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IFSMA

NEWSLETTER

The Shipmasters' International Voice



NKT's cable layer *NKT Victoria*
See story on page 15



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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 Message

This has been a disappointing month as we heard of the latest criminalisation case.

Captain Marko Bekavac and Chief Mate Ali Albokhari of the *Phoenician M*, who have spent a year on remand in prison in Ankara, were sentenced to thirty years in prison on 23 September despite there being no evidence of wrongdoing.

Drugs were found on a vessel docked in the Black Sea port of Ereğli, Türkiye, in October last year, but the Master had previously reported that they had discovered drugs onboard after they had asked for a thorough search of the ship by the authorities before they left Columbia having embarked a cargo of coal. This had been reported to the Turkish authority prior to their arrival by the ship managers.

IFSMA had been alerted to this issue back in January this year by the wife of the Chief Mate, but ITF and INTERMANAGER took on responsibility coordinating the seafarers' welfare and the international political efforts with the assistance of the Secretary General of the IMO.

More details can be found in this link:
<https://tinyurl.com/y9s4wtmu>

Last month I reported on the attack in the Red Sea on the mt *Sounion*. The vessel has been towed to a safe anchorage off the coast of Eritrea in position 17.08N / 039.48E, thanks to the efforts of the European Union under the security of their Naval Task Force.

It is strongly recommended that all vessels avoid the area.

As I write in the last week of September the ship is still on fire and fire fighting could take several weeks. This operation is extremely complex and the ship needs to be made safe before any further operations are carried out.

The threat level in the region remains as previously advised and there have been three confirmed incidents in the last two weeks, although there have been suggestions that the Houthis have achieved their goals in the Red Sea.

Revised industry guidance was released at noon on 25 September, and can be found on the Global Maritime Security website here:
<http://www.maritimeglobalsecurity.org/>

With most ships now routing around Africa and the Cape I have received an increasing number of reports of ships losing containers in rough weather as crews have been used to securing for Red Sea transits and have not been fully prepared to the more extremes of weather when taking the southern route.

Please take extra care and seamanship cautions when securing your cargoes.

At the IMO, IFSMA is as busy as ever being one of the key NGOs drafting the Code and Convention for MASS which is expected to be completed in 2025.

With this nearing completion we are now turning our attention to the Comprehensive Review of STCW and at the beginning of this month (October) there will be a large Working Group of national delegations and IGOs/NGOs at IMO to agree all the areas that need to be rewritten and/or revised. This will ensure that there are no gaps and that the document is future-proofed more effectively while taking into account the speed at which technology is advancing.

The Working Group's final document will be sent to the Maritime Safety Committee (MSC109) in December for agreement and then the actual drafting work will begin. Much of this work can be achieved online and IFSMA needs Shipmaster expertise to ensure we cover key areas. Any volunteers for this important task are invited to contact the Secretariat to discuss further our requirement please.

Keep safe and may you have fair wind and following seas.

Jim Scorer
Secretary General

From the News Editor

Maritime leaders' confidence on the rise amidst increased geopolitical risk

Data from the International Chamber of Shipping document *ICS Barometer Report 2023-2024* launched on 10 September has demonstrated the positive impact that improved clarity from governmental bodies such as the IMO have had on the sector.

Pivotal issues influencing operations

This comprehensive survey of over 100 global maritime industry leaders over a three-year period analyses year-on-year shifts in sentiment on pivotal issues influencing operations. It has tracked steadily rising confidence among maritime leaders in their ability to cope with challenging operating conditions.

Noting geopolitical instability

Areas of concern for respondents include the recent increase in geopolitical instability (which is seen as a risk multiplier as it impacts other factors), malicious physical attacks and cyber-attacks (by state and non-state actors), as well as updates to global and/or regional regulatory environments and availability of fuels and infrastructure driving decarbonisation.

Protectionism was also seen as a growing risk, driven by geopolitical instability, national energy security concerns, global and regional economic crises, and government-led manufacturing incentives favouring local production.

Given the impacts on trade relationships and routes, this year's ICS Barometer Report features a special

focus on reshoring, nearshoring, friendshoring and offshoring — assessing the perceived impact on shipping's current operations, as well as the factors likely to influence decision-makers to shift their own operations.

High impact of regulations

Findings from the 2023-2024 report indicate the continued significance and high impact of global and regional regulations on business operations. The availability of trained crew and personnel for certain roles remains an ongoing concern, with the potential to further impact operations as increased geopolitical instability affects recruitment and retention efforts over the coming years.



The report also draws attention to the alternative fuels market, where methanol and nuclear power have seen a significant rise in interest from industry respondents. The emergence of extreme weather risks is identified as a – one to watch – area for the industry.

The ICS Barometer Survey features a regional focus of the country with the highest number of survey respondents, which is the United Kingdom for the second year in a row.

Comment: ICS

Emanuele Grimaldi, Chairman of the International Chamber of Shipping, commented: *“We are in a period of profound transformation—marked by decarbonisation, heightened security risks, and*

evolving regulations. What this invaluable data-driven perspective shows is that policy and clarity are key.

'This report tracks our industry's progress through recent gains in confidence, while also noting key pressure points — such as the availability of public funding for green initiatives and the impact of market-based measures — which continue to require greater collaborative effort across industry leaders, government bodies, and international partners to address.'

Comment: UK Chamber

Rhett Hatcher, Chief Executive of the UK Chamber of Shipping reflected: *'Understanding the key factors impacting maritime business operations is crucial for the industry's resilience and growth, allowing us to implement strategies that are robust, sustainable and adaptive.'*

'The ICS Barometer offers year-on-year insights identifying emerging trends, allowing us to effectively track industry sentiment as we tackle challenges and respond proactively. The insights from this report will also provide useful data and intelligence for the UK government as they develop their own investment and regulatory plans for the sector and we look forward to discussing these with them.'

