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IFSMA

NEWSLETTER

The Shipmasters' International Voice

Norwegian Coast Guard Vessel *Svalbard*
Viewed from US Coast Guard Cutter *Healy*
Joint operations
See page 24



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Readers are reminded that the opinions expressed in the IFSMA Newsletter are those of the various authors and providers of news and are not necessarily in accord with IFSMA policy.

Secretary General's Report

I write this as we reflect upon work at IMO where IFSMA has long enjoyed the privilege of observer status with 87 other non-governmental organizations and from where we carry a digest of IMO news each month thanks to briefings from the excellent IMO news service.

Here we provide a short forecast of two valuable items due to be provided by IMO at its London HQ in the next few weeks.

Maritime cyber security 1 and 2 November

A Symposium on Maritime cyber security and resilience will share the latest international maritime cyber risk evaluation and mitigation research and explore how governments, industry, researchers, and NGOs can collaborate to build international maritime supply chain cyber resilience.

The IMO and the University of Plymouth's Cyber-SHIP Lab are jointly organizing this event which will share the latest international maritime cyber risk evaluation and mitigation research. It will explore how governments, industry, researchers, and NGOs can collaborate to build international maritime supply chain cyber resilience.

Industry and academic expert speakers will address topics across ship, port, and maritime supply chain cyber security, including cyber security and safety of assets and people, new technologies, policy development and mariner training.

For more see here: <https://tinyurl.com/474typjx>

Joint IMO/ILO Conference on Work at Sea: 13 November

This Conference will focus on sharing best practices, views and experiences on ensuring the rights of seafarers and fishers; and identifying gaps in the current regulatory framework, including those in relation to responsible management.

The Conference will include sessions on:

- **Ensuring rights at sea:** Best practices for responsible ship management; ensuring respect of seafarers' rights at all times: lessons learned from Covid-19.
- **Maritime regulatory framework:** Key ILO and IMO Conventions for the fishing sector: opportunities and challenges; maritime regulatory framework and enforcement, what else is needed?
- **Perspectives for the future:** Seafarers in a digitalized and automated shipping industry; Navigating the Future.

For more readers are invited to see here: <https://tinyurl.com/4zvsr9wz>

To close I send you good wishes, fair winds and a following sea.

Jim Scorer
Secretary General

The crucial role of safety culture in maritime decarbonisation and digitalisation

A safety report from DNV and Lloyd's List Intelligence finds incidents are rising and looks at the possible safety challenges of decarbonisation and digitalisation. This news was issued by DNV on 26 September.



The focus on establishing strong safety cultures for maritime is needed to navigate the big transformations underway successfully and safely.

'With great transformations underway, there is clearly a need to better understand the safety risks of technologies and operational methods being adopted for greater efficiency and lower emissions,' said Kirsten Strømsnes, Head of Section – Maritime Advisory at DNV. *'Regulation can help, but maritime needs to embrace a top-to-bottom safety culture giving equal weight to managing Human, Organizational and Technological risk in what we call 'the HOT approach'.'*

Prerequisites for a safety-first transformation

Safety culture is the product of shared values, beliefs, and conscious and non-conscious ways of thinking that impact safety behaviour.

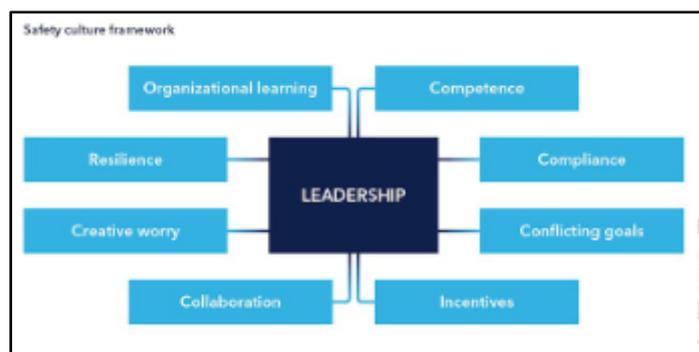
A safety-first transformation hinges on a robust safety culture with strong safety leadership, a culture of trust and effective processes for competence development, incentives, knowledge sharing and proactive organizational learning. Setting safety goals that can act as safety barriers helps to balance out the commercial pressure employees often feel.

Seafarers are vital to safety

'Safety only works if people are encouraged to be part of building the safety culture,' said Georg Giskegjerde, Senior Consultant in Human Factors at DNV Maritime. *'Including seafarers in the HOT approach will shift our industry from being reactive to proactive about keeping employees, assets, the environment and the community safe from harm.'*

Vessel and company safety requires good leadership

The report calls for the inclusion of all stakeholders – from CEOs and boards to vessel masters and seafarers – in holistic initiatives focused on seafarer health in body, mind, nutrition and restfulness in a proactive attitude to safety culture.



Good and effective leadership is committed in all eight dimensions of the safety culture framework, thus improving the safety culture of an organization or on a ship.

'Effective leadership fosters a just culture rather than a blame culture and an environment where individuals do not fear making mistakes and do not conceal them. Instead, it promotes an atmosphere that embraces the opportunity to learn,' Giskegjerde explained.

Leadership principles help to grow safety

Safety experts have established a series of leadership principles that have been designed to be dynamic and to evolve as safety expertise grows. They include good communication, leadership by example, reinforcing positive actions and making safety a corporate value.

'Leaders that want to drive safety need to ensure incidents are thoroughly reviewed and steps taken to prevent avoidable recurrences. They need to create an environment that allows people to freely voice their concerns and ensure that employees at sea and onshore have a duty to care for each other,' Strømsnes emphasized. *'This goes far beyond the minimum requirements of the International Safety Management Code.'*

Achieving maritime safety competence

Competence – the abilities, knowledge, qualities and skills allowing people to perform tasks successfully – is essential to safety culture.

Organizations need to exhibit safety and risk competence – the proficiency to understand and assess risk and to manage that risk – at all levels.

'Our report makes it plain that competence is about more than skills and abilities within the traditional maritime disciplines on board,' Strømsnes explained. *'It should also encompass elements assessed in a safety-culture evaluation. These include the skills to manage safety risks in operations and to ensure employees are trained properly in proactive safety risk management. Humans, organization and technology*

are integrated and must be seen in a holistic perspective rather than part by part.'

For a safety culture to be effective, it is also important to have clear incentive mechanisms in place to encourage positive behaviour while discouraging negative behaviour.

Collaboration and creative worry play into competence

The report serves as a reminder that a ship is only as strong as its weakest link. While design, construction, technical systems and manoeuvrability might be better than ever, it is a combination of crew and systems that must maintain safety.

'Successful companies require individuals to work together, organizational units to join forces and even competitor businesses to explore ways to build bridges to ensure safety for seafarers,' Giskegerde stressed.

Among the big risks are reliance on procedures and forgetting to seek out deviations in repeated operations. The dimension of creative worry sharpens the eyes and keeps the mind alert to what might happen.



'This way of thinking can be taught in simulators, training for different scenarios, adding deviations into the mix, instructing in ways to look for the unexpected,' Giskegerde added.

Maritime safety gap analysis

Understanding the gap between how crew manage vessel operations now and what will be required of

them in the future will become critical to ensuring competence throughout the transformation to advanced technologies. The report identifies two important questions in this regard. First, is the right competence in place to identify the safety risks? Second, will recruitment, selection, training and education result in the right people being on board?

'The Management of Change process will need to identify risks and safety issues, then specify safety measures, including competence and training needs, before technological implementation,' Strømsnes said. *'This is why, for example, DNV Maritime's digitalization section includes safety considerations within the elements of the digital transformation roadmaps on which it is working with an increasing number of customers.'*

Resilience also plays a key role in these transformation processes, as it is the ability to handle a new situation and to return to normal as soon as possible. As a higher degree of resilience creates a demand for increasing empowerment at all levels and flexibility, the master will need to be a far better people-manager than in the past.

Safety the key to maritime transformation

Maritime safety trends 2012–2022 is published at an appropriate moment as the industry introduces operational technologies and develops alternative fuels to help meet decarbonization targets.

Digitalization brings undoubted benefits. It provides insights and, by enabling automation, can drive operational efficiencies and support the switch to alternative fuels to reduce emissions to target levels. However, and as the report makes plain, human judgement, expertise and decision-making will remain critical for effective but safe vessel operations.

DNV supports the building of strong safety cultures across companies

'Our report's findings and analysis leave no doubt that safety should be on a shipowner's agenda right at the start when planning and designing technological innovations for decarbonising either newbuilds or, through retrofitting, existing vessels,' concluded Strømsnes. *'In DNV, we have developed an approach that we can apply to assess all the dimensions of a safety culture of a company and access the level of maturity to help each business to improve and to focus on what matters most for them.'*

DNV safety experts also assist in the implementation of a safety culture, from coaching managers to improving management systems and training. After some time, DNV provides a review to check the safety system and keep it dynamically updated to meet changing requirements.

Building a safety culture from the start pays off

It is far better and more cost-effective to build in robust safety right from the beginning rather than laying the industry open to potentially life- and environment-threatening incidents in the decades ahead, when

putting things right would be costlier, Strømsnes advised.

She concluded: *'To work proactively towards a mature safety culture within the drives towards digitalization and decarbonization is not an option but a prerequisite for success. The HOT perspective is part of such a culture.'*

The report

The report *Maritime Safety Trends 2012-2022: Advancing a culture of safety in a changing industry landscape* is available to download by way of the link here: <https://tinyurl.com/4rdbn7jm>

Safety panel discussion

Following the Safety Paper, Lloyd's List Intelligence and DNV also hosted a safety panel discussion that discussed the key topics of the report and provided expert insights on the solutions that the industry can adopt to overcome key safety challenges.

The 35:12 discussion is available on the web link above.

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 ©

The Gambia

Strengthening oil spill response planning

Preparation for a marine oil spill incident is crucial. The Gambia is being supported to develop its National Oil Spill Contingency Plan (NOSCP), which is the foundation for an effective and sustainable oil spill preparedness and response framework.

GI WACAF Project

An in-person national workshop in Banjul, the Gambia, held from 11 to 15 September was delivered under the framework of the GI WACAF Project*, which works to enhance the capacity of partner countries to prepare for and respond to marine oil spills. This was reported by the IMO news service on 19 September.

The workshop supports effective implementation of the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC) Convention**.

During the event, forty national stakeholders and government personnel involved in oil pollution response were familiarized with the roles and responsibilities that need to be addressed prior to, and during an oil spill. In particular, the importance of effective collaboration amongst numerous different stakeholders. An action plan was produced to facilitate ongoing development of an effective national oil spill preparedness and response framework.



IMO delivery

This workshop was delivered through IMO's Integrated Technical Cooperation Programme (ICTP), and forms part of the Organization's commitment to supporting African Small Island Developing States (SIDs) and Least Developed Countries (LDCs) in the effective implementation of OPRC Convention.

**The Global Initiative for West, Central and Southern Africa Governments and Industries working together to enhance oil spill preparedness, response and cooperation. For more see here:*

<https://www.qiwacaf.net/en/>

** <https://tinyurl.com/549fh3kw>

Carriage of Cargoes and Containers

The ninth session of the IMO Sub-Committee on Carriage of Cargoes and Containers (CCC 9), was held at IMO HQ from 20 to 29 September.

In advance of the session Heike Deggim, Director, Maritime Safety Division, on behalf of the Secretary-General Kitack Lim addressed participants and we publish below highlights.

'First, on behalf of the Secretary-General and the whole IMO membership, I would like to express our deepest condolences to the Libyan Authorities and the families of those who have lost their lives in the massive flooding in eastern Libya following storm Daniel, as well as the Government of the Kingdom of Morocco and to all those impacted by the devastating earthquake, with thousands of lives lost and many still missing. Our thoughts are with the people of Libya and Morocco in these difficult times.'

*'I would like to take this opportunity to say a few words about this year's World Maritime theme, which is **MARPOL at 50 - Our commitment goes on.***

'MARPOL

The theme reflects the Organization's long history of protecting the environment from the impact of shipping via a robust regulatory framework and

emphasizes its ongoing commitment to this important work. It also spotlights the International Convention for the Prevention of Pollution from Ships, better known as MARPOL, which covers prevention of pollution of the marine environment by ships from operational and accidental causes. Let us use this opportunity to renew our commitment to ensuring the sustainability of the shipping industry and the protection of the marine environment, which are critical issues that require our continued attention for generations to come.

World Maritime Theme 2024

‘As you may be aware, the Council, at its 129th session earlier this year, has chosen **Navigating the future: safety first** as the World Maritime Theme for 2024.

‘This theme reflects IMO’s commitment and work to enhance maritime safety and will provide an opportunity for the maritime community to assess and ultimately address the full range of safety regulatory implications arising from new and adapted technologies and the introduction of alternative fuels, among others.

Alternative fuels

‘Over the last years, your Sub-Committee has been playing a vital role in the development of technical provisions for alternative fuels and related technologies. Several sets of safety provisions have been developed and continuous efforts have been made in accordance with a clear work plan, addressing emerging challenges and fostering innovation.

