

Number 65, June 2023

IFSMA NEWSLETTER

The Shipmasters' International Voice

The Philippines trains more seafarers than any other country. Cleo Bierreza is excited about what a Just Transition can mean for young crew.

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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

Whilst it has been busy in the Headquarters as usual it has been a bit quieter at IMO with only the Navigation, Communications and Search and Rescue Sub-Committee meeting which had an extended meeting of ten days because of the amount of work the various working Groups had to contend with.

There was a much greater focus on the more technical aspect on ECDIS, GPS and so forth and there was nothing significant for me to report to you on directly. My report can be found on the website as usual.

June promises to be very much busier as we gear up for the start of the Maritime Safety Committee where there is much of interest to IFSMA. Maritime Autonomous Surface Ships will be a key Working Group as we continue our high profile work on the development of a voluntary international code. We are lucky that David Appleton leads for IFSMA in the Working Group where the key work is undertaken and I will report the key issues next month. There will also be interesting debates on COLREGS as China is seeking a new output on a comprehensive review of COLREGS. This is something that IFSMA will oppose very strongly as it continues to serve us at sea very well and has done an amazing job over the years keeping us safe, apart from when poor watchkeeping standards have let us down in a few exceptional cases. I will let you know how this important debate develops.

Finally, I would just like to draw your attention to the BGA. This is very kindly being hosted this year by the Japan Captains' Association (JCA) in Tokyo. Paul Owen has published all the information of how to book up for this and has issued the call for presentations from you on subjects that you would wish to draw to the Federation's attention. The JCA have put together a great programme for us so I hope we will see you there. There is now just under six months to go so make sure you book your flights and accommodation in plenty of time. Your President and Executive Council look forward to seeing you all there.

Keep safe.

Jim Scorer
Secretary General

From the News Editor

Battle of the Atlantic

80th anniversary commemoration

Port of Liverpool

A Battle of the Atlantic memorial was unveiled by HRH The Princess Royal at St Nicholas's Church, Liverpool on 26 May. Royal Navy and allied warships joined merchant vessels in Liverpool for three days of commemorations marking the Battle of the Atlantic.

Led by HMS *Defender* visiting warships arrived in the port city and raised the curtain on a weekend of events to mark the 80th anniversary of the longest, hardest naval battle in British history. The weekend got underway with a private service of commemoration at St Nicholas's Church at the Pier Head.



Her Royal Highness was guest of honour at the service, also attended by First Sea Lord, Admiral Sir Ben Key and military and civic dignitaries and veterans. Proceedings acknowledged the sacrifice of the thousands of UK and allied sailors involved in the Battle of the Atlantic, both merchant and naval.

After the church service, The Princess Royal unveiled a new Battle of the Atlantic Memorial and Garden of Reflection – the first of its kind in the UK – in the church grounds.

In company with HMS *Defender* on the prime berth of the Cruise Liner Terminal at the heart of Liverpool's waterfront was the French Destroyer *Bretagne*, and Trinity House Vessel *Patricia*.

USS *Ramage* was also in Liverpool during the weekend, providing an impressive backdrop to events on and over the Mersey, while their sailors joined in commemorative events ashore.

Commodore Phil Waterhouse, the Royal Navy's Regional Commander for Northern England, based at HMS *Eaglet* in Liverpool, commented: *'This will probably be our final chance to say, 'thank you' to that wonderful wartime generation who fought the battle – serving in the ships, in the docks, in the shipyards, in the homes.'*

Historical note

Britain depended on vital supplies from North America and the Empire in the Second World War. These were transported in merchant ships across the Atlantic where they were attacked by German submarines and warships. Military cargoes and troops for the North African theatre had to be shipped by way of the lengthy Cape route to Suez before the Axis forces had been cleared from the Mediterranean.

To combat the Axis threat merchant ships were convoyed and escorted by warships and aircraft. The first Atlantic convoy sailed on 2 September 1939.

Winston Churchill coined the phrase 'Battle of the Atlantic' on 6 March 1941, deliberately echoing the Battle of Britain to emphasise its importance.

Without doubt the cost of the Battle of the Atlantic was extremely high as by May 1945, in the Atlantic alone, over 2,200 British and Allied merchant ships had been sunk, totalling in excess of 13 million gross tons. One hundred warships and 600 RAF Coastal Command aircraft were lost. With the merchant ship losses it was estimated that more than 30,000 merchant seamen died with thousands from Allied navies and air forces. By way of example P&O lost 75 ships in the Atlantic.

More than 800 U-boats were operational in the Atlantic and of these two out of three were lost, mostly to allied aircraft and escort vessels between 1943 and 1945. An estimated 18,000 U-boat crew died in action.

As a battle it was felt from the day war broke out, 3 September 1939, to Victory in Europe Day, otherwise known as V-E Day, 8 May 1945. This was the longest continuous campaign of the war.

Why was there a commemoration relative to May 1943? There was a major commemoration in 1993 with the fiftieth anniversary and others since. In 1943 May was the turning point when, for the first time, more German U-boats were lost than Allied merchant ships. At the same time there was an increasingly sophisticated range of depth charge weapons made available and scientists developed Asdic to detect the position of a submerged U-boat. Radar was improved and long-range patrol aircraft entered service with close coordination between air and naval forces accompanied by good intelligence from intercepted signals. There was also a massive shipbuilding programme in North America to replace the wartime losses.



Capture of the German Enigma encrypting machine enabled the Allies to route convoys away from the U-boat wolf packs.

Throughout the war Liverpool was Britain's main convoy port and over a thousand convoys arrived at a rate of three or four each week.

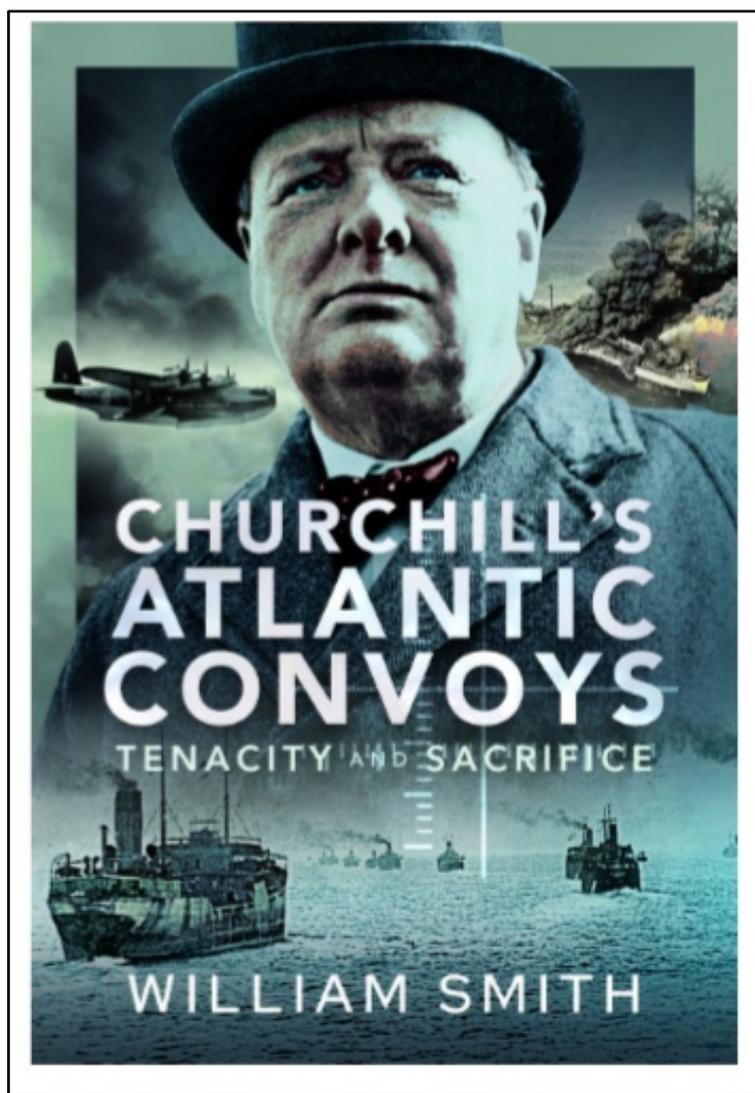
Churchill's Atlantic Convoys: Tenacity & Sacrifice

This is a hardback book by William Smith published by Pen & Sword Maritime of Barnsley, UK, in May this year

(2023). Of 280 pages with 40 mono illustrations, price £17.50. ISBN: 978 1 39905 097 5.

Within hours of the outbreak of the Second World War, Winston Churchill took up office as First Lord of the Admiralty. The same day the Donaldson liner *Athenia* was torpedoed in the Atlantic in the first U-boat attack of the war. Churchill quickly recognised Britain's survival depended on countering the U-boat threat and the strategic importance of protecting Allied merchant shipping with measures such as the convoy system.

As this splendidly researched book reveals, the Nazi U-boat fleet was relatively small and unprepared for war in 1939. By early 1941 its numbers and effectiveness had increased to the point that Hitler was able to declare 'our warfare at sea is just beginning.' Prime Minister Churchill's response was to issue his famous 'Battle of the Atlantic' Directive.



Churchill's Atlantic Convoys describes the political, strategic and tactical ebb and flow of events, particularly over 1942 and 1943. Thanks to increased numbers and scientific innovations the Allies slowly gained the upper hand despite a determined German fight back in late 1943 and early 1944. While the U-boat threat was never wholly defeated, the tenacity and sacrifices of the Allied naval forces, to which must be added the merchant ships some of which had defensive armament, others were armed merchant cruisers. By the human endurance, discipline,

and seamanship of their crews they won the day and should never be forgotten. William Smith's book here goes a long way to keep the flame of remembrance in our minds.

Churchill later recognised the persistence of Germany's effort and the fortitude of the U-boat service. It would not be until 7 June 1945 that Churchill and President Truman felt able to assert 'the Allies have finished the job.'

The author, William Smith, is a retired Civil Servant with forty-two years' experience in the Royal Navy and involved in Joint Service and NATO logistics. He was seconded for four years to the US Navy liaising on Royal Navy weapon procurement programmes. He also attended the NATO Defence College in Rome.

Last year, 2022, Pen & Sword published Smith's *Churchill's Arctic Convoys*. For more information of Pen and Sword's titles readers are invited to see here: www.pen-and-sword.co.uk/ Enquiries on availability, price and postage rates may be obtained here: enquiries@pen-and-sword.co.uk

Port of Liverpool commemoration illustrations per UK MOD © Crown Copyright 2023

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 ©

Pollution Prevention and Response

On 3 May it was reported by IMO that the Sub-Committee on Pollution Prevention and Response had approved revised Guidelines for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species. It came during the Sub-Committee's tenth session (PPR 10, which ran from 24 to 28 April) and follows a comprehensive review of the Guidelines.

Definition

Biofouling is the accumulation of aquatic organisms on wetted or immersed surfaces such as ships and other offshore structures. Good biofouling management can help protect marine biodiversity by preventing the transfer of invasive aquatic species. For an introduction see here: <https://tinyurl.com/5n8y9djt>

Keeping a ship's hull clean can also reduce the ship's greenhouse gas emissions by improving fuel efficiency (see the report *Analysing the Impact of Marine Biofouling on the Energy Efficiency of Ships and the GHG Abatement Potential of Biofouling Management Measures*¹).

Guidelines for adoption

The 2023 Guidelines, which expand on and update the previous version, with a view to strengthening it and increasing its uptake, will be submitted to the Marine Environment Protection Committee (MEPC 80) for adoption.

The Sub-Committee also agreed to develop guidance on in-water cleaning at a future session. In this regard, the Sub-Committee recommended to MEPC 80 that the target completion year for the guidance should be extended to 2025, and that it should be renamed as *Development of guidance on matters relating to in-water cleaning*. The Sub-Committee invited concrete proposals on the separate guidance.

Furthermore, the Sub-Committee also invited Member States and international organizations to submit relevant information on best practices for biofouling inspections and cleaning actions to the Organization as it may become available in the future.

With regard to the Biofouling Guidelines these were first adopted in 2011². The MEPC 72 session (2018) decided to initiate a review, to take into account best practices and experience as well as the latest research. In implementing this review, PPR 8 (2021) agreed that the Guidelines should be revised.



A separate guidance document provides advice relevant to owners and/or operators of recreational craft less than 24 metres in length. (Guidance for minimizing the transfer of invasive aquatic species as biofouling (hull fouling) for recreational craft - MEPC.1/Circ.792³).

GEF-UNDP-IMO

The GEF-UNDP-IMO GloFouling Partnerships Project⁴ and the related TEST (Transfer of Environmentally Sound Technologies) Biofouling Project⁵, Norwegian Agency for Development Cooperation (Norad) support developing countries to implement the Biofouling Guidelines.

Recommendations agreed for maritime transport of plastic pellets

Other topics on the agenda for PPR 10 included the seaborne carriage of plastic pellets.

The risks to the marine environment from plastic pellets have been highlighted by incidents including the X-Press Pearl in 2021, during which 11,000 tonnes of plastic pellets were spilled off the shore of Sri Lanka.

The Sub-Committee agreed a draft MEPC circular on recommendations for the carriage of plastic pellets by sea in freight containers. The draft text will be submitted to the Sub-Committee on Carriage of Cargoes and Containers (CCC 9, which meets from 20 to 29 September this year) for input.

The draft circular recommends that plastic pellets should be shipped in good quality packaging which should be strong enough to withstand the shocks and loadings normally encountered during transport. Packaging should be constructed and closed so as to prevent any loss of contents which may be caused under normal conditions of transport, by vibration or acceleration forces.

Summary of PPR10

To read a full summary of the IMO PPR tenth meeting (PPR10) readers are invited to see here: <https://tinyurl.com/dp9cdm95>

¹ <https://tinyurl.com/ywez4833>

² <https://tinyurl.com/mr49pwpp>

³ <https://tinyurl.com/4mrw88w6>

⁴ <https://www.glofouling.imo.org/>

⁵ <https://tinyurl.com/2bmnr6dx>

Mauritius

Boosting maritime security

According to a statement from the IMO media service on 4 May the organization is working with the Mauritian maritime administration to put in place a legal framework that gives full and complete effect to IMO instruments dealing with maritime security.

A three-day workshop was held from 2 to 4 May in Port Louis, Mauritius, hosted by the Shipping Division, under the Ministry of Blue Economy, Marine Resources, Fisheries and Shipping. This brought together thirty participants from key national agencies*.

Capacity building initiatives

Opening the event, Mr Sudheer Maudhoo, the Mauritian Minister of Blue Economy, Marine Resources, Fisheries and Shipping, welcomed the capacity building initiatives provided under the project on Port Security and Safety of Navigation in Eastern and Southern Africa and the Indian Ocean¹. In his key-note address, he stressed the need for enhanced cooperation at both regional at international level, to be able to respond to maritime security threats.

Mr Alan Ganoo, Minister of Land, Transport and Light Rail, Minister of Foreign Affairs, Regional Integration and International Trade, also welcomed the initiative. Emphasising the importance of establishing a framework in the region, he stated that port security and safety of navigation remains a top priority for Mauritius.

Flag, port and coastal State obligations

Topics discussed during the event include flag, port, and coastal State obligations relevant to the ISPS Code², as well familiarity with the content of IMO circular MSC.1/

Circ.1525³ on Guidance for the development of national maritime security legislation.



It is anticipated that future workshops will involve further IMO collaboration with implementing partners, the United Nations Office on Drugs and Crime (UNODC) and INTERPOL, with coordination from the Indian Ocean Commission (IOC) and funding from the European Union.

