review, 27 ships over 10,000 dwt were lost and 92 crew died in these casualties. According to INTERCARGO vice chairman Uttam Kumar Jaiswal, who focused particularly on the continuing risks of liquefaction, systems, codes and procedures for testing and sampling which are designed to protect the vessels were not being followed. And while emphasising that his remarks were not directed at ship operators, there was "a lack of consolidated effort by stakeholders" when it came to following codes that would keep ships safe.

It was those stakeholders again, whose attitudes, one might suggest, are relics of those found in the past, when casualties were regular occurrences. People like charterers, who would put all manner of pressure on masters to load cargo which they knew had excessive water content, in some rickety bulk terminal, with its stockpiles awash in rain-soaked slurry. People whose attitude to the bulk cargo codes was cavalier, to say the least, with inadequate testing procedures by so-called "surveyors" who were neither expert nor independent, but just a cog in the machine to get the ship loaded and away to sea.

You might suggest that the actual number of casualties, with four attributed to wet nickel ore and one to bauxite was small, over a ten-year period. Yet these were not rustbuckets, but modern ships and those 70 dead seafarers should not have met such a fate. And in the warning against complacency, there is more than a hint that in some soggy creek in South East Asia or West Africa, there will still be "stakeholders" prepared to take

short cuts over proper water content testing and pressure still being applied on masters to open their hatches and get the cargo aboard, wet season or not. They don't seem to realise, or perhaps they just don't care, what is at stake.

Apart from the completely avoidable liquefaction casualties, the report to the IMO also suggests that grounding played a role in the totality of loss and you have to admit that this is also a cause of loss generally associated with some degree of incompetence. But you have to wonder whether, at least at the end of this period under review, there were more accidents in which the miserable lives being lived by ships' crew might have been a contributor. Trapped aboard their steel boxes, unable to get ashore or home on leave at the end of their contracts, it would not be a perfect recipe for a focussed and committed workforce, as the long months ticked away. It will be interesting to see whether there is any related movement in the casualty statistics covering this miserable period of pandemic, when the next report comes around. A rather different set of stakeholders, perhaps, although their influence on casualties should not be altogether discounted.

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

Editor's note

This article was first published in *The Maritime Advocate Online*, issue No 808 of 15 July 2022, and appears here by kind permission of the author and the Editor.

The Maritime Advocate Online ©.

IHMA announces its new President

Captain Paul O'Regan

The International Harbour Masters' Association is pleased to announce the selection of Captain Paul O'Regan as its new President. Paul has served as an Officer of the Association since 2012 and as Vice President since 2015.

Paul is currently Harbour Master & Chief Operations Officer for the Port of Cork and Bantry Port Company prior to which he spent 15 years at sea with various companies. He joined the Port of Cork Company in 2004 as a pilot and in 2007 became part of the Harbour Master's team as Deputy Harbour Master. In 2013 he was appointed Harbour Master and Chief Operations Officer.

IHMA is proud that a long-standing member with such a depth of experience as a harbour master will lead the Association in its next chapter.

Paul O'Regan said of his appointment: *'I am grateful to the members of the Executive Committee and Council as well as the membership for allowing me to continue to be a part of the Association in this new role.'*

'I am an ardent believer in the value of IHMA's work in promoting safety, security and environmental soundness within ports, and look forward to serving the membership

and growing the impact and influence of the Association in the greater maritime sector.'

'I would like to sincerely thank Captain Yoss Leclerc for his leadership and commitment during his tenure as President. He leaves a solid legacy, has grown the reach of the organization and started initiatives that we will continue to take forward.'



Speaking of the Association's recent biennial Congress which was held in Kuala Lumpur from 27 to 30 June he commented: *'Our attendance numbers at this congress were lower than usual for many obvious reasons, however those of us that were lucky enough to attend can attest to another successful event, the level of networking between delegates, exhibitors, sponsors, and speakers was superb.'*

'It was heartening to see many newly appointed Harbour Masters in attendance and others with us for their first congress. The feedback from the new Harbour Masters from Sydney, Melbourne, Halifax, Hamburg, Tangier and Saldanha to name but a few, was extremely positive towards the organization. The content from the speakers was diverse, knowledgeable, and thought provoking.'

Paul's official first day as President began on 30 June at the traditional post-Congress meeting of IHMA's Executive Committee.

Use of maritime shore power in the UK

Summary of call for evidence responses

This document summarises the responses to the call for evidence on shore power issued by the UK Department for

Transport and which ran between 7 February and 25 April this year.

Views were invited on different aspects of supporting the deployment of shore power and the provision of shoreside electrical power to a docked vessel while its engines are shut down.

The Department sought information on the:

- Costs of shore power.
- Benefits of shore power, including the potential for emission reductions.
- Scale of vessel emissions at berth.
- Options to enable the rollout of this technology.

Context

While shipping is generally a relatively carbon efficient mode for transporting freight, UK domestic maritime vessels represented around 5% of the UK's domestic transport greenhouse gas (GHG) emissions in 2020. This was more than domestic rail and bus emissions combined and highlights the importance of the government's plans to decarbonise the sector.

In July 2021, the UK government published a transport decarbonisation plan, which set out the commitments and actions needed to decarbonise the UK transport system including maritime.

This plan included a commitment to consult on how the government can support the wider deployment of shore power, including consideration of regulatory interventions, for both vessels and ports, that could drive deployment in transition to a net zero world.

In February 2022, the DfT published this call for evidence to gather material on the impact and implications of shore power in reducing emissions to help inform further policy development work.

The call for evidence invited respondents to submit their views and any available data on 22 questions.

Summary of responses

Overall, 73% of respondents were supportive of shore power as one of the available technologies to reduce emissions at berth, 12% were completely against it and 15% provided a neutral response.

There was a shared acknowledgement that there were several variables associated with the costs of shore power uptake and the level of GHG and air pollutant emissions at berth. A range of responses were subsequently provided on costs associated with shore power and emissions data across different locations in the UK.

There was also consensus over the barriers and incentives for shore power uptake in the UK. Most respondents highlighted high capital costs, demand uncertainty, high electricity prices and energy grid constraints as the most significant barriers to shore power growth.

While most respondents were supportive of the government providing a greater coordinating function regarding the uptake of shore power, there was no shared consensus over what this role may involve and resulted in respondents providing different suggestions on the government's potential coordination role.

There were also a range of views provided on what topics should be included to maximise the value of government coordinated guidance on shore power projects.

Views on a government mandate for shore power were clearer. A majority of respondents agreed to a mandate either on shore power or a technological neutral option combining alternative fuels, such as a zero-emission berth mandate. Respondents who were against a mandate outlined the various barriers that would make it difficult to implement.

A few respondents provided options for economic incentives. There was also general agreement for direct funding or access to funding to enable shore power uptake, there were a range of suggestions on where funding should be focused.

Responses received

A total of 34 responses were received from a range of organisations. The summary contained in the document for which there is a link below describes the key themes set out in responses.

The following table provides a breakdown of those who responded

Stakeholder group	Number of respondents
Ports	10
Shipping, cruise and ferry	4
Energy associations	7
Technology and consultancies	4
Manufacturer of building materials	1
Academic	2
Fishing association	1
Consortium	4
Private individual	1

The document here summarises the points raised by respondents under key themes.
<https://tinyurl.com/2p8t3a5k>

This summary document is of responses and does not represent the government's position or offer a formal response to the evidence given. **It is understood that the DfT will be publishing a consultation later this year with policy proposals influenced by this evidence.**

Conclusion

In conclusion the DfT thanked all respondents for their contributions. Evidence provided in these responses will be used to inform further policy development and a future consultation on specific proposals to support the uptake of shore power.