Four sections

The report is divided into four main sections:

- **Section 1**
Risks factor for shipping from political instability to industry reputation, how the C-suite* views the threats and their capabilities around key issues.
- **Section 2**
Decarbonisation, fuels and emissions a deep dive on attitudes to the many concerns on climate that are dominating industry discussion, from fuel choice to funding.
- **Section 3**
Special Focus on Reshoring, offshoring, nearshoring and friendshoring and their impacts on maritime.
- **Section 4**
National Focus on the United Kingdom, which showcased the highest number of respondents this year.

The 48-page ICS Barometer 2023-2024 is available for download here: <https://tinyurl.com/mvs49ba6>

*Top senior executives, the Chiefs as in CEO, CFO, COO.

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 ©

Guyana

National oil spill readiness workshop

At the end of August IMO reported that a national workshop had been held to bring together top officials from across Guyana to strengthen the country's defences against oil spills.

Held from 27-30 August and organized by RAC/REMPEITC-Caribe¹ through the IMO's Integrated Technical Cooperation Programme (ITCP), the event aimed to enhance Guyana's oil spill preparedness and response capabilities.

Representatives from the Maritime Administration Department, Civil Defence Commission, Guyana Defence Force, Guyana Energy Agency, Environmental Protection Agency, Fire Services, and other key stakeholders participated in the training.



The workshop focused on the relevant skills and knowledge required to effectively manage and mitigate oil spill incidents in Guyana's maritime and coastal zones. This includes the need for efficient communication and cooperation among various agencies.

Sessions covered crucial areas such as oil spill prevention, emergency response strategies, and the importance of a cohesive national approach to environmental protection. Participants were introduced to the RETOS tool², which helps assess national preparedness levels, and engaged in a tabletop exercise to practice managing potential environmental disasters.

The workshop is expected to lead to stronger coordination and a more robust national oil spill contingency plan, ensuring that Guyana is better prepared to protect its marine and coastal environments from potential oil spill incidents.

¹ <https://new.racrempeitc.org/>

² <https://tinyurl.com/5285b33f>

Shipping in St. Kitts and Nevis go digital

Forthcoming MSW

St. Kitts and Nevis is advancing plans to establish a Maritime Single Window (MSW) to digitalize its maritime sector.

Information exchange

We are reminded that an MSW is a centralized IT platform that facilitates the exchange of information among ships and various government agencies for the efficient arrival, stay, and departure of ships at ports.

According to news from IMO at the beginning of August as of 1 January, 2024, all IMO Member States are required to implement MSW systems to streamline port procedures and enhance efficiency.



St. Kitts and Nevis, along with four other Eastern Caribbean states—Saint Lucia, Dominica, Grenada, and Saint Vincent and the Grenadines—are setting up MSWs with support from the IMO, the Organization of Eastern Caribbean States (OECS) Commission, and the Government of Antigua and Barbuda.

Broad representation

A team of experts is conducting needs assessment missions in each country to review current port clearance procedures. Held from 26 to 30 August the mission in St. Kitts and Nevis included a workshop with regulatory agencies and meetings with high-level officials and stakeholders, organized and facilitated by the Department of Maritime Affairs at the Ministry of International Transport.

Recommendations

On the final day, the team presented its findings and recommendations, which will inform a gap analysis of the current system and a cost analysis for establishing an MSW that meets IMO requirements.

Caribbean missions

This needs assessment mission was the second in the series, following St. Lucia in early August. Upcoming missions have scheduled for St. Vincent and the Grenadines (September), Grenada (October), and Dominica (November).

CARICOM IMPACS-JRCC

The MSW systems of all OECS member states will be connected to the regional repository of the Caribbean Community Implementation Agency on Crime and Security-Joint Region Communication Centre (CARICOM IMPACS-JRCC).

IMO-WISTA

Women in Maritime Survey opens

Governments and industry are urged to participate in a global study to promote gender diversity in maritime.

The second Women in Maritime Survey has been launched to gather important baseline data about women's participation in the maritime and ocean fields. This was reported by IMO on 2 September.

IMO Secretary-General, Mr Arsenio Dominguez issued a worldwide call to governments, companies, organizations and academic institutions to take part, saying: *'Join me in championing diversity and fostering a barrier free workplace for all by completing the survey, which will allow for a more targeted use of resources and ensure that we are well placed to navigate the challenges that the future brings.'*

Triennial global snapshot

Conducted every three years by the IMO and the Women's International Shipping & Trading Association (WISTA International), the survey takes a global snapshot of how many women work in these sectors and in what roles.



The aim is to analyse trends and support the creation of programmes and policies to boost women's participation in maritime. The previous study, published in 2021, highlighted a male-dominated sector, with women making up less than a third of the overall maritime workforce, and less than 2% of seafarers.

Comment

WISTA International President, Ms Elpi Petraki added: *'This survey is more than just a data collection effort. It is a strategic move towards the evolution of our industry. The insights gathered can be used to develop forward thinking policies that will elevate inclusion and diversity.'*

The survey includes two streams – one for IMO member governments and one for industry, including companies, non-governmental and intergovernmental organizations, and private maritime training institutes or academies.

The survey runs from to 31 December 2024, with the final report to be published in May 2025.

To enhance women's empowerment

The Women in Maritime survey is part of IMO long-standing advocacy and technical cooperation efforts to enhance women's empowerment and advance gender balance in the maritime sector.

To find out more about the survey and take part readers are encouraged to make use of the link here: <https://tinyurl.com/mwnzy2vx>

The survey will be open until 2359 GMT on 31 December 2024.