‘Your collaborative efforts have resulted in significant advancements in ensuring that safety implications and potential risks associated with the use of alternative fuels and related technologies are duly addressed. At the same time, these achievements set the stage for future work in the years and decades to come, in light of the 2023 IMO Strategy on Reduction of GHG Emissions from Ships adopted at MEPC 80 and the related new agenda item approved by MSC at its last session: the development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels.

Gas fuels

‘Delving into the agenda for this session, you are expected to continue your efforts to develop amendments to the IGF Code* and guidelines for alternative fuels and related technologies. I would urge you to further progress, with a view to finalization, the interim guidelines for the safety of ships using hydrogen and ammonia as fuel at this session, taking into account the urgent need for the maritime industry to utilize these fuels to reduce GHG emissions and combat climate change. I would also encourage you to progress the development of technical provisions for the use of low-flashpoint oil fuel and gathering

experience on the use of methanol and fuel cells, in accordance with your work plan.

Gas carriers

‘Another major task for your Sub-Committee at this session is the review of the IGC Code**. The ongoing revision of the Code involves a large number of amendments, and I am confident that you will take appropriate action to consider them systematically and thoroughly.

‘The Sub-Committee and the Editorial and Technical Group will finalize the latest amendments to the International Maritime Dangerous Goods (IMDG) Code this year, with a view to submitting them to MSC 108 for adoption, as usual in the form of a consolidated version of the whole IMDG Code.

Bulk cargoes

‘With regard to solid bulk cargoes, I would also advise the Sub-Committee to provide instructions to the Editorial and Technical Group to initiate the preparation of the next set of draft amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code.

Enclosed spaces

‘I would further like to emphasize the importance of a new item on your agenda, and that is the revision of the recommendations on entering enclosed spaces on board ships, adopted by resolution A.1050(27). Once again, an alarming frequency of accidents related to entering enclosed spaces has been observed, resulting in a profoundly distressing culmination of human lives lost. I urge you to comprehensively review the existing recommendations, with a view to improving the guidance to ensure the safety of personnel entering enclosed spaces on board ships.

IMO spirit of cooperation

‘You have many other important items to consider during the coming two weeks and I am confident that, with the usual customary IMO spirit of cooperation and under the leadership of your experienced Chair, Ms. Maryanne Adams of the Marshall Islands, ably supported by the Vice-Chair, Mr. David Anderson of Australia, you will engage in constructive discussions and reach agreement on the matters before you at this ninth session of your Sub-Committee.’

* International Code of Safety for Ship Using Gases or Other Low-flashpoint Fuels (IGF Code) <https://tinyurl.com/ssepa3mj>

** International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk <https://tinyurl.com/uuuyvhtb>

Oil spills in Pacific Islands

Regional mechanisms for dealing

IMO's commitment to supporting regional mechanisms dealing with oil spills in the Pacific Islands was strengthened through delivery of a regional workshop which included the introduction of the RETOS tool¹ for assessing levels of oil spill preparedness. The event was held in Brisbane from 15-17 September and reported by the IMO news service on 19 September.



The RETOS tool to Evaluate Oil Spill Management Capabilities is used to assess and analysis the level of oil spill response and planning preparedness.

IMO, together with SPREP², the South Pacific regional environment programme, delivered the in-person workshop back-to-back with SPILLCON 2023³.

The workshop introduced countries under the PACPLAN Resilience Project (2022-2025) to fundamental aspects of the OPRC convention and oil spill preparedness as well as use of RETOS.

Broad representation

Twelve participants attended the workshop. They represented the Cook Islands, Fiji, Kiribati, Marshall Islands, Nauru, Niue, Palau, Papua New Guinea, Solomon Islands, Samoa, Tuvalu and Vanuatu.

Other stakeholders from the region included participants from the Great Barrier Reef Marine Park Authority, the Australian Marine Oil Spill Centre (AMOSOC), Maritime New Zealand, Transport Canada, the United States Coast Guard, the United States Aid Department, Oil Spill Response Limited ITOFF and the Major Projects Foundation (concerned with historic wrecks containing oil). They further enhanced the workshop by providing insights into oil spill response as well as to align efforts to support the region.

The workshop was delivered through IMO's Integrated Technical Cooperation Programme (ITCP) with financial support provided by Australia through the Australian Maritime Safety Authority⁴.

¹ <https://arpel.org/library/publication/341/>

² <https://www.sprep.org/>

³ <https://spillcon.com/>

⁴ <https://www.amsa.gov.au/>

Asia

Regional port security audit training

A Regional Training Course for Port Facility Security Auditors was held in Bangkok from 19 to 22 September to help build knowledge and skills in effective oversight procedures. These will be in line with key IMO maritime security measures, including the relevant provisions of SOLAS Chapter XI-2 and the ISPS Code¹. Such measures include assistance on how to conduct port facility security audits and the effective preparation for reporting and the consequential actions these generate. This was reported by the IMO news service on 22 September.

Responsibilities

It is understood that Contracting Governments to the SOLAS Convention can establish Designated Authorities which are responsible for maritime security within government. The Designated Authority sets the appropriate security level, verifies compliance of port facilities, approves port facility security assessments and plans, and is responsible for testing the effectiveness of the port facility security plans and the security measures outlined therein.

UK funding

The training course was attending by twenty-seven officials representing the Designated Authorities from: Cambodia, India, Indonesia, Malaysia, Thailand, and Vietnam. The event was funded by the UK Department for Transport.

¹ <https://tinyurl.com/266u8c9x>

IMO and Africa regional audits

IMO Member States in Africa are being supported to be ready for audits under the mandatory IMO Member State Audit Scheme (IMSAS¹).

A training course in Addis Ababa held from 18-22 September was aimed at officials from maritime administrations who are, or will be, involved in preparing their respective countries for audit, and who may be nominated as auditors under IMSAS. This was reported by the IMO news service on 25 September

IMO and Ethiopia joint effort

This course was organized jointly by IMO and Ethiopia, as hosting country, as part of a series of training activities to support IMSAS. Through a blended learning approach involving in-person classroom training and individual online study.

Participants learnt about the latest guidance for Audit Officers, for example how to write a statement regarding an observation during an audit.

Participants used newly revised e-lessons, e-exercises, and e-quizzes, part of IMO's new e-learning tool which is accessed through the online Learning Management System (LMS²).



Broad representation

The course was attended by twenty-three officials from: Angola, Ethiopia, the Gambia, Ghana, Kenya, Liberia, Malawi, Mozambique, Somalia, South Africa, Uganda, the United Republic of Tanzania, and Zimbabwe.

Mandatory requirement

All IMO Member States are required under IMSAS to undergo a mandatory audit within the seven-year audit cycle. Since the inauguration of the mandatory phase of the IMSAS Scheme in January 2016, 109 mandatory audits have been successfully conducted.

¹ <https://tinyurl.com/4bawe4kj>

² <https://lms.imo.org/moodle310/>

Biofouling management

East Asia waters

Protecting the ocean's biodiversity and reducing the threat of invasive aquatic species was at the core of discussions during the 3rd Regional Task Force meeting on BioFouling Management held in Surabaya from 20 to 23 September.

Over 40% of international trade passes through South East Asia. This exposes the region's marine ecosystems to invasive species attached to shipping hulls and other equipment.

Regional strategy adopted

The taskforce adopted the regional strategy on biofouling management. This sets out a clear action plan which includes:

- Promoting research and development.
- Technology exchange in the region.
- Establishment of national biofouling governance.
- Development of sustainable financing mechanisms within national and region levels.

Key deliverables

The meeting also discussed the importance of gender balance in the biofouling-related maritime sector as part of GloFouling Partnerships key deliverables.



Participants benefited from a site visit at the PT PAL Indonesia shipyard, one of the largest dry docks in Indonesia. They also visited the Technology Institute of Surabaya (Institut Teknologi Sepuluh Nopember – ITS) to see first-hand how management practices and biofouling research are developed.

The event was organized by the Partnerships in Environmental Management for the Seas of East Asia (PEMSEA¹) as part of its commitment to GloFouling Partnerships project and was hosted by the Directorate General of Sea Transportation, Ministry of Transportation of the Government of Indonesia.

Approximately seventy participants attended representing twelve countries of the region.

For more information about this project readers are invited to see here: <https://www.glofouling.imo.org/>

¹ <http://pemsea.org/>

Anti-fouling Systems

Implementing and enforcing the Convention

Supporting Cuba

A national in-person workshop to assist Cuba with ratifying and implementing the IMO Anti-Fouling Systems (AFS) Convention¹ took place in Havana on 26 and 27 September. This was reported by the IMO news service at the end of the month.

Introduction of controls on substances

The AFS Convention sets controls on certain harmful substances in anti-fouling systems, including organotin compounds such as tributyltin (TBT) and (from 2023) cybutryne, and provides a mechanism for the introduction of controls on further substances in the future.

Workshop participants, mostly government personnel and relevant stakeholders, were sensitized in the actions Cuba should take at a national level to ratify and subsequently fully implement and enforce the AFS Convention. The workshop covered technical and regulatory aspects of anti-fouling systems and assessed Cuba's readiness for effectively implementing and enforcing the AFS Convention following ratification.

Furthermore, the workshop programme included presentations and a site visit to a drydock, which offered participants the opportunity to see in practice and discuss relevant aspects affecting implementation and enforcement including survey, inspection and waste management.

Towards ratification

Hosted by the Maritime Administration of Cuba, this national workshop, which had initially been scheduled in 2020 but was postponed due to the Covid-19 pandemic, follows on from a regional AFS workshop for the Caribbean region, which was held in Trinidad and Tobago in 2018. Cuba is working towards ratifying the AFS Convention.

Ninety-six states ratified

Since the adoption of the AFS Convention in 2001, IMO has run national and regional workshops to encourage and assist countries in the ratification of the convention and its effective implementation and enforcement. The number of States signing up to the convention continues to rise and now stands at ninety-six countries, which represent 96.03% of world merchant shipping tonnage. This contributes to improving protection of the marine environment.



The workshop was implemented through IMO's Integrated Technical Cooperation Programme (ITCP), with support provided by the Regional Activity Centre / Regional Marine Pollution Emergency, Information and Training Centre - Wider Caribbean Region (RAC/REMPEITC-Caribe)².

¹ <https://tinyurl.com/3rhw6pzw>

² <https://new.racrempeitc.org/>

World Maritime Day 2023

28 September

IMO's commitment to the preservation of the marine environment

This year sees the fiftieth anniversary of the adoption of the International Convention for the Prevention of Pollution from Ships (MARPOL), the primary global treaty for the prevention of pollution of the marine environment by ships from intentional, operational or accidental causes.

To mark IMO's dedication to the objectives of this landmark treaty, the theme of World Maritime Day 2023 has been **MARPOL at 50 – Our commitment goes on**.

As part of activities that day IMO called on Member States and all in the maritime industry to celebrate the day and be inspired to build upon the positive impacts MARPOL has brought.

IMO's work towards a sustainable future with enhanced protection of our planet and ocean continues.

On World Maritime Day, the UN Secretary-General, António Guterres, called for all-hands-on-deck to realize a just and equitable transition to a greener, decarbonized shipping industry.

Mr Guterres said: *'Through the decades, MARPOL has made important contributions to protecting our planet and ocean by making shipping safer and cleaner. Looking ahead, let us build on the legacy of this convention and together steer towards a more sustainable and prosperous future for this critical industry – and a safer future for humanity.'*

MARPOL makes a difference

The theme, *MARPOL at 50 – Our commitment goes on*, throws a spotlight on IMO's important regulatory work over half a century to protect the environment from the impact of shipping, and emphasizes the Organization's ongoing commitment to do more in support of the UN 2030 Agenda for Sustainable Development and the seventeen Sustainable Development Goals (SDGs).

IMO-UNEP-Norway Innovation Forum

On World Maritime Day, the IMO-UNEP-Norway Innovation Forum 2023 was held at IMO HQ in London, and online. The Forum promoted innovation

to accelerate the transition of the marine sector towards a zero- and low-emission future.

Topics addressed through high-level panel discussions included:

- Environmental performance.
- Reduction of plastic litter from ships.
- Supporting innovation in marine fuel production.
- Decarbonising the maritime sector.
- Unlocking green finance.
- Partnerships and collaboration.

Embracing the future by building on the past

In his message on the World Maritime Theme for 2023, the IMO Secretary-General, Kitack Lim, noted achievements already made in regulating to protect ocean health, but made it clear that significant work still faces the shipping industry.

He commented: *‘Shipping must embrace decarbonisation, digitalisation and innovative technology, including automation – while ensuring the human element is kept front and centre of the technological and green transition to ensure a sustainable planet for future generations.’*

‘MARPOL has made a difference to shipping – and to the health of our ocean – and will continue to do so, as we look ahead to the next fifty years.’

To read the IMO Secretary-General’s full message readers are invited to see here: <https://tinyurl.com/bdzzdd9h8>

GreenVoyage2050 project extended to 2030

Norway gives large funding boost for work with developing States to reduce GHG emissions from shipping.