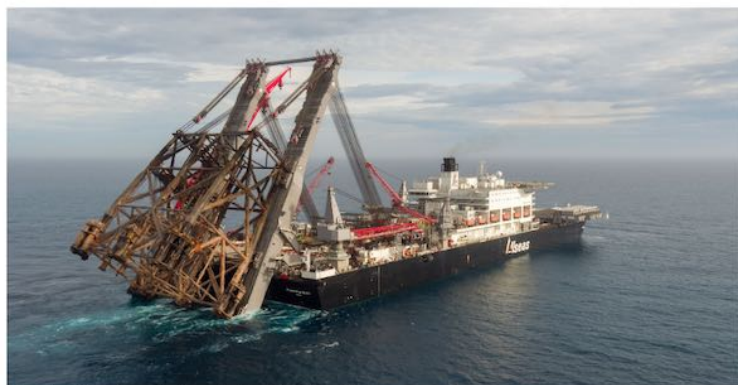
The DfT aims to publish this further consultation later this year. Pending the results of the consultation process, the DfT intends to announce the government response as part of the refresh of the Clean Maritime Plan in 2023.

11,000-tonne jacket removal

Allseas has celebrated another major offshore milestone, the safe removal and transport to shore of Repsol Norge's massive 30,000-tonne Gyda platform in a matter of days.

Pioneering Spirit delivered the platform's 11,000-tonne jacket to Aker Solutions' disposal yard in Stord, Norway, less than 48 hours after removing it from the southern Norwegian Sea. The latest job for the vessel's new jacket lift technology is one of the heaviest ever, but well within the system's 20,000-tonne lift capacity.

On 19 July the jacket was set down directly onto the quayside and reunited with its decommissioned drilling and production topsides, delivered by *Pioneering Spirit* in May this year. Aker Solutions expects to recycle around 98% of the facilities.



Pioneering Spirit on her way to Norway to deliver the Gyda jacket

Pioneering Spirit on her way to Norway to deliver the Gyda jacket.

In the words of Allseas President, Edward Heerema: 'Our mission at Allseas is to remain a frontrunner in the offshore energy market by pioneering ground-breaking technology to meet the industry's ever-changing needs.'

'The Gyda platform removal strengthens our reputation as a game changer in the industry. Again we have shown that Pioneering Spirit provides a significantly faster, safer, more efficient and sustainable option for the removal and installation of offshore facilities.'

Split across two campaigns to allow for the vessel's busy schedule, *Pioneering Spirit* completed the removal, transport and load-in to the disposal yard of the entire Gyda platform, its 32 conductors and template in 12 days.

To facilitate removal of the jacket, the structure's 24 foundation piles were cut below seabed level. Main hoist blocks suspended from the Jacket lift system (JLS) beams were connected to pre-installed rigging and the entire structure lifted and aligned with the lifting beams.

As the jacket was vertically fabricated and installed, the structure could not sustain loading in the horizontal

position during transport. The solution of transporting the jacket in a near-vertical (60%) position, with interface supports and grillage made delivery of the complete jacket to the yard possible.

Pioneering Spirit provides a significantly faster, safer, more efficient and sustainable option for the removal and installation of offshore facilities

Unlike conventional lift vessels, *Pioneering Spirit* only requires days in the field to remove entire platforms and subsea facilities, eliminating the need for multiple trips and a support fleet. Saving time and reducing vessel operations to a minimum significantly reduces the vessel's emissions footprint.

The world's largest construction vessel will now mobilise for further heavy lift commitments. These include further jacket removals, as well as installation of a major offshore wind transmission station and jacket in the German North Sea that will supply clean electricity to tens of thousands of homes.

In what has been a busy year for *Pioneering Spirit*, the vessel has already lifted and transported more than 90,000 tonnes of decommissioned and new offshore facilities for the offshore energy industry in 2022, deploying both its Jacket lift and Topsides lift systems.

Canada

Delivering clean oceans and healthy coasts

Canadians are proud of their oceans. With the longest coastline in the world, marine and coastal areas are essential to Canadian livelihoods and the economy.

Since it was launched in 2016, the Oceans Protection Plan has strengthened protections for Canadian coasts and wildlife, improved marine traffic and incident management, and advanced partnerships with Indigenous communities.

On 19 July Prime Minister, Justin Trudeau, announced the next phase of Canada's Oceans Protection Plan.

New measures to expand ocean protection

With the new investment of \$2 billion over nine years, announced in Budget 2022, Canada will establish 15 new measures to expand ocean protection initiatives to more regions and better proactively combat emerging threats to marine safety, while continuing or expanding 39 existing initiatives. This new funding is in addition to the \$1.5 billion initially announced in 2016 and brings the total invested in support of the plan to \$3.5 billion.

The renewed and expanded plan will help make further progress to:

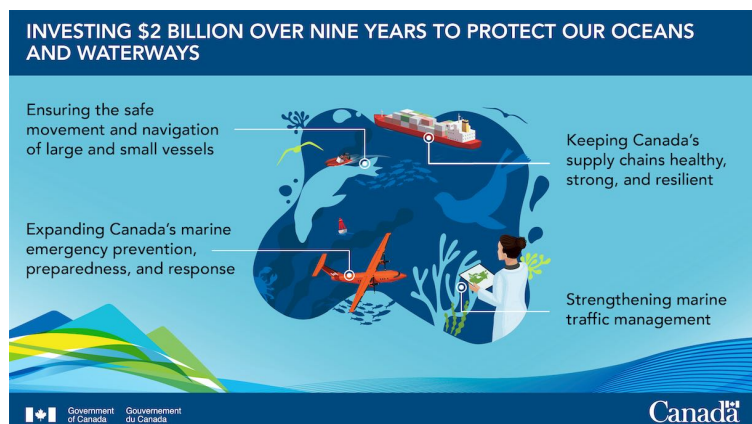
- Enhance the protection and restoration of vulnerable marine ecosystems and wildlife;
- Improve the efficiency, safety, and sustainability of Canada's marine supply chains and mitigate their impacts on the environment, including by advancing research on marine pollution, ecosystems, and

wildlife;

- Better manage marine traffic navigation off Canada's coasts and marine incidents of all types; and
- Advance partnerships and training opportunities for Indigenous and coastal communities to incorporate their expertise and experiences in various aspects of marine safety and ecosystem protection.

Canada's renewed and expanded plan builds on the first, successful iteration, which delivered real results on key promises across the country.

For example, since 2016, the Canadian government reopened important incident response centres, such as the Canadian Coast Guard Maritime Rescue Sub-Centre St. John's and the new permanent station in Victoria. They also took action to protect species at risk, including the Southern Resident Killer Whale and funded initiatives to protect the North Atlantic Right Whale.



A Canadian success story

The Oceans Protection Plan is a Canadian success story. When Indigenous Peoples, industry, communities, academia, and government work together to protect the environment, grow the economy, and support good jobs across the country, to deliver real results. A renewed and expanded Oceans Protection Plan will keep our oceans and coasts healthy, advance reconciliation, and build a clean future for our children and grandchildren.

With their news service introducing the above advances the Canadian Government issued a number of valuable ministerial quotes as here below:

Per The Rt Hon Justin Trudeau, Prime Minister of Canada: *'From keeping plastic pollution out of our waters to protecting more of our coasts than ever before, Canada is a world leader in marine safety and conservation. By expanding the Oceans Protection Plan and continuing to work with Indigenous and coastal communities across the country, we will accelerate our efforts to ensure Canada's marine and coastal areas remain healthy, clean, and safe for generations to come.'*

Per The Hon Omar Alhabra, Minister of Transport: *'Canada's coastlines are critical to our communities, our economy, and our environment. Our government's renewed investment and expansion of the Oceans Protection Plan means we will continue to make marine shipping safer, protect marine species and ecosystems, and provide greater opportunities for Indigenous Peoples to direct how their traditional coasts and waterways are*

protected. Our government is looking forward to continuing this important work to protect our coasts for the benefit of all Canadians.'