EU-funding

The workshop is the latest in a series of activities under the EU-funded project on Port Security and Safety of Navigation in Eastern and Southern Africa and the Indian Ocean. Under the project, IMO aims to assist the nine beneficiary countries to enhance maritime security and safety within the region in line with the 2050 Africa's Integrated Maritime Strategy.

* The Office of the Attorney General; Prime Minister's Office; Ministry of Foreign Affairs, Regional Integration and International Trade; Minister of Blue Economy, Marine Resources, Fisheries and Shipping (Shipping Division, and Fisheries Division); Mauritius Port Authority; Mauritius Police Force; National Coast Guard; Mauritius Revenue Authority; Tourism Authority; Mauritius Radio Services; National Disaster Risk Reduction Management Centre (NDRRMC); Passport & Immigration Office; Cargo Handling Corporation Ltd.

¹ <https://tinyurl.com/2p8bk47n>

² <https://tinyurl.com/k4xsd9yh>

³ <https://tinyurl.com/bdfbbh75>

IMO: Africa, Low-Carbon Shipping

Africa's abundance of solar, wind and thermal energy across the continent can place Africa at the core of the global decarbonisation of maritime transport, the IMO conference on Low-Carbon Shipping in Africa heard on 5 May.

Speaking at the Conference, held in In Mombasa and co-organized with the Kenya Maritime Authority, Mr Xiaojie Zhang, Director, Technical Cooperation Division, IMO, reminded delegates that 2023 is a critical year for maritime decarbonisation, with Member States at the 80th session of

IMO's Marine Environment Protection Committee (MEPC) in London the first week of July set to adopt IMO's 2023 GHG Strategy.

Mr Zhang called on African nations to: *Make your voice heard, and to unlock the great potential the phase out of greenhouse gas emissions of international shipping can generate in Africa.*

'When IMO adopts this July a revised GHG Strategy with a clear phase out date of greenhouse gas emissions from international shipping, the global shipping industry will actively look at providers of alternative shipping fuels and African ports could become future energy hubs for low carbon shipping fuels.'

Importance of carbon revenues

He emphasized the importance of carbon revenues that could be generated through an IMO economic measure – like a fuel levy – for financing port infrastructure, retrofitting capacity, or bunkering facilities across Africa.

This theme was echoed by Ambassador Ms Nancy Karigithu, Special Envoy on Blue Economy, Kenya, who highlighted the range of range of financing mechanisms, such as public-private partnerships, climate funds, and green bonds, to support the transition to low-carbon shipping. She emphasized, too, the need for the transition in maritime to low-carbon shipping in Africa to consider the socio-economic dimensions of the challenge. She said: *'The transition needs to be inclusive and equitable.'*

The Hon Mr Kwaku Ofori Asiamah, Minister of Transport, Ghana, echoed the call for Africa's participation at IMO meetings: *'to ensure our needs and concerns are addressed and also indicate our support or otherwise for global maritime regulations.'*

'Africa is the key to speeding up global climate action on the Decarbonization Agenda. With its young and growing workforce, vast lands and various natural resources, the continent has the potential to make an important contribution to tackle climate change. These assets could be crucial in driving global efforts to mitigate the effects of climate change, while creating new economic opportunities.'

Panel sessions

The IMO conference on Low-Carbon Shipping in Africa focused on **Overcoming challenges by unlocking opportunities and investments.** It included panel sessions on the following:

- Setting the scene: Global climate action and IMO's efforts to reduce GHG emissions from shipping.
- Shipping as enabler of climate action and energy transition.
- IMO's future framework and partnerships enabling the global take up of low- and zero carbon future fuels.
- National coordinated action enabling maritime decarbonisation.

- Unlocking green maritime jobs in Africa.

Opportunities for Africa

Common themes throughout the panel session were the opportunities for Africa as a continent, in terms of producing low and zero carbon future fuels. The challenges were highlighted, as well as the need for technology transfer and financing – and for the transition to be just and equitable transition.

Projects already underway and planned were outlined, including those being facilitated by IMO's Department for Partnerships and Projects, including through the Maritime Technology Cooperation Centre for Africa (MTCC-Africa) such as the IMO-NORAD TEST Biofouling project and the EU-funded Global MTCC Network Project (GMN) Phase II.

Country representatives from Angola, United Republic of Tanzania, South Africa and Kenya outlined their ongoing work to green their ports.

Need for clear direction

Many delegates who spoke voiced the need for IMO to give clear direction through its revised climate strategy. In his final remarks, Roel Hoenders, Head, Air Pollution and Energy Efficiency, IMO, agreed that: *'Setting an ambitious GHG reduction target at MEPC 80 will send a strong signal to the market and investors that maritime is ready to decarbonize - and this will bring new investments and new jobs to Africa.'*



Closing the conference, Mr Shadrack Mwadime, Principal Secretary, State Department for Shipping and Maritime Affairs, said that the discussions held during the conference *'will better help African countries to prepare for the upcoming Marine Environment Protection Committee meeting in July, and for African countries to have a common approach on how we want the international community to address greenhouse gas emissions.'*

The conference was organized by IMO, through IMO's Integrated Technical Cooperation Programme (ITCP), in collaboration with the Kenya Maritime Authority. Participants came from 49 African countries.

Readers are invited to watch the video of the entire eight and half hour Conference see here: <https://tinyurl.com/yc67faxx>

To download the programme see here: <https://tinyurl.com/2s3nymvc>

In February, Ghana hosted the first African Green Shipping Conference.

To read more see here: <https://tinyurl.com/425a3un6>

The Regional Conference on the theme **Seizing opportunities for green shipping in Asia and the Pacific**, organized by the Philippines through the Maritime Industry Authority (MARINA), and supported by IMO's ITCP, was due to be held in Manila from 16-17 May.

For more see here: <https://tinyurl.com/2p9de4rc>

IMO supports developing countries in renewable energy production which could be made available to international shipping, through the ITCP, projects and the IMO GHG TC Trust Fund. IMO has organized previous events on opportunities in ensuring a just and equitable transition of international shipping as presented during IMO's 2nd Alternative Fuel Symposium which took place on 21 October 2022, see: IMO Symposium on alternative low- and zero-carbon fuels for shipping as well as during COP 27 in Sharm-el-Sheikh.

The 2023 World Maritime theme is **MARPOL at 50 – Our commitment goes on.**

Preparing for future emerging global health threats

IMO is participating in global efforts led by the World Health Organization (WHO) to better prepare for possible future disease pandemics. This was reported by the IMO media service on 10 May.



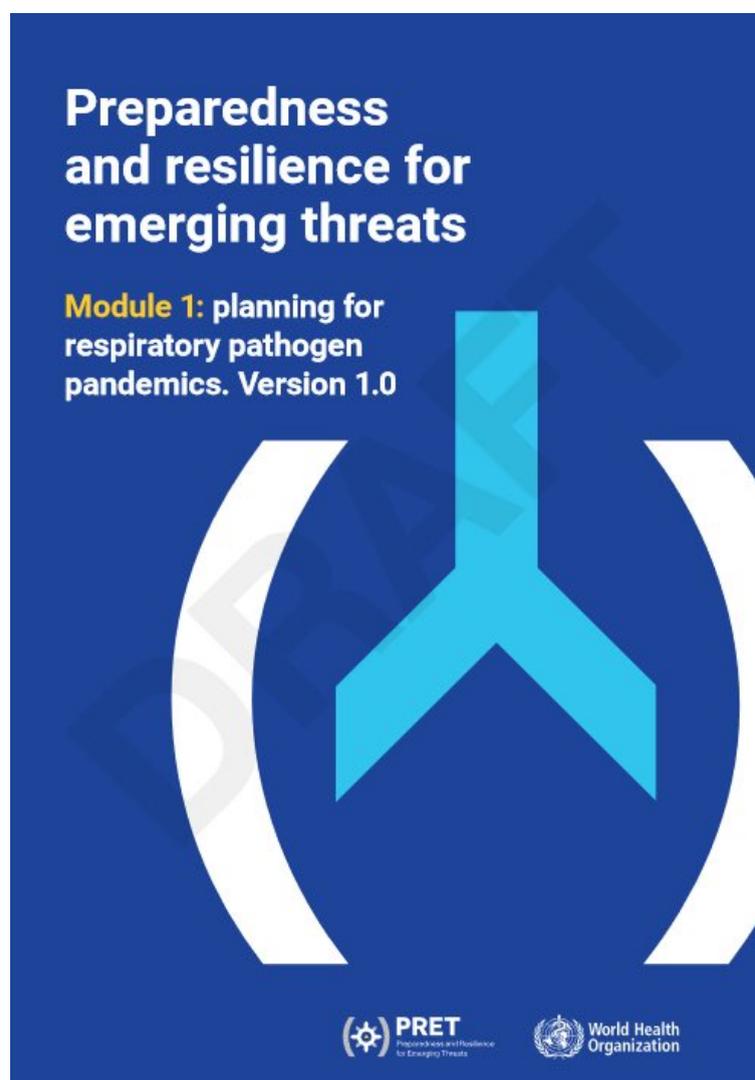
Before the Covid-19 pandemic, WHO's focus was mainly on preparedness planning according to types of pathogen. Building on lessons learned during Covid-19 and other recent health emergencies, the focus is now on groups of diseases according to their mode of transmission, for example respiratory, vector-borne or foodborne diseases.

IMO attended the first WHO meeting on Preparedness and Resilience for Emerging Threats (PRET)¹ held at WHO headquarters in Geneva, Switzerland, from 24 to 26 April this year. It is understood that the PRET initiative will initially focus on respiratory pathogens which are typically easily transmissible and pose a significant public health threat.

Bringing together partners

The meeting's aim was to bring together partners to work on a unified approach towards respiratory pandemic preparedness. IMO promoted consideration of concerns specific to transport workers – and to seafarers in particular.

Due to the significant impact on maritime shipping created by Covid-19-related travel restrictions around the world, IMO has urged Member States to designate seafarers as key workers, and to enable them to travel without regard to their nationality between the ships that constitute their workplace, and their countries of residence.



Alongside IMO, the meeting was attended by national, regional and global WHO staff representatives, along with other UN specialized agencies, the International Civil Aviation Organization (ICAO), the Food and Agriculture Organization (FAO) and the International Labour Organization (ILO), as well as non-governmental

organisations such as the International Air Transport Association (IATA).

A call to action

PRET is a call to action to accelerate preparedness for pandemics and emerging threats globally.

Through collective commitment, WHO aims to see progress by December 2025 with:

- Updated preparedness plans that affirm priority actions.
- Increased connectivity among stakeholders in pandemic preparedness planning, through a cross-sectoral approach and UN interagency cooperation and coordination.
- Dedicated sustained investments, financing and monitoring of pandemic preparedness with a particular focus on addressing gaps identified during past pandemics and epidemics, including maritime transport issues.

Launch of new WHO guidance

There was also discussion ahead of the launch of Module 1 of new WHO guidance for stakeholders²: *Planning for respiratory pandemic preparedness Version 1*, which focuses on respiratory pathogens, including influenza, coronaviruses, and respiratory syncytial virus.

Readers are invited to learn more here³ about IMO's work to support and protect seafarers during Covid-19.

¹ <https://tinyurl.com/4ccycxxu>

² <https://tinyurl.com/2s32kysz>

³ <https://tinyurl.com/yc5ybbxy>

Oil spill response incident management

Support for African countries

The basics of how to manage an incident in the event of an oil spill were covered at an in-person IMO regional workshop held in Nairobi from 9-12 May.

Aim of the event was to enable African countries (listed below*) to better understand and exercise the national Incident Command System (ICS) for responding to oil pollution, guided by their National Oil Spill Contingency Plan (NOSCP). Training was targeted particularly at Small Island Developing States (SIDS) and Less Developed Countries (LDCs).

Outcome of an oil spill incident, it is reported, should be achieved using a clear set of objectives to protect people and the environment. Effective incident management requires the establishment of effective command and control so as to move the response from an initial reactive phase to one where the scope of the incident is understood. Then appropriate actions can be taken in

alignment with the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC) Convention. The OPRC requires Parties to the Convention to have an NOSCP in place.

Involvement at a high level

Through lectures, videos, case studies and group exercises, 41 senior-level personnel and supervisors involved in emergency planning response or recovery were familiarized with the ICS functional areas. They were introduced to the role of the Incident Commander and Command Staff, the delegation of authority processes and Incident Action Plan components. Training also enhanced regional cooperation and collaboration amongst Contracting Parties to the Nairobi Convention.



IMO reported on 15 May that the workshop was co-organized and co-sponsored by the Norwegian Coastal Administration through the UN Environment Programme (UNEP), IMO's Integrated Technical Cooperation Programme (ITCP) and the Nairobi Convention.

Generous sponsorship

The ITCP sponsored eight participants from Comoros, Madagascar, Seychelles and South Africa.

* Comoros, Ghana, Kenya, Madagascar, Mauritius, Mozambique, Seychelles, Somalia, South Africa, Uganda and United Republic of Tanzania.

Ships' biofouling management workshop

First Arab women's participation

The contribution that women can make to tackling the issue of invasive aquatic species introduced by ships' biofouling was discussed at the GloFouling Partnerships project's first regional event to be held with Arab Women in Maritime.

18 countries represented

It was reported by IMO on 15 May that eighteen Middle East and North Africa (MENA) countries had been invited

to send two women each to the Arab Women in Maritime-Biofouling Management Workshop (AWIM-BMW) held in Jeddah, Saudi Arabia on 10 and 11 May.

As well as increasing awareness of biofouling and best practices in managing it to protect marine biodiversity and tackle climate change, the Workshop was a forum for women in the biofouling management sector to identify barriers and gaps related to gender equality, and to explore possible solutions.

IDWIM

The event was held a week before the annual International Day for Women in Maritime (IDWIM, 18 May), held for the first time last year. This year's theme was: **Mobilizing networks for gender equality.**

Professor Omaimah Bamasag, Deputy of Transportation Enablement, Transport General Authority, the Kingdom of Saudi Arabia, welcomed those attending the Workshop. Jeddah is one of the busiest and most modern ports in the region, Prof Bamasag said, and therefore an excellent place to hold the event. She asked: *'How do we strengthen and develop our seafarer community, specifically the contribution of women to that community? And how do we care better for our oceans that are of such critical importance to our lives and our international trade, specifically addressing the important issue of biofouling?'*

A pressing issue

IMO's Lilia Khodjet El Khil, Project Technical Manager, GloFouling Partnerships project, described the introduction of invasive aquatic species via ships' biofouling in our marine environment as one of the most pressing environmental issues affecting our oceans.

In her opening remarks, Her Excellency Hessa Al Malek, President of the Arab Women in Maritime Association (AWIMA), argued for action to bring greater gender diversity to the decision-making process. It could, she said, result in more innovative solutions to combat biofouling. In a rallying call she said: *'By working together, we can create a more inclusive sustainable and successful maritime industry for all. To my sisters in attendance today: The world is waiting. It is the time for us to shine - together and brighter.'*

As well as presentations on IMO's work on gender equality and the GloFouling Partnerships project, the Workshop included sessions on how different parts of the maritime sector are responding to the challenge of biofouling management. There were also break out groups in which education, business and women's visibility initiatives were discussed from which women from MENA countries could benefit.

Port visit

Port Jeddah is Saudi Arabia's largest seaport – and one of the busiest in the region – with 75% of the country's imports and exports going through it. Those attending the Workshop were taken to visit the port and to see DP World's facilities there. Ports and dry docks are key to the

management of biofouling through the application of anti-fouling coatings and the cleaning of ships' hulls.