A major project which aims to ensure that no country is left behind in maritime decarbonisation is set to continue its work through to 2030, following a large new injection of funding.

Accord on WMD

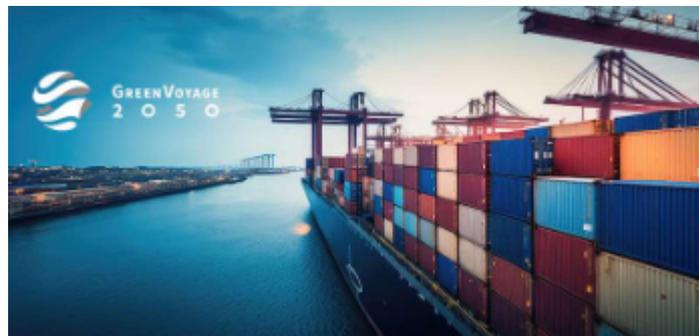
The Government of Norway has confirmed 210 million NOK (US\$19.4 million USD) of funds for Phase Two of the IMO GreenVoyage2050 project, in an agreement between Norway and IMO that was signed on 28 September, World Maritime Day, during the IMO-UNEP-Norway Innovation Forum.

The GreenVoyage2050 project has been implemented by the IMO since 2019. IMO has been working with selected developing countries around the world, including Small Island Developing States (SIDS) and Least Developed Countries (LDCs), and partnering with maritime-related international associations, other UN organizations, and the industry, to reduce Greenhouse Gas (GHG) emissions from shipping.

An ambitious goal

This substantial funding facilitates the extension of the project beyond Phase One which concludes in

December 2023. Under Phase Two, the project will continue to provide support to developing countries, to help them to meet their commitments to climate change and ship energy efficiency goals, in line with the levels of ambition set out in the IMO GHG Strategy. The 2023 Strategy on the Reduction of Greenhouse Gas Emissions from Shipping by IMO, adopted in July, sets an ambitious goal of achieving net-zero greenhouse gas emissions by or around, 2050.



The IMO GreenVoyage2050 project was launched in May 2019 to provide support to selected countries to develop policy frameworks and National Action Plans (NAPs) to address GHG emissions from ships, aligned with the implementation of the Initial IMO GHG Strategy, which was adopted in 2018. The project provided support to partnering countries on the adoption of green technologies, through the identification, development and implementation of pilot projects.

Phase Two

Under Phase Two of the project, existing pilot projects in partnering countries will continue to be supported. These include pilot projects which facilitate sharing of operational best practices, catalyse the uptake of energy efficient technologies and support countries in exploring opportunities for the production and provision of low- and zero-carbon fuels, linking the project even further to the wider global energy transition. The number of partnering countries and new pilot projects will be expanded.

Global Industry Alliance

The Global Industry Alliance to Support Low Carbon Shipping (Low Carbon GIA) will continue to operate as part of the GreenVoyage2050 project. The Low Carbon GIA offers a platform for leading ship owners and operators, classification societies, engine and technology builders and suppliers, big data providers, oil companies and ports to collectively identify and develop innovative solutions to address common barriers to the uptake and implementation of energy efficiency technologies, operational best practices and alternative low- and zero-carbon fuels.

Comments

Ms Ragnhild Sjoner Syrstad, State Secretary of the Norwegian Ministry of Climate and Environment commented: *‘Norway is committed to ensuring that developing countries receive the necessary support*

and resources to make progress towards meeting their emission reduction targets.



IMO Secretary-General Kitack Lim (left) and Ms Ragnhild Sjoner Syrstad, State Secretary of the Norwegian Ministry of Climate and Environment, with the GreenVoyage2050 Project Phase Two agreement.

'We believe that the work undertaken by the IMO to support developing countries is extremely important and are pleased that our continued contribution will continue the work being undertaken by the GreenVoyage2050 Project.'

IMO Secretary-General Kitack Lim said: *'The extension of this project to the end of 2030 will ensure that developing countries are supported in the maritime decarbonisation transition in line with the 2023 IMO GHG Strategy. The ongoing support from Norway will allow us to build on the significant progress already made by the GreenVoyage2050 project in developing countries and drive efforts even further.'*

The ambition of GreenVoyage2050 is to grow into a wider GHG programme with additional donors stepping up and joining this journey. The Government of Finland has already committed funding to support further scaling-up and expansion of project activities.

On 26 and 27 September, a GreenVoyage2050 Global Project Task Force meeting was held with partnering countries to review Phase One of the project, ahead of the transition into Phase Two.

The GreenVoyage2050 project is one in a portfolio of long-term projects implemented and executed by IMO to support developing States in their maritime decarbonisation journey.

To learn more readers are invited to see here: <https://tinyurl.com/4vbdumhs>

Hydrogen and ammonia-fuelled ships

IMO and safety guidance

On 5 October the IMO news service reported that the Sub-Committee on Carriage of Cargoes and

Containers made significant progress on the development of draft interim guidelines for the safety of ships using hydrogen and ammonia as fuel. This was the ninth meeting of the IMO committee, known as CCC 9, and held from 20-29 September in the London HQ.

Urgent guidance needed

Taking into account the urgency of providing guidance to administrations, ship owners and the industry at large on the safe use of hydrogen and ammonia as fuel, and in support of IMO's emission targets, the Sub-Committee agreed to convene an intersessional working group from 9 to 13 September 2024. The working group will be invited to further develop the draft interim guidelines for ships using low-flashpoint oil fuels.

Interim guidelines on LPG

The Sub-Committee agreed to a draft MSC circular on interim guidelines for use of liquefied petroleum gas (LPG) cargo as fuel, for approval by MSC 108, which provides additional coverage for ships under the IGC Code¹ and complements the Interim guidelines for the safety of ships using LPG fuels (MSC.1/Circ.1666) approved by MSC 107².

Meanwhile, the Sub-Committee also initiated the development of draft amendments to the IGC Code with respect to the safe use of LPG as fuel, based on the Interim Guidelines, as well as provisions for the safe use of LPG as fuel for gas carriers carrying cargoes other than LPG listed in chapter 19 of the IGC Code.



Current guidelines

The CCC Sub-Committee plays a vital role in the development of technical provisions for alternative fuels and related technologies, ensuring that safety implications and potential risks associated with the use of alternative fuels and related technologies are duly addressed.

Guidelines already developed include:

- Interim guidelines for the safety of ships using

- methyl/ethyl alcohol as fuel (MSC.1/Circ.1621).
- Interim guidelines for ships using fuel cells (MSC.1/Circ.1647).
- Interim guidelines for the safety of ships using LPG fuels (MSC.1/Circ.1666).

Development in 2024 and 2025

The work plan, updated at this session, foresees the further development of guidelines through 2024 and 2025 with finalisation of mandatory provisions for methyl/ethyl alcohols and further development of mandatory provisions for fuel cells at CCC 12 in September 2026.

IGC Code revision

Other matters discussed at CCC 9 include its ongoing revision of the International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code), the increased frequency of accidents related to entering enclosed spaces resulting in loss of life, and a draft Marine Environment Protection Committee (MEPC) circular on recommendations for the carriage of plastic pellets by sea in freight containers.

Summary of CCC9

To read a full summary of the CCC 9 meeting readers are invited to see the link here:

<https://tinyurl.com/45fmfbz>

¹ With regard to the International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk, the IGC Code, see here: <https://tinyurl.com/3e6umd75>

² <https://tinyurl.com/2d7eyvw2>

IMO-Singapore NextGEN Connect workshop

The potential for shipping routes and maritime hubs actions to reduce shipping's greenhouse gas (GHG) emissions and support maritime decarbonisation was examined during the IMO-Singapore NextGEN workshop held in Singapore on 5 and 6 October.

This workshop was organized by the IMO, the Maritime and Port Authority of Singapore and the Ministry of Climate and Environment of Norway.

Raising awareness

In line with the objectives in the 2023 IMO GHG Strategy, the aim was to raise awareness on actions to reduce GHG emissions from ships and foster cooperation along shipping routes with stakeholders across the whole value chain to aggregate demand and support energy transition.

Broad representation

Some forty participants representing ports and national administrations responsible for policy development from Brunei Darussalam, Cambodia, China, India, Malaysia, the Philippines, Thailand,

Timor-Leste, and Vietnam participated in the two-day workshop. The Singapore-IMO Third Country Training Programme (TCTP) and the GreenVoyage2050 Project¹ supported the participation of several countries.

Lloyd's Register input

A route-based action plan methodology presented at the workshop was developed by the Lloyd's Register Maritime Decarbonisation Hub (LR MDH).



LR MDH was the winner of the IMO-Singapore NextGEN Connect Challenge² in April 2023 for their proposal on **Development of a Route-Based Action Plan Methodology based on Silk Alliance**. The workshop featured experience sharing and the presentation of case studies from the application of the methodology developed within the The Silk Alliance, an Asian maritime cluster collaborating on route-based actions.

Comments

IMO

IMO Secretary-General Kitack Lim commented: *'The 2023 IMO GHG Strategy emphasizes the need for partnerships to promote zero and near-zero GHG emission technologies and fuels, and to create new opportunities, also for developing States, to take part in the value chain of the distribution of future fuels and technologies.'*

'IMO is pleased to provide practical support around the development and subsequent implementation of shipping routes' measures which will facilitate the achievement of greener shipping and reduced emissions through the collaboration of the GreenVoyage2050 project and the IMO-Singapore NextGEN Connect initiative.'

'IMO resolution on Voluntary National Action Plans to address GHG emissions from ships³ (MEPC resolution 367(79)) encourages governments and stakeholders to join efforts in undertaking such tangible GHG reduction efforts.'

Norway

Mr Sveinung Oftedal, Chief Negotiator of the Norwegian Ministry of Climate and Environment, said: *'This workshop on shipping route actions was a great success for Norway, working together with Singapore, IMO, and several developing countries, to support the industry, and ports in particular, in their role in the industry's decarbonisation.'*

Singapore

Mr Teo Eng Dih, Chief Executive of MPA, reflected: *'We will need a collective and inclusive approach to enhance supply chains and examine cost-effective approaches to support the energy transition and decarbonise international shipping.'*

'The gathering of a multi-national group to examine route-based measures for the Asian region is encouraging, given the economic vibrancy and growth potential.'

'MPA looks forward to continuing its collaboration with IMO and Ministry of Climate and Environment of Norway to pilot solutions to reduce GHG emissions from ships and to catalyse innovations.'

Introducing Just-In-Time Planning

During the workshop, MPA updated participants about its recently launched Just-In-Time (JIT) Planning and Coordination Platform for vessels calling at PSA terminals and Jurong Port.

The JIT platform, developed by MPA under Phase 2 of digitalPORT@SGTM, aims to enhance the efficiency of port calls by enabling just-in-time arrivals, reducing business costs while also contributing to a reduction in vessels' GHG emissions. The JIT platform will be extended progressively to all vessels calling at Singapore from January 2024.

Mr Charles Haskell, Programme Director of LR MDH, said: *'We are honoured to have this opportunity to collaborate with the IMO and the MPA to discuss the methodology that can be used to develop specific route-based action plans in the Asia Pacific region in an inclusive manner.'*

'The workshop is a perfect opportunity to initiate convening of collective action to cut GHG emissions from shipping by bringing in practical examples, such as the Silk Alliance. Through this engagement, we hope to encourage first movers in maritime decarbonization whilst supporting a just and equitable energy transition.'

Following the signing of a memorandum of understanding (MoU) on 20 March, the IMO GreenVoyage2050 project and NextGen Connect initiative are combining efforts and technical expertise to support the development and implementation of shipping routes and maritime hubs actions to reduce emissions from shipping.



Collaboration is in building capacity, exchanging experience, knowledge and best practice, and undertaking joint resource mobilization with a view to supporting the development and establishment of measures. The collaboration is also exploring potential route-based actions between the Port of Singapore and one selected port in an IMO GreenVoyage2050 project partnering country within the Asia-Pacific region.

Supporting SIDS and LDCs

The IMO GreenVoyage2050 Project was established in May 2019 by IMO, with funding from the Government of Norway to support developing countries, including Small Islands Developing States (SIDS) and Least Developed Countries (LDCs), in meeting their commitment towards relevant climate change and energy efficiency goals for international shipping.



GreenVoyage2050 was recently extended to run until 2030 and will support developing countries in achieving the Levels of Ambition set out in the 2023 IMO GHG Strategy.

The NextGen Connect initiative was established between IMO and MPA Singapore and launched at Singapore Maritime Week 2022. The initiative aims to bring industry, academia and global research centres together, to offer inclusive solutions for maritime decarbonisation for trials along shipping routes.

¹ <https://greenvoyage2050.imo.org/>

² <https://tinyurl.com/4j3k8dsd>

³ <https://tinyurl.com/empszmvc>

The importance of sampling liquid cargoes

Advice from GARD

www.gard.no

Taking proper samples of liquid cargoes is vital to protect shipowners' interests when allegations of cargo contamination arise. Here is an overview of how and when to do it.