Per The Hon Joyce Murray, Minister of Fisheries, Oceans and the Canadian Coast Guard: *'Waterways and coastlines have always played a crucial role in the lives of Canadians. This next phase of the Oceans Protection Plan is continuing the important work of ensuring Canada's three oceans are healthy, protected, and safe. From responding to marine emergencies to restoring aquatic ecosystems, we'll be working in partnership with Indigenous Peoples and coastal communities to protect Canada's mariners, waterways, and shorelines now, and for the generations to come.'*

Per The Hon Jonathan Wilkinson, Minister of Natural Resources: *'With the longest coastline in the world, Canadians understand the importance of preserving the health of our oceans for future generations. Expanding and renewing the Oceans Protection Plan is a critical part of our collaborative effort to reverse habitat and biodiversity loss, conserve more of our coasts and waterways, support vital jobs and local economies and build more resilient coastal communities.'*

Per The Hon Steven Guilbeault, Minister of Environment and Climate Change: *'Canada's beautiful oceans are vital to our future in so many ways, from fighting climate change to maintaining a sustainable way of life. Today's renewed Ocean's Protection Plan gives Environment and Climate Change Canada the tools to continue to study priority species, keep our shorelines pristine and reduce oil spill impacts. Our government has accomplished a lot in just a few years, but there is more work to do.'*



About Canada's ocean economy

Canada's ocean economy accounts for approximately \$31.65 billion annually in GDP and employs approximately 300,000 Canadians across various industries. Marine transportation is among the safest and most cost-effective low-emission ways to move goods.

Since its launch in 2016, over 50 initiatives have been implemented under the Oceans Protection Plan. These include:

- Opening six Canadian Coast Guard search and rescue stations in British Columbia and Newfoundland and Labrador, and a seasonal inshore rescue boat station in Nunavut, to improve our ability to respond to marine incidents;
- Significantly increasing emergency response capacity with an Indigenous-led Canadian Coast Guard Auxiliary in British Columbia and the expansion of the Auxiliary across the Arctic, emergency tow kits, new vessels, equipment, and training on all three coasts;

- Funding over 60 projects across Canada to restore coastal aquatic habitats that support species like salmon and the endangered Southern Resident Killer Whale;
- Funding 500 projects to remove and dispose of abandoned boats across Canada and making it illegal to abandon your boat in Canada's waters;
- Supporting 750 individuals, including women, Indigenous Peoples, and Northerners, to graduate from specialized training to qualify for jobs in the marine industry;
- Modernizing Canada's Ship-source Oil Pollution Fund so that the polluter pays and making unlimited compensation available to those affected by an oil spill;
- Forming a bilateral agreement between Canada and 17 Pacific North Coast First Nations to advance collaborative oceans governance and management of British Columbia's North Coast; and
- Holding on average one session per day with Indigenous communities across Canada to plan, develop, or execute the Oceans Protection Plan priorities and actions.

Whole-of-government effort

Implementation of the Oceans Protection Plan is a whole-of-government effort, with responsibility shared across Transport Canada, Fisheries and Oceans Canada, the Canadian Coast Guard, Environment and Climate Change Canada, Natural Resources Canada, and Health Canada, with support from Public Services and Procurement Canada and Global Affairs Canada.

The announcement of 19 July reported above delivers on the commitment set out in Minister of Transport Omar Alghabra's mandate letter from December 2021, to launch the next phase of the Oceans Protection Plan to continue efforts to deliver a world-leading marine safety system, increase protection for marine species and ecosystems, and create stronger partnerships with Indigenous and other coastal communities, while strengthening marine research and science.

INMARSAT guidance on cyber-risk management

Report issued

On 20 July a new report published by INMARSAT highlighted the role of the IMO's 2021 cyber risk management code in providing a framework for cyber resilience but warned that there is more to combating attacks than compliance alone.

Compiled by maritime innovation consultancy Thetius, the publication *Beyond Compliance – Cyber Risk Management After IMO 2021* encourages proactivity in preventing and mitigating the impact of cyber-attacks.

In the words of Ben Palmer, President, Inmarsat Maritime: *'Assuring data resilience and cyber security are key preoccupations for the shipping industry. The IMO guidelines on maritime cyber risk management have helped stakeholders to address cyber threats, but the nature of digital attacks continues to evolve due to*

advances in computing technology and developing geopolitical conflicts... Over the 12 months between May 2020 and May 2021, cyberattacks targeting the maritime sector increased by 168% in the Asia-Pacific region alone¹.

'To ensure the resilience of their digital infrastructure, shipping companies need to look beyond regulatory compliance and be more proactive in their approach to cyber-risk management.'

One cornerstone of this approach is Unified Threat Management (UTM). By combining solutions such as firewalls, antivirus programmes, content filters, and intrusion and detection systems into a single hardware and software package, Inmarsat's Fleet Secure UTM streamlines the installation, configuration, administration, and maintenance of network security infrastructure. It thereby helps shipping companies, such as Denmark-based Evergas, to raise security standards beyond regulatory compliance.



Illustration per Inmarsat©

Evergas IT Manager, Poul Rævdal, commented: *'Regulations provide a good starting point, but it is important from our perspective to go above and beyond the guidelines, and Inmarsat's comprehensive Fleet Secure solution facilitates a proactive approach to network security. Being able to unify the separate parts of our network security into a single solution and deal primarily with one supplier allows our IT team to focus on optimising the day-to-day support given to our ships and systems.'*

Continuous development in seafarer training represented another key bulwark in shipping's cyber security defences. Inmarsat's Fleet Secure Cyber Awareness training programme contains everything the crew needs to know to be aware of vulnerabilities and suspicious online behaviour with best practice guidance this training module is offered free to all Fleet Secure Endpoint users.

Effective cyber risk management must consider multiple assailants and diverse lines of attack - targeted and random. Threat actors make continuous efforts to update strategies, by developing malicious coding, seeking out vulnerabilities in hardware and software, and by responding to human behaviour. Only by being proactive can shipping stay ahead of the cybercriminals.

¹ Rising cyber exposure in Asia maritime shipping, Sabba Manyara, The Asset Publishing and Research Ltd, published January 2022, <https://tinyurl.com/34najaem>

Beyond Compliance – Cyber Risk Management After IMO 2021 is available here. <https://tinyurl.com/4vxy8pf9>

Ukraine grain shipments to resume

The world waits in hope

Odesa bombed

An unprecedented agreement on the resumption of Ukrainian grain exports via the Black Sea amid the ongoing war is a beacon of hope in a world that desperately needs it. This was how the position was described by UN Secretary-General António Guterres at the signing ceremony in Istanbul on 22 July.

The UN plan, which also paves the way for Russian food and fertilizer to reach global markets, will help to stabilize spiralling food prices worldwide and stave off famine, affecting millions.

Russian and Ukrainian Ministers signed what is known as the Black Sea Grain Initiative, facing each other at opposite ends of the table, while the Secretary-General and Turkish President Recep Tayyip Erdoğan sat in the centre.



Secretary-General António Guterres (left) and President Recep Tayyip Erdoğan at the signing ceremony of Black Sea Grain Initiative in Istanbul, Turkey.

UNIC Ankara/Levent Kulu.

Hope and relief

Secretary-General Guterres commented prior to the signing: *'Today, there is a beacon on the Black Sea. A beacon of hope – a beacon of possibility – a beacon of relief – in a world that needs it more than ever.'*

Mr Guterres thanked President Erdogan and his government for facilitating the talks that led to the deal. He commended the Russian and Ukrainian representatives for putting aside their differences in the common interests of humanity.