Outcomes from the Workshop include an acknowledgement that women are a key part of the solution to biofouling. It was agreed that there is a need to do more to raise awareness of the problem and to increase outreach to women in the sector to equip them with information on career and training opportunities.

Increased mentoring

A commitment was made to increase mentoring to support the development of the next generation of women in maritime and, in line with this year's IDWIM theme, the creation of a network for women in biofouling.



The Workshop called on the sector to support Arab Women in Maritime through greater provision of education and training sponsorships.

A report with recommendations is being drafted, and a biofouling gender action plan aimed at addressing the gender disparity in the biofouling management sector is being drawn up by IMO's TEST Biofouling project¹. In addition, a follow-up workshop is proposed to, amongst other things, come up with further ways to increase opportunities for women in maritime.

The full Arab Women in Maritime-Biofouling Management programme is available here: <https://tinyurl.com/yc7s3xak>

A video recording of **Day One** of the event is available here: <https://tinyurl.com/bdd9cj3s>

and **Day Two** here: <https://tinyurl.com/33nbnwfx>

¹ <https://tinyurl.com/yc3bka6n>

Spanish e-learning course

According to IMO a new free-to-access e-learning course with the title *Introduction to the ISM Code* has been launched exclusively in Spanish on the IMO e-learning platform.

For an introduction see here: <https://lms.imo.org/moodle310/?lang=es>

Purpose

The course aims to provide Spanish-speaking personnel of Maritime Administrations, authorities, and individuals interested in maritime issues with the tools and knowledge to implement the International Safety Management Code (ISM) for the safe operation of ships.

For more on the ISM Code see here: <https://tinyurl.com/mryymbha>

This is understood to be the first course to be offered solely in Spanish on the IMO e-learning platform before expanding it to other languages, contributing to the Organization's efforts to support multilingualism.

More to be provided

Versions of the same course in other UN languages will be available in the future it is reported.



The Philippines trains more seafarers than any other country. Cleo Bierneza is excited about what a Just Transition can mean for young crew.

Photo credit: C.Bierneza/ITF(C).

Participants will learn about the ISM Code through seven modules that include four case studies, animations, and interactive sessions, as well as quizzes to enhance participants' learning experience.

A mandatory code

The ISM Code is a key mandatory code that establishes an international standard for the safe management and operation of ships, and for the implementation of a safety management system (SMS). It is intended to improve the safety of international shipping and to reduce pollution from ships by impacting on the way they are managed and operated by shipping companies.

Effective implementation of the ISM Code encourages the development of a safety culture in shipping.

Collaboration

IMO developed the course in collaboration with the World Maritime University (WMU) and the Prefectura Naval Argentina (PNA). The course is co-funded by the Government of Malaysia. The content is based on an e-learning course for auditors on the safety management system that PNA provides to its officers.

Distance learning is key for the Organization to meet changing educational needs in the maritime industry. For this reason IMO is offering students and maritime professionals around the world the possibility to boost their understanding of key maritime issues with a series of courses through the IMO e-learning platform.

IMO and reduction of ship emissions

Pacific States interest

An update on progress towards the decarbonisation of international maritime transport was reported to high-level officials from government Energy and Transport departments in the Pacific region at a workshop held in Port Vila, Vanuatu in May. It was the latest in a series of events held or supported by IMO as part of the transition towards greener and more sustainable shipping, in line with the IMO's strategy for reducing Greenhouse Gas (GHG) emissions from shipping. This was reported by IMO on 17 May.



The workshop took place on the first day and in the margins of the Fifth Pacific Regional Energy and Transport Ministers' Meeting¹ (5th PRETMM of 8-12 May).

The IMO Secretariat and the Vice-Chair of the Marine Environment Committee (MEPC), Hanqiang Tan (Singapore), updated officials from Pacific Small Island Developing States (SIDS) on progress in negotiations towards the adoption of a revised IMO GHG Strategy.

MEPC 80

This is a key year for IMO as it will update its 2018 Initial GHG Strategy during the MEPC's 80th session from 3 to 7 July.

MEPC, which acts as the senior technical body on marine pollution related matters, is further developing mid-term GHG reduction measures that will assist in the implementation of the IMO GHG Strategy.

IMO's regulatory framework is a key driver for innovation and cooperation within the maritime value chain. (Read more here about IMO's work to reduce GHG emissions from ships.)

IMO's Head of Air Pollution and Energy Efficiency, Mr. Roel Hoenders, told the workshop: *'IMO's Pacific Islands Member States have a key role in these discussions - as flag States, as coastal States and as States heavily affected by climate change, while having only marginally contributed to global carbon emissions.'*

Support for developing countries

Recent capacity-building initiatives in the Pacific region undertaken by IMO and Singapore were highlighted as part of the Organization's ongoing work to support developing countries, in particular SIDS, in transitioning to a low-carbon future.

The workshop was also told of the latest developments under the IMO GHG TC Trust Fund-financed Study² to improve the availability of maritime transport costs data in the Pacific region, and the outcome of the regional roundtable³ which took place in Fiji in February 2023.

MARPOL at 50

The workshop was co-organized by the Pacific Community (SPC) and IMO. It was funded through the Organization's Integrated Technical Cooperation Programme (ITCP) in support of the 2023 World Maritime theme 'MARPOL at 50 – Our commitment goes on'. On this theme see here: <https://tinyurl.com/bdfuzbkf>

¹ <https://tinyurl.com/yc4kfcth>

² <https://tinyurl.com/mufmu8wb>

³ <https://tinyurl.com/4j78x6va>

The FAL Convention

Maritime trade facilitation, Kazakhstan

It was reported by IMO on 17 May that Kazakhstan is being supported by IMO to accede to the Convention on Facilitation of International Maritime Traffic (FAL), which is a key treaty aimed at achieving the most efficient maritime transport as possible, looking for smooth transit in ports of ships, cargo and passengers.

FAL seminar

Participants from relevant ministries and stakeholders with responsibilities for the clearance of ships, cargoes, crews, and passengers at Kazakhstan's Caspian Sea ports of Aktau¹ and Kuryk², took part in the National Seminar on Facilitation of Maritime Traffic held from 16 to 18 May in Astana, Kazakhstan.

The event had been organized under IMO's technical assistance programme and was hosted by the Transport Committee of Kazakhstan with the support of the United States Agency for International Development (USAID).



The seminar provided advice on the latest amendments to the Annex to the FAL Convention, adopted in 2022, which will enter into force on 1 January 2024 and make the single window for data exchange mandatory in ports around the world, marking a significant step in the acceleration of digitalization in shipping.

The 46 seminar participants benefited from guidance on the benefits of using Maritime Single Window and Electronic Data Interchange in facilitating ships' clearance in Kazakhstan's ports.

Julian Abril, Head of Facilitation Section, Maritime Safety Division, represented IMO at the seminar.

1 Aktau Sea Port is located on the east coast of the Caspian Sea at the intersection of several international transport corridors, thereby providing the transportation of dry cargo, crude oil and oil products from east to west, from north to south and back in the direction of Iran, Turkey, Russia, Azerbaijan, Turkmenistan. (Per: www.portaktau.kz/en)

² Also on the Caspian' east coast the port of Kuryk plays an important role in diversifying Kazakhstan's oil export routes through the Trans-Caspian International Transport Route. Oil from Kazakh fields can be delivered to Baku through a terminal at the port of Kuryk, which will allow it to be delivered to international markets via the Baku-Tbilisi-Ceyhan (BTC) pipeline, which passes through the territories of Azerbaijan, Georgia and Turkey with a final shipment point in the Mediterranean Sea. (Per: www.kuryk.kz/en)

The Arctic Council meets

May 2023

On 11 May at the 13th Arctic Council meeting in Salekhard in the Russian Federation, and online, representatives of the eight Arctic States and six Indigenous Permanent Participants convened to conclude the two-year Russian

Chairmanship and mark the beginning of the Norwegian Chairmanship for the next two years (2023-2025).

The Arctic States issued a statement, see here: <https://tinyurl.com/4zn64ate> recognizing the historic and unique role of the Arctic Council for constructive cooperation, stability and dialogue between peoples in the Arctic region.

That statement acknowledges the commitment to work to safeguard and strengthen the Arctic Council.

It further recognizes the rights of Arctic Indigenous Peoples, their special relations to the Arctic and the importance of cross-border and people-to-people cooperation in the region.

The statement refers to the Arctic Council Senior Arctic Officials' Report to Ministers adopted in Reykjavik in May 2021, *The Reykjavik Ministerial Declaration* and the *Arctic Council Strategic Plan (2021 – 2030)* and recognizes that these documents will form the basis for continuing Council activities in 2023-2025.



It is understood that the statement was issued in accordance with the Rules of Procedure of the Arctic Council and in recognition of the objectives and commitments expressed in the Declaration on the Establishment of the Arctic Council and subsequent Ministerial Declarations.

For further information

For further information readers may wish to see the websites here:

The Arctic Council: <https://tinyurl.com/2scr2zzy>
Norway's Chairmanship of the Arctic Council: <https://tinyurl.com/yvfu9ybd>

The Arctic States: <https://tinyurl.com/3kzh2c85>

The Indigenous Permanent Participant Organizations: <https://www.arcticpeoples.com/>

The Working Groups: <https://tinyurl.com/3c45k68b>

The Observers: <https://tinyurl.com/a2wbfcz>

Implement the MARPOL Convention

Supporting Kenya

Transposing the provisions of the International Convention for the Prevention of Pollution from Ships (MARPOL) into national legislation, to meet current and future obligations, was the focus of an in-person workshop in Mombasa, held from 15-18 May.

Review of regulations

Through drafting exercises, presentations, the review of Kenya draft regulations implementing Annexes I to VI of MARPOL and of MARPOL Annexes in parallel, and group discussions, thirteen legal drafters and technical experts went to work. They were from the Kenya Maritime Authority and were guided on the mechanisms that should be applied when developing and updating national legislation to ensure effective implementation of MARPOL.



Participants included graduates from the IMO International Maritime Law Institute (IMLI) in Msida, Malta and the Malmö-based World Maritime University (WМУ).

IMO Norway Green Voyage 2050 Project

Key outcomes included guidance and advice provided on the specific drafting of the relevant implementing texts for Annexes I to VI of MARPOL. In addition assistance was provided to Kenya in developing an action plan on the next steps for the finalization of the draft national legislation. This activity complements the support provided to Kenya under the IMO Norway Green Voyage 2050 Project. In particular it was complimentary to the regulatory developments related to MARPOL Annex VI, the Initial IMO GHG Strategy, as well as training on key low carbon technologies and fuels.

ITCP funding

This workshop was co-organized by the Kenya Maritime Authority and IMO, and funded through the Organization's Integrated Technical Cooperation Programme (ITCP). It is envisaged that this type of legal drafting assistance could be scaled up and replicated in other countries, to support

corrective action identified from an audit under the IMO Member State Audit Scheme (IMSAS).

The 2023 World Maritime theme is **MARPOL at 50 – Our commitment goes on.**

Women in Maritime

IMO Gender Equality Award

The International Day for Women in Maritime, 18 May, was celebrated around the world at the commencement of the Global Conference of the IMO Women in Maritime Associations (WIMAs) held on 18 and 19 May.



The IMO Council, at its 128th session, approved a proposal to establish the IMO Gender Equality Award, to accord an international recognition to those individuals, irrespective of their gender, who, either in their personal capacity or as representatives of their respective institutions, have made significant contributions to advancing gender equality and the empowerment of women in the maritime sector.

Nominations invited

With regard to this award we have been informed that nominations are being invited for the **2024 IMO Gender Equality Award**.

To learn more readers are invited to see IMO Circular No 4699 which can be found here:

<https://tinyurl.com/yhv37s5c>

It is understood that the deadline for submissions for the Award is 17 July 2023.

Developing port security expertise

Malaysia

Planning, conducting and assessing security drills and exercises are crucial to ensure maritime security. An Advanced Drills and Exercises Workshop was held in Port Klang, Malaysia from 15 to 19 May. This was under the auspices of IMO's Global Maritime Security Programme, to equip the Malaysia Marine Department, port security officials and managers with the relevant knowledge and skills.

Assessing effectiveness

As well as strengthening their technical ability to assess how effectively the International Ship and Port Facility

(ISPS) Code* has been implemented within a port facility, participants reviewed sample exercises from the Asia-Pacific Economic Cooperation Manual of Drills and Exercises (APEC Manual), which can be customized to suit the context.



The ISPS Code is a set of measures to enhance the security of ships and port facilities, developed in response to perceived threats to ships and port facilities in the wake of the 9/11 attacks in the United States in 2001.

Broad local attendance

It was reported by IMO that the workshop, attended by 38 officials from several maritime security organizations, was opened by Mr Nordin Bin Mohamad, Deputy Director General, Planning at the Malaysia Marine Department. The event concluded with visits to Port Klang¹ and WestPorts².

This workshop was funded through IMO's Global Maritime Security Programme with a contribution from the UK Government.

* <https://tinyurl.com/266u8c9x>

¹ www.pka.gov.my

² www.westportsholdings.com

IMO Women in Maritime conference

Highlighting gender equality initiatives

The importance of collaboration and networking in achieving gender equality in the maritime sector was centre stage at the Global Conference of the IMO Women in Maritime Associations held at IMO HQ in London on 18/19 May.

Issues raised

The need to tackle a lack of visibility of women in the maritime industry; the need for individual women and organizations representing them to work in partnership to achieve more; the importance of having men as allies; and the need to engage with girls during their school years to

attract them into roles in maritime were issues raised repeatedly across the two days.

Members of the IMO's eight Women in Maritime Associations (WIMAs) from around the world and international partner organizations came together to explore the theme of this year's International Day for Women in Maritime with the theme: **Mobilizing networks for gender equality**.

IMO S-G on gender equality

Opening the conference, IMO Secretary-General, Kitack Lim, described gender equality as 'a prerequisite for a thriving and resilient maritime industry' that would bring with it, he said, innovation, creativity and sustained growth.

He continued: 'We need the best talent. And that means embracing diversity and ensuring that any barriers to participation are broken down. By investing in the future of women in maritime we unlock a wealth of talent that will drive our industry forward.'

A video entitled *Women in Maritime Can!* which highlights the diversity of roles held by women in the sector was launched at the conference as part of an IMO social media campaign designed to increase the visibility of women who work in maritime.

SMART-C agreement

An agreement on the SMART-C Women Project (SMART stands for Sustainable Maritime Transport Cooperation), the aim of which is to enhance gender equality in developing countries, was signed by IMO Secretary-General Kitack Lim, and HE Yoon Yeocheol, Ambassador of the Republic of Korea and Permanent Representative of the Republic of Korea to the IMO. The agreement provides funding worth \$3 million for five years.

Ambassador Yeocheol said he hoped the accord would be a milestone and pledged the Republic of Korea's continued support to women in the sector: 'I sincerely hope that the agreement...will promote more participation of women in the maritime sector and lead to a more diverse and inclusive culture in the maritime industry.'

The conference heard from all eight WIMAs about their objectives, achievements and plans for future initiatives.

A broad spread of WIMAs

Associations have been established in Africa (three WIMAs), Arab States, Asia-Pacific (two WIMAs), the Caribbean, and Latin America to challenge some of the institutional barriers and the cultural stigma facing women who enter the maritime industry.