Disputes relating to "off-spec" or contaminated liquid cargoes are a recurring problem. Gard is often involved in cases where the shipowner has no independent evidence as to the cause of an alleged cargo contamination. The source of the problem could be in the shore tank at the load port, in the shore pipeline during loading or on board the vessel itself. The cargo could even have been manufactured out of specification prior to delivery to the terminal for shipment. However, if the cargo is found to be "off-spec" when the vessel arrives at the discharge port, and there is no evidence of contamination from the load port, the vessel could be faced with a potentially large claim even if the vessel is not at fault.

Key learnings

When a contamination claim is made against a shipowner, proper sampling is vital to proving whether the contamination occurred onboard, or elsewhere in the supply chain.

The most important sample is the 'manifold' sample taken before the start of loading. Without this sample, it is not possible to determine the condition of the cargo before it reaches the vessel cargo lines and tanks. Crew should not open the manifold valve and allow cargo to flow into the vessel cargo lines before the manifold sample has been approved.



The crew should always take their own manifold and final tank samples, irrespective of whether cargo surveyors also take samples. Having your own set of 'evidence' is vital.

How and when to take samples

1. Cargo samples should preferably be drawn jointly in the presence of a representative of the shipper, receiver, and terminal.

2. Sampling equipment, including fixed fittings, e.g. sampling cock on the pipeline, must be thoroughly cleaned before use.
3. Manifold and first foot samples should immediately be checked visually for any foreign particles, water and colour. If there is any suspicion that the sample may be off-specification, the terminal should be advised accordingly and loading operations should be stopped for further investigation.
4. Sampling at loading, discharge and joint sampling should always be taken by an experienced crew member and/or surveyor.
5. For more detail, see Gard Guidance to Masters 2.12.3.5. A link is available here: <https://tinyurl.com/35753va4>

Sampling at loading

1. The most important sample is the 'manifold' sample taken at the vessel's manifold at the start of loading, preferably with the manifold valve in a closed position. Loading should not commence until the manifold sample is approved.
2. 'First-foot' sample: Taken from the tank when the cargo depth is approximately one foot deep. This is particularly important when loading sensitive and/or expensive cargoes.
3. Samples taken from the manifold throughout the loading process, including after scheduled stoppages.
4. Final tank samples, after completion of loading. These should be taken from multiple depths (low, middle, top) in case the cargo is not homogenous.

Joint sampling

1. Ship's crew should be wary of samples given to them by another party.
2. The samples should be listed as 'joint samples' only if they were, in fact, taken in the presence of both ship's crew and cargo surveyors.
3. Ship's crew should always take the same type of samples as the cargo surveyor onboard and retain these samples.
4. Ship's crew should always take their own manifold and final tank samples, whether or not the cargo surveyor also takes these.

Sampling at discharge

1. Tank samples should be taken prior to commencement of discharge.
2. Manifold samples should be taken at the vessel's manifold at the start of discharge.

- The crew should take and retain the same samples as the cargo surveyor.

Case Study – the “Million dollar sample”

A chemical tanker was scheduled to load a parcel of refined glycerin from two different ports in Asia. The first parcel was loaded uneventfully, and the crew had taken all proper samples. In the second port, however, halfway through loading, the flow was stopped and the vessel was asked to vacate the berth. This is a worrying development.

The Master reported this to the head office, who in turn contacted Gard, their P&I insurer. The vessel had no choice but to follow instructions and vacate the berth. Since this was an unscheduled event, the crew drew a full set of composite samples of the cargo that had been loaded so far.

The vessel then re-berthed and resumed loading. The crew drew five to six new manifold samples, taken against a closed valve. They also took samples periodically throughout the loading. These were in apparent good order and condition. After loading was completed, the crew drew final tank samples, labelled them properly, and logged them in the cargo book.

When the vessel arrived at the USA discharge port, the entire cargo was rejected due to its odour. The receivers claimed it was unusable and demanded US\$ 2 million in security. As a result, the cargo had to be returned to the load port for reconditioning and the entire exercise proved very costly.

The good news was that since the crew had taken a large number of manifold samples from the second loading port, the shipowner was able to complete thorough testing of the cargo and could identify the contaminant which did not originate onboard. Eventually, all parties agreed to carry out a joint odour testing of the manifold samples. Once the sample bottle drawn by vessel crew was opened, it was quickly determined that the odour originated from the shore tank samples – meaning that the vessel and owners could not be held liable.

This goes to show how important and cost-saving proper cargo sampling can be. Because of the diligent work by the crew a large claim was avoided, and the ship was not held liable.

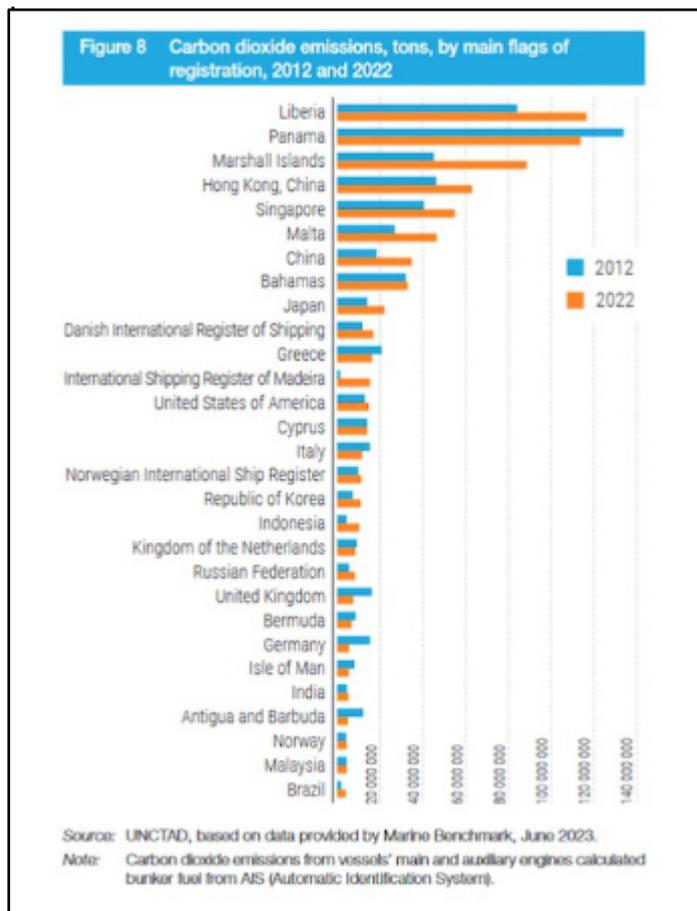
Decarbonising shipping

UNCTAD calls for bold global action

Study of UNCTAD’s *Review of Maritime Transport 2023** launched one day ahead of World Maritime Day, 28 September, revealed the organisation’s urge for swift action and system-wide collaboration to decarbonise maritime transport amid growing carbon emissions and regulatory uncertainty.

As has been reported widely before, the shipping industry accounts for over 80% of the world’s trade volume and nearly 3% of global greenhouse gas

emissions, with emissions escalating by 20% in just a decade (see Figure 1)



Commented UNCTAD Secretary-General Rebeca Grynspan: *‘Maritime transport needs to decarbonise as soon as possible, while ensuring economic growth. Balancing environmental sustainability, regulatory compliance and economic demands is vital for a prosperous, equitable and resilient future for maritime transport.’*

A push for cleaner fuels; COP 28** ahead

UNCTAD, ahead of the UN climate conference (COP28) in November, advocates for a shift towards cleaner fuels in shipping, emphasising the need for an environmentally effective, procedurally fair, socially just, technologically inclusive and globally equitable transition strategy. The organisation underscores the importance of system-wide collaboration, swift regulatory interventions, and robust investments in green technologies and fleets.

While the transition to cleaner fuels is in its early stages, with nearly 99% of the global fleet still reliant on conventional fuels, the UNCTAD report cites promising developments, including 21% of vessels on order designed for alternative fuels.

Decarbonisation costs mount

However, the transition comes with substantial costs. UNCTAD reports that an additional \$8 billion to \$28 billion will be required annually to decarbonize ships by 2050, and even more substantial investments, ranging from \$28 billion to \$90 billion annually, will be

needed to develop infrastructure for 100% carbon-neutral fuels by 2050.

Figure 1 - Shipping emissions are rising instead of falling

Carbon dioxide emissions by main vessel types, tons, 2012-2023

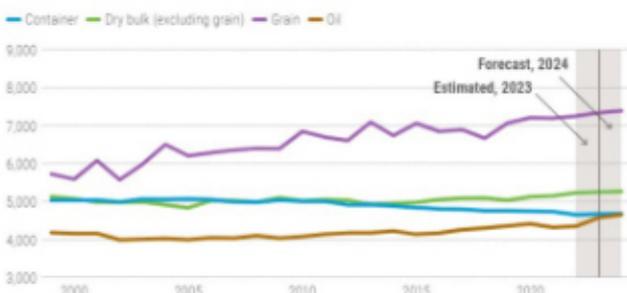


Note: Group 'Other' includes Vehicle & RORO ships, Passenger ships, Offshore ships, Service & Misc ships

Shipping emissions are rising instead of falling
Carbon dioxide emissions by main vessel types, tons, 2012-2023.

Figure 2 - The war in Ukraine has increased shipping distances

Average distance travelled, nautical miles, 1999-2024



Note: 2023 data are estimated, and 2024 are forecasts

Source: UNCTAD secretariat calculations, based on Clarkson Research, Shipping Intelligence Network (revised as of 8 June 2023). Get the data

The war in Ukraine has increased shipping distances.
Average distance travelled, nautical miles, 1999-2024.

Full decarbonisation could elevate annual fuel expenses by 70% to 100%, potentially affecting small island developing states (SIDS) and least developed countries (LDCs) that heavily rely on maritime transport.

To ensure an equitable transition, UNCTAD has called for a universal regulatory framework applicable to all ships, irrespective of their registration flags, ownership or operational areas, thereby avoiding a two-speed decarbonisation process and maintaining a level playing field.

Shamika N Sirimanne, UNCTAD's director of technology and logistics, said: *'Economic incentives, such as levies or contributions paid in relation to shipping emissions may incentivise action, can promote the competitiveness of alternative fuels and narrow the cost gap with conventional heavy fuels.'*

Shifting global trade

The *Review of Maritime Transport* analyses the shifting global trade patterns and the impact of events like the war in Ukraine (see Figure 2), highlighting the resilience of the shipping industry while

acknowledging the challenges of balancing supply and demand.



Driven by disruptions from the war in Ukraine, oil cargo distances reached an all-time high in 2022, and shipments of grain in 2023 have travelled further than in any year on record, as grain importing countries have been forced to seek alternative exporters such as the US and Brazil, which require long-haul shipping.

Global shipping industry remains resilient

Oil and gas trade volumes showed robust growth in 2022, while tanker freight rates saw a strong revival driven by geopolitical events. Dry bulk rates experienced volatility due to shifting demand, port congestion, geopolitical tensions and weather disruptions.

In conclusion, UNCTAD's call for a just and equitable transition to a low- and zero-carbon future in global shipping serves as a call for system-wide commitment and regulatory action to combat the escalating environmental challenges faced by the maritime sector.

*The full report *Review of Maritime Transport* is available here: <https://tinyurl.com/2wac9kub>

**To be held from 30 November to 12 December in UAE, see here: <https://unfccc.int/cop28>

Tackling safety challenges

Importance of data and collaboration

INMARSAT report

Consistently high numbers of distress calls reflect a need to share and harness data at an industry level to address deficiencies in maritime safety and tackle recurring incidents, according to unique analysis produced by INMARSAT on 26 September.

The 2023 edition of *The Future of Maritime Safety Report* from Inmarsat Maritime, a Viasat business, reveals that the number of distress calls from ships at sea remains high, despite a continuing decline in vessel losses.

Analysis of distress calls

The new report, which analyses Global Maritime Distress and Safety System information captured by

INMARSAT, registered 853 distress calls from January to December 2022 – up from 794 in 2021.



With the number of losses of vessels over 100 gt falling by 65% in the last decade, the report highlights that figures for marine casualties and incidents reported remain stubbornly high.

Over the last four years, distress signals registered over Inmarsat RescueNET averaged 810 per year.

According to Lloyd's List Intelligence data, the most common causes of casualties in 2022 were recurring issues including machinery damage, collision, fire and explosion, and grounding.

Vessel types' data sets

Based on a new methodology from data analysts at supply chain consultancy SeaFocus, the 2023 edition of *The Future of Maritime Safety Report* compares datasets across twelve vessel types and multiple years to identify variations, establish trends and assess shipping's safety issues with precision. Its commentary adds insights from three Inmarsat roundtable meetings, which considered technology, regulation and the human element respectively.