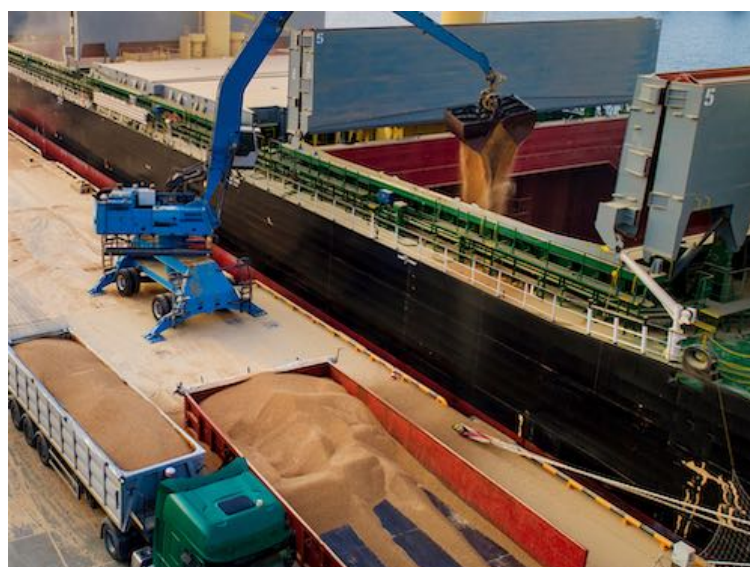
He added: *'The question has not been what is good for one side or the other. The focus has been on what matters most for the people of our world. And let there be no doubt – this is an agreement for the world.'*

Ukraine is among the world's leading grain exporters, supplying more than 45 million tonnes annually to the

global market, according to the UN Food and Agriculture Organization (FAO).

The Russian invasion, which began on 24 February, has sparked record food and fuel prices, as well as supply chain issues, with mountains of grain stocks stuck in silos.

In addition to stabilizing global food prices, the agreement will, in the Secretary-General's words: *'...bring relief for developing countries on the edge of bankruptcy and the most vulnerable people on the edge of famine. Since the war started, I have been highlighting that there is no solution to the global food crisis without ensuring full global access to Ukraine's food products and Russian food and fertilizer.'*



Three key ports

The initiative specifically allows for significant volumes of commercial food exports from three key Ukrainian ports in the Black Sea: Odesa, Chernomorsk and Yuzhny.

The Secretary-General also announced the establishment of a Joint Coordination Centre to monitor implementation. It will be hosted in Istanbul and will include representatives from Ukraine, Russia and Turkey.

Port entry inspection

Inspection teams will monitor the loading of grain at the three ports. Ukrainian pilot vessels will guide the ships through the Black Sea, which is mined, after which they will head out through the Bosphorus Strait along an agreed corridor.

Two UN Task Forces were established in parallel on the talks – one focused on the shipment of Ukrainian grain through the Black Sea, which was led by UN humanitarian affairs chief Martin Griffiths, and the other on facilitating access of Russian food and fertilizers, headed by Rebecca Grynspan, Secretary-General of the UN trade and development body, UNCTAD.

Beacon for peace

Mr. Guterres pledged the UN's full commitment to the agreement, and urged all sides to do the same. He said: *'This is an unprecedented agreement between two parties engaged in bloody conflict. But that conflict continues.'*

He added, noting that people are dying every day as the fighting rages: *'The beacon of hope on the Black Sea is shining bright today, thanks to the collective efforts of so many. In these trying and turbulent times for the region and our globe, let that beacon guide the way towards easing human suffering and securing peace.'*



The wheat harvest near Krasne, Ukraine.
FAO/Anatolii Stepanov ©.

Missile attack

Within hours of the accord's signing explosions rocked Odesa on the morning of 23 July according to Ukraine's military. Widely reported the attack was condemned by the UN and the EU.

Under the terms of the Black Sea Grain Initiative Russia had agreed not to target ports while grain shipments were in transit and according to BBC World News Turkey's defence minister Hulusi Akar indicated Russian officials had denied carrying out the strikes.

Hope for success

One has to hope that the proposals will work to the satisfaction of all parties as there is so much at stake and safety of crews and ships and cargoes will be paramount. Nothing has been heard as to whether insurance will be available and at what cost and what governments will be underwriting.

The International Chamber of Shipping's support.

On 22 July the day of the UN and IMO statements ICS issued the following *communiqué* welcoming the signing of the grain accord in Istanbul.

Guy Platten, secretary general of the International Chamber of Shipping, commented:

'ICS fully supports the work being undertaken by the UN, the International Maritime Organisation, and others to restart the movement of grain ships from Ukraine and Russia. We stand ready to work with all parties to ensure this important initiative becomes a reality.'

'This is a long-needed breakthrough for the millions of people who rely on the safe passage of grain to survive. But although this is an important step, lots of work remains to be done.'

'Ensuring crew safety will be crucial if we are to get this agreement moving quickly. Questions remain over how ships will navigate heavily mined waters, and how we can effectively crew the ships in the region to meet the suggested deadline.'

Nigeria and the shipping industry

Strategy to Eliminate Piracy

Gulf of Guinea

On 11 July it was announced simultaneously in London and Abuja that the Government of Nigeria and a coalition of global shipping stakeholders have launched a new strategy to end piracy, armed robbery, and kidnapping in the Gulf of Guinea (GoG).

This strategy establishes a mechanism to periodically assess the effectiveness of country-piracy initiatives and commitments in the GoG. Targeted at all stakeholders operating in the region, it will identify areas of improvement and reinforcement in order to eliminate piracy.

The plan is split into two mutually supportive sections:

1. Actions which can be overseen by the Nigerian Industry Working Group (NIWG), and
2. Actions which require engagement with other regional and international partners.

The strategic ambition of the coalition is to eliminate piracy in the GoG, to secure trade routes, reassure traversing crews, and support local communities.

In May, the UN Security Council condemned the GoG as the world's piracy hotspot. Despite the International Maritime Bureau's Piracy Reporting Center tracking an overall drop in global piracy during 2021, threat levels in the region remain high.



Piracy activity in the GoG has posed a severe threat to seafarers and local communities for over a decade. In 2020, 40% of piracy attacks, and 95% of crew kidnappings occurred in the region. However, attacks decreased by nearly 60% in 2021, following the establishment of Deep Blue, the Nigerian Navy and Nigerian Maritime Safety

Agency (NIMASA) anti-piracy project, and increased international counter-piracy operations in the GoG.

The coalition

The newly launched strategy was developed by the International Chamber of Shipping (ICS), BIMCO, Intertanko, Intercargo, Oil Companies International Marine Forum (OCIMF), and representatives of the Nigerian Navy and NIMASA, together making up the NIWG.