In a session on the work of WISTA International, its President, Ms Elpi Petraki, spoke of empowering women 'to claim what they deserve' which, she said, would benefit both women and men. She also highlighted continued challenges that face women working onboard ships. She continued: 'Full equality onboard is a long way off.' She announced a follow up next year to the 2021 IMO-WISTA

Women in Maritime Survey which she hoped would give a more accurate picture of gender diversity across the sector.

Other sessions included one on the IMO GENDER Network and how networks of the IMO training institutes, the World Maritime University (WMU) and the IMO International Maritime Law Institute (IMLI), and mentorships can be used to best effect.



There was a remote presentation from Canada by Mr Humberto Carolo, Executive Director of White Ribbon, which describes itself as the world's largest movement of men and boys working to end violence against women and girls. He spoke about the need for society to challenge the propagation of male stereotypes that ensure women continue to be underrepresented in management roles.

Panel discussion

During a panel discussion called *Breaking the glass ceiling*, Africa's first female dredger master, Captain Londy Ngcobo, ship navigator, and founder of Global Maritime Youth and Director of Womaritime Experts, said she had decided to make a visible statement about her success in the maritime industry.

In her words: *'I wore my uniform today. I have claimed my captaincy. To a young star looking at me – she comes with natural hair and brown skin: I too can become a captain. It's not rocket science.'*

A draft Global Strategy for the IMO WIMAs

The conference ended with a working session on the development of a draft Global Strategy for the IMO WIMAs. It was agreed that work on the Strategy would continue by correspondence and would be finalized ahead of the Technical Cooperation Committee's 73rd session to be held from 16 to 20 October this year for its endorsement at that meeting.

Mr Xiaojie Zhang, Director, Technical Cooperation Division at IMO concluded the conference by thanking those present for their *'unwavering commitment to gender equality in the maritime industry.'* He continued: *'Our work does not end here. The progress we seek is not to attend in a conference room alone – it is a journey that extends beyond these walls. It requires commitment and*

determination to break down barriers..The road ahead may be challenging, but each step brings our industry closer to being one that is fairer for all.'

To learn more about International Day for Women in Maritime readers are invited to see here: <https://tinyurl.com/mr3z8e32>

Maritime decarbonisation

Asia and Pacific

How the decarbonisation of maritime transport in Asia and the Pacific can unlock opportunities and investments across the maritime value chain was at the heart of a Green Shipping conference in Manila held on 16/17 May.

Under the theme ***Seizing opportunities for Green Shipping in Asia and the Pacific***¹, the conference provided a forum for over a hundred key maritime stakeholders from twenty Pacific Islands and Southeast Asian States (including ASEAN Member States) to discuss the decarbonisation of international shipping.

Drivers of change

Key drivers of change include an ambitious and global regulatory framework put in place by IMO addressing energy efficiency and greenhouse gas emission reduction; development of new low-carbon fuels and technologies; and investments in renewable energy and port infrastructure.

The push towards renewable energy

Opening the Conference, IMO Secretary-General stressed the importance of collaboration and cooperation: *'Here in the Philippines, and across the region represented by 20 Member States in this event, there is a strong willingness and commitment to work with all stakeholders to explore and make a push towards renewable energy, to ensure that maritime transport benefits from the relevant investment and technology transfer, and that the workforce of the future is equipped for this vital transition.'*

'Knowledge sharing is critical to the attainment of our common objectives. We can all learn from each other. And IMO is ready to support this process. The cooperation and dialogue that is the trademark of IMO be more important than ever.'

Energy efficiency + GHG reduction

Mr Roel Hoenders, Head of Air Pollution and Energy Efficiency at IMO, presented the organization's latest energy efficiency regulations (EEXI and CII) and state-of-play in the revision of the Initial IMO GHG Strategy and the development of a basket of mid-term GHG reduction measures and associated impact assessment.

Maritime transport is critical for the region, which has many island States, with vast sea distances covered by ships transporting vital goods as well as passengers.

Participants identified that new ways of working together, especially between the public-private sector and between developed and developing countries, were crucial for the green transition.

Broad representation present

Amongst the delegates were key decision-makers and senior advisers from Asia and the Pacific, leading business representatives from the maritime value-chain, ship owners and operators to cargo owners, ports, energy producers and financial institutions, development banks, academia and civil society.



Expectations with regard to the revision of the Initial IMO GHG Strategy and the development of IMO's mid-term GHG reduction measures, including technical and economic elements, were discussed, in a programme of high-level in-person panels and interactive sessions.

Panel sessions: opportunities and challenges

The panel sessions addressed opportunities and challenges in terms of unlocking finance for port infrastructure, renewable energy production, training and skills development of seafarers, including re-skilling for 'green' jobs in the maritime sector as well as job generation and attracting young generations to a low-carbon shipping industry in Asia and the Pacific.

Conference participants were apprised of the ongoing IMO-World Bank Study on Energy Efficiency of Domestic Ferries to enhance safety and energy efficiency of domestic passenger ships in the Philippines². The study is set to be completed and published in due course, it is understood.

Ensuring and equitable transition

Conference participants discussed how to ensure an equitable transition, including by means of additional capacity building and technology cooperation provided through IMO. Also emphasized was the need for further regional and cross-continental cooperation in promoting energy efficient shipping, including through the possible use of future carbon revenues for port bunkering infrastructure, scholarships in renewable energy

economics, and possible retrofitting and upgrading of ships in Asia and the Pacific.

Forthcoming IMO meetings

The conference aimed to inform discussions during the upcoming meetings of the Intersessional Working Group on Greenhouse Gases (ISWG-GHG 15) and the Marine Environment Protection Committee (MEPC 80).

The MEPC 80 session in July is set to adopt the 2023 IMO GHG Strategy and further develop the basket of mid-term GHG reduction measures, including the associated analysis of possible impacts on States of economic measures.

The conference was co-organized and co-sponsored by IMO (through IMO's Integrated Technical Cooperation Programme (ITCP)), in collaboration with the Maritime Authorities of the Philippines and Denmark.

¹ <https://tinyurl.com/2p9de4rc>

² <https://tinyurl.com/4bmyf5dm>

Strengthening oil spill preparedness plans

Mauritius

Strengthening oil spill preparedness plans

The impacts of oil pollution and its effect on the marine environment, and the importance of having in place an effective national framework for responding to oil spills were the focus of a national workshop held in Port Louis, Mauritius, from 22 to 24 May.



An example of IMO's support

This workshop was part of IMO's work to support parties to the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC)¹ with their National Oil Spill Contingency Plan (NOSCP).

Twenty-eight senior managers and administrators involved in the country's response to oil pollution incidents took part with in-person lectures and discussions. Principal of these was the need for rapid decision-making to mitigate the impact of any oil spill. Furthermore emphasis was placed on the importance of cooperation between stakeholders at a national level, as well as with those in neighbouring countries and the wider international community.

Roles of all parties

Also covered were roles and responsibilities prior to, and during the response to, a pollution incident; relevant regulations and conventions; and liability and compensation.



Over three days the workshop incorporated table-top and discussion-based exercises to build capacity and test response systems so as to identify areas requiring improvement or development. Support was also provided in the updating of the Mauritius NOSCP following an incident involving the bulk carrier [mv Wakashio](#)² in an ecologically sensitive area off the coast of Mauritius in 2020.



Draft action plan

A draft action plan was produced to facilitate ongoing development of an effective national oil spill preparedness and response framework.

This event gave participants a networking opportunity to enhance cooperation and to stimulate a collaborative approach to oil spill preparedness and response.

Commitment to SIDs and LDCs

With IMO the workshop was co-organised with the Ministry of Blue Economy, Marine Resources, Fisheries & Shipping, Mauritius. It was hosted by the Ministry of Local Government and Disaster Risk Management and financed by the Government of the People's Republic of China through the IMO's Integrated Technical Cooperation Programme (ITCP)³. It is part of IMO's ongoing commitment to supporting African Small Island Developing States (SIDS) and Least Developed Countries (LDCs) in the effective implementation of the OPRC Convention.

¹ <https://tinyurl.com/yeyksjta>

² <https://tinyurl.com/55kxjhu7>

³ <https://tinyurl.com/5n8acu9w>

Mid-term GHG measures

Comparative analysis

An Expert Workshop on a 'comparative analysis of candidate mid-term GHG reduction measures' to further support IMO's considerations of candidate measures to reduce greenhouse gas (GHG) emissions took place at IMO HQ in London on 25 and 26 May.

Mid-term GHG measures

The event included technical and economic elements of the proposed candidate mid-term GHG measures and, in particular, their feasibility, their effectiveness to deliver the long-term levels of ambition of the 2023 IMO GHG Strategy and their potential impacts on Member States.

A green energy transition

Transition to alternative fuels and technologies is one of the greatest challenges in the shipping sector. The adoption of a global regulatory framework to reduce GHG emissions with GHG reduction measures set for the short-, mid- and long-term would contribute to achieving a green energy transition of the sector.

IMO's Marine Environment Committee (MEPC) is due to adopt a revised GHG Strategy at its 80th session in July this year. A summary of the comments and observations made during the Expert Workshop will be submitted to MEPC 80.

Prior to MEPC 80

In March 2022, an IMO GHG working group¹ requested the Secretariat organize a dedicated *ad hoc* expert workshop on candidate mid-term GHG reduction measures ahead of MEPC's 80th session (to be held from 3 to 7 July 2023).



It is understood that current proposals on the table include technical (for example fuel GHG intensity standard) and economic measures (that is carbon pricing in the form of a fuel GHG levy, reward, feebate or flat rate contribution).

UNCTAD liaison

In addition, the Secretariat was requested to liaise with UNCTAD, and other relevant organizations, as appropriate, and invite them to submit and present their views on the technical and economic elements, and their possible combinations, of the proposals for candidate mid-term.

Not forgetting ISWG-GHG 15

Comparative analysis will facilitate further deliberations by the Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG 15) and MEPC 80 on identifying a candidate measure or measures to develop further as a priority under Phase III of the Organization's work plan, as well as the scope and process of a comprehensive impact assessment.

Information exchange

The workshop provided an opportunity to exchange information between proponents of GHG reduction measures and experts to facilitate the identification of possible technical and economic elements as well as other commonalities in the proposed measures, which may serve as building blocks for the basket of candidate mid-term measures.

The workshop's programme included sessions on:

- Proposals for candidate mid-term GHG reduction measures and their possible combinations.
- Insights from the UNCTAD Secretariat.

- Preliminary comparative analysis of technical elements of the proposals.
- Preliminary comparative analysis of economic elements of the proposals.
- Expert discussions to facilitate the identification of possible technical and economic.
- Elements and other commonalities which may serve as building blocks for the basket of candidate mid-term measures.

IMO's Expert Workshop was attended by more than 380 participants from Member States and international organizations, and was moderated by the Chair of MEPC, Dr Harry Conway (Liberia).

¹ <https://tinyurl.com/2z6rz8c>

Seafarer green skills momentum

African leaders urged to harness

It was announced from Mombasa on 5 May that as the maritime industry transitions to a low and zero-carbon future, African policymakers are being advised to implement training infrastructure as quickly as possible to maximize high-quality employment opportunities for African workers and facilitate the continent's green transition.

Speakers at the *Unlocking Green Maritime Jobs* panel-discussion on 5 May outlined the growing demand for seafarers able to handle low and zero-carbon fuels (such as hydrogen and ammonia) and new technologies that will be needed in order to progress towards a decarbonised maritime shipping sector by 2050.

Eight hundred thousand to be trained

Negotiations are underway amongst IMO Member States this July to consider a target for net zero emissions for shipping by 2050 in line with the 1.5°C goal of the Paris Agreement. Were this to be adopted, seafarer supply countries that take early action are likely to reap significant socio-economic benefits. In fact, research commissioned by the Maritime Just Transition Task Force has found up to 800,000 seafarers could require additional training by the mid-2030s to use these low- to zero-carbon fuels under the possible net zero target.

African initiatives

Africa is well positioned to be a green seafarer hub, according to South African Maritime Safety Authority (SAMSA) Occupational Health & Safety and Maritime Welfare Manager, Sibusiso Rantsoabe. He explained: *'There is currently unprecedented demand for African seafarers and the urgent need to decarbonize creates further opportunities for our workers, who have already demonstrated their excellence in a global setting.'*

'Becoming a supply hub of the seafarers of the future is a win-win situation that will not only benefit African countries through the creation of good quality jobs, but the entire world by lowering the environmental impact of human'

actions. This presents an opportunity for Africa to ensure that we are not left behind but also cement our place as a potential new crewing frontier for shipping.'

In fact, there are some noteworthy initiatives already in place. The National Seafarer Development Programme (NSDP), run by the South African International Maritime Institute (SAIMI), is a regional effort that is empowering the deck, engine room and fishing crew of the future and creating good jobs for workers. SAIMI and the International Maritime Employers Council (IMEC) are also due to launch an IMEC South African cadet training programme this year, with the first group of 50 cadets due to start in May.

The IMEC view

IMEC CEO, Francesco Gargiulo, added: *'As an organization that represents over 260 maritime employers around the globe and works to negotiate fair and sustainable seafarers' wages and conditions of employment on their behalf, it is clear to us that shipping's decarbonisation journey will be powered by human beings.'*

'The industry is already experiencing a need for sufficient skilled workers to operate modern vessels and this will only continue to grow over the coming years. As a potential major seafarer supply continent, developing the talent of African seafarers offers us a pathway to delivering a greener future for shipping and the wider maritime world.'

Rewarding efforts

As one of the world's biggest growth markets with 1.3 billion people and a combined GDP of \$3.5 trillion dollars, Africa could reap some of the rewards of shipping's green transition.

From ITF Africa

International Transport Workers' Federation (ITF) Africa Regional Secretary, Mohammed Dauda Safiyanu, reflected: *'Transitioning away from fossil fuels requires additional skill sets that must be properly developed, and while this is definitely a challenge, it is also an opportunity for African countries to develop their own highly skilled seafaring workforces.'*

'As part of a Just Transition, these jobs must be decent, which includes meeting the highest health and safety standards. They should also be fairly-paid, bringing economic benefits to the region and thereby improving parity between the global north and the global south.'

'The sooner that we begin investing in green skills, the more likely it is that we can crew the low emission vessels of tomorrow. The future of green shipping in the region must involve high skill, high quality jobs for African seafarers.'

And ICS

Another advantage of setting up green seafarer training initiatives as early as possible is to minimize risk and human error when transitioning to new fuels and

technologies, explained ICS Senior Manager (Policy and Employment Affairs), Helio Vicente, ahead of the meeting. She commented: *'Given the mix of low and zero carbon fuels set to power ships in the future, training and upskilling seafarers has never been more urgent. Technology must evolve in step with seafarer skills so that the shift to a greener future is done as safely and efficiently as possible, minimizing risk along the supply chain. African maritime leaders must act now to ensure that their workforces are primed for shipping's green transition.'*

Support for inclusive approach

Given the international scale and urgency of the action needed to decarbonize shipping in line with the Paris Agreement, coordinated action by stakeholders is vital.

The Maritime Just Transition Task Force believes that by working together, governments, policy makers, ship owners and operators, seafarers' unions, and other stakeholders, will maximize the likelihood of a Just Transition.

UN stance

Sturla Henriksen, Special Advisor, Ocean, UN Global Compact, said: *'Shipping's green transition brings with it opportunities for thousands of high-quality, green jobs. Our Maritime Just Transition Task Force works to ensure that shipping's transition to a zero-emission industry is as inclusive as possible. We now need governments to come to the International Maritime Organization this summer and align to the 1.5°C of the Paris Agreement.'*

'This will create the market certainty to unlock the investments in seafarer training and skills today to support high-quality, decent green maritime jobs of the future - including in Africa.'