Mid-term GHG reduction measures

Expert workshop held

An expert workshop was held at IMO HQ in London on 4 / 5 September to present outcomes and key findings of a comprehensive impact assessment into proposals related to 'mid-term' greenhouse gas reduction measures for international shipping.

MEPC

IMO's Maritime Environment Protection Committee (MEPC 81)¹ in March 2022 agreed an illustration of a possible draft outline of an IMO net-zero framework for cutting GHG from shipping, to include a goal-based marine fuel standard regulating the phased reduction of the marine fuel's GHG intensity; and a maritime GHG emissions pricing mechanism(s) to incentivise the transition to net-zero, that is to say, mid-term measures.

Fifth in a series

The Fifth GHG Expert Workshop on the Further Development of the Basket of Mid-term Measures (GHG-EW 5) was organized, at the request of the MEPC, by the IMO Secretariat to advance the further work on developing the basket of mid-term measures.

The comprehensive impact assessment was overseen by a Steering Committee comprised of 32 IMO Member States and observers from 17 Member States and one Associate Member State and 17 observer organizations.

Steering Committee's year

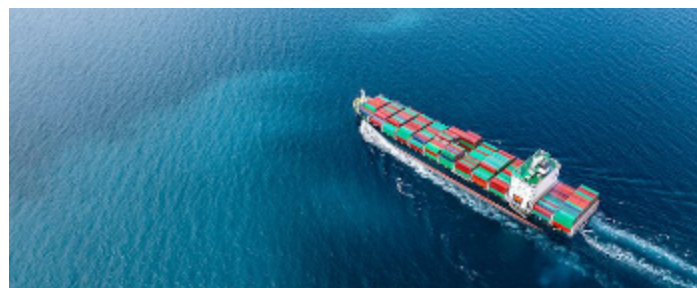
This workshop presented the results of work carried out for almost a year, with eleven formal meetings of the Steering Committee of the comprehensive impact assessment of the basket of candidate mid-term measures, as well as some informal meetings and open dialogues on the assessment of impacts on the fleet and on States of the Organization's candidate mid-term GHG emission reduction measures.

Impacts

Here the aim was to provide knowledge and understanding of potential impacts on the world's merchant and fishing fleets and on States of various mid-term measures under the approaches related to a fuel standard and an economic mechanism.

Key findings and outcomes

Task Leaders of the comprehensive impact assessment presented the outcomes and key findings of the literature review (**Task 1**), results of the assessment of impacts of the measures on the fleet and on States (**Task 2 and 3**), and the outcome of the complementary qualitative/quantitative stakeholders' analysis, including relevant illustrative case studies (**Task 4**). This workshop was an informal meeting aimed at exchanging views and gaining more understanding of the results, inputs, methodologies and assumptions applied by Task Leaders.



The final reports can be found on IMODOCS, under MEPC 82². The reports contain a wealth of information to guide Member States in the further development of the basket of candidate mid-term measures.

300+ delegates attended

The Expert Workshop was attended by more than 300 participants from Member States and international organizations, both in person and remotely, and was moderated by Mr Hanqiang Tan (Singapore).

MEPC 82 and ISWG-GHG 17

The next session of the Marine Environment Protection Committee (MEPC 82) will be held from 30 September

to 4 October preceded by the Seventeenth Intersessional Working Group on Greenhouse Gas Emissions (ISWG-GHG 17) (23-27 September).

¹ <https://tinyurl.com/c6z7yfpb>

² To read it is understood that an IMO Member Account may be applied for here: <https://tinyurl.com/4v7f9bxd>

National Action Plans

SIDS share experiences

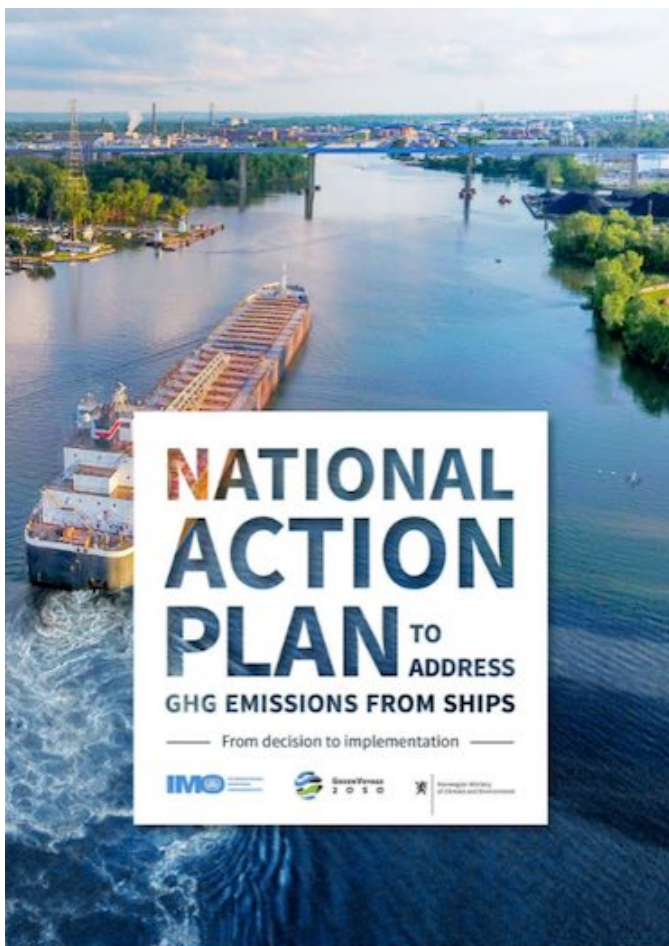
Small Island Developing States (SIDS) are often characterized by small economies, remoteness and vulnerability.