Bashir Jamoh, Director General of NIMASA, said: *'Working collaboratively with state and non-state actors, the maritime industry's various critical players and stakeholders have highlighted key areas where they can make collective improvements. This strategy is an important step in codifying joint efforts to sustain maritime security in the Gulf of Guinea. It will be an important tool to monitor our progress.'*

Guy Platten, Secretary General of ICS, commented: *'The agreement of this strategy demonstrates the strong relationship between the shipping industry and Nigeria, and their shared commitment to eradicating piracy in the Gulf of Guinea. The strategy is already identifying successes and areas in which further improvement will continue to reduce the capability of pirates to attack innocent seafarers in the region.'*

David Loosley, Secretary General and CEO of BIMCO, said: *'The joint counter-piracy strategy is a welcome result of productive dialogue between Nigerian authorities and industry partners. The long-term success of the joint strategy relies on establishment of structures and incentives which will stimulate a sustainable change in the Niger Delta pirates' behaviour.'*

Katharina Stanzel, Managing Director Intertanko, said: *'The agreement on the Gulf of Guinea Strategy marks a significant point in the fight against piracy and insecurity in this region. Seafarers have borne this burden for too long and this agreed strategy, with its associated KPIs will assist in making their time on ships in the area safer and more secure.'*



Kostas Gkonis, Secretary General Intercargo, elaborated: *'With this new strategy the shipping industry is beginning a new journey alongside Nigeria, an organised approach to tackle security in the waters in the Gulf of Guinea. It is only the first step, and the partners must continue to work together to ensure continuous improvement and ensure that the shipping community and the local economy see real change as a result of the strategy.'*

Karen Davis, OCIMF Managing Director, said: *'The need to identify and prioritise those issues which can help prevent harm to our seafarers is of paramount importance. This joint strategy provides clarity to the activities that, when tackled collaboratively, will make a difference. A positive effect has already been demonstrated.'*

The Nigerian Navy provided a spokesperson who concluded with: *'The Nigerian Navy plays a vital role in ensuring maritime security. Collaborating with national as well as international stakeholders is most important, and this joint strategy demonstrates the good that can be achieved by working together.'*

The most sophisticated communications satellite

Testing in geo-stationary orbit

Named I-6 F1, the most sophisticated commercial communications satellite ever launched, has reached geostationary orbit and begun on-orbit testing, Inmarsat, a leader in global, mobile satellite communications, confirmed on 25 July. Carrying both L-band and Ka-band payloads, I-6 F1 will deliver a further enhancement of Inmarsat's world leading ELERA and Global Xpress networks respectively.

The satellite, the size of a London double-decker bus*, with a solar array wingspan larger than a Boeing 767**, was launched by MHI in Japan in December 2021.

Since its launch, it has been moving towards geostationary orbit (GEO) approximately 36,000km (~22,500 miles) above the Earth via its all-electric propulsion system. It has now arrived at its test location over the Atlantic and has begun a thorough and extensive testing programme before moving and entering service over the Eastern Indian Ocean in early 2023. Ground stations at Perth and Merredin in Western Australia will support I-6 F1 service.

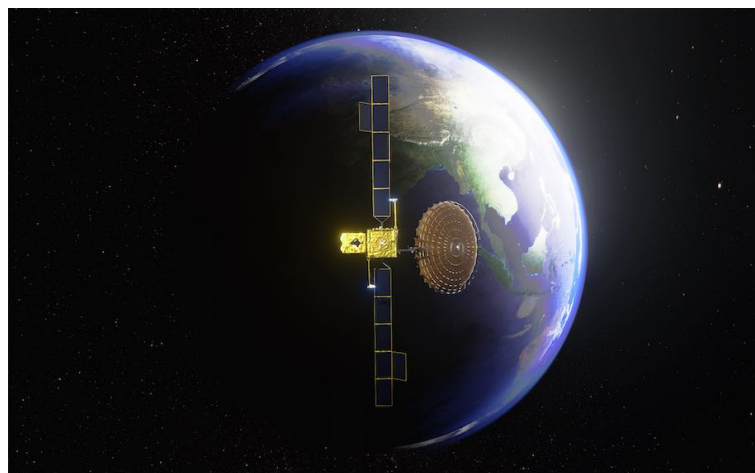
The satellite will soon be followed by its 'identical twin', I-6 F2, which has completed testing at Airbus Defence and Space facilities in Toulouse, France. It is due to be launched in Q1 2023 by SpaceX.

To combine GEO, HEO, LEO and 5G

The launch of the I-6s sustains the momentum underpinning Inmarsat's growing business and technology leadership in global mobility communications. I-6 plays an integral role in the exceptionally reliable GEO infrastructure that underpins Inmarsat ORCHESTRA – the world's first network that will combine GEO, highly

elliptical orbit (HEO), low Earth orbit (LEO) and terrestrial 5G into one harmonious solution.

Peter Hadinger, Inmarsat Chief Technology Officer, commented: *'The I-6 satellites will extend Inmarsat's global leadership in L-band services through ELERA to the 2040s, as well as enhance further our Global Xpress Ka-band network capacity in emerging hotspots. Offering greater bandwidth and coverage, supporting greater speeds and a greater portfolio of innovative connectivity, Inmarsat's I-6s also substantially increase the effective capacity of the ELERA network available to our customers.'*



With 50% more spectrum per beam than the I-4s, Inmarsat's I-6 satellites also deliver an enhanced platform for innovative technology developers.

'Having double the beams, 50% more spectrum per beam and double the power of the I-4s, the I-6s' advanced processors match customer demand as and where it is needed in real-time. We look forward to completing testing in orbit for I-6 F1 as well as delivery of I-6 F2 ahead of an early 2023 launch. With both I-6s entering service in 2023 we begin a new era of Inmarsat capabilities to satisfy and exceed our customer needs.'

The I-6 satellites deliver an enhanced platform for innovative technology developers looking to go global quickly with world-changing products. ELERA enables new markets, including the rapidly growing Industrial Internet of Things (Industrial IoT) satellite connectivity segment, by providing dramatically increased network capacity and resilience.

The I-6 satellites, like all Inmarsat ELERA and GX spacecraft, are backward-compatible with existing terminals, ensuring that current and future customers will continue to benefit from new advances. They also add further depth in Inmarsat's global coverage for even greater assurance to customers of the redundancy and resilience of Inmarsat's world-leading L-band network.

The GX6 payloads hosted on the I-6s add targeted high capacity to Inmarsat's high-speed GX network, ensuring it continues to support the growing need of commercial and government customers for data, particularly in congested regions or hotspots where it is needed most.

*Approximate measurements are: length 9m x width 2.5m x height 4.4m.

**48m.

Ballast water management data

Ballasting operations in different parts of the world can be challenging due to wide variations in water quality. This could make it difficult to achieve compliance with the IMO's D2 standard for ballast water discharges even with a ballast water treatment system installed.

The D2 standard, which will be mandatory for all ships from September 2024 under the IMO's ballast water management convention, specifies the maximum amount of viable marine organisms allowed to be released in ballast water discharges.

Poor water quality at certain ports, such as those with a high level of sediment load, may impede effective ballasting operations needed for compliance and thus prevent ships calling at such ports.

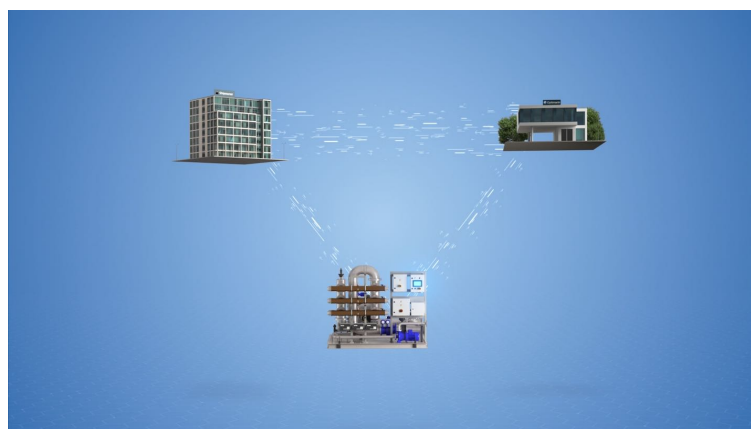
It is appreciated that such a situation could result in loss of contracts and revenue for ship owners if they are not able to sail to challenging ports, according to ballast water treatment specialist Optimarin.

Heat-mapping

Optimarin's chief executive Leiv Kallestad has indicated that challenges in ensuring ballast water quality meets local standards can create logistical difficulties and delays for fleet operations.