To take advantage of the social and economic benefits of shipping's green transition, African maritime leaders are being encouraged to implement infrastructure to train and upskill seafarers.

Photo: Prince Akaluba ©

The Task Force, which recently highlighted opportunities for African seafarers at an event in Ghana, has also published a ten-point action plan to achieve a Just Transition for seafarers in its *Mapping a Maritime Just Transition for Seafarers* position paper. This document may be downloaded here:

<https://unglobalcompact.org/library/6100>

About the Panel Discussion in Mombasa

The Unlocking Green Maritime Jobs panel discussion was part of the IMO Conference on Low Carbon Shipping that was held on the side lines of the 6th Association of African Maritime Administrations Conference and General Assembly held from 3 to 5 May.

About the Maritime Just Transition Task Force

The Maritime Just Transition Task Force was established during COP26 in November 2021, by the ICS, the ITF, the UN Global Compact, the ILO and the IMO. The Task Force aims to support a just and human-centred decarbonisation of the shipping industry. The Task Force is grateful to its primary funder, Lloyd's Register Foundation, and to its programme partner, the Singapore Maritime Foundation.

More information on the Maritime Just Transition Task Force can be found on the websites of the UN Global Compact, the ICS and the ITF.

The UN Global Compact

As a special initiative of the United Nations Secretary-General, the UN Global Compact is a call to companies worldwide to align their operations and strategies with Ten Principles in the areas of human rights, labour, environment and anti-corruption.

Our ambition is to accelerate and scale the global collective impact of business by upholding the Ten Principles and delivering the Sustainable Development Goals through accountable companies and ecosystems that enable change. With more than 18,000 companies and 3,800 non-business signatories based in over 101 countries, and 65 Local Networks, the UN Global Compact is the world's largest corporate sustainability initiative — one Global Compact uniting business for a better world.

About the Primary Funder: Lloyd's Register Foundation

Lloyd's Register Foundation is an independent global charity with a unique structure and an important mission: engineering a safer world. It reduces risk and enhances the safety of the critical infrastructure that modern society relies upon in areas such as energy, transport and food.

This is achieved by supporting high quality research, accelerating technology to application and through education and public outreach. A unique structure comes from the fact that the organisation owns a significant trading company, Lloyd's Register (LR). It shares the same mission and works together to make the world a safer place.

Cultural differences

By Michael Grey, Honorary IFSMA Member

The latest UK Marine Accident Investigation Branch Safety Digest arrived in the post the other day, packed with interest and lessons to be learned from reports compiled in recent months. There are no huge calamities reported on here, although any death or injury as a result of a marine accident is awful for those involved. But the

accent, as always, is what can be usefully learned from the various incidents, which are simply explained and brilliantly summarised, in order to make people think.

As Chief Inspector Andrew Moll notes in his introduction, "it is how you deal with an incident, rather than what happens, that matters." This particular digest demonstrates several events where people who had trained and even practised for emergencies found that this precautionary effort was fully justified after their practice had saved the day, when the incident actually happened.

The UK MAIB remains a thoroughly useful and practical organisation which could have been the model for accident investigation throughout the world, as its work is solely driven by the need to discover what happened after an incident, rather than attempting to identify who to blame. Rather sadly, in an era when too many authorities seem anxious to start criminalising anyone who might make an error of judgement, the more positive strategy of the MAIB in ascertaining the facts has not been widely followed.

And experience has demonstrated that those involved with a marine incident will be far more likely to fully co-operate with a non-judgemental professional inspector, than some law enforcer whose main task is to discover grounds for prosecution. The MAIB also makes the important point that it will refuse to permit its findings and the statements that might be made to them to be released to other agencies. What happened, and what we can learn from it, to prevent it happening again, is a far more useful strategy than the apportionment of "blame" and the gruesome machinations of legal procedure.

A recent example of these sort of differences in approach was perhaps identified in an incident in the US, where a vessel operated by the Washington State Ferry was involved in what might be described as a "hard landing" on piles at its Seattle terminal, which caused some damage to the ship and the installation. The company undertook its own inquiry into the event and concluded that the captain of the ship "lost situational awareness" as the ship failed to slow as it approached its berth.

The company representatives came to this conclusion, despite the captain refusing to answer any questions about the incident. It might be assumed that he was exercising his legal rights to avoid incriminating himself, anticipating that he might find himself in a subsequent legal procedure. It is something that happens all too often these days. But it would surely have been helpful to the cause of safety if he had felt able to give his version of events without any fear. Maybe his recollections would have added no important maritime safety message, but it is possible to imagine an incident in which very important and safety-critical issues were lost or postponed, when they should have been immediately raised, because of this reluctance to speak. It is why the MAIB methodology is arguably so much better. It was also revealed that there was no VDR evidence available as the ferry was not instrumented to record what went on in the wheelhouse. That too was a lesson to be learned.

Ports at risk

If you want to know what is happening around the UK coast, a regular perusal of the excellent journal Coastal Shipping is to be recommended. There may be little glamour in the fleet of small bulk carriers that wander around Europe, but if you just look at what they are carrying, as revealed by this journal, you get some idea of the importance of these trades.

In the latest issue, the editor draws attention to the perennial risk of the small ports that serve these ships, (and incidentally stop the roads being bunged up by trucks,) being closed by their owners, who see a better return in non-marine development. I can recall Preston, Colchester and Exmouth and that is just three which were taken out of commercial use. Now there are threats to berths on the Medway, while the future of the little port of Perth hangs in the balance, after the local council voted in favour of closure.

You can see the attractions of real estate, rather than the port estate, with all the maintenance requirements and trying to fit in bigger ships, but you can argue that ports, even little ones, are important parts of the national transport infrastructure and shouldn't be interfered with by impatient local politicians. We should remember Dr Beeching, and the harm that he did to the rail network, although it might have taken a long time for it to sink in.

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

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About *Maritime Advocate Online*

Maritime Advocate Online is a fortnightly digest of news and views on the maritime industries, with particular reference to legal issues and dispute resolution. It is published to over 20,000 individual subscribers each week and republished within firms and organisations all over the maritime world. It is the largest publication of its kind. It is estimated it be seen by around 60,000 readers in over 120 countries.

MSC Dragon service

Asia to the Med

At the beginning of 2023, the Mediterranean Shipping Company (MSC) took the decision to reintroduce the Dragon service connecting the Asian continent with the Mediterranean Sea.

This service was discontinued in March 2020 due to changes in demand resulting from the first phase of Covid-19. Previously, the service was offered in a different format and within the framework of the 2M alliance between MSC and Maersk (whose specific name for the Dragon service was AE20).

It is understood that the renewal of this service will be operated solely by MSC.

Rotation

The Dragon service now returns with a new weekly rotation, as follows: Shanghai – Ningbo – Yantian – Singapore – Ashdod – Naples – La Spezia – Genoa – Fos sur Mer – Barcelona – King Abdullah – Singapore – Shanghai.

As the most notable changes, on the rotation to Europe (Westbound) the ports of Xiamen, King Abdullah, Beirut and Valencia have been eliminated, adding Ashdod and Naples, while on the journey to Asia (Eastbound), which starts from Barcelona, only two stopovers have been eliminated (Caliphate and Jebel Ali).

Reduction in transit time

It is understood that the reduction of calls back to Asia from Barcelona has generated a significant reduction in transit time and has made the Dragon one of the most competitive maritime services for exporting containers from Barcelona to Shanghai, due to its high connection speed.

MSC Vega

The second vessel of the service to call at the Barcelona Europe South Terminal (BEST) terminal, which has completed the new route, was the *MSC Vega* which called Barcelona on 5 May. This vessel has a capacity of 13,100 TEU.



With the arrival of this service, the BEST terminal incorporates its fourth direct connection to the Far East and significantly improves the maritime offer available to terminal users. Combined with the extensive network of inland destinations to which the terminal is connected, especially through its railway platform, the most important in the country, the BEST terminal can be considered one of the most important intermodal logistics hubs in Southern Europe.

About Hutchison Ports BEST

Hutchison Ports BEST is the first semi-automated terminal of the Hutchison Ports Group and the most technologically advanced port development project in Spain. It is capable of serving multiple mega-ships simultaneously and has an eight-track rail facility, making it the largest rail terminal in the Mediterranean ports, connecting the port with traffic to and from southern Europe.

CK Hutchison Holdings

Hutchison Ports BEST is a member of Hutchison Ports, the ports and port services division of CK Hutchison Holdings Limited. Hutchison Ports is the world's largest investor, developer and operator, with a network of port operations in 54 ports spanning 25 countries, across Asia, the Middle East, Africa, Europe, the Americas and Australasia. Over the years, Hutchison Ports has expanded into other logistics and transport activities, including cruise terminals, distribution centres, rail services and ship repair facilities.

NATO news

50 years of NATO Mine Countermeasures Task Group

It was announced from Riga, Latvia, on 11 May that NATO's oldest naval task group had marked its fiftieth anniversary with a ceremony. This was reported by the news service of Standing NATO Mine Countermeasures Group 1.

Established in 1973

Standing NATO Mine Countermeasures Group 1 (SNMCMG1) was established in 1973 as Standing Naval Force Channel (STANAVFORCHAN) to clear Second World War mines from the English Channel. Fifty years on, it remains an active High Readiness Task Group, with a long history of clearing ordnance from the seas, making maritime routes safer for all maritime activity.

SNMCMG1 celebrated the half-century milestone with a ceremony at Riga Passenger Terminal where the ships' companies and guests from NATO member and partner nations gathered on the flag-festooned quayside.

Distinguished guests included ambassadors and military representatives from all nations who have made regular contributions to SNMCMG1 including many former Task Group commanders.



Illustration per NATO MARCOM ©

Maritime mines pose a silent but deadly threat, capable of causing tremendous damage to both civilian and military vessels.

Relentless effort

SNMCMG-1 has worked tirelessly to clear mines and unexploded ordnance, safeguarding human life and

securing sea lines of communication so critical to the development of European nations' economies. Through these endeavours, this group showcases the broader significance of mine countermeasures in fostering peace, stability, and progress.

SNMCMG1 is one of four maritime task groups that report to NATO Allied Maritime Command (MARCOM) in Northwood, NW London. The Deputy Chief of Staff for Plans, Portuguese Navy Commodore Rafael Pinto spoke on behalf of MARCOM.

He said: *'The importance of mine countermeasures at sea cannot be overstated. Maritime mines pose a silent but deadly threat, capable of causing tremendous damage to both civilian and military vessels. SNMCMG-1 has worked tirelessly to clear mines and unexploded ordnance, safeguarding human life and securing sea lines of communication so critical to the development of European nations' economies. Through these endeavours, this group showcases the broader significance of mine countermeasures in fostering peace, stability, and progress.'*

Showing the people

SNMCMG1 remains a heavily engaged task group. The ships spent the last few months sailing the northern seas of Europe before entering the Baltic Sea and mooring in Riga. An open pier day allowed the people of Riga to take a closer look at the vessels and meet some of the ships' companies on the quay. Sailors also took part in a sports event fostering multinational unit cohesion.

Commander of SNMCMG1 Ole Torstein Sjo, Royal Norwegian Navy, paid homage to his predecessors who laid the foundation for what the group has become.

He said: *'On this very day, half a century ago, ships and crews assembled in Oostende to inaugurate STANAVFORCHAN. Since then, thousands of sailors have served their nations and the Alliance, demonstrating cohesion, multinational teamwork and providing NATO with a credible, immediate reaction force in times of crisis and war. The mission has largely remained the same through all these years. We, the fortunate ones, will carry on the legacy of the sailors before us.'*

A strong bond

Throughout its fifty years of operations, the Mine Countermeasures (MCM) Task Group has provided the Alliance with a high readiness MCM force, ready to deploy when and where required by NATO. The Task Group has been operating in all corners of NATO's area of responsibility. It supports its member nations with historical ordnance disposal operations on a continual basis. It is also represents the strong bonds between Allied nations through hard work, challenging conditions at sea, and port visits for replenishment, maintenance, and crew rest.

Sjo added: *'Being part of this professional community and having the privilege to command the Task Group, is something out of the ordinary. I am sure I share the feeling with the 54 commanders before me when I say it is simply amazing.'*

'It is amazing because of the professionalism of the crews, the challenges we overcome and the friendships we establish across the Task Group as we continue our mission and joint endeavours. A sincere and humble thank you to all sailors who have served in STANAVFORCHAN, MCMFORNORTH and SNMCMG1. You are the best and you make me proud.'

The ships currently assigned to SNMCMG1 include flagship HNoMS *Nordkapp* and HNoMS *Otra* of the Royal Norwegian Navy, FGS *Rotweil* of the German Navy, HNLMS *Schiedam* of The Royal Netherlands Navy, BNS *Bellis* of the Royal Belgian Navy, ENS *Sakala* of the Estonian Navy, and FS *Pégase* of the French Navy.

100 Years of *Discovery*

RSSs *Discovery*

The UK's leading ocean research institution, the National Oceanography Centre (NOC) is celebrating the centenary of the world class scientific research ship RRS *Discovery's* predecessor (launched in 1901) being designated as a Royal Research Ship (RRS) while the modern RRS *Discovery* (delivered 2013) becomes the first Research Vessel to be refitted at Babcock's Rosyth facility, a mere 35 miles away from the birthplace of the original vessel in Dundee.

To mark this centenary the current RRS *Discovery* was due to join its ancestral inspiration, the original RRS *Discovery*, in Dundee where the past and present vessels would serve as a reminder of the UK's world leading ocean research capabilities and long-term commitment to future scientific ocean research.

During her ten years on the sea, the current RRS *Discovery* has steamed 227,554.21 nautical miles, taking part in 56 expeditions, and partnered with many

organisations worldwide, exploring a diverse range of science topics to help better understand our oceans.

Fleet maintenance

To help continue to support the world-leading science undertaken by RRS *Discovery*, Babcock's International Rosyth shipyard was recently awarded £45 million by the Natural Environment Research Council (NERC), part of UK Research and Innovation (UKRI) to maintain its fleet of scientific research vessels – including RRSs *Discovery*, *James Cook*, and *Sir David Attenborough*.

This funding was granted to ensure that the UK's research capabilities can continue to lead the way in polar and ocean research. The three vessels are involved in some of the most demanding research across the globe, visiting polar regions and exploring the depths of tropical oceans.

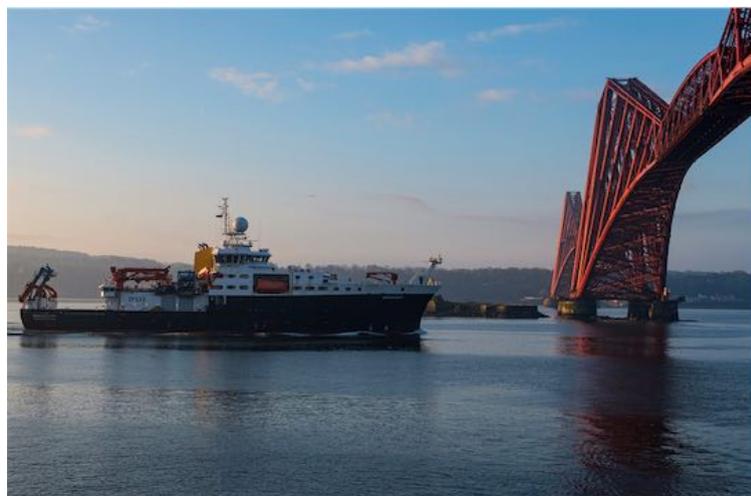
As part of this investment in science, RRS *Discovery* will be the first to undergo a refit at Babcock's Rosyth facility in Fife, Scotland. During this refit the vessel will be in drydock to allow the maintenance team access to clean the hull and propulsion equipment, which will help to lower fuel usage and increase overall speed making her more efficient for future expeditions.