National Action Plans (NAPs) to address greenhouse gas (GHG) emissions are a crucial tool that can support enhancing the resilience, reliability, and affordability of maritime shipping services in these SIDS.

Development of these plans can support countries in addressing the unique challenges to develop their economies while advancing global maritime decarbonisation efforts. These policies were addressed in news from IMO early in September.

Belize, Cook Islands, and Solomon Islands

Representatives from three SIDS: Belize, Cook Islands, and Solomon Islands convened at the IMO HQ from 2 to 6 September to share their experiences in developing NAPs.



The roundtable, hosted by IMO's GreenVoyage2050 Programme, facilitated the exchange of valuable insights, challenges, and lessons learned from the NAP development process, offering participants a platform to learn from one another.

IMO project staff from other IMO GHG projects, the Global MTCC Network¹ and GHG-SMART², participated in the roundtable, enabling broader collaboration on maritime decarbonisation efforts.

Comment, Cook Islands

Sandrina Thondoo, Director for Treaties, Multilaterals and Oceans for the Government of Cook Islands, commented: *'The NAP for the Cook Islands will not only enhance maritime sustainability but also provide a roadmap for increasing shipping connectivity and affordability of goods and services.'*

She went on to reflect how the NAP will play a transformative role for maritime development and resilience of the country.

A key area of focus during the workshop was the role of data in NAP development.

Active participation

Participants emphasized that reliable, validated data, including information on emissions, fuel consumption, and vessel activities, is the backbone of any credible and effective action plan. Yet, data collection remains one of the most significant hurdles for SIDS.

Discussions highlighted how some of the challenges around collecting, analysing, and managing data can be addressed, through the NAP, by improving the overall digital readiness of the country, and through collaboration with relevant government entities such as the national statistics office.

Comment – Solomon Islands

Allen Ofea, Principal Officer at the Solomon Islands Maritime Authority explained: *'The key is to not only gather data but to understand what data is needed and why it matters for informed decision-making,'*

'We must ensure that what we collect aligns with the goals of the NAP, and that our people are trained to make sense of it.'

Participants stressed the importance of identifying the right stakeholders for NAP development, including shipping companies, energy providers, environmental groups, and local communities, early in the process, engaging them in meaningful dialogue and building relationships based on trust and mutual interest.

Comment – Belize

Kaylon Young, Acting Port Commissioner for the Belize Port Authority, added, *'Consultation is key. Bringing stakeholders on board at the very start of the NAP development process helps ensure buy-in and makes the implementation much smoother. It is about*

creating partnerships that will endure beyond the initial phase of the plan.'

Comment – Green Voyage 2050

Astrid Dispert, GreenVoyage2050 Manager at the IMO concluded by saying: *'Belize, Cook Islands, and Solomon Islands are at very different stages of developing their NAPs. Although the three countries are SIDS, the challenges each faces varies greatly based on their size, resources, and readiness to collect and utilize data.'*

'This is precisely why workshops like these are so important, so that each nation can learn from the others and adapt their strategies accordingly.'

Feedback gathered during the workshop will directly influence an updated edition of the GreenVoyage2050 Guide *National Action Plan to Address GHG Emissions from Ships - From Decision to Implementation*³.

This revised guide will provide new insights on addressing data gaps, strengthening stakeholder engagement, and overcoming resource limitations.

In addition to the lessons shared, the revised NAP guide will also include more comprehensive guidance on accessing finance for maritime decarbonization projects. This will be coupled with the inclusion of pilot project ideas to help countries better implement their action plans.

The GreenVoyage2050 Programme will continue to provide technical assistance to developing countries seeking to develop a National Action Plan to address emissions from ships.

National Action Plans

IMO resolution MEPC.367(79), adopted in 2022, encourages Member States to develop and submit voluntary NAPs outlining respective policies and actions to address GHG emissions from ships. A comprehensive NAP outlines a country's strategies and actions to reduce ship GHG emissions. NAPs submitted to IMO can be accessed here.

The development of an NAP requires coordination across various ministries and stakeholders. The GreenVoyage2050 programme facilitates these dialogues to ensure effective NAP development and implementation. Participating countries receive technical assistance, including targeted capacity-building and training, the provision of expert personnel, assistance with data analysis, technical guidance, stakeholder dialogue facilitation, and administrative support.

GreenVoyage2050⁴

GreenVoyage2050 is a major technical cooperation programme initiated by the IMO to assist developing countries in reducing GHG emissions from shipping, aligning with the 2023 IMO GHG Strategy.

Phase I of GreenVoyage2050 (2020-2023) supported partnering countries in developing policy frameworks and pilot projects to reduce GHG emissions from ships.

Phase II (2024-2030) continues and expand this support, leveraging substantial funding from donors including Finland, France, Germany, the Netherlands, and Norway.

¹ <https://gmn.imo.org/>

² <https://tinyurl.com/52zwmwph6>

³ <https://tinyurl.com/347zkaar7>

⁴ <https://greenvoyage2050.imo.org/>

Shaping Africa's maritime future

Women's networks join forces

Female maritime professionals from across Africa gathered in Sao Tome and Principe to tackle the issue of safety through a woman's viewpoint, and how to foster a safer, more secure maritime environment. This was reported by IMO on 9 September.

The conference held on 2 and 3 September brought together three key regional networks:

- The Association of Women in Maritime in Eastern and Southern Africa (WOMESA)¹.
- The Network of Professional Women in the Maritime and Port Sectors for West and Central Africa (NPWMP-WCA)².
- The Women in Maritime of West and Central Africa (WIMOWCA)³.

Delegates spoke to the theme *Safety first: Women joining hands to shape the future of Maritime in Africa*. This was followed by each association's Annual General Meeting (AGM) on 4 September.