He commented: *'The main issues are transparency and predictability: being aware of the water quality at different ports to plan voyage itineraries in an optimal manner.'*

One question asked is how can that be achieved on a global basis with multiple ports on numerous trade routes? Kallestad believes the answer is digital technology. Optimarin has developed the pioneering OptiLink™ cloud-based digital provision that is able to stream data on water quality at ports around the world, it is reported.



Its head of technology Kim Stian Haugland, who developed OptiLink™ with his team, says analysis of big data means a ship operator can assess water quality in specific ports through heat-mapping to determine the duration of ballasting operations, which makes for better fleet planning.

The advanced digital tool provides real-time monitoring of Optimarin's ballast water treatment system (BWTS), along with automated data generation and remote connectivity

for ship-to-shore data-sharing in this critical area of ship operations.

Data visibility

It also gives a vessel's crew instantaneous online access to key performance indicators for the BWTS – including water quality and system functionality – through a user-friendly visual interface featuring data transmitted from the ballast water control system.

OptiLink™ shows that ballast water management can be integrated in the ship's digitalised functions, while also giving a fleet-wide overview of ballast water KPIs for each vessel. Online connectivity enables continuous condition monitoring of the BWTS for proactive maintenance, as well as interactive remote support with over-the-air software updates to keep the system working efficiently.

In addition, OptiLink™ allows compliance data on ballast water quality to be transmitted to regulatory authorities for certification, effectively negating the need for lab testing and onboard inspections, to facilitate faster port turnarounds.

There are also significant economic spin-offs in fuel cost savings, optimised ship routeing and reduced port turnaround times to boost overall cost-efficiency of fleet operations, it has been reported.

USCG Cutter Oak port call in Sisimiut, Greenland

Exercise Argus 2022.

During the port visit, the CO of USCGC *Oak*, Lieutenant Commander Jacob Loman, and Executive Officer, Lieutenant Jennifer Lane, met the organizers of the joint, large-scale exercise for a pre-sail conference to discuss plans for Exercise Argus in Southern Greenland, on 4 July.

In transit to Sisimiut, members new to the Arctic Circle earned their Blue Nose certificates in a ceremony aboard the cutter. As the cutter steamed northward the ship's company conducted damage control and medical training to remain operationally ready.

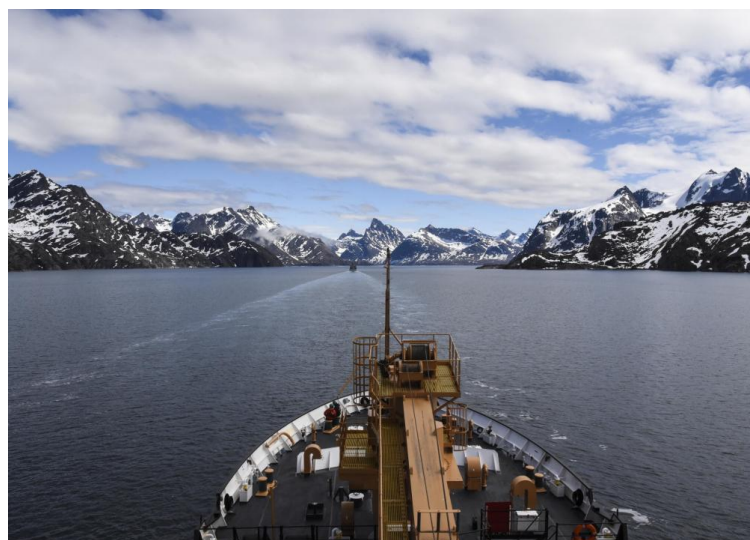
The ship's company of USCGC *Oak* departed Sisimiut on 4 July for the start of Exercise Argus, which included navigation and search & rescue training events to start the week-long exercise.

Exercise Argus is an annual training event designed to enhance capabilities of international partners for responding to search & rescue and marine environmental events in the Arctic region.

This annual exercise takes place from 4 to 9 July and affords participating nations opportunities to advance effective partnerships, collaboration, and interoperability for a variety of issues affecting the high north region.

The exercise included assets from Greenland, Denmark, France, and the United States. Participation in Exercise Argus highlights the US Coast Guard's collective

commitment to safety, environmental protection, and international partnerships in the region.



USCGC Oak was photographed steaming through the Hamborgersund fjords during a five-day training event with Greenlandic, Danish, and French partners, on 5 July.

US Coast Guard photograph by Petty Officer 2nd Class

Diana Sherbs.

US Coast Guard Atlantic Area.

USCG ©.

Oak's port call at Sisimiut is the second port call for the Coast Guard cutter after departing St. John's, Newfoundland.

Oak is a 225-ft loa seagoing buoy tender homeported out of Newport, Rhode Island.

UNCLOS in the 21st century

(UK) House of Lords Committee outlines actions for Government

In the UK the International Relations and Defence Committee in the House of Lords (the upper house) published in March its report looking at the effective operation of the Law of the Sea in the modern era entitled *UNCLOS: The law of the sea in the 21st century*.

Comments by the Chair

Commenting on the report, Baroness Anelay of St Johns, Chair of the International Relations and Defence Committee said: *'The UK is a major maritime power and has a strong overarching role to play in the development and maintenance of the law of the sea. It must, along with its partners and allies, step up to meet the 21st century challenges to UNCLOS (the United Nations Convention on the Law of the Seas), to ensure its continued relevance.*

'UNCLOS represents a great example of what can be achieved when states come together and act in diplomatic cooperation. In some respects, even forty years after its ratification it remains operational because its key achievements of standardising states' claims to maritime zones and providing a framework to settle any disputes remain largely successful.

'It is clear, however, that there are gaps in UNCLOS which affect its efficacy, especially in regard to modern issues that have arisen in the years since its ratification. These developments include rising sea levels, climate change and new technology related to maritime autonomous vehicles. It is also essential to address other issues that have become more prominent and problematic since UNCLOS was drafted: such as human rights at sea and maritime security. The treaty's provisions must be updated and supplemented in order for UNCLOS to remain fit for purpose.'

Key conclusions

Key conclusions of the report include:

- The report acknowledges key success factors and achievements of UNCLOS, principally that its framework status allows it to operate as a "living treaty" that can be adapted to reflect modern circumstances and develop international law; and that it represents a major example of diplomatic cooperation between member states.
- The report concludes however, that if the provisions of UNCLOS are not supplemented, or further developed it would no longer be fit for purpose in the 21st century. The report highlights several gaps and weaknesses in UNCLOS that the Government needs to address to ensure its continued effective operation in the modern era.
- The Committee recommends that the Government must continue to advocate for the protection of the marine environment and promote a more careful approach to the extraction of living and non-living resources.
- The Committee expects to receive further detail in the Government's response to this report on how the UK is preparing to support migrants in light of the risk some may lose their territories and statehood. The response from the Government must include details of those territories most likely to be at risk and the number of people likely to be adversely affected. The Committee also calls for the Government to continue pushing for recognition of the oceans within the United Nations Framework Convention on Climate Change (UNFCCC), and for greater coordination between the UNFCCC and UNCLOS processes.
- The Committee urges the Government to work more closely with likeminded partners, via the International Maritime Organization (IMO) and other international bodies, to address some of the regulatory gaps in UNCLOS. The Government should use its influence and voice within the IMO to explore ways it can update and amend the existing law to address concerns, including modern challenges such as maritime autonomous vehicles, human rights at sea, rising sea levels, new technologies and the quest for ever more resources. The Government must take a leadership role and work with others to ensure the link between vessels and the state in which they are registered is genuine and show a good example to other states by tightening the criteria for its own ship registry.
- The Committee urges the Government to consider advancing an agreement to address human rights abuses at sea. Such an agreement must take a

holistic approach to human rights so the Government works with likeminded partners to advance a unified approach to this issue. The approach will need to draw together practical solutions to challenges including mass migration, forced labour, physical and sexual crimes, and crimes committed by privately contracted armed security personnel, and must lead to the creation of new mechanisms to address human rights at sea. A full range of options should be considered including port state controls, sanctions, and private arbitration systems.