Safety checks will also be conducted by a Lloyd's of London surveyor to ensure the vessel is safe to operate for another year. RRS *Discovery* will then undertake her post refit trial expedition to the North Atlantic over the course of nineteen days.

Jon Short, Senior Project Manager at the National Oceanography Centre, commented: '*RRS Discovery is not only one of the most famous research ships in the world, but she is also among the most technologically advanced of her kind.*

'She has provided scientists around the globe the ability to understand the ocean in a way that the scientists of the original RRS Discovery could only dream of. The refit in Scotland will ensure that she is ready to take on future expeditions, often in treacherous seas in order to help us further understand the mysteries of the oceans.'

RRS *Discovery's* refit comes at a key time for the maritime community as it transitions towards becoming more sustainable in its operations. The NOC is committed to working with NERC to reduce the carbon impact of the research fleet and to be Net Zero by 2040. The refit will help meet that target by ensuring that RRS *Discovery* will be able to run more sustainably when on expeditions.



RRS Discovery arriving in Rosyth for refit.

Photo: Brian Donovan ©.

RRS *James Cook*, also operated by NOC, and RRS *Sir David Attenborough*, which is operated by the British Antarctic Survey (BAS) are both scheduled for

refits in Scotland.

A video illustrating the importance of drydocking such a vessel as *Discovery* is available here: <https://tinyurl.com/3d6akbu4>

RRS *James Cook*

In the first week of May, after months of preparation, scientists, engineers and crew set sail in RRS *James Cook* to the Porcupine Abyssal Plain to take samples, make vital new observations, and maintain the autonomous *in situ* infrastructure.

The Porcupine Abyssal Plain Sustained Observatory (PAP-SO), located at depths of 4,850 metres in the North Atlantic, is the longest running abyssal time series site on

the planet. The observatory provides key time series datasets which improves understanding of the effect of climate change on the open ocean and deep-sea ecosystems.

Agulhas Current study

In May last year, scientists from NOC used Artificial Intelligence (AI) to connect ocean physics and biology, to understand the effects of the Agulhas Current off South Africa on the productivity of upwelling regimes. Upwelling is the uplift of deep nutrient rich water to the surface, a process that sustains commercial fisheries.

The Agulhas Current is the western boundary current of the southwest Indian Ocean. It flows south along the east coast of Africa from 27°S to 40°S. It is narrow, swift and strong.

The Agulhas Bank, a broad, shallow part of the southern African continental shelf, contains one of the most productive ecosystems in the global ocean and is home to diverse marine life, vital for local economic stability and food security.

An introduction to the Agulhas Current by South African scientists is available here: <https://tinyurl.com/4e98bktj>

There is more on the science of these waters with as one quoted: '*Rough Seas never before seen*' to be found here: www.seamester.co.za

Seasonal changes in temperature and salinity across the Agulhas Current are not well understood because there have been limited hydrographic data collected in this region during austral winter. Weather and swell conditions have been known to limit operations at sea, as well as other obstacles.

NOC information

More on the UK's National Oceanographic Centre is to be found here: <https://noc.ac.uk/>

2018 Norwegian warship collision



Figure 4: Damage to the hull along the starboard side of HNoMS Helge Ingstad after the collision. Photo: The Norwegian Coastal Administration

Officer found guilty

In the early hours of 8 November 2018, the Royal Norwegian Navy's frigate *Helge Ingstad* and the Malta-flagged tanker *Sola TS* collided outside the Sture Terminal in the Hjeltefjord close to Bergen. The frigate was subsequently grounded and sank.

According to information received from Accident Investigation Board Norway (AIBN) the frigate had 137 persons on board with a mix of conscripts and permanent crew. A total of seven watchstanding personnel were present on the warship's bridge, including two trainees.

Sola TS was operated by the Greek shipping company Tsakos Columbia Shipmanagement (TCM) S.A. There was a total of 24 persons on board. The bridge was manned by four persons, including the pilot.

Helge Ingstad sailed south at a speed of approximately 17–18 knots with the AIS in passive mode, that is to say not transmitting an AIS-signal.

The frigate's bridge had notified Fedje VTS of entering the area.

Sola TS had been loaded with crude oil at the Sture Terminal, and notified Fedje VTS of departure from the terminal. The tanker was exhibiting navigation lights. In addition some of the deck lights were turned on to light up the deck for the crew who were securing equipment and making other arrangements for the departure.

In advance of the collision, Fedje VTS had not followed the frigate's passage south through the Hjeltefjord. The crew and pilot on *Sola TS* had observed *Helge Ingstad* and tried to warn of the danger and prevent a collision. The crew on *Helge Ingstad* did not realise that they were on a collision course until it was too late.

At 0401 *Helge Ingstad* collided with the tanker *Sola TS*. The first point of impact was the starboard anchor of *Sola TS* and the area forward of *Helge Ingstad*'s starboard torpedo magazine.

Helge Ingstad suffered extensive damage along the starboard side. Seven crew members sustained minor



Figure 5: The hawsepipe and the damage sustained by *Sola TS* in the collision. The hole in the hull is marked with a white circle. Photo: The Norwegian Maritime Authority

physical injuries. *Sola TS* received minor damage and none of the crew were injured. Marine gas oil leaked out into the Hjeltefjord. The Institute of Marine Research has ascertained the effect of the oil spill had little impact on the marine environment.

The AIBN's investigation has shown that the situation in the Hjeltefjord was created by a number of operational, technical, organisational and systemic factors.



Figure 1: The point of impact when HNoMS Helge Ingstad and Sola TS collided outside the Sture Terminal in the Hjeltefjord at 04:01:15. Illustration: AIBN

Illustrations per www.aibn.no

AIBN and other agencies ©.

The Accident Investigation Board Norway submitted a total of 15 safety recommendations based on the investigation of the sequence of events leading up to the collision.

Two reports published

To read **Part One (2019/08)** of the Norwegian Investigation Board report readers are invited to see the document: *Collision on 8 November 2018 between the frigate HNoMS Helge Ingstad and the oil tanker Sola TS outside the Sture Terminal in the Hjeltefjord in Hordland County* to be found here: <https://tinyurl.com/2p8cmvh7>

Part Two (Report 2021/05) contains the results of the Safety Investigations Authority's investigation of the sequence of events from the time of the collision up until HNoMS *Helge Ingstad* was pushed towards the shore by the tugboats. The investigation has shown that a number of factors contributed to the incident.

To read this report see here: <https://tinyurl.com/5n7ds4t5>

News reports May 2023

According to news reports from many sources received in mid-May this year (2023) the duty commander of the frigate was found guilty of negligence and given a 60-day conditional sentence by the Hordaland district court. He denied the charge.

The Norwegian news agency NTB said the officer had been on duty for eight minutes on 8 November 2018, when *Helge Ingstad* collided with *Sola TS*. It is understood that the duty commander was the only person prosecuted over the incident. The prosecution has claimed, it was reported, that negligent navigation was the main reason for the collision. The officer denied criminal guilt but acknowledged that he did not do everything right.

It is understood that the frigate has since been raised and scrapped as it was deemed too costly to repair. The tanker was only slight damaged in the collision.

Brunei Darussalam

Preparing for oil spill response

IMO and IPIECA¹ continue to improve oil spill response and preparedness planning through their joint Global Initiative (GI) project. IPIECA is the global oil and gas industry association for environmental and social issues.

Contingency planning

The Global Initiative South East Asia (GISEA²) programme and oil spill response industry representatives, OSRL³ and ITOF⁴, supported a workshop on national oil spill contingency planning in Brunei Darussalam held from 16 to 18 May,



This brought together relevant key stakeholders to raise awareness of key aspects of the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC) 1990.

It was reported on 19 May that the event built upon work already completed at a national level to establish a system of preparedness and response to oil spills. The importance of defining and designating key roles and responsibilities within the national oil spill response system was the main focus of the workshop, along with the development of national capacity for preparedness and response, working with industry in the event of a spill, and the development of contingency plans and training, and practical training programmes.

A national plan

Key outcomes included advances in the updating of Brunei Darussalam's National Oil Spill Contingency Plan (NOSCP).

GISEA was launched by IMO and IPIECA in 2013 to increase collaboration in the region on oil spill preparedness and response, and to provide a forum for

joint action, focusing on practical activities such as training, workshops and joint exercises in the field.

¹The International Petroleum Industry Environmental Conservation Association.

See here: <https://www.ipieca.org/>

² See here: <https://www.gisea.org/>

³ <https://www.oilspillresponse.com/>

⁴ <https://www.itopf.org/>

Wallem Group celebrates 120 years

Wallem Group, a leading global maritime partner, is marking its 120th anniversary year with a programme of events in Europe and Asia, during which the company will celebrate its rich history and look ahead to the future of shipping.

Established by Haakon J Wallem in 1903 in Shanghai as shipbroking and chartering firm Wallem & Co., the company became the world's first third-party ship manager in 1908 when it was appointed to manage sisterships ss *Chingtufu* and ss *Tsinanfu*, both employed in the coal trade on the China coast.

Today, Wallem Group is established throughout Asia and in Europe, while its extensive portfolio incorporates ship and crew management, a range of technical and commercial services and ship agency – including project cargo and cruise ship agency.

Wallem inaugurated its state-of-the-art Maritime Training Centre in Manila in 2022, featuring a full mission bridge simulator, engine room simulator and liquid cargo handling simulators. The company's sustained investment in high-quality crew training – in addition to its work promoting seafarer welfare – reflects its belief that, in the maritime industry, *'the future is human.'*

John-Kaare Aune, Wallem Group CEO, added: *'Wallem's 120th-anniversary year offers an opportunity to celebrate and reflect on the company's long and diverse history, but it is equally important that we look towards the future. Despite the excitement surrounding autonomous vessels and automated processes, which undoubtedly have a significant role to play in shipping, the future of maritime is still very much human – and our commitment to seafarer training and welfare stems from this conviction.'*

The first of Wallem's 120th anniversary events took place in Hong Kong in April with events in Oslo, Singapore, and Shanghai to follow in June, September, and December, respectively.

About Wallem

Wallem Group is a leading provider of technology driven maritime solutions, offering services

supporting the complete lifecycle of a vessel from newbuilding supervision to end-of-life recycling guidance. Wallem's extensive portfolio includes asset management, crewing, training, ship management, safety and compliance management and agency services.

Wallem operates globally with a shore-based team of 700 staff and 7,000 highly qualified seafarers, serving nearly all vessel segments.

Happiness – it's all relative

By Michael Grey, Hon IFSMA Member

When I was at sea, or afterwards, in shore-side employment, nobody ever asked me whether I was happy. If this unexpected inquiry had been made, I would have been instantly suspicious, anticipating that this was a preliminary to some unwanted bad news. It probably was inculcated very early on – during my first trip I was trained always to walk about the ship briskly (never sauntering) and if possible, carrying a spanner or a bucket, as if on an urgent mission, to demonstrate to any passing officer one's unavailability for further employment. It is not a bad tip for life in general, I have found.

But happiness – surely it is a relative state of mind, which has always made the Seafarers' Happiness Index, which evolved some years ago as an initiative of the Mission to Seafarers and the Standard P&I Club, an object of personal fascination. It has been carefully thought through, taking the measure of severely practical matters that make a seafarer's life better or worse and has refrained from anything resembling a sociological study. And without going too deeply into the methodology, the product of a measurable index tells employers, recruiters and seafarers themselves something about what seafarers are thinking, at a moment in time, which can be easily compared with previous indices.

You probably didn't need an index or even to ask questions about what the workforce was feeling throughout the pandemic, when everything was at a low ebb, with no shore leave, no reliefs or even the prospect of the voyage ending and getting either home or away. Last year, unsurprisingly, things were much better, the index rose substantially although I wondered whether from such a low ebb, we maybe should not have read too much into this apparent improvement. The latest index, by comparison, was disappointingly down again, which one would like to think was just something of a return to more normal (and modest) expectations, although there were suggestions that some employers might have lost a bit of interest in improving their employees' lot.

It also seems obvious that there are still far too many restrictions on shore leave and access to ships which have been retained by port and terminal authorities, as they have found that they rather like the convenience of just saying "no" that they learned during the pandemic and just don't want to reinstate previous and more liberal arrangements. That is something that really ought to be robustly confronted. A bit of naming and shaming would be quite a useful strategy. It would be also helpful if some agency could bring itself to rate ports for their general

pleasantness for the crews of visiting ships. As leopards do not change their spots, it might be asking too much for any improvement in some awful places, but at least it might give people going to unfamiliar ports some advance warning, on the grounds of “here there be b……s”. You probably cannot publish such a rating in the sailing directions, but social media might be useful in this respect.

Seafarers today are not asking for the earth. It is not unreasonable to be presented with proper contracts, paid on time and relieved when the contract period has elapsed. These days, when good communications are readily available and getting more affordable all the time, they should be able to easily and regularly be in communication with their homes. As for shore leave, they know that ships never stop work, but a brief excursion to the shops should not be out of the question.

Does the employer show that the workforce is valued by the provision of good food and accommodation that is better than the sort of institutionalised offering that will emerge from shipyards, without somebody being interested enough to improve it? It does make a difference if that is the case. All too often you get the impression that the requirements of the crew are a complete afterthought that will result in insufficient space, inconvenience, or very uncomfortable accommodation in the eyes of the ship, being used as a breakwater or perched aft of the stern frame, in a vibrating tower block without a square metre of open deck space.

It is also quite clear from what seafarers say, that on most ships at sea today, there are barely enough bodies to cope with the routine operations, let alone any emergencies. A couple more hands would obviously make people a lot happier. It is also obvious that “attitudes” matter, in the way that the ship’s people are treated by folk who march aboard in port, or communicate with them by email from ashore. The “we fail to understand” message from the office needs to adopt a more considerate and conciliatory tone! That would be a help toward happiness.

Michael Grey is former editor of Lloyd’s List
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Transatlantic smoke

Canada is currently experiencing an extremely severe fire season, which is having far-reaching consequences. The smoke plume generated by the fires has not only blanketed the skies over North America but also began to reach as far as northern Europe on 23 May. A notable instance occurred on 25 May, when one of the Copernicus Sentinel-3 satellites captured the smoke cloud over Norway, Sweden, and Denmark.

Data from the Copernicus Atmosphere Monitoring Service provide high-resolution forecasts of air quality in Europe.

About the Copernicus Programme

Europe’s eyes on Earth. Looking at our planet and its environment for the benefit of Europe’s citizens.

Twenty-five years ago, Copernicus set out on a mission to take the pulse of our planet and transform the way we see the world.



Northern Europe. European Union, Copernicus Sentinel-3 imagery. The imagery, data and information produced by the Copernicus programme of the European Union is made available on a full, free and open basis to businesses, scientists and citizens.

**Credit: European Union, Copernicus Sentinel-X
imagery
The EU Copernicus Programme ©**

In Stockholm on 8 June there will be celebrations of a quarter-century of European success in space bringing together advanced technology and environmental insights for a better and safer planet for all.

Marine observation

The event will highlight user stories and successes of the different components of Copernicus from civil protection to climate, land and marine observation, with speakers live from Stockholm and live connections to several locations across the European Union.