Incidents repeated

Peter Broadhurst, Senior Vice President, Safety and Regulatory, Inmarsat Maritime, said: *'As data in this report shows, we see the same safety incidents repeated time and again, year after year. While the rapid changes ahead pose challenges, they also afford us a great opportunity: to not simply try to maintain levels of safety, but to improve them. Learning from trends revealed in the oceans of data we have access to is essential.'*

Attitude deficiencies

The Future of Maritime Safety identifies deficiencies in industry attitudes and approaches towards safety, including an inadequate top-down safety culture, siloed data that is seldom shared, over-emphasis on human error, poor conditions for seafarers, and the perception of safety as a tick-box exercise.

To improve standards and reduce the human, environmental and financial impact of marine casualties, the report calls for cooperation and collaboration built on solid data and the collective desire to manage risk to the lowest practicable level.



Specific measures proposed include the proactive use of safety data and reports to tackle the root causes of repeated and well-known issues and the creation of a standard international marine casualty and incident dataset.

The report recommends anonymising incident and casualty data to overcome prevailing unwillingness to share data due to commercial sensitivities and reaching a consensus on standard data points to monitor.

Download

To download *The Future of Maritime Safety Report 2023* readers are invited to use the link here: <https://tinyurl.com/vmvpb8yu>

Not so frozen north

By Michael Grey, IFSMA Honorary Member

There were some exciting times in the far north this month. For a start, the passengers aboard the small expedition cruise ship *Ocean Explorer*, getting up close and personal to glaciers on the coast of north-east Greenland, found that they were unable to go anywhere after their ship ran aground in the spectacular Alpefjord. There they remained for five days, with the nearest Danish patrol ship scrambled from 1200 miles away, although they would have been comforted by the fact that they were in sheltered waters, if anywhere in that latitude can be so described. In the event, the weather stayed kindly and as if from nowhere, the research ship *Tarajq* popped up to help haul the ship off the shelf.

It was a reminder that in these remote places, you cannot completely guarantee the depth of water or the

accuracy of the charts, and that if you insist on going into such latitudes, you will be largely on your own, far from any meaningful assistance. A few years ago, I was present at a fascinating presentation by the Norwegian emergency services, which explained the detailed planning they have been required to undertake with the increased numbers of big cruise ships seeking spectacular sights in potentially dangerous places.

The scenario involved the rescue of several hundred people, of the demographic one expects, from an abandoned vessel in conditions of heavy ice and bad weather and it all seemed very scary, involving long distance flying, landing on ice and other hair-raising operations. One just felt relieved that the Norwegians were on the case and hoped that they would not have to undertake the exercise for real, not least because of the sheer numbers aboard some of the larger ships. Ocean Explorer, aground off Greenland, was a mere minnow.

While this was happening, on the Northern Sea Route above Russia, the capesized Gingo, fully laden with 164,600 tonnes of ore concentrate, was making a 13 day passage between Murmansk and China, assisted by a couple of nuclear icebreakers. A triumphant photograph of the ship, with the largest cargo ever to have been transported on the NSR was taken by one of the icebreakers, apparently illustrating the ease of such an operation for a ship that was not ice strengthened. Ploughing through the murk, it showed a worrying amount of floating ice, presumably cleared by her atomic friends.

It was also revealed that during this season, at least two other large tankers had made the voyage through the Barents, Kara and Laptev seas, en route to Chinese ports. Neither was apparently ice-strengthened although it might be assumed that the crude cargo would have the protection of double hulls. It was not revealed whether the bulk carrier would have had more than a single skin on the load waterline.

We are being asked to accept that this is now perfectly routine, with the melting ice from climate change making the NSR a perfectly viable alternative for commercial all-year-round navigation. The Russian authorities, who seem in their announcements to be oblivious about the political horrors of the war and sanctions, suggest that the sea route could be carrying up to 200m tonnes by the end of the decade and that transits by non-ice strengthened ships would be routine in the summer.

You have to hope that they know what they are doing. You only have to read accounts of navigation in these remote and poorly charted areas, to realise that the weather and indeed the climate, are exceedingly fickle. It was only in 1932 that a Soviet icebreaker succeeded in completing the passage and just a year later, a small fleet of ships which set out from Murmansk for Vladivostok, to take advantage of the good ice conditions in August, was crushed by the returning ice, just short of the Bering Strait, and destroyed.

The ice, from all accounts, comes and goes in an unpredictable fashion, hugely prone to weather and wind changes, with the seasons lengthened and shortened without much notice. And despite all the technology, forecasting and the presence of the world's most powerful icebreakers, you have to be worried that the Russian need to get their oil to market, in the teeth of sanctions, will encourage them to take risks with the environment that should not be taken. It is not that many years ago that they thought it perfectly acceptable conduct to abandon their time-expired nuclear submarines in the Kola Inlet, to rot among their leaking radiation.

It does not take much to punch a hole in a ship that was never designed for high latitudes and low temperatures. You should not count on assurances about "climate change" and its suggestions that these waters are suddenly, and permanently, safer.

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

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NATO maritime groups exercise

Baltic Sea: Latvian and Estonian waters

It was reported from NATO MARCOM HQ in Northwood (NW London) that Standing NATO Maritime Group 1 (SNMG1) and Standing NATO Mine Countermeasures Group 1 (SNMCMG1) had brought together more than 3,000 sailors, marines, and aviators for Exercise Northern Coasts 2023 held in the central Baltic Sea in the territorial waters of Latvia and Estonia, from 11 to 22 September.

The German-led, large-scale maritime exercise was designed to build high-level interoperability and demonstrate the participating nations' combat readiness and resolve to deter aggression.

Fifteen States

Exercise Northern Coasts is an annual exercise that began in 2007. This year fourteen NATO Allies and Partner nation Sweden participated in the realistic, live-training exercise that included complex tactical-level challenges within the maritime environment.

The force included nearly thirty naval vessels and more than fifteen aircraft working together and sharing information and tactics to achieve mission objectives.

In the words of the SNMG1 Commander, Rear Admiral Thorsten Marx (Federal German Navy): *'With the participation in Northern Coasts we underlined that SNMG1 is agile and prepared to act as one in order to respond to any posed threat.'*

'We are always eager to use every opportunity to train with our Allies and Partners. Northern Coasts was part of the robust exercise and training programme conducted by my Task Group in order to maintain our high combat readiness. Today, more than ever, it is relevant for the Alliance, to demonstrate the ability and willingness to protect ourselves, patrol the waters, and show solidarity, strength and credible deterrence.'



Warships from fifteen States took part in Exercise Northern Coasts, September 2023.

Illustrations per NATO MARCOM Public Affairs ©.

Two phases

Participants trained in a broad range of maritime warfighting disciplines across two phases. The first phase included a serialised training programme to increase interoperability and warfighting skills. The second phase included tactical-level problems characterized by fast changing situations and a continuous threat, simulated by the exercise control, which was located almost 1,000 km distant in Rostock. For the first time in the history of the exercise it included a scenario that escalated to an Article 5 (Collective Defence) situation*.

SNMCMG1 conducted real-world historical ordnance disposal operations during the exercise. The group located and neutralized more than ten Second World War-era sea mines along the coastlines of the Baltic States, making a significant impact to the safety and security for all mariners.

Commander, SNMCMG1 Polish Navy Commander Piotr Bartosewicz commented: *'I am very pleased that as SNMCMG1, we were able to participate in this exercise.'*

'The number of remnants from World War Two that were found and neutralized demonstrates that our work is meaningful. Exercises like Northern Coasts provide an ideal opportunity to enhance cooperation between the ships within the group and those contributed to the exercise by individual nations, as well as to train with specialists in our field. I am also delighted by the ongoing development of mine countermeasure capabilities among NATO member states.'



Second World War sea mines were destroyed during Exercise Northern Coasts.

As the exercise unfolded, the collaborative efforts of the participating nations showcased the Alliance's strong commitment to maritime security. The multinational nature of the exercise not only strengthened interoperability but also fostered mutual trust among NATO members.

Operating in the territorial waters of Latvia and Estonia highlighted the importance of securing critical maritime routes in the Baltic region, which are essential for trade and regional stability.

The Operations Officer, SNMG1 in the flagship frigate FGS *Hessen* said: *'Northern Coasts was an excellent opportunity to train my team within a realistic environment, increase our warfighting skills on unit level and as part of a maritime Task Group.'*

'Together we showed, that NATO is ready and standing as one in the moment when needed. Our participation underlined our commitment to ensure a stable security situation in the Baltic Sea Region.'

SNMG1 and SNMCMG1 are NATO's two northern maritime groups and operate under NATO's Allied Maritime Command (MARCOM). MARCOM is the central command of all NATO maritime forces and the MARCOM commander is the primary maritime adviser to the Alliance.

As with its land and air counterparts (LANDCOM and AIRCOM), MARCOM reports directly to NATO's Allied Command Operations (ACO) in Mons, Belgium.

*A cornerstone of the NATO Alliance:
<https://tinyurl.com/y65p9hwp>

Samskip's hydrogen-fuelled container vessels

ABB power; Indian construction

It was reported from India at the end of September that ABB will deliver a comprehensive power, propulsion and automation system for two newbuild short-sea container ships of the global logistics company Samskip Group headquartered in Rotterdam, Netherlands.

These vessels, it is claimed, will be among the world's first of their kind to use hydrogen as a fuel. Financial details were not disclosed. The order was booked in the second quarter of 2023.

Indian construction

Built by Cochin Shipyard Ltd, the largest shipbuilding and maintenance facility in India, the 135-metre loa vessels are due for delivery in Q3 and Q4 of 2025, respectively.

Both vessels will be operating between Oslo Fjord and Rotterdam, a distance of approximately 700 nautical miles.

Comprehensively equipped

In addition to the integration of hydrogen fuel cells, ABB's comprehensive package includes the new, compact version of ABB Onboard DC Grid™ power distribution system that will ensure the optimal use of energy on board.

The vessels will also feature ABB's energy storage solution control, with the industry-leading automation technology, ABB Ability™ System 800xA, ensuring seamless operation of onboard equipment. Leveraging ABB Ability™ Remote Diagnostic Systems, the vessels will benefit from optimized safety and performance through around the clock day and night remote support.

Fuel cells

Fuel cells turn the chemical energy from hydrogen into electricity through an electrochemical reaction. With the use of renewables to produce the hydrogen, the entire energy chain will be clean. Hydrogen fuel cell technology is considered as one of the most promising solutions to support shipping industry's decarbonization agenda, with the potential to significantly reduce greenhouse gas emissions and increase energy efficiency.



Samkip's new short-sea container vessels will be powered by hydrogen.

Image: Naval Dynamics ©.

Samkip's vessels will be powered by a 3.2 MW hydrogen fuel cell each, with diesel generators installed as additional resources. The logistics group, which aims to achieve net-zero by 2040, anticipates

that each vessel will be able to avoid around 25,000 tons of CO₂ emissions a year when powered by fuel cells and by using green shore power at the port of call.

While the ships are setting new standards for environmentally friendly operations, they are expected to perform at the same level as Samskip's conventional vessels.

IMO and GHG strategy

The project is in line with the IMO's revised greenhouse gas reduction strategy, which calls on reaching net-zero GHG emissions from international shipping close to 2050, with a commitment to increase the uptake of low-carbon fuels by 2030.

Norwegian funding

The project is co-funded by Norwegian state enterprise ENOVA. Operating under Norway's Ministry of Climate and Environment, ENOVA promotes a shift towards more environmentally friendly energy consumption and production, as well as the development of energy and climate technology.

World's first methanol-fuelled PCTC

Ship cranes

Rotterdam Short Sea Terminal

News was received at the end of September that MacGregor, part of Cargotec, had been chosen to deliver ro-ro equipment for two of the world's first methanol-fuelled Pure Car and Truck Carriers (PCTC) for China Merchant Energy Shipping (CMES) to be built at China Merchants Heavy Industry (Jiangsu) Co., Ltd. in the People's Republic of China.



*China Merchant Energy Shipping (CMES)
Rotterdam Short Sea Terminals.*

Per <https://www.cargotec.com/en/macgregor/>

The order was booked into Cargotec's 2023 third quarter orders and the vessels are to be delivered to the owner between the third and fourth quarter of 2025.

MacGregor's scope of supply is to design and deliver the key components consisting of external and

internal ramps, covers, electrically-operated doors, and liftable car decks, as well as installation support.



MacGregor cranes.

Per <https://www.cargotec.com/en/macgregor/>

It is understood that the order includes innovations such as soft flaps, which reduce noise in the harbour, and a ramp position indicator, the unique stern ramp landing surveillance system that allows the crew to see exactly where the ramp will land before operations start.

Ship cranes

The same month MacGregor announced that it had received a significant order, said to be of more than €25 million order for general cargo cranes for ten 84,500 dwt multipurpose vessels to be built in Asia. The order includes forty cranes with a lifting capacity of 75 tons.

Rotterdam Short Sea Terminals

Kalmar, also part of Cargotec, have reported that they have concluded an agreement with Rotterdam Short Sea Terminals (RST) to supply six Kalmar hybrid straddle carriers for delivery during Q2 of 2024.