- The Committee concludes that the Government must ensure its own domestic legislation fully reflects its obligations under international human rights law, in particular, the Nationality and Borders Bill. In response to this report, the Government must provide a full assessment of the compatibility of the provisions in the Bill dealing with so-called forced turnarounds with the UK's international responsibilities under Article 98 of UNCLOS. The Government should provide active support to developing states so that they too can uphold the principles of UNCLOS through law enforcement and environmental protection activities.

Documentation

At 98 pages the House of Lords International Defence and Relations UNCLOS Inquiry dated 1 March 2022: is available here: <https://tinyurl.com/42j662k5>

The UK Government response dated 31 May 2022 and running to 29 pages is to be found here: <https://tinyurl.com/2y3c9hr3>

Finally, in the week the Parliamentary Summer recess commenced House of Lords Committee response to HMG of eight pages and dated 19 July 2022 is available here: <https://tinyurl.com/2p8aknst>

UNCLOS: Comment by Human Rights at Sea (HRAS)

The (UK) House of Lords international Defence and Relations Committee

Comment by Human Rights at Sea (HRAS)

The UK House of Lords international Defence and Relations Committee inquiry was explicit in its recommendations to the UK Government about addressing the issue of fundamental rights and associated protections for the human rights of all persons at sea, both within and external to UK jurisdictional boundaries.

It is now clear that a unified UK approach is required, and a clear position needs to be taken so, as HRAS puts it **'...that the Government confirms, unequivocally, that international human rights law applies equally at sea as on land, beyond just the jurisdiction of the ECHR, and to all categories of seafarers, not just workers.'**

The [31 May 2022 Government response](#) has been found to be sorely lacking in key areas relating to policy responses around the subject of human rights at sea.

This requires urgent rectification to provide both national and international clarity on the UK's position and approach if the UK is to be taken seriously as a maritime and human rights leader.

With the charity Human Rights At Sea (HRAS: www.humanrightsatsea.org), the following points remain.

'The current political positioning towards the eminent recommendations by the UK House of Lords Inquiry deftly 'kicks-the-can' down the road and conveniently stalls to avoid tackling the very serious issues of reinforcing the existing rule of law and international rules-based environment at sea explicitly for human rights.'

'And despite explicit Parliamentary reference to the [Geneva Declaration on Human Rights at Sea](#), there was silence on the validity of that extensive soft law development work.'

UKHO announces intention to withdraw from paper chart production

Transition plan for fully digital chart portfolio by end of 2026

On 26 July the UK Hydrographic Office (UKHO) announced its intention to develop options for the withdrawal from global paper chart production by late 2026 to increase focus on its digital navigation products and services.

In response to users

Plans to withdraw the UKHO's portfolio of ADMIRALTY Standard Nautical Charts (SNCs) and Thematic Charts are in response to more marine, naval and leisure users primarily using digital products and services for navigation. The ADMIRALTY Maritime Data Solutions digital navigation portfolio can be updated in near real-time, greatly enhancing safety of life at sea (SOLAS).

The phased withdrawal of paper charts from production will take place over a number of years and is anticipated to conclude in late 2026. In parallel, UKHO will develop viable, official digital alternatives for sectors still using paper chart products, it is understood. This will be a carefully managed process, conducted in close liaison with all customers and stakeholders, including the Maritime and Coastguard Agency (MCA) as well as other regulatory bodies, hydrographic offices, industry partners and distributors.

Peter Sparkes, Chief Executive of the UKHO, said: *'The decision to commence the process of withdrawing from paper chart production will allow us to increase our focus on advanced digital services that meet the needs of today's seafarers. As we look to the future, our core purpose remains the safety of shipping operations and delivering the best possible navigation solutions to achieve that. Whether for the Royal Navy, commercial vessels or other ocean users, our focus is on developing and delivering ADMIRALTY digital services that promote safe, secure and thriving oceans.'*

'We understand the significance of this announcement, given the distinguished history of the UKHO's paper chart production and the trust that mariners have placed in ADMIRALTY charts over the generations. We will support users of SNCs during the withdrawal of our paper chart portfolio and work with our distributors to help users switch to digital alternatives between now and our planned date of 2026.'

The move to digital navigation solutions has been accompanied by a rapid decline in demand for paper charts, driven by the SOLAS-mandated transition to ECDIS and the wider benefits of digital solutions, including the next generation of navigation services.

Peter Sparkes explained: *'Shipping is moving quickly towards a future underpinned by digital innovations, enhanced satellite connectivity at sea and optimised data solutions, supporting the next generation of navigation. The UKHO aims to be at the vanguard of this digital transition, continuing to provide the assured and globally trusted ADMIRALTY navigation services that seafarers the world over depend on.'*

Baroness Goldie, Minister of State at the UK Government's Ministry of Defence, commented: *'The world has changed unrecognisably in recent years, driven by digitalisation and rapid technological advancement. When it comes to maritime, one of our priorities at the Ministry of Defence is to make shipping as safe as possible; to achieve this, the industry must continue transitioning to digital tools and technology that share data almost instantly from ship-to-ship or ship-to-shore.'*

'As one of the world's leading authorities on navigational charts, the UKHO is well positioned to recognise the need to deliver a range of digital solutions that enhance safety and data accuracy. The decision to focus on digital products and services makes strategic and commercial sense, helping usher in a new era of maritime navigation, which will be powered by digital innovations.'

Richard Bell, Assistant Director for UK Technical Services Navigation at the MCA, added: *'The MCA recognises the benefits of official digital navigation products for safe navigation, at a time when paper products make up a minority of navigation products being used at sea. This announcement by UKHO represents a clear vision for the future of navigation, which will need to be supported by official equipment and data suited to the needs of the different maritime end users.'*

'We are committed to working closely with the UKHO, stakeholders and industry to make this vision a reality. Close liaison will be essential, to ensure that the technical and legislative barriers to the proposed change are overcome in advance of the UKHO's 2026 timeline.'

To learn more

More information on UKHO's carefully managed approach for the phased withdrawal of paper chart production can be found on the ADMIRALTY website:

<https://tinyurl.com/4be8xfmf>

USCG long-range medevac Alaska

Close co-ordination

On 26 July US Coast Guard staff medevaced an injured crewmember from a cargo ship 230 nautical miles southwest of Dutch Harbor, Alaska. This was reported the following day from USCG 17th District at Juneau, Alaska.

The 38-year-old injured crewmember was in the Hong Kong-flagged cargo ship *Xin Li Hia* approximately 230 nautical miles southwest of Dutch Harbor, Alaska,

A Coast Guard Air Station Kodiak MH-60 Jayhawk helicopter crew from Air Station Kodiak arrived on scene at approximately 1734 on 26 July, hoisted the crewmember, and transported him to Dutch Harbor where he was met by LifeMed for further transport to Anchorage.

Watchstanders from the 17th Coast Guard District received a report from the crew of *Xin Li Hia* at approximately 1720 on 24 July requesting a medevac of a crewmember who was suffering from severe abdominal pain.

The ship was approximately 800 nautical miles southwest of Dutch Harbor at the time of the report. *Xin Li Hia*'s crew was advised to transit towards Dutch Harbor until they were in-range of the helicopter crew for the medevac.

Watchstanders diverted Coast Guard Cutter *Kimball* to the scene, repositioned the Air Station Kodiak MH-60 Jayhawk helicopter crew to Dutch Harbor, and launched an Air Station Kodiak C-130 Hercules crew with a second helicopter crew aboard from Kodiak to Dutch Harbor.