There is an option to attend in person on the main stage in Stockholm by registering through this link: <https://www.copernicus25.eu/> or to follow the live stream here: <https://tinyurl.com/26rmyyny>

The online platform www.copernicus25.eu has been created to be the one-stop-shop for all the information related to the event: the venue, the agenda and the speakers.

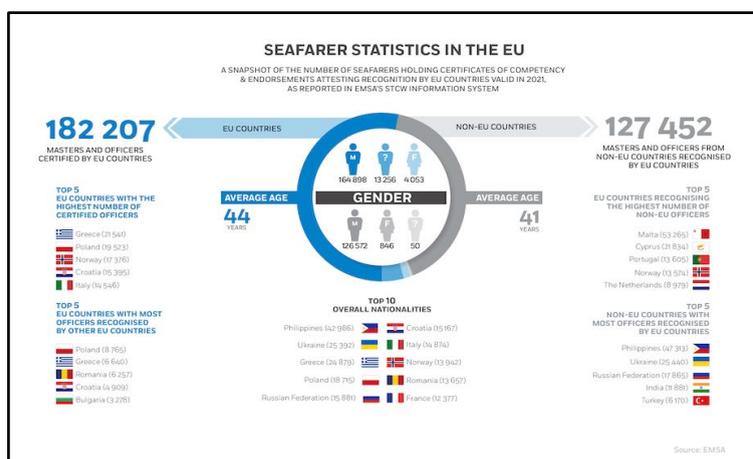
Readers are invited to follow the programme on @defis_eu and @CopernicusEU for more updates

Seafarer statistics

EMSA's Annual Review

Towards the end of May the European Maritime Safety Agency (EMSA) published its eighth annual review on Seafarer Statistics in the EU, offering valuable insight into the European labour market in terms of the number of seafarers holding valid certificates and endorsements in 2021, based on data from EMSA's STCW Information System as in turn was provided by Member States to the end 2022. The review indicates that at the start of 2022, there were slightly fewer than a third of a million seafarers holding master and officer certificates. This was reported in EMSA Newsletter No 218 of May 2023.

The European countries that had the most certified masters and officers were Greece, Poland, Norway, Croatia and Italy. In addition, the five non-EU countries that had at that time the most masters and officers holding Certificates of Competency recognised by EU Member States were the Philippines, Ukraine, Russia, India and Turkey.



The review also includes a brief comparison between the supply of master and officer certificate holders and the estimated demand for masters and officers to crew vessels registered under EU Member State flags.

Generally, the review suggests that a certain stability in the European maritime labour market prevails and might continue to indicate the ability of such labour market to attract new entrants who have replaced those leaving the seafaring career.

The main beneficiaries of the review – for policy-making purposes – are the EU Member States, the European Commission and the European Parliament.

Additionally, shipowners and operators may benefit too as they can gain awareness of the full magnitude of manpower available in the EU to crew their vessels. The information may also be useful for maritime education and training institutions in the EU, as it makes it easier to assess market needs for these services.

Finally, researchers, seafarers and the organisations that represent them may find valuable data and analysis in the review.

Cybersecurity considerations in autonomous ships

A paper by the NATO CCDCOE www.ccdcoe.org

Introducing the CCDCOE

The NATO Cooperative Cyber Defence Centre of Excellence (CCDCOE) is a NATO-accredited knowledge hub offering a unique interdisciplinary approach to the most relevant issues in cyber defence.

At the heart of the CCDCOE is a diverse group of international experts from military, government, academia, and industry, currently representing 38 nations.

CCDCOE maintains its position as an internationally recognised cyber defence hub, a premier source of subject-matter expertise and a fundamental resource in the strategic, legal, operational, and technical aspects of cyber defence. The Centre offers thought leadership on the cutting edge of all aspects of cyber defence and provides a 360-degree view of the sector.

The Centre encourages and supports the process of mainstreaming cybersecurity into NATO and national governance and capability, within its closely connected focus areas of technology, strategy, operations, and law.

The Tallinn Manual

The CCDCOE produces the Tallinn Manual, the most comprehensive guide for policy advisers and legal experts on how international law applies to cyber operations carried out between and against states and non-state actors. Since 2010, the Centre has organised Locked Shields, the biggest and most complex

technical live-fire cyber defence challenge in the world.

Annual cybersecurity exercises

Each year, Locked Shields gives cybersecurity experts the opportunity to enhance their skills in defending national IT systems and critical infrastructure under real-time attacks. The focus is on realistic scenarios, cutting-edge technologies, and simulating the entire complexity of a massive cyber incident, including strategic decision-making and legal and communication aspects.

The CCDCOE hosts the International Conference on Cyber Conflict, CyCon, a unique annual event in, bringing together key experts and decision makers from the global cyber defence community.

The conference, which has taken place in Tallinn since 2009, attracts more than 600 participants each spring. The CCDCOE is responsible for identifying and coordinating education and training solutions in the field of cyber defence operations for all NATO bodies across the Alliance. NATO-accredited centres

of excellence are not part of the NATO Command Structure

In a paper by the NATO CCDCOE with the title *Cybersecurity Considerations in Autonomous Ships* by

Researcher Sungbaek Cho of NATO CCDCOE, with Major Erwin Orye, Belgian Army, and NATO CCDCOE Researchers Gabor Visky and Vasco Prates.

The document may be found here:

<https://tinyurl.com/2p8j5xkk>

An abstract of the document

Autonomous transportation will profoundly change maritime traffic. Human-crewed and autonomous vessels or ships will have to share the oceans, seas, rivers and canals. As autonomous vessels can operate at various levels of autonomy or control, cybersecurity on board will vary. Autonomous maritime vehicles, surface or submarine, commercial or military, provide advantages for specific missions. Being still under development, the effects of cyberattacks on autonomous vessels are not yet apparent. It is more efficient to consider security issues in the development phase since the security-by-design principle embraces the consideration of potential threats and countermeasures at an earlier stage.

Figure 1 shows an overview of high-level modules comprising an autonomous ship.¹¹

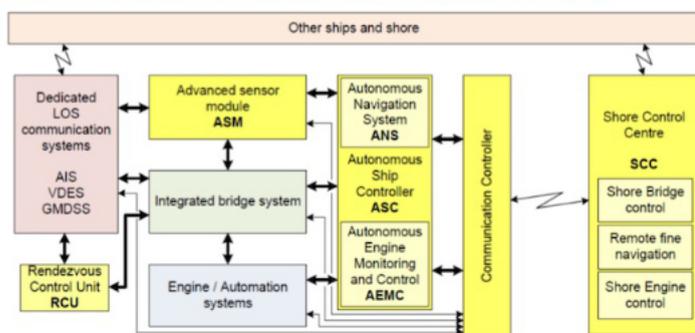


FIGURE 1. OVERVIEW OF HIGH-LEVEL MODULES

The insecurity of autonomous ships could lead to environmental disasters caused by collisions with other ships and port facilities, vessel hijacking, theft or blackmail. However, relatively little attention has been paid so far to the security of autonomous vessels compared to other similar applications such as autonomous cars, drones and aircraft.

This paper provides an overview of a general framework and components of autonomous vessels and related work on their security. Then, it provides nine distinctive threat categories with explanations of scenarios and applicable countermeasures at a high level: attacks to disrupt radio frequency (RF) signals; attacks to deceive or degrade sensors; Attacks to intercept/modify communications; Attacks on Operational Technology systems; Attacks on Information Technology systems; Attacks on Artificial Intelligence used for autonomous operations; Attacks through supply chains; Attacks through physical access; and Attacks on the Shore Control Centre. As the concept and technology related to autonomous vessels are still evolving, identification and determination of detailed specific countermeasures at this stage are not feasible. Moreover, detailed countermeasures will be different by application and the targeted level of autonomy. Nevertheless, potential threat scenarios and high-level considerations of countermeasures would help ship engineers, owners and operators identify and implement security functionalities essential for autonomous vessels.

Introduction

Autonomous vessels are highly automated, using state-of-art Information Technology (IT) and data analysis techniques and onshore monitoring and control bases connected through telecommunications.

They automatically carry out part of or all of the onboard tasks associated with ship operations, including observing its surroundings, monitoring equipment status, manoeuvring, engine control, cargo management and loading, docking and undocking. There are many initiatives to develop autonomous vessels around the globe, some examples being Mayflower, YARA Birkeland, AAWA and KASS.

Advantages

Autonomous vessels provide certain advantages over conventional vessels. Their lack of crews can save operational costs, reduce pollution and reduce accidents resulting from human errors or mistakes. It can also enable vessels to be dispatched for dangerous missions.

Progress by PNT / GNSS / AIS / ECDIS

Technological progress has changed the way of human operations in the maritime sector. Owing to the integration of more comprehensive situational awareness capabilities inside and outside the ship, smaller crews may carry out the same missions which previously required more people. Linking its positioning, navigation and timing (PNT) services by GNSS signals, being aware of other vessels through AIS and plotting the collected information on the ECDIS are typical examples of such progress.

Capabilities to navigate autonomously

On top of these technologies, autonomous vessels will have better capabilities to navigate autonomously by using artificial intelligence and machine learning (AI/ML) and real-time maritime situational awareness through sensors to recognise current ship position, status and surroundings. AI/ML could also be used to detect, mitigate and compensate for the partial degradation of sensors by comparing and integrating sensor inputs while purging unreliable or suspect inputs intelligently to continue to operate reliably even under adverse conditions.

Command and Control (C2) communication

Most autonomous vessels will have communication capabilities to communicate with a home base, allowing a Shore Control Centre (SCC) to receive status data and send control instructions. This Command and Control (C2) communication link will be necessary for the SCC to remotely monitor vessel status and take control by overruling the autonomous functions in the event of an emergency or significant functional failure.

In addition, some vessels may have a data link to send telemetric or image data collected by the vessels back to the SCC. They may also have an internet connection to collect and download open-source information such as global marine traffic status and climate forecasts. The C2 and data links would be implemented by combinations of technologies such as cellular, satellite, VHF, UHF and Wi-

Fi depending on communication distances and data transfer rates.

For example, navigation in a harbour area needs more and faster communications with the SCC to monitor traffic and collisions. In specific applications such as military autonomous submarines and operations in communication blind spots, the C2 communication may not be continuously available for fully autonomous vessels because they would be designed to operate without any human intervention in radio silence to avoid detection.

Cyber vulnerability

However, heavy dependency on technology inevitably increases the vessel's presence in cyberspace, increasing its attack surface and the chances of being targeted and offering new vectors for such attacks. The cyberattack surface of autonomous vessels will be closely related to the level of autonomy of the vessel since the attack surface varies with the complexity of and dependency on the number of systems and human interfaces to control, monitor and overrule the vessels.

An IMO scoping exercise

On levels of autonomy, the IMO has proposed four levels for the scoping exercise:

- Degree 1 (Ship with automated processes and decision support): Seafarers are on board to operate and control shipboard systems and functions. Some operations may be automated but with seafarers on board ready to take control.
- Degree 2 (Remotely controlled ship with seafarers onboard): The ship is controlled and operated from another location. Seafarers are available onboard to take control and operate the shipboard systems and functions.
- Degree 3 (Remotely controlled ship without seafarers onboard): The ship is controlled and operated from another location. There are no seafarers on board.
- Degree 4 (Fully autonomous ship): The ship operating system can make decisions and determine actions by itself.

The commercialisation of unmanned (Degree 3) or fully autonomous (Degree 4) vessels is not expected until the 2030s and 2040s, respectively. However, security risks associated with the operation of these vessels should be considered from the conceptualisation and design phases to enable security-by-design principles with a full grasp of potential security implications and possible countermeasures.

Cybersecurity is also important, even with the Degree 1 and Degree 2 ships since some functionalities of these vessels will also be heavily dependent on IT and onboard seafarers are unlikely to be IT or security specialists.

Editor's note

The material here is reproduced from *Cybersecurity Considerations in Autonomous Ships* by Sungbaek CHO, NATO CCDCOE, Researcher; Erwin ORYE, Belgian Army, Major; Gabor VISKY, NATO CCDCOE Researcher; Vasco PRATES, NATO CCDCOE, Researcher.

Tallinn 2022.

Tug operations

KOTUG OptiPort and Helm CONNECT

KOTUG, (<https://www.kotug.com/>) in collaboration with its Integration Partner Helm Operations (<https://www.helmoperations.com/>), is actively and autonomously scheduling all tug movements for some of America's leading maritime operations.

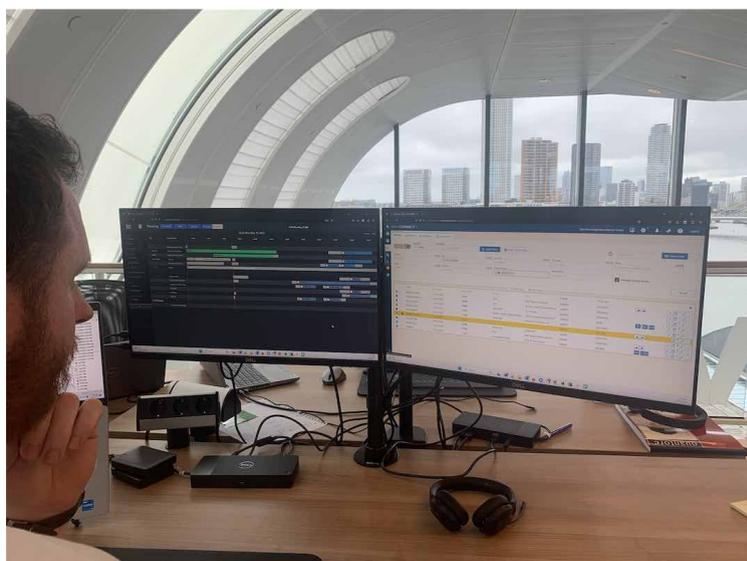
Since early 2022, the advanced scheduling tool of KOTUG OptiPort has been active in some of the busiest ports of the USA: Los Angeles and Long Beach in California, Port Arthur in Texas and the Port of Tampa, Florida.

Towage in congested ports

The process of scheduling the right tugs to match the right vessel is a complex task that requires advanced insights. To deal efficiently with the resulting complexities, some of the key operators in the USA have partnered with KOTUG OptiPort, a provider of intelligent tug scheduling software worldwide.

Unique scheduling software for real-time fact-based planning

According to Patrick Everts, General Manager at KOTUG: *'OptiPort utilizes the latest developments in machine learning, data science, mathematical programming and data analytics. It is the world's first cloud-based tug scheduling software to use AI to optimize decision-making continuously and has been designed exclusively for maritime service providers.'*



KOTUG OptiPort is said to be the world's first cloud-based tug scheduling software to use AI for continuous decision-making optimization.

In addition to the effective use of data and AI to optimize planning, KOTUG OptiPort offers a cloud-based reporting solution for reporting and analytics.

Integration with dispatch/billing software

Helm CONNECT Jobs is said to be the most widely used dispatch and billing software for the harbour towage sector. It is utilized by customers in more than thirty countries to effectively dispatch thousands of assets.

Nolan Barclay, CEO at Helm Operations, added: *'The partnership between Helm and KOTUG OptiPort offers harbour towage operators a simplified order-to-invoice workflow and access to significant optimized cost savings. Helm now also offers a new mobile app – Helm Portal – which allows local port agents to submit requests directly to towage operators, make changes to those requests, see live updates, and receive notifications - all via a handheld device. This provides timely and accurate dispatch information and keeps OptiPort up to date with real-time information to secure better operational recommendations.'*

The right tug at the right time at the right location

Implementing OptiPort and Helm CONNECT's scheduling solution allows towage companies to deliver enhanced towage services in the ports the company operates in at the lowest costs.