Government of Sao Tome and Principe the host

The conference and AGMs were sponsored by IMO and hosted by the Government of Sao Tome and Principe, with participants from up to 40 African countries.



During the opening ceremony, IMO Principal Programme Assistant and lead for the Women in Maritime programme⁴, Mariana Noceti stressed the importance of building the technical capacity of African women professionals in the sector with: *'By empowering women with the skills and knowledge needed to excel in maritime roles, we can ensure that safety standards are upheld and continually improved.'*



The Conference addressed safety concerns from the perspective of African women, as well as the role of women in ensuring that safety standards are upheld within the industry.

Safety initiatives and pressing issues

Sessions explored opportunities for women to contribute to safety initiatives and decision-making processes, and covered pressing issues such as strengthening maritime security, technological innovation, and maritime decarbonisation.

A presentation by IMO's Maritime Security Section advocated an inclusive whole of government approach to tackling maritime security threats, drawing various key stakeholders together to align actions and share information.

A global network

The three regional Women in Maritime Associations (WIMAs) in Africa are part of a global network that spans more than 150 countries and territories in Africa, Asia, the Arab States, the Caribbean, Latin America and the Pacific. Facilitated by IMO, these professional networks work to improve gender balance in the shipping industry.

¹ <https://womesa.org/>

² <https://tinyurl.com/33up2xkh>

³ <https://www.wimowca.org/index.html>

⁴ <https://tinyurl.com/59dc6sw9>

Namibia: Effective port security training

It was reported from IMO on 13 September that Namibian officials have completed a week-long training on implementing control and compliance measures for ships arriving in the country's ports.

The National Port State Control Workshop held from 9 to 13 September, led by IMO, brought together twenty-nine maritime professionals from various agencies to discuss the issue at Walvis Bay, home to Namibia's largest harbour.

To enforce international safety standards

The aim was to enhance the country's capacity to enforce international safety standards under the International Convention for the Safety of Life at Sea (SOLAS), particularly SOLAS Chapter XI-2¹ on special measures to enhance maritime security.

This includes control and compliance measures to be carried out on incoming ships, verifying that they fulfil the requirements of IMO international regulations, and to ensure maritime safety and security.

Broad participation

Workshop participants included representatives from the Ministry of Works and Transport (Directorate of Maritime Affairs), Ministry of Fisheries and Marine Resources, Ministry of Home Affairs, Safety and Security, Ministry of Defence and Veterans Affairs, the Namibian Ports Authority and the National Petroleum Corporation.

Knowledge-sharing; best practices

The workshop encouraged knowledge-sharing and exchange of best practices to promote proper understanding of an effective and adequately control and compliance regime.



The initiative was part of the EU-funded project² on Port Security and Safety of Navigation in Eastern and Southern Africa and the Indian Ocean Project. Under the project, IMO assists nine participating countries to enhance maritime security and safety within the region, in line with the 2050 Africa's Integrated Maritime Strategy³.

¹ <https://tinyurl.com/4vrm84un>

² <https://tinyurl.com/2p8bk47n>

The South Atlantic and Indian Oceans, joining the Americas, East Africa, the Middle East, and South Asia, contain maritime trade routes critical to the economic development and prosperity of the Global South.

For this reason, the port facilities that link these routes require strong regional cooperation, robust maritime enforcement institutions, and rigorous compliance regimes, that adhere to international standards for safety and security.

³ Per The African Union <https://tinyurl.com/225ybxsw>

IMO S-G speaks at CCC10 opening

At IMO on 16 September the Secretary-General Arsenio Dominguez addressed the opening of the tenth meeting of the Sub-Committee on Carriage of Cargoes and Containers otherwise known in IMO parlance as CCC 10. The gathering is due to run until 20 September. We reproduce here highlights from his address.



'Good morning distinguished delegates,

'Let me begin by expressing my grave concerns about the geopolitical conflicts that are affecting shipping and threatening the lives of seafarers.

'Ships and seafarers must not be targeted for political reasons. Shipping serves all States and serves the common interest whether it be in the Black Sea or the Red Sea.

'IMO and all its Member States have a responsibility to protect the lives of all seafarers.

'The attack on the bulker Aya on 11 September in the Black Sea is unacceptable and will again create risks for the food security of developing countries.

'The attack on mv Sounion and the major threat it now poses to the environment is also unacceptable. The ship is now being towed, and I am very grateful to the EU and its Operation ASPIDES for the assistance it is now providing.

'I also reiterate my call for the immediate and unconditional release of the mv Galaxy Leader and its crew.

'I would like to inform you that I am planning to invite the families of the crew of Galaxy Leader to the IMO Headquarters on 5 November. I am coordinating this with the assistance of ICS and ITF and with certain Member States. I hope that I can count on your support, particularly financial support, to enable them to travel to London.

'As to the work of the Sub-Committee and its tasks, it is worth noting that your Sub-Committee has been playing a vital part in the development of technical

provisions for alternative fuels and related technologies. Several sets of safety provisions are being developed and continuous efforts are being made to address emerging challenges and foster innovation. The development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels is a crucial task for this Organization.

'Another major task is the review of the IGC Code¹. The ongoing revision of the Code involves a large number of amendments, and I am confident in your expertise and that you will take appropriate action towards finalization of the review.

'I would emphasize the importance of the work on comprehensive review of the Recommendations on entering enclosed spaces on board ships, adopted by the Assembly by means of resolution A.1050(27)², with a view to finalization.

'I am confident that, with the usual IMO's spirit of cooperation and under the leadership of your Chair, Ms Maryanne Adams of the Marshall Islands, ably supported by the Vice-Chair, Mr David Anderson of Australia, as well as the staff of the Maritime Safety Division together with the staff of supporting divisions, you will be able to successfully achieve the objectives set for this session.