RST is the largest short sea shipping hub in Europe, employing approximately 350 and handling more than fifty vessels every week. The terminal has undergone significant expansion in recent years in line with increasing demand. in this growth.

A corporate video is available here:

<https://www.cargotec.com/en/macgregor/>

Safeguarding commerce: The US Coast Guard's hidden role in protecting the Chesapeake Bay

By Chief Petty Officer Cynthia Oldham and Petty Officer 3rd Class Kimberly Reaves

Saving mariners in distress is a primary Coast Guard mission – and what the sea service is most known for. Behind the scenes, though, Coast Guard members protect and secure our ports and waterways across a

variety of missions that safeguard the flow of commerce into communities.

More than 95% of cargo entering the United States arrives by ship, and ports that accommodate container ships serve as important gateways for trade. The Port of Baltimore, one of the country's top and most diverse ports, handled a record 43.3 million tons of international cargo last year to facilitate \$74.3 billion worth of essential resources into local markets and Maryland communities.

In service to the nation and the local community, Coast Guard women and men from Sector Maryland-Nation Capital Region in Curtis Bay, Maryland, monitor and protect the flow of commerce into the Port of Baltimore as part of the Coast Guard's mission to protect the maritime environment and marine transportation system.

Without the Coast Guard's critical maritime prevention mission, port security, the economy, and the marine environment would be at risk.

To execute their maritime prevention missions, Coast Guard members team up with federal, state, and local government partners, as well as the marine industry to monitor and protect the Port of Baltimore and Chesapeake Bay, while still allowing an efficient flow of goods into and out of the Chesapeake Bay.

One Coast Guard member who helps protect the Chesapeake Bay and the commerce entering and exiting the Port of Baltimore is Petty Officer 2nd Class Caleb Mabry, a marine science technician assigned to Coast Guard Sector Maryland-NCR's prevention department.

Mabry chose to join the Coast Guard after graduating from Cape Fear Community College, in North Carolina, with a degree in marine science technology. He was drawn to this degree because of his love for the ocean, and now it directly translates to his current duties in the Coast Guard.

'I love being on the water. My career in the Coast Guard affords me the opportunity to not only work on the water but live by the water and spend my free time at the beach with my family,' said Mabry. *'My love of the ocean also translates directly to me wanting to ensure the safety of the marine environment, like we do here in the Chesapeake Bay.'*

The Chesapeake Bay, which serves as the entrance to the Port of Baltimore, is our nation's largest estuary and spans more than 64,000 square miles. This critical resource is relied on by more than 18 and a half million people who live in the area.

Mabry and a team of specialized marine science technicians, chief warrant officers, and commissioned officers board and examine commercial cargo ships, inspect waterfront facilities, and the containers entering the Port of Baltimore, and respond to breaches of security within Coast Guard Sector Maryland-NCR's area of responsibility.



Petty Officer 2nd Class Caleb Mabry, a marine science technician from Coast Guard Sector Maryland-National Capital Region, conducts an inspection on a power plant on 30 August in Dumfries, Virginia. The Coast Guard regulates the movement of oil that power plants use to produce power over any waterways to ensure the safety of the maritime environment.

*Photo by Petty Officer 3rd Class Kimberly Reaves
US Coast Guard District 5*

So far in 2023, Mabry's small team has inspected more than 1,800 combined facilities and containers and responded to approximately 50 security breaches.

'By conducting vessel, facility, and container inspections, we prevent potential acts of terrorism, human trafficking, the import of illegal hazardous material, drugs and more,' said Mabry, 'Through our inspection efforts, we ensure the safety of our major port facilities, the vessels that call here and their crews.'

The work Mabry and his team perform to prevent disruptions to maritime commerce is important for the United States, but also influences international trade.

'My team and I ensure the security of our partner ports and trade between other nations with the US,' said Mabry. 'We inspect the containers that enter and leave the Port of Baltimore heading to other ports - whether that be to another U.S. port or an international port.'

Mabry's efforts recently played a critical role in shaping the trade landscape between the US and Egypt's Suez Canal when he served as the host for six foreign dignitaries from Egypt to the United States. During the visit, Mabry coordinated and conducted two facility inspections and highlighted the Port of Baltimore's record operations in 2023 and the Coast Guard's role in ensuring the safety, security and efficiency of the marine transportation system.

As trade growth continues and partnerships grow, the Coast Guard and servicemembers like Mabry and his team will become increasingly important to protect and defend the safe and efficient movement of more than \$5.4 trillion in economic activity going through the country's ports and waterways each year.

Editorial note:

This article is a Feature Release by United States Coast Guard News

Felixstowe's first methanol-powered ship

Hutchison Ports Port of Felixstowe has celebrated the maiden call of the *Laura Maersk*, the first container ship in the world to complete a voyage powered by green methanol.

Commenting on its first call at the UK's largest container port, Clemence Cheng, Executive Director of Hutchison Ports and Port of Felixstowe CEO, reflected: *'This is a truly historic event. It is essential that the industry moves to decarbonise shipping and this first call by an alternatively fuelled vessel complements Hutchison Ports' commitment to achieve Net Zero for our UK operations by 2035.*

*'All our electricity already comes from certified renewable sources and we are investing heavily in new electric trucks and yard cranes. By deploying the first of the 150 electric trucks we have on order to work on the *Laura Maersk* we are able to demonstrate how zero-emission journeys through the port are possible.'*

Gary Jeffreys, Maersk's Area Managing Director UK & Ireland, commented: *'We are very proud to have *Laura Maersk* in the UK. This innovative vessel is an important proof that the decarbonisation of supply chains is feasible. *Laura Maersk* is a game changer in an hard to abate industry.*

'Combining low emission landside transport solutions with the soon to be delivered larger vessels running on green methanol will allow us to start offering green end to end solutions for our customers. This will be the first of many initiatives to get us to net zero.'

The Rt Hon Dr Therese Coffey MP, Secretary of State for the Environment and Kitack Lim, Secretary-General of the International Maritime Organisation, joined guests at the port and visited the vessel.



Laura Maersk, the world's first green methanol powered container ship, has made its maiden call at the Port of Felixstowe

Dr Coffey added: *'The UK Government has been a leader in introducing mandatory targets to achieve Net-Zero by 2050. Shipping is one of the more*

challenging sectors to decarbonise and I am pleased to see Maersk Line taking a lead in the adoption of green fuels.'

Kitack Lim concluded with: *'I am delighted to witness this initiative which demonstrates shipping's ability to power a vessel entirely by green methanol. These visionary endeavours provide an invaluable insight and pave the way for future initiatives in pursuit of a green and sustainable shipping sector.'*

The 2,100 TEU vessel will operate on the Maersk company's Baltic shipping route between Northern Europe and the Bay of Bothnia.

Avoidance strategy

By Michael Grey, IFSMA Honorary Member

Our nearest city – I may as well name it as Brighton – has made itself such a miserable ordeal for visitors, that we, along with many others, just don't bother to go there and seek other more pleasant alternatives. Perhaps they just do not want our custom, but perhaps somebody in their benighted authority ought to think about the logical, long-term consequence, if more and more people adopt a policy of positive avoidance and divert to attractive places like Horsham.

I wandered down this train of thought this week after reading about ET. That is not Extra-terrestrials (they probably have taken over Brighton), but Emissions Trading. This is a wheeze that has been cooked up in Brussels to encourage shipowners to save the planet, or depending on your point of view, to fleece them. A new term for what the IMO used to term "market-based measures" and it is due to inflict itself upon sea carriers in the coming months.

Like most of the schemes that have been devised by the European Commission, ETS is being introduced with a lot of unanswered questions and it has been suggested that it will benefit traders and legal experts far more than it will ever assist maritime sustainability. Just working out whether such a scheme will be the responsibility of owners, charterers or the wretched ship-managers, will surely exercise the minds of bureaucrats, lawyers and arbitrators for many lucrative years. Who collects the money and what is done with it? How does it assist in persuading shipowners to go greener? It largely depends upon who you ask, while the mechanism for passing this on to the user of sea transport, without endless litigation by enraged shippers, is yet to be devised. Indeed shippers are probably already well advanced in ensuring that any bucks don't stop with them.

It is interesting to note that what I have called the "Brighton question" alluded to above, has occurred to the perceptive management of the Port of Valencia. They have asked whether making the ports of Europe less attractive, or too much trouble, by the imposition of ETS might just make devious ship operators ...deviate.

It is a very relevant question. You might say that such is the magnificence of the major European ports that there are no feasible alternatives, but it has been pointed out that there are ports with considerable ambitions within reasonable feeder-ship proximity to the coasts of Europe. Some thrusting executives in the ports of Morocco, Egypt, Israel and Turkey could well be seeing that there is an opportunity for business, selling a way into Europe with less trouble for long-haul shipping companies, which could turn around their ships without the nuisance of ETS.

Indeed, staying well clear of Europe might produce other benefits such as the avoidance of the increasingly demanding prescriptions on recycling, along with all the onerous reporting and other bureaucratic burdens which only ever seem to increase. It would obviously be good business for feeder operators, which, because of their short hauls, would be less affected by the new impost.

In reality, it would only be a minority of ports which could move fast enough to cream off some of the traffic into Europe from the East or West. But the fact that the question has been asked by the deep thinkers of Valencia perhaps ought to trigger alarm bells about what is being inflicted by the European authorities, impatient with the international regime of the IMO, upon shipping.

Cancelling the Pathfinder

If as a navigator, you have chased ocean currents around looking for some free assistance on an ocean passage, you probably have appreciated the sterling work done in the 19th Century by Lieutenant Matthew Fontaine Maury USN 1806-73. Recognising the value of wind and current data found in ships' logbooks, he was one of the fathers of oceanography and produced sailing charts that revolutionised the tracks followed by mariners, showing the relationship between prevailing winds and the great ocean currents.

Nicknamed the "Pathfinder of the Sea" for his valuable work and a friend of that other meteorological hero Admiral FitzRoy RN, Maury established America as a leader in this field and was the guiding light for the first international maritime conference held in Brussels in 1853. But sadly, Maury elected to fight on the Confederate, and ultimately losing side, in the American Civil War. This might have been a long time ago but is surely not unconnected to the recent decision by a department in the United States Navy to rename the oceanographic ship named after this maritime pioneer USS Marie Tharp, a distinguished geologist of more modern times. Poor Maury, it seems; the wrong sex and on the wrong side, has been a victim of the revisionists and finally cancelled.

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

This article first appeared in *The Maritime Advocate Online Issue No 840 of 6 October 2023.*

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Norwegian CG and USCG joint operations

US Coast Guard Cutter *Healy* departed Tromsø, on 5 October, following a four-day port call, in which her ship's company conducted joint operations with the Norwegian Coast Guard Vessel *Svalbard*, hosted a US Coast Guard Research and Development Center (RDC) science roundtable, and welcomed aboard guests from a variety of institutions with interest in the Arctic and *Healy's* science mission. This was reported from Tromsø at the end of week commencing 1 October.

Oceanography mission

Tromsø is *Healy's* first port of call since departing Kodiak, Alaska, in late August embarking on a five-week long mission supporting the Nansen and Amundsen Basins Observational System (NABOS)¹.



This year's expedition icebreaker is the USCGC Healy. (U.S. Coast Guard photo by Petty Officer 2nd Class Charly Hengen)

USCG ©.

This mission was to recover, service, and replace nine subsurface mooring arrays, which give insight into how water from the Atlantic Ocean is introduced into the Arctic at the shelf water level, deep basin interior, and upper ocean; and help develop an understanding of water circulation in the region.

Seawater sampling

Additionally, *Healy* conducted 41 Conductivity, Temperature, and Depth (CTD) casts, sampling seawater to investigate its properties at various depths in the water column.

Prior to arrival, *Healy* rendezvoused with the Norwegian Coast Guard Vessel *Svalbard* in the ice-covered waters NW of the Svalbard archipelago. The two ships transited together toward Tromsø while crew members participated in an exchange on each other's vessel to foster a deeper understanding of the other service's operations.

Salute to *Andenes*; SAR exercise

Upon approach to the fjords NE of Tromsø, the ships passed honours with NCGV *Andenes*, saluting the

ship on her final patrol before being decommissioned. The voyage concluded with a day-long search and rescue exercise in which a land-based rescue helicopter joined the two Coast Guard ships in responding to a simulated man-overboard and conducting a medical evacuation.

While in port, RDC sponsored a science roundtable, bringing together academic, government, and industry professionals.

In the words of Commander Blair Sweigart, US Coast Guard RDC chief of modelling simulation and analytics: '*Tromsø is a research hub for Arctic topics, and Healy's port call in Tromsø offered a unique opportunity to bring together operators and researchers to discuss Arctic search and rescue, vessel safety, navigation, and pollution response.*

'The meeting helped us collectively identify several areas and topics for future collaborative research and was a great success.'

Healy is the USCG's only icebreaker designed specifically to support research, as well as the nation's sole surface presence routinely operating in the Arctic Ocean. The platform is ideally specialized for projects such as NABOS; providing access to the most remote reaches of the Arctic Ocean; areas barricaded by pack ice and insurmountable by most research vessels.