In the words of Lieutenant Christopher McCarthy, 17th District command duty officer: *'This case showcases the importance proficiency plays in conducting long-range medevacs in Alaska.'*

'The close coordination between our command centre staff, the multiple Air Station Kodiak crews and the crew of the Coast Guard Cutter Kimball helped ensured this mariner was able to obtain medical treatment.'

Suicide and seafarers

Understanding seafarer suicide and its potential under-reporting

On 12 July the report *Suicide and Seafarers* at 34 pages by Paul Carroll and Adam Behailu was issued by the UK Department for Transport. The foreword is by Robert Courts MP, the UK's Minister for Aviation, Maritime and Security.

A copy may be downloaded here:

<https://tinyurl.com/bdsky99d>

This document discusses the mental health of seafarers and the impacts of suicide, the support available and the potential under-reporting of suicides in the maritime sector in 2022.

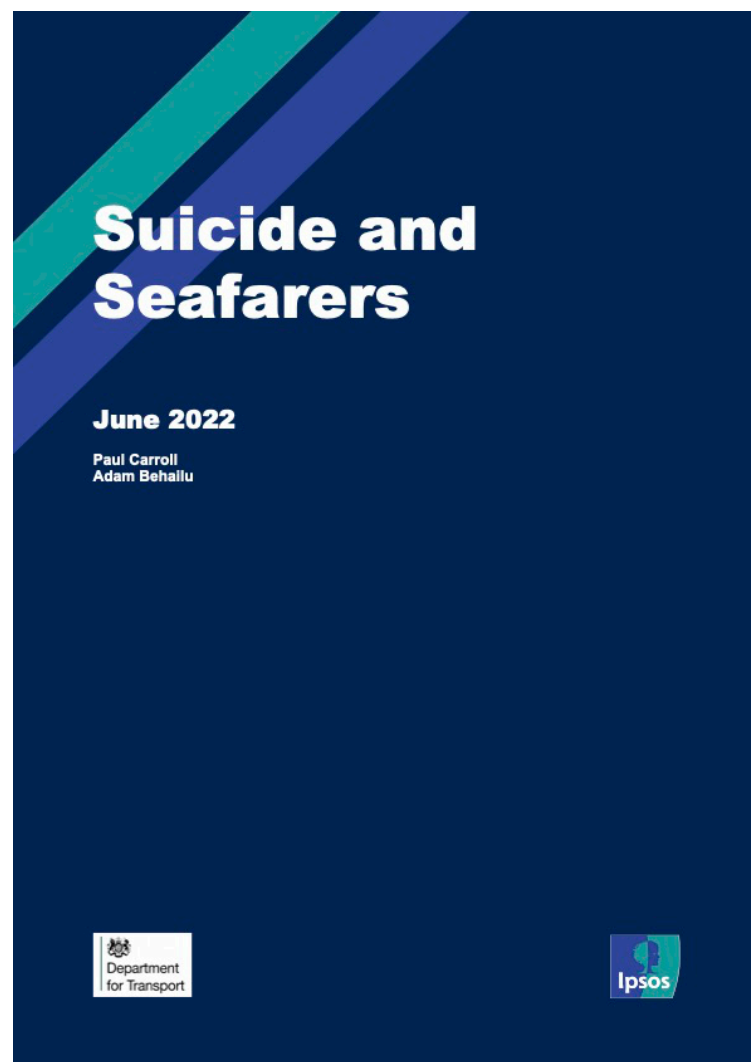
A wide range of industry experts was interviewed for this exploratory, qualitative report to:

- Provide a detailed view of the mental health challenges faced by seafarers.
- Uncover the types of support available to seafarers struggling with mental health issues.
- Highlight potential issues with the under-reporting of suicides among seafarers.

Fieldwork was conducted by Ipsos between March and April 2022 and comprised twenty in-depth interviews.

Ipsos was commissioned to conduct research into the mental health of seafarers and, specifically, suicide among seafarers. The research findings will help fill the gaps in knowledge on this important issue, and feed into the discussions about the mandatory recording of suicide at sea.

In total, twenty in-depth qualitative interviews were conducted between 7 March and 1 April 2022. Given the sensitive nature of this project, it was decided that seafarers themselves would not be interviewed, as it would be challenging to obtain all the necessary ethical approvals in time and given that it might be distressing for seafarers to discuss the issue of suicide among their colleagues.



Instead, participants who work with or have expertise on seafarers were purposively sampled from across the industry. This ensured that a diverse range of perspectives were represented. These included: company

representatives / ship owners, shipping management companies, insurers, maritime charities / chaplains, unions, and academics.

The findings will help fill gaps in knowledge on this important issue and feed into discussions about the mandatory recording of suicide at sea.

Occupational health and safety

Understanding seafarers' living conditions

You Tube product by Cardiff University's SIRC

Cardiff University is the largest university in Wales. At the university the School of Social Sciences (SOCSI) includes within its main subject areas: Sociology; Education Studies; Criminology; Social Policy; and Social Work. It is a large School with 170 staff and a thousand undergraduate and graduate students.

In line with the University's mission, SOCSI is research-lead. This means that it gives the highest priority to research and is always on the lookout for new adventurous scholars.

An element of the university is the Seafarers' International Research Centre (SIRC) part of the School of Social Sciences.

Occupational health and safety

SIRC was established in 1995 with a view to conducting research on seafarers. The Centre has a particular emphasis on issues of occupational health and safety. It is the only international research facility of its kind and has built up unparalleled experience of research in this field.

SIRC aims to:

- Produce independent, high quality, research relating to seafarers' lives.
- Develop work in relation to contemporary social debates (for example debates around globalisation).
- Disseminate findings widely across the maritime and academic community.
- Stimulate greater interest and understanding of seafarers and their lives.
- Contribute positively to the welfare of seafarers.

SIRC currently has a number of enrolled PhD students. These students are all engaged in undertaking research on maritime related topics within a social science paradigm. They come from a range of backgrounds and include ex-seafarers and overseas students.

The Nippon Foundation and the Fellowship Programme

The Nippon Foundation is a Japanese grant making organisation that was founded in 1962 with the primary purpose of supporting the revitalisation of Japan's maritime industry.

Over the years the Foundation's sphere of activity has expanded inland from the oceans and now encompasses most of the globe. The Foundation has been supporting

various philanthropic activities in over 100 other countries in the world in areas such as education, health and social welfare.

While pursuing such expansion into new areas, The Nippon Foundation has also continued to initiate pioneering ventures in the maritime field. In recent years the Foundation has been focusing its support efforts on capacity building initiatives aimed at better equipping the international community to tackle the multitude of critical issues related to the oceans.

As part of their activities The Nippon Foundation funded students to undertake maritime-related social science research at the Seafarers' International Research Centre. The objective of the programme was ultimately to create an international network of social scientists conducting research on seafarers.

Films to assist with changing practice

Understanding seafarers' living conditions: *The story of Freddie* – based on a decade of research, this animation brings the findings of SIRC on the design of shipboard accommodation to life.

Using an account of a fictitious engineer cadet's experience of his first vessel, the animation highlights the consequences of poor accommodation design for individual seafarers and for an industry keen to attract skilled and talented personnel.

To see the story of Freddie readers are invited to see here: <https://tinyurl.com/yc32bwct>

Other instructional films can be found here: <https://tinyurl.com/yfmx7xjv>

From the IFSMA Office

Reminder: World Maritime University (WMU) survey for seafarers on hours of work/rest, workload, and ship manning. The WMU have asked us to repeat the request for seafarers to complete this important survey, this will provide a better representation of seafarers' views which will be used in the future in support of various submissions to IMO and other maritime bodies.

<https://wmuhq.questionpro.eu/t/AB3uvMYZB3vReL>