'Thank you.'

¹ <https://tinyurl.com/3e6umd75>

The Sub-Committee on Carriage of Cargoes and Containers (CCC) deals with the carriage of packaged dangerous goods, solid bulk cargoes, bulk gas cargoes, and containers. The Sub-Committee keeps updated the International Maritime Solid Bulk Cargoes Code (IMSBC Code) and the International Maritime Dangerous Goods (IMDG) Code.

It also keeps under review other Codes including the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code) and the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code). The Sub-Committee closely collaborates with other UN bodies dealing with the multimodal transport of goods.

² IMO Resolution A1050 (27) adopted on 30 November 2011 is to be found here: <https://tinyurl.com/mwfu8s75>

Marine fuels assessment

Life cycle GHG intensity and sustainability

On 17 September IMO reported that independent scientific experts have initiated a scientific and technical assessment of issues related to the implementation of the IMO Guidelines on Life Cycle GHG Intensity of Marine Fuels (LCA Guidelines)¹.

MEPC recommendation taken up

Experts have been meeting under the auspices of the Joint Group of Experts on the Scientific Aspects of

Marine Environmental Protection (GESAMP)², which established the new Working Group on Life Cycle GHG Intensity of Marine Fuels (GESAMP-LCA) following a recommendation by IMO's Marine Environment Protection Committee (MEPC).

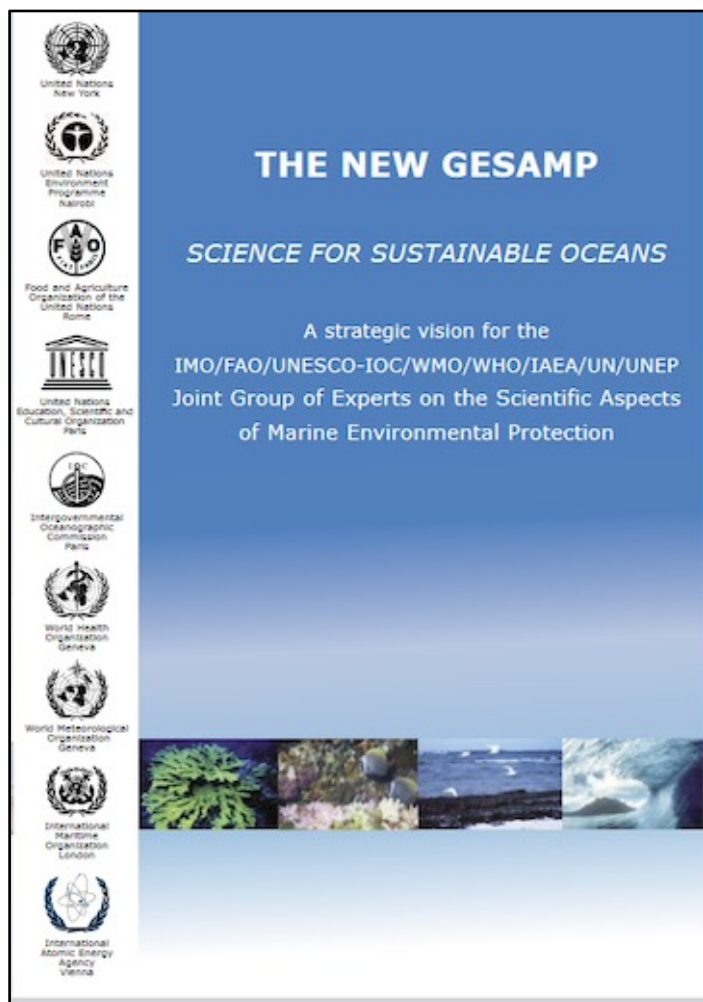


It is understood that his work will support MEPC's work on further developing the IMO LCA framework.

From 10 to 13 September the first meeting of this new GESAMP Working Group was held in IMO HQ.

Submission to IMO's MEPC

The Group's report will be submitted to MEPC 83 in April 2025, after its peer review by GESAMP.



During its first meeting, the Working Group discussed matters related to the methodological refinement of emission quantification in the IMO LCA Guidelines, sustainability themes and aspects, as well as methodological requirements with regard to certification.

Broad oceanic representation

Members of the GESAMP-LCA Working Group, acting in their individual capacity, are from Bangladesh, Brazil, Canada, China, Finland, Italy, Japan, Malaysia, Singapore, Sweden, United Kingdom and United States.

Introductory guide

Published in 2005 by IMO is *The New GESAMP: Science for Sustainable Oceans* available through this link: <https://tinyurl.com/yz8hdbj5>

¹ <https://tinyurl.com/2p9x8m2h>

² <http://www.gesamp.org/>

The constantly evolving world of e-navigation

Considering changing regulations, guidelines, data standards, geopolitics, risks and more, today's navigators have many more hazards to negotiate than the optimal route from port A to port B.

Timo Essers of NAVTOR discusses below the simplest way to sail through the ever increasing complexity facing the bridge team.

He commented: *'If you take one set of guidelines and distribute it to 50 shipping companies, chances are you'll see 50 different interpretations and implementations into management systems. That is certainly not due to a lack of effort, or understanding, but simply because those 50 companies are individual businesses, under individual pressures and, undoubtedly, have their hands full.'*

'Similarly, when you consider new regulations or standards that are usually both a) well-meaning and b) capable of unlocking new business or performance potential, the initial response tends to land somewhere on a scale of confusion to frustration. Again, not because owners and crews are opposed to progress, simply because when their 'cup is already full' with responsibilities they don't want more poured in.'

'We all know what it's like to feel overloaded. And we all know how good it is when someone is on hand to relieve us of that burden.'