Forsvaret

For information on the Norwegian Coast Guard, the Forsvaret, readers are invited to see here: <https://tinyurl.com/mvw8mu2v>

¹ <https://uaf-iarc.org/nabos/>

ICS and COP28

30 November to 12 December

Expo City Dubai UAE

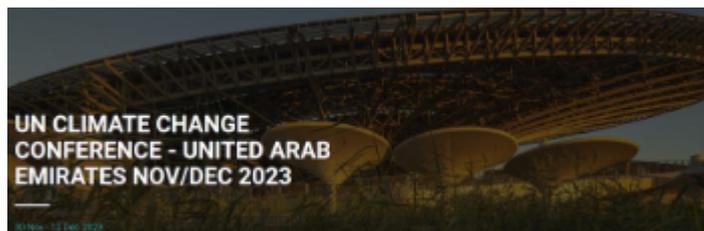
According to the International Chamber of Shipping (ICS) in a statement of 7 September the shipping industry will come together at a series of events during the UNFCCC Climate Conference COP28.

Shaping the Future of Shipping

The major summit – *Shaping the Future of Shipping* – will be hosted under the patronage of HE Suhail Mohamed Al Mazrouei, United Arab Emirates' (UAE) Minister for Energy and Infrastructure (MOEI) at the Museum of the Future in Dubai.

This high-profile summit, taking place on 10 December, will follow a Ministerial Roundtable on the 9 December at COP28 hosted by the UAE's Ministry of Energy and Infrastructure. The *Shaping the Future of Shipping* Summit will culminate with a gala dinner

held in honour of the IMO Secretary General, Kitack Lim, prior to his stepping down from the IMO at the end of the year.



The ***Shaping the Future of Shipping*** summit, which is being organised by the ICS and a range of industry bodies, will once again bring together governments and leaders in energy, maritime and all parts of the value chain. The aim of the event is to work on the practical solutions and take forward plans to address climate change, help sustainably transition the industry and prepare the workforce.

An historic agreement

This will build on the momentum of the historic agreement made at the IMO during MEPC80 in July this year. The summit is an opportunity for industry leaders and policymakers to identify the practical actions needed to deliver on the direction set out by governments at the IMO and during the COP negotiations.

The plans for COP28 are being unveiled following discussions with HE Hessa al Malek, Advisor to the UAE Minister for Maritime Transport Affairs, and Guy Platten, ICS Secretary General, that took place at the IMO in London in July. Key issues in the energy maritime value chain were discussed, as well as plans for COP28.

To learn more

More information of COP28 is available here:
<https://www.cop28.com/>

Comment

HE Hessa al Malek, Advisor to the UAE Minister for Maritime Transport Affairs, commented: *'The UAE leads numerous global competitiveness indicators in the maritime sector. It ranks third globally in the Bunker Supply Index, fifth as a key competitive maritime hub and twelfth in the transport lines index.'*

'This is a result of the competitive business environment the UAE provides, which attracts major international maritime companies and makes the country's ports a preferred destination for international shipping lines.'

HE Hessa al Malek added: *'We are honoured to host COP28 in Dubai and are committed to working alongside our international partners to address the urgent issue of climate change in the maritime industry.'*

'This summit marks a significant milestone in our collective efforts to shape the future of shipping. We

look forward to constructive discussions and tangible solutions that will help us transition towards a more sustainable and environmentally responsible maritime sector.'



'As we prepare to host COP28 and the Shaping the Future of Shipping summit, we acknowledge the vital role of international collaboration in tackling the challenges posed by climate change in the maritime industry.'

'This event will serve as a platform to foster dialogue among governments, industry leaders, and experts, driving practical solutions to reduce emissions and enhance the resilience of our workforce. The UAE is committed to contributing to the global efforts aimed at building a greener and more sustainable maritime sector.'

Guy Platten, ICS Secretary General, added: *'All industries and governments have a responsibility to tackle climate change, but we know that we cannot achieve our goals alone. This is why Shaping the Future of Shipping is such an important event. This summit is an opportunity to bring sectors and governments together in one place to talk about our challenges and most importantly find tangible solutions to achieve our goals.'*

'Thank you to His Excellency Suhail Mohamed Al Mazrouei for his patronage for the summit and thank you to the UAE and Emirates Shipping Association for your continued support and collaboration with ICS. The stunning Museum of the Future in Dubai will provide the ideal venue for our industry to convene, and I would also like to thank the many industry leaders, especially the Emirates Shipping Association, who are helping us in this endeavour.'

'2050 is not that far away so we must keep momentum going for increased collaboration and cooperation. Infrastructure, fuel availability, financing, preparing our workforce to handle low and zero carbon emission fuels are all challenges we need to urgently address.'

Emirates Shipping Association

In December 2022, ICS signed a memorandum of understanding with the Emirates Shipping Association for collaboration towards the UNFCCC Climate Conference COP28 and beyond. ***The Shaping the Future of Shipping*** summit is an outcome of this

cooperation and demonstrates the strength of the relationship with the UAE and its shipping industry.

Leading role by UAE

UAE has played a leading role in the formation of the Clean Energy Marine Hubs (CEM Hubs) initiative that intends to support the establishment of Energy Hubs with access to ports by de-risking the investments needed to produce low- and zero-emission fuels to be transported and used by the maritime sector.

The CEM Hubs initiative, which is co-led by five governments and a taskforce of CEOs, aims to become the high-level platform that can catalyse and support the alignment of effort across the energy-maritime value chain. The initiative is co-ordinated with the support of the ICS and the International Association of Ports and Harbours (IAPH), and the Clean Energy Ministerial (CEM) and was formally adopted by the Clean Energy Ministerial with Energy and Transport Ministers this July.

The **Shaping the Future of Shipping** Summit builds on the previous summits convened by ICS at COP26 in Glasgow, London in June 2022 and Manila in June 2023.

Large scale green methanol production in Egypt

AP Moller-Maersk as owner

It was reported from Cairo on 4 October, in the presence of the Egyptian Prime Minister, that C2X, a green methanol producer, had signed a comprehensive Framework Agreement (FWA) with its Egyptian sponsors and partners.

The goal of the agreement is to enable and accelerate large scale production of green methanol in Egypt.

C2X is aiming to build, own, and operate assets to produce green methanol at scale with AP Moller Holding as majority owner and AP Moller-Maersk as minority owner.

Collaborative engagement

The Framework Agreement is deepening the partnership and joint efforts for C2X to establish the project, which is strategically located close to the Suez Canal, in collaboration with the General Authority for Suez Canal Economic Zone (SCZone), the Egyptian New and Renewable Energy Authority (NREA), the Egyptian Electricity Transmission Company (EETC), and the Sovereign Fund of Egypt for Investment and Development (TSFE).

Wind and solar too

The efforts will include the establishment of projects for generating green energy from wind and solar sources.

Comment

In the words of Brian Davis, Chief Executive Officer of C2X: *'This is an important step forward for the global transition to green methanol. Egypt has many natural advantages that support a world class green methanol project including access to low-cost renewables and proximity to the Suez Canal and maritime customers.'*

'Signing of the Framework Agreement today marks another important milestone in realizing our ambition to be a leading producer of green methanol. We thank the Government of Egypt and our Egyptian sponsors for their continued support and look forward to working with them to make our project a success we can all be proud of.'



The methanol-fuelled Laura Maersk on a recent port call at Felixstowe.

Of the accord Mr Waleid Gamal El-Dien, SCZONE's Chairman, commented: *'Today's FWA is the tenth framework agreement within Memorandums of Understanding signed by SCZONE which aims to transform to a green economy and its various industrial applications, making use of its capabilities related to the integration of its ports with affiliated industrial zones.'*

This project was initiated in March 2022 with the signing of a Memorandum of Understanding and the FWA moves it to a deeper level of collaboration with more advanced technical and commercial feasibility studies towards the shared objective. Following completion of these studies, the parties will proceed towards final investment agreements for the project.

About C2X

C2X is aiming to make a significant contribution to a fossil-free future by accelerating the availability of green methanol in large quantities. It is understood that C2X will develop, own and operate green methanol production facilities in strategic locations. This will serve to de-fossilise the chemical and shipping sectors.

The venture is majority owned by AP Moller Holding with AP Moller - Maersk as minority owner.

Hutchison Ports Barcelona BEST terminal

Step towards decarbonisation goals

New hybrid equipment

Over the weekend 7 / 8 October six new hybrid cranes arrived at Hutchison Ports group's BEST* terminal. These shuttle carriers are key to the terminal's operations, as they are used for moving containers between the different areas of the facilities.

BEST terminal is primarily powered by electricity, which comes exclusively from certified renewable sources. The only equipment in the terminal still powered by fossil fuels are the shuttle carriers.

Reduction of CO₂ emissions

With the arrival of this new equipment, CO₂ emissions will be reduced by up to 40% thanks to the use of a highly efficient regenerative energy system, contributing to a substantial improvement in the terminal's energy efficiency. In this manner, BEST reaffirms its position as one of the most environmentally sustainable facilities in Europe.

Guillermo Belcastro, CEO of the company, said: *'We are very proud to continue to take steps with this investment to reach our decarbonisation goals. Currently, each container passing through BEST saves 65% in emissions compared to a conventional terminal. This feature together with the largest rail terminal in the region and the electrification of the quays in 2024, allows us to provide a unique proposition in the Mediterranean.'*

Wide range of initiatives

The decarbonisation of shuttle carrier equipment is part of a wide range of initiatives by the Hutchison Ports Group in Barcelona to minimise its carbon footprint, such as the installation of solar panels, the electrification of the fleet of vehicles and the electrification of the quays.

Huge increase in rail traffic

Among these initiatives is the commitment to promote green corridors between maritime and land transport, encouraging the use of rail and promoting the creation of inland terminals. Over the last decade, BEST has experienced a jump in rail traffic from 3% to 20%, reaching the ratios of the large ports of Northern Europe.

Belcastro added: *'Every day we work towards being the preferred partner for a sustainable supply chain.'*

*BEST = Barcelona Europe South Terminal created in mid-2012. This is a semi-automated terminal, the most technologically advanced port development in Spain.



Here the shuttle carrier as Hutchison Ports BEST takes another step towards achieving its decarbonisation goals.

Port of Felixstowe channel and berth deepening

Hutchison Ports Port of Felixstowe reported on 4 October that the main approach channel and Berths 8&9 have been deepened to improve access for the world's largest container ships.

A maiden call

This announcement was formally made during the maiden call at the port of its namesake the OOCL Felixstowe, the latest in a series of 24,188 TEU mega container vessels operated by Orient Overseas Container Line Ltd. (OOCL).

Depth of the approach channel has been increased from 14.5 metres to 16 metres and Berths 8&9 increased from 16 metres to 18 metres below chart datum.

The port's Berths 6&7 were upgraded in 2022 to provide four berths capable of handling vessels of over 20,000 TEU capacity.

The main navigation channel is managed by Harwich Haven Authority who appointed a joint venture of Dutch dredging contractors Royal Boskalis Westminster and Van Oord to undertake the £130m project.

Comments

Commenting on the improvements, Robert Ashton, Chief Operating Officer of the Port of Felixstowe, said: *'The completion of this major dredging project reinforces Felixstowe's position as one of Europe's leading ports for the latest generation of mega vessels. It provides levels of access that are unequalled anywhere else in the UK. The dredge increases the maximum size of vessel we can handle, the berthing windows for the biggest vessels and the number of ultra-large vessels that can enter or leave the port on each high tide. Most importantly, it provides more flexibility and certainty of service for our customers in an industry where delays can be costly.'*

'It is entirely appropriate that the OOCL Felixstowe is one of the first ships to benefit from the deeper channel. The port has a very long-standing relationship with OOCL who first called here in the 1970s and we are honoured that they still entrust us with their business and have named their newest vessel after the port. It illustrates perfectly how we have developed together and both remain at the forefront of container shipping.'

Sarah West, Chief Executive of Harwich Haven Authority, added: *'The project to deepen the approach channel has been a significant financial investment by the Authority to ensure this vital UK gateway remains competitive and further safeguards the UK's position as a major trading nation.'*

'The increased depth of the navigation channel together with the additional deep-water berths provides a compelling proposition for existing and future customers using the Port of Felixstowe.'

'Extensive environmental studies were undertaken before any work could begin and we are pleased that, working with beneficial partners that include the Royal Society for the Protection of Birds, we have been able to deliver – on time and to budget - a project that not only helps future-proof trade coming into the harbour but that also delivers significant environmental benefits.'

Paul Hesk, spokesperson for the Royal Boskalis Westminster - Van Oord joint venture, concluded by saying: *'We are proud to have successfully delivered this important project. Over 22 months we have used more than 20 different vessels to remove over 17.1 million cubic metres of material from the channel to improve access for some of the largest ships to be found anywhere in the world.'*

About the Port of Felixstowe

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 Port of Felixstowe is a member of Hutchison Ports, the port and related services division of CK Hutchison Holdings Limited. Hutchison Ports is a port investor, developer and operator with a network of port operations in 53 ports spanning 24 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.