It is understood that the software applies local rules and business/port standards in a consistent and optimized way, ensuring that the right tug is at the right location at the right time while sailing at the optimal speed. As a result, fuel consumption is reduced while tugboat utilization is simultaneously improved for the operator. OptiPort also provides teams with more control over operations, with automatic real-time updates enabling tug hour scheduling to be accomplished in advance instead of at the last moment.

Inmarsat to launch L-Band network I-8 satellites

On 19 May the satellite operator Inmarsat announced its new Inmarsat-8 small satellites will be launched in 2026 to provide crucial safety services and support advances in emergency tracking.

Inmarsat, a world leader in global, mobile satellite communications, has announced that SWISSto12, one of Europe's fastest growing aerospace providers (<https://swisst12.com/>), will develop its new eighth-generation of spacecraft. The three I-8 satellites will provide additional network resilience, securing the future of Inmarsat's global L-band safety services.

SWISSto12, with HQ in Renens, Q in Renens, HQ Switzerland, will use its HummingSat satellite platform – in conjunction with unique 3D-printing technologies and specialised Radio-Frequency (RF) and payload products – to develop and manufacture the geostationary satellites, which will launch by 2026.

Compact payload

Just 1.5 cubic metres in volume, the I-8s will use SWISSto12's innovative new class of spacecraft which has a form factor up to five times smaller than conventional geostationary satellites yet can still deliver critical safety services with certainty.

The three I-8 satellites will continue to provide the extra layer of resilience to complement the existing constellation and Inmarsat's two I-6 generation satellites, which were launched in December 2021 and February 2023 respectively.

In March 2023, Inmarsat announced the first, I-6 F1, had successfully completed testing with ground stations in Western Australia and has now started to provide Ka-band services for the fast-growing Asia Pacific region. The company will begin introducing its L-band capacity and transitioning services to the new satellite throughout 2023. The second, I-6 F2, which launched in February 2023, is expected to enter operational service over Europe, Africa, and much of the Americas in early 2024.



The I-8 satellite as reported in May.

Photo: Inmarsat ©.

Of particular interest

Each I-8 will also extend Inmarsat's history of launching and operating radionavigation transponders for Governments and international space agencies. These transponders can enable Satellite-Based Augmentation System (SBAS) services around the world, for example for air traffic controllers or coastguards. SBAS systems use satellite connectivity, land-based infrastructure, and software **to enhance standard GPS/Galileo accuracy of 5 to 10 metres to as little as just 10cm.**

Such precise tracking could enable pinpoint safety navigation on aircraft, **help emergency services reach vessels in distress more quickly**, or allow a raft of industrial innovations, like device tracking in agriculture or advanced, automated transport management systems.

Current activities

The I-8 satellites will continue to secure Inmarsat's global safety services into the 2040s. The company was founded in 1979 under the auspices of the UN specifically to

provide highly reliable safety communications. Today some 1.6 million seafarers and over 200 airlines rely on Inmarsat's global L-band network to deliver 99.9% availability every day.

Future technology

The Inmarsat-8 programme forms part of Inmarsat's fully funded technology roadmap, which will include five new satellite payloads added by 2025 to further Inmarsat's high-speed broadband Global Xpress (GX) network with the launch of the software defined satellites GX 7,8, and 9, aimed for 2025, and the polar coverage satellites GX10a and b, which are aimed for the first half of 2024.

Black Sea Grain Initiative

Russia confirms participation

Speaking at the daily press briefing on 17 May, IMO Secretary-General António Guterres welcomed Russia's decision to continue its involvement in the Black Sea Grain Initiative for a further 60 days..

The Initiative has allowed the safe export of more than 30 million tonnes of grain and other foodstuffs from Ukraine, via its Black Sea ports, and also aims to ensure the flow of food and fertilizer from Russia, through a Memorandum of Understanding.

It will be recalled that the Initiative began in July last year, and is run by a Joint Coordination Centre (JCC), staffed with representatives from Russia, Ukraine, the UN, and Türkiye, headquartered in Istanbul.

'Good news for the world'

Mr Guterres said the continuation was 'good news for the world' although outstanding issues remain to be resolved.



Joint inspection teams at work under the Black Sea Grain Initiative.

Illustration: Duncan Moore © UNODC.

He added: 'But representatives of Russia, Ukraine, Türkiye and the United Nations will keep discussing them – I hope we will reach a comprehensive agreement to improve, expand and extend the Initiative – as I proposed in a recent letter to the Presidents of the three countries.'

Mr Guterres conveyed his appreciation to all the parties involved in the negotiations for continuing the deal, for proceeding 'in a spirit of constructive engagement.'

He thanked President Recep Tayyip Erdoğan and the Turkish Government for their efforts, 'working in

permanent coordination with the United Nations' through the JCC.

He said that both the Initiative and the Memorandum of Understanding between the UN and Russia over fertilizer and foods matter for global food security.

He continued: 'Ukrainian and Russian products feed the world., With vital supplies reaching some of the world's most vulnerable thanks to the deal, including 30,000 tons of wheat that just left Ukraine aboard a WFP-chartered ship to feed hungry people in Sudan.'

'Always a beacon of hope'

In conclusion he said: 'They matter because we are still in the throes of a record-breaking cost-of-living crisis. Over the last year, markets have stabilized, volatility has been reduced and we have seen global food prices fall by 20 per cent.'

He said that the agreements mattered because they demonstrated that 'even in the darkest hours, there is always a beacon of hope and an opportunity to find solutions that benefit everyone.'

The UN chief added that he hoped exports of food and fertilizer from both Ukraine and Russia, would reach global supply chains 'safely and predictably', as envisaged by all participants.

The UN is fully committed to support both agreements, he concluded.

Hutchison Ports to achieve UK Net-Zero by 2035

Hutchison Ports has set a target of 2035 for its three UK ports to achieve Net-Zero for Scope 1 and Scope 2 emissions.

The global ports group, which has established science-based targets to reach net-zero globally by 2050, operates the Port of Felixstowe, Harwich International and London Thamesport.

Commenting on the target, Clemence Cheng, Executive Director of Hutchison Ports and Managing Director of Hutchison Ports Europe, said: 'Hutchison Ports has set both near-term and net-zero targets in line with the Science Based Targets initiative's net-zero standard. We operate in many markets throughout the world and have set ambitious emissions reduction targets in every region.

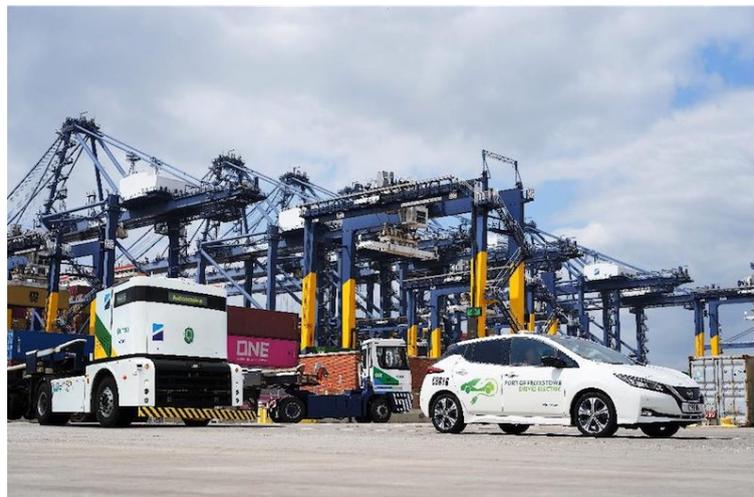
'Our journey has already begun. We are investing in new and more sustainable equipment and the UK will be amongst the first of our business units to reach the target.'

Charging infrastructure

The Port of Felixstowe commissioned two new 11Kv high voltage substations to serve the charging infrastructure for its conventional electric tractor fleet on 20 May. Each substation will enable 20 vehicles to be charged at any one time at the port's Trinity Terminal.

The port will take delivery of its next batch of 22 electric-tractors in July 2023 with a further 24 vehicles arriving in November 2023.

In addition, the port has introduced its first battery-powered autonomous trucks which will come with the latest battery swapping facilities. In total, it has plans to acquire 150 electric-tractors over the next 2 years.



Electric equipment at the Port of Felixstowe where Hutchison Ports is targeting net-zero by 2035.

Clemence Cheng explained: *'Historically there was no option but to use fossil fuels to power the majority of port equipment. We have made significant progress at the Port of Felixstowe converting our yard cranes to electricity and now have 50 electric cranes with another 17 on order for delivery this year. All new equipment across our three UK ports will be sustainable and we have a programme to replace our entire vehicle fleet with battery-powered or alternative fuel options by 2033.'*

Electricity sources certified

To tackle Scope 2 emissions and ensure that sustainable electricity is used to power port equipment, the Port of Felixstowe signed a new deal in April which ensures that all the electricity it uses is certified as being generated by solar, offshore wind or other renewable sources.

SBTi

The Science Based Targets initiative (SBTi) drives ambitious climate action in the private sector by enabling organisations to set science-based emissions reduction targets. The SBTi is a partnership between CDP (Carbon Disclosure Project), the United Nations Global Compact, World Resources Institute (WRI) and the World Wide Fund for Nature (WWF).

For more information see [here:](https://sciencebasedtargets.org/)

About Hutchison Ports

Hutchison Ports Port of Felixstowe is strategically located on the UK's South East coast and within easy reach of major ports in North West continental Europe.

As the UK's first purpose-built container-handling facility, it is also the largest and busiest container port in the

country. With three rail terminals, it also has the busiest and biggest intermodal rail freight facility in the UK. The latest phase of development, Berths 8&9, provides additional deep-water capacity for the world's largest container ships.

Hutchison Ports Harwich International is one of the UK's leading multi-purpose freight and passenger ports with excellent road and rail links to the Midlands, London and the South East. It is ideally located for North Sea freight and passenger traffic to and from Scandinavia and the Benelux countries, offering first class ro-ro, ferry, container and bulk operations as well as support services for the offshore renewable energy industry.

Hutchison Ports London Thamesport is located on River Medway near London, in the heart of South East England, 35 miles from Central London. The terminal provides road and rail links to the UK's important manufacturing and distribution centres and is ideally positioned to serve as a port of entry for UK-bound short-sea container traffic as well as infrastructure projects around London.

Hutchison Ports is the ports and related services division of CK Hutchison Holdings Limited. Hutchison Ports is the world's leading port investor, developer and operator with a network of port operations in 54 ports spanning 25 countries throughout Asia, the Middle East, Africa, Europe, the Americas and Australasia. Over the years, Hutchison Ports has expanded into other logistics and transportation-related businesses, including cruise ship terminals, distribution centres, rail services and ship repair facilities.

In 2022, Hutchison Ports handled a combined throughput of 84.8 million TEU.

Seafarers take centre stage at upcoming summit in Manila

- Employers (IMEC), shipowners (ICS) and unions (ITF) unite to bring a seafarer summit in Manila on 26 June 2023 following the Day of the Seafarer.
- The summit aims to highlight the elements required for a successful transformation of seafarers' roles to meet the needs of shipping in the future.
- The Philippines continue to show leadership in matters relating to seafarers as host country to one of the most relevant summits this year, focusing on the requirements for seafarers in 2050.

On 1 June from London the International Chamber of Shipping (ICS), the International Maritime Employers' Council Ltd. (IMEC) and the International Transport Workers' Federation (ITF) announced that they are joining forces to host a summit solely focused on the shaping the future of an industry that ensures seafarers remain at its heart. This will be held in Manila on 26 June.

Director-General of the International Labour Organization (ILO) Gilbert H Houngbo will open the aptly titled *Shaping the Future of Shipping – Seafarer 2050* summit, which aims to highlight the elements required for a successful transformation of seafarers' roles to meet the needs of shipping in the future. This will include education and

training, building capacity and resilience, recruitment and retention of seafarers, and ensuring that any transition is safe, equitable and human-centric. Recruitment and retention is critical at the moment as it has been estimated that by 2026 the shipping industry will need an additional 90,000 seafarers to keep trade moving.



The summit will bring together government ministers, regulators, shipowners, employers, unions, industry leaders and technology and infrastructure providers into one room to discuss the requirements for seafarers in 2050. As one of the largest providers of seafarers worldwide, the Philippines offers the perfect location to discuss the future of the seafarer workforce.

The Philippines view...

Secretary of the Department of Transportation of the Philippines, Jamie Bautista, commented: *'The upcoming conference in Manila is a key moment in shipping and also for the Philippines as a nation. It is well known that the Philippines is the seafaring capital of the world, and our seafarers are not only integral to the future of the shipping industry but also to our country's economy.'*

'We are currently at a crossroad as the industry evolves to a greener and more digital operating environment, with ambitious climate goals to meet by 2050 and new emerging technologies, but one thing is key and that is that seafarers need to be central in the discussions.'

'I am encouraged to see many industry leaders joining the conference and urge fellow Ministers in the region to join in on the conversations. I look forward to discussing the future of our seafarers in June.'

This invitation-only summit will also consider the risks to shipping and global trade inherent in industry transformation, and the investments and changes that will need to be made to ensure that sufficient numbers of skilled seafarers are available to fulfil the requirements of shipping in 2050.

...ICS...

International Chamber of Shipping (ICS) Secretary General Guy Platten commented: *'The Covid-19 pandemic shone the light on how vital our seafarer workforce is to modern life. Seafarers are an incredibly valuable asset and we need to ensure that this is recognised at the highest levels. The Seafarer 2050 summit is our opportunity to bring together the shipping industry and determine how we can continue to shape a*

better future for seafarers and ensure no one gets left behind in the green energy transition.'

...IMEC...

Belal Ahmed, Chairman of the International Maritime Employers' Council (IMEC) commented: *'Our industry is facing unprecedented challenges due to climate change and the new technology introduction at a rapid pace. Shipping is vital to global trade and our seafarers are in the centre of this industry. IMEC, ITF and ICS recognises that only working together we can face these challenges and ensure our seafarers are trained, taken care of and fit for world of sustainable shipping. The Seafarer 2050 summit will focus not only on the issues we need to work together but also need for a global consensus to support our seafarers.'*

...ITF

Stephen Cotton, General Secretary of the International Transport Workers' Federation (ITF) added: *'The cooperation we saw during the pandemic-related crew change crisis allowed employers and seafarers' unions to recognise our common challenges and the strength we have when we speak with one clear voice.'*

'We welcome this global partnership being taken to the next level with the inclusion of governments from leading maritime nations such as the Philippines. This event is about looking out to 2050, to set out the practical plans needed for a Just Transition and a future-proof workforce.'

More information on the **Shaping the Future of Shipping – Seafarer 2050 Summit** can be found here: <https://tinyurl.com/yz8vf6yh>

From the IFSMA Office

Don't forget to register for the Tokyo Biennial General Assembly (BGA) being held there at the invitation of Ja[an Captains' Association.

Places are still available in the recommended hotel, the Toshi Center Hotel Tokyo, more information about the hotel can be found here: https://www.rihga.com/toshicenter_tokyo

A room can be reserved by sending an email to Japan Captains' Association, for details of costs and arrangements for booking contact the office: hq@ifsma.org

We still have room for presentations of subjects at the BGA that will be of interest to Shipmasters, If you have an idea you are not sure about contact the office and we will guide you. If possible we need to agree your subject before 12 July when the Executive Council next meets.

A full program has been organised by the Japan Captains' Association so it will be well worth attending, so book your flights early and reserve your hotel room soon.