View from the front

With products and services on more than 18,000 vessels in the world fleet NAVTOR offers everything from fleet performance monitoring and optimization through to digital logbooks. e-Navigation sits at the heart of the business – arguably the most central piece of the company's integrated smart shipping ecosystem.

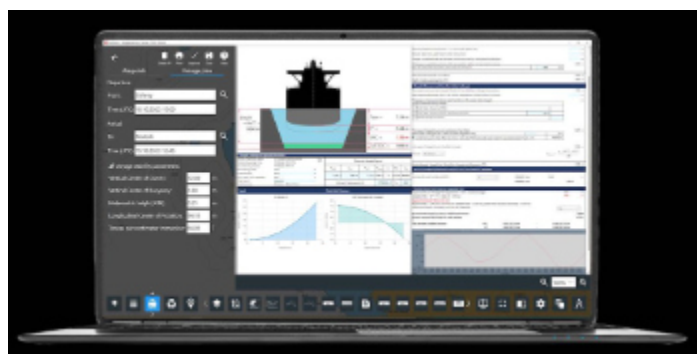
Essers continued: *'As such we probably have a better view than most of this ever-evolving niche. We see the steps individual segments are pushed to take – e.g. with OCIMF, INTERTANKO, RightShip, ICS and Bridge Procedure Guides – while we recognise the big*

picture potential of maritime-wide changes capable of transforming navigational and voyage planning practices, such as the upcoming S-100 charts framework.

‘Combine this with an understanding of industry needs – open lines of communication and close working relationships with our customers have always been essential – a commitment to digital innovation, and a desire to lead the way in maritime technology, and you’re left with a simple result.’

Control at your fingertips

NavStation is the onboard digital platform to relieve the pressure. Launched in 2015 as the world’s first digital chart table, this intuitive software solution harvests business- and operation-critical data from a multitude of sources and puts it at the fingertips of navigators and support staff.



Passage planning on the Navstation: banishing the burden with time-saving innovations.

Layer upon layer of data is available to overlay upon ENC’s, delivering unique insights, reducing administration, enhancing efficiency and simplifying compliance. Tasks are automated, reports are auto-populated, and charts and publications are seamlessly integrated and updated to ensure all individual vessel, port and authority requirements are satisfied.

Peace of mind

The connected nature of NAVTOR’s digital ecosystem allows for easier monitoring and enhanced transparency, while also giving office-based teams (from shipowners to ship management companies and beyond) greater navigation awareness, insight and control.

This value manifests itself in NAVTOR’s ship operations platform, NavFleet, which is reported to enable decision making, and enhanced vessel support, with seamlessly shared data, advanced monitoring, and unique features benefitting teams ranging from marine superintendents and fleet managers, through to QHSE* and technical management.

To find out more about NAVTOR’s e-Navigation solutions readers are invited to see here:

<https://www.navtor.com/e-navigation-solutions>

*Quality, health, safety and the environment.

ABS and alternative fuel orderbook trends

The adoption of alternative fuels will likely become more critical under an increasingly stringent regulatory landscape.



According to the American Bureau of Shipping (ABS) in its latest *Outlook, Beyond the Horizon: Carbon Neutral Pathways and Transformational Technologies* the classification society explores the latest orderbook trends for alternative fuels.

Attention is drawn to the following findings:

- Methanol shows a remarkable increase to 203 vessels from just 30, with significant uptake in containerships and a new introduction to bulkers and tankers.
- Ammonia usage sees an increase and the e-ammonia pathway has the potential to reach carbon net zero as a long-term decarbonization option.
- Sustainable biofuels are deemed as short- and mid-term options for the existing fleet, the challenge is how closely the supply of biofuels can meet the demand.
- LNG usage is set to increase significantly in the orderbook with 837 new vessels. There is a substantial increase in containerships adopting LNG, likely due to lower emissions compared to traditional fuels.
- LPG, ethane and hydrogen show moderate increases. LPG sees a slight decrease, while ethane remains specialized. Hydrogen sees a small uptick, reflecting its potential future growth as technology and infrastructure mature.
- Battery-powered vessels remain consistent, indicating steady but not explosive growth. This may reflect ongoing developments in battery technology, which might not yet be ready for mainstream large-scale adoption.

For more information

To learn about these trends and readers are invited to download a copy of *Beyond the Horizon: Carbon Neutral Pathways and Transformational Technologies* using the link here: <https://tinyurl.com/4zpx3nub>

World's first ammonia-powered PSV

Viking Energy

Shipowner Eidesvik Offshore and partners will make *Viking Energy* the world's first ammonia-powered platform supply vessel. In 2026, the vessel will operate on ammonia for Equinor, reducing GHG emissions by 70% or more. This was reported from Stavanger on 26 August.

With €5 million in EU support, the Apollo project will see a dual-fuel engine able to operate on ammonia installed in *Viking Energy*. The project placed a purchase order for the Wärtsilä 25 engine and complete fuel gas supply system in July.

The platform supply vessel is owned and operated by Eidesvik Offshore, and the Norwegian shipowner will demonstrate the technology in an operational environment on contract for Equinor.

Comment

In the words of CEO & President of Eidesvik Offshore, Gitte Gard Talmo: *'Apollo represents an important step in our journey towards carbon-free shipping operations.'*

'Eidesvik has a unique history as a pioneer in showcasing new technologies to curb emissions, and we take pride in once again assuming this role alongside Equinor.'

Added Maritime CleanTech CEO, Ada M. Jakobsen: *'This will be a real game-changer when it comes to meeting the climate goals for 2030, as it can be adapted to virtually all types of vessels, both on the Norwegian shelf and internationally. The concept's market potential is huge.'*

To include safety and monitoring systems

The partners will prepare different modular designs and concepts, allowing the quick adoption of ammonia engines as an alternative for both existing and new ships. VTT leads the work to scale the learnings from the demonstrator ship to other vessel types. The concept will include safety and monitoring systems and fuel gas supply systems. Ship design services will be delivered from Breeze Ship Design, and the complete ammonia solution from the engine, fuel gas supply system and service agreement are provided by Wärtsilä.