About Harwich Haven Authority

Harwich Haven Authority is the designated Harbour Authority providing services, including pilotage and conservancy of the approach channel and Harwich Harbour.



OOCL Felixstowe using the newly deepened channel as it makes its maiden call at the Port of Felixstowe.

As one of the UK's largest Trust Ports this commercially focused organisation has no shareholders, which allows a percentage of surplus profits to be ploughed back into the Haven for the benefit of all stakeholders.

Ecological improvements

As part of the £130million Harbour Improvement project to deepen the approach channel and Harwich Harbour the Authority supplied, and partially funded, two major beneficial projects along the Essex coast.

Working with the Mersea Harbour Protection Trust, dredged materials were used at Mersea Island, Essex, to slow down the erosion of Mersea Harbour. In total 98,000 m³ of dredged sand and gravel were discharged at Cobmarsh, Packing Marsh, Old Hall Point and at Shinglehead Point at Tollesbury Wick, Essex.

Working with the Royal Society for the Protection of Birds (RSPB) dredged materials from the project were also placed at Horsey Island, Essex, to recharge an existing nesting site for Little Terns. Preliminary reports from RSPB indicate that during the first half of 2023 there has been an increase in nesting birds at the location.

Steering failure: Yarra River Channel

ATSB interim report

A container ship went off its intended track towards the edge of the navigable channel in the Yarra River and struck a navigation beacon following a steering failure, an Australian Transport Safety Bureau (ATSB) interim investigation report details.

The 277 metre *CMA CGM Puccini* had sailed from Swanson Dock in the Port of Melbourne, Victoria,

Australia, on the morning of 25 May 2023 under the conduct of a pilot and initially with two tugs in attendance, the interim report provides details from the ATSB's continuing investigation into the serious incident.

Comment

According to ATSB Chief Commissioner Angus Mitchell: *'Shortly after 0418, during the turn to leave Swanson Dock, the ship's master and chief mate noticed the rudder response appeared sluggish. However, neither raised their observations with each other, or the pilot.'*

About twenty-five minutes later, by which point it had passed under the Westgate Bridge and both tugs had been dismissed, the ship was moving at about 6.6 knots when the helmsman reported that the rudder was not responding to the steering wheel.

With its speed increasing, the ship moved further off course and tracked toward the western edge of the dredged navigable Yarra River channel.

Mitchell added: *'Despite efforts by the pilot and crew to slow the ship and correct its swing, the ship struck a navigation beacon, and its stern passed over the edge of the navigable channel.'*

The two tugs were nearby and returned, and helped control the ship's erratic movement. The ship was then moved to Webb Dock for inspection.

'Despite multiple, extensive inspections and tests by the ship's engineers and two independent service engineers at Webb Dock, the erratic behaviour of the steering gear could not be replicated, and no fault was identified.'

On 26 May the ship was cleared to leave port, and departed on 27 May for Port Botany, Sydney.

Mitchell noted, further: *'The following day, in preparation for arrival to Port Botany, the ship's crew again tested the steering gear.'* He added: *'During this testing, the steering again began to behave erratically.'*

At this time, the second engineer, who had joined the ship in Melbourne, noticed the steering system's hydraulics were incorrectly configured. After the bypass valve of the (non-running) pump was closed, there were no further erratic rudder responses.

The ship subsequently sailed for Brisbane on 30 May, where it berthed without incident on 1 June.

Investigation commenced

The ATSB commenced an investigation on the basis of initial reports that, despite multiple inspections, the erratic behaviour of the ship's steering on 25 May remained unexplained over the following days and the ship departed Melbourne with no problem identified.



ATSB investigators subsequently attended the ship in Brisbane on 2 June, and again in July when the ship returned to Melbourne, during which they conducted extensive testing of the steering systems, interviewed the crew, and obtained other evidence including various documents and recorded data.

Evidence obtained

Investigators also obtained evidence from the incident pilot and the pilotage provider, AMSA, and port authorities.

Mitchell commented in conclusion: *'As the investigation progresses, our team will verify data and evidence to confirm the order of events, analyse the ship's steering arrangement and operation, review crew actions, and assess shipboard and CMA CGM fleetwide procedures and steering gear guidance, operation, information sharing and testing.'*

'However, should a critical safety issue be identified during the course of the investigation, the ATSB will immediately notify relevant parties so appropriate and timely safety action can be taken.'

ATSB report

The ATSB interim report: *Steering failure and contact with navigational beacon involving CMA CGM Puccini, Port Melbourne, Victoria, on 25 May 2023* is available here: <https://tinyurl.com/2m hv4jum>

A final report will be released at the conclusion of the investigation.

Editorial note

This article is based on material kindly provided by the Australian Transport Safety Bureau (ATSB) ©

Safe working conditions and practices

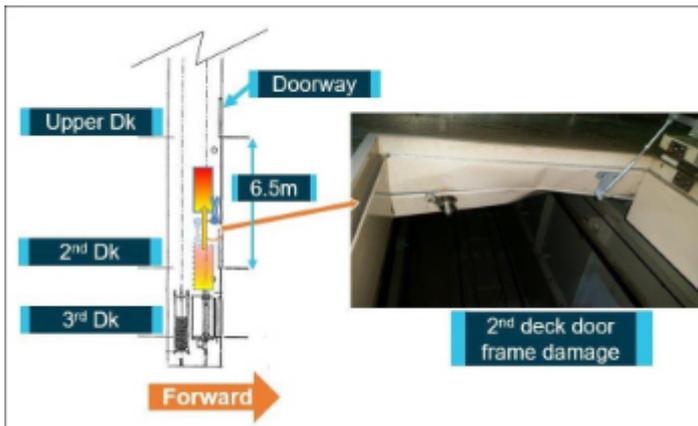
AMSA Safety Bulletin

Shipboard tasks such as working at heights and/or over the side, mooring and rigging (for example an accommodation ladder or pilot ladder) are considered high-risk operations.



Substandard, significantly worn waist harness.
Source: AMSA.

Unfortunately, these tasks are often conducted in an unsafe manner. Deficiencies against Maritime Labour Convention, 2006 (MLC) – Health and safety protection and accident prevention accounted for 58.5% of MLC-related port State control deficiencies in 2022. These figures suggest that safe working conditions and associated practices remain an issue on board vessels visiting Australia.



Accident location and damage to second deck elevator landing door frame.

Source: Synergy Marine, Worksafe Victoria and Australian Transport Safety Bureau

A link to the latest Australian Maritime Safety Authority (AMSA) Safety Bulletin *Maritime Safety Awareness Bulletin issue 18—Safe working conditions and practices* is to be found here:

<https://tinyurl.com/c7kcbvf7>

Marine incident data

A total of 758 serious incidents were reported to AMSA between 2020 and 2022 on foreign-flagged and regulated Australian vessels. The top five reported serious incidents included:

- Seafarer injury (27.7%)
- Collision or contact (5.5%)
- Vessel disabled (4.6%)
- Fire (4%)
- Hull failure/damage (3%)

Don't ignore it - report it

Your experiences help us improve safety.

Australian Government
Australian Maritime Safety Authority

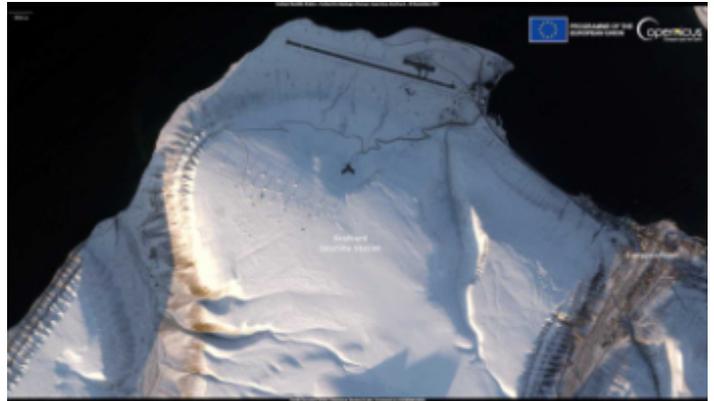
Report every incident to AMSA

Svalbard Satellite Ground Station

Copernicus Sentinel-2 satellite imagery

This image, acquired by one of Copernicus Sentinel-2 satellites on 26 September, shows the Svalbard Satellite Ground Station (SvalSat)*, located on the island of Spitsbergen in the Norwegian archipelago of Svalbard.

It is operated by Norwegian company Kongsberg Satellite Services and was inaugurated as part of the Copernicus Sentinel satellite ground segment in 2013.



Its location was selected because of its high latitude and proximity to the North Pole and it is the only commercial ground station that can support polar-orbiting satellites every time they orbit the Earth (about fourteen times each day).

The image shows the receiving antennas and their shadow projected on the snow.

Data acquired by the Copernicus sentinel satellites are used to detect changes in Earth surface in detail and monitor the effects of climate change on remote environments such as the Arctic region.

SvalSat

The SvalSat, according to the United States Geological Survey (USGS: www.usgs.gov), is an extensive satellite ground station. Located just 1,200 kilometres south of the North Pole and established in 1996, it was chosen for its extreme northern location. It is an advantageous place for satellite control and downloading data.

When polar-orbiting satellites pass within range of the SvalSat station, data is downlinked directly from the satellite. The antennas receive data for about fifteen minutes; then the fast-moving satellites pass out of range. Currently, the facility has more than forty antennas to support several satellite missions.

SvalSat is a valuable member of Landsat's International Cooperators network*. SvalSat provides more contact opportunities with polar-orbiting satellites and more frequent download opportunities of data from Landsat as well.

Landsat data can be sent electronically from SvalSat to its primary archive at the USGS Earth Resources Observation and Science (EROS) Center in Sioux Falls, South Dakota, in a matter of hours.

Fibre optic cables under the ocean provide the data link from Svalbard to the satellite station at Tromsø, a city in northern Norway, and then on to EROS. In this way, SvalSat is a valuable safety net for receiving Landsat data and providing flexibility during potential down times at other ground stations.

*For more on Landsat readers are invited to see here: <https://landsat.gsfc.nasa.gov/>

Aids to Navigation, Middle East Gulf

Change in MENAS Navigational Light Dues

After years of keeping a vital navigation service operating on the same income, Middle East Navigation Service (MENAS) has been forced to review its funding, to ensure it can continue to help keep seafarers safe and protect the marine environment in the Middle East Gulf.



MENAS has been providing aids to navigation (AtoN) in the Middle East Gulf – one of the busiest trade lanes in the world – since 1951, supplying seafarers with essential information regarding the location, route, and configuration of obstacles and hazards.

Navigational Light Dues

MENAS covers the cost of operating and maintaining such aids to navigation, which include buoys, lighthouses and radar beacons (racons), through the collection of Navigational Light Dues, or Nav Dues, as they are more commonly known. Paid by shipowners relative to their net tonnage on their vessels' first port of entry into the Gulf, the dues have remained at the same level since 2006.

Increase in costs

However, the cost of providing MENAS aids to navigation has increased, particularly in the last two years, compounded by the increase of the input costs (material, energy, salaries and so forth) as well as the need to replace some major equipment such as DGPS transmitters.

MENAS has therefore had to make the difficult decision to change its charges. The new tariff includes an increase in the rate and the widening of the group of ships which will be asked to pay for the service.

CEO's comment

In the words of Peter Stanley, CEO of MENAS' parent organisation, International Foundation for Aids to Navigation (IFAN) in mid-September: 'We have worked very hard to keep the Nav Dues charges at the same level since 2006 but due to the rising costs involved, we feel we have no other option than to increase them, because we want to provide the same services at the same quality.'



'Without change, the income we receive would not be enough to fund the service sufficiently, compromising safety and the future of MENAS aids to navigation. I appreciate the extra cost may not be welcomed by shipowners, but we have to implement the tariff charge to ensure the safe navigation of vessels in the Gulf and the protection of the region's marine environment.'

He added: 'We know that reputable shipowners will be committed to good safety standards, also bearing in mind SOLAS Chapter V obligations, and trust they will understand the reasons for these changes.'

Though MENAS undertakes contract work for third parties as a way of helping to reduce Nav Dues to shipowners, all services provided by MENAS are paid for by these dues.

The new tariff was implemented on 1 October and is reviewed annually.

8000t and upwards to pay

In recent years, MENAS has witnessed a trend of using smaller vessels, which currently do not pay dues, and some of these frequent users have quite significant fleets. MENAS believes it is only fair that these should now contribute towards the services that it provides, and it will be asking for payment from all owners/charterers of vessels above or equal to 8,000 net tonnes in the future when they, make their first port call in the Middle East Gulf.

In conclusion Stanley added: 'Aids to Navigation provided by MENAS reduce the risk for this area in accordance with SOLAS Chapter V provisions so these payments are for a vital marine safety service which is essential for safe transit in the complex Gulf waters.'

'We trust that owners, vessels and their masters will understand this and the need to support their long term, reliable operation.'