Market changer for 2030

Emissions from waterborne shipping are a major challenge, and the European industry is on a mission to reduce its greenhouse gas emissions by 50% by 2030. The Apollo concept can play a vital part in demonstrating the needed solutions, as the technology will suit large parts of the European fleet.

The design will be adapted to allow shipowners, ship designers, shipyards, classification agencies, and insurance companies to adopt the Apollo solution into

their decision-making processes as early as 2027. Norwegian Maritime CleanTech is leading the EU project.

The partners will also map the existing supply chain of green ammonia in Europe and stake out the needed bunkering infrastructure to serve marine and inland vessels.

Apollo

The Apollo project, which has received funding through the EU's Horizon Europe programme, is run by a consortium of eight European companies and institutions. National Centre for Scientific Research Demokritos is responsible for assessing safety criteria, while partners VTT and Belgian contractor and shipowner DEME will simulate other vessel types and operating scenarios to illustrate the ability to transfer the technology to other segments of the shipping industry.



The technology will be demonstrated onboard Eidesvik Offshore's PSV Viking Energy, in operation for Equinor.

Photo credit: Peter Tubaas ©.

Viking Energy is also a demonstrator vessel in the EU-funded ShipFC project, which aims to pilot ammonia-powered fuel cells.

Consortium members:

Eidesvik Offshore ASA (Norway) owns and operates a worldwide fleet of purpose-built vessels that provide services to the offshore supply, subsea, and offshore wind markets. The company is a pioneer in implementing new environmental technologies in both new builds and its existing fleet.

Equinor (Norway) Equinor is the leading operator on the Norwegian continental shelf and is present in around 30 countries worldwide. Their portfolio of projects encompasses oil and gas, renewables, and low-carbon solutions, and they aim to become a net-zero energy company by 2050.

Wärtsilä (Finland) is a global leader in innovative technologies and complete lifecycle solutions for the marine and energy markets. Within the marine industry, Wärtsilä emphasizes maximizing the environmental and economic performance of vessels driving the industry forward on its journey towards decarbonisation.

Maritime CleanTech (Norway) is a world-leading network for developing clean maritime solutions. Together with its partners, it pioneers groundbreaking technologies and solutions that are key to accelerating the transition towards emission-free maritime industries.

Breeze Ship Design (Norway) is an independent ship design company that offers innovative designs that focus on environmental compliance with known and future rules and regulations.

VTT Technical Research Centre of Finland is a visionary research, development and innovation partner driving sustainable growth. With over 80 years of experience in cutting-edge research and science-based results, VTT tackles the biggest global challenges of our time and turns them into growth opportunities.

Deme Group NV (Belgium) is a marine sustainable solutions provider that operates a fleet of over 100 specialized vessels. The Company offers dredging, land reclamation, marine infrastructure, offshore energy, and environmental remediation and serves clients worldwide.

National Centre of Scientific Research Demokritos is Greece's largest multidisciplinary research centre, focusing on basic and applied research in Nanotechnology and Advanced Materials, Energy and environment, Biosciences, Nuclear and Particle Physics, and Informatics and telecommunications.

EU Funding

This project has received funding from the European Union's Horizon programme under grant agreement No. 101096299.

The Horizon Europe framework programme aims to accelerate the transition towards a climate-neutral Europe by 2050 by funding projects that contribute to research and innovative solutions in various sectors related to climate, energy, and mobility.

MOL's *Cerulean Ace*

ClassNK awards notification for safe transportation of EVs

On 30 August ClassNK announced from Tokyo that it had granted its AFVC (Additional Fire-Fighting measures for Vehicle Carrier) notations to *Cerulean Ace*, an LNG-fuelled car carrier operated by Mitsui OSK Lines, Ltd. and managed by MOL Ship Management Co., Ltd.

This notation is for vessels equipped with additional firefighting measures for transporting electric vehicles (EVs). It is the first vessel in the ClassNK registry to receive the AFVC notations, and it marks the world's first case of a shipping company's voluntary and customized approach to the safe maritime transport of EVs being recognized through a notation.

Addressing EV fires

Shipping companies are implementing various measures to address EV fires, which raise concerns due to difficulties in extinguishing and the risk of re-ignition.

To support these efforts, ClassNK has issued the *Guidelines for the Safe Transportation of Electric Vehicles*. These guidelines explain the characteristics of EV fires and provide guidance on how to respond, while also setting out five types of AFVC notations according to various safety measures.

Notations FD, FF and EFF

ClassNK confirmed that the *Cerulean Ace* meets the requirements for three of these five notations: FD (Fire Detection), FF (Fire Fighting), and EFF (Enhanced Fixed Fire-extinguishing System) and affixed these notations accordingly.



For the FD notation, it was recognized that the installation of a system which sends an alarm to a specific crewmember onboard and to the onshore ship management company when the artificial intelligence detects abnormality in the images captured by camera, leads to an early identification of fire in the cargo.



Cerulean Ace.

Photo: courtesy MOL ©.

ClassNK is committed to continuing its efforts to contribute to the safe transportation of EVs by establishing and conducting appropriate standards and evaluations.

Links to the Class NK documents *Guidelines for the Safe Transportation of Electric Vehicles* and *List of Fire Safety Measures for the Maritime Transportation of Electrical Vehicles* are available:

here: <https://tinyurl.com/3jsub6nf>

here: <https://tinyurl.com/3f524ppw>

and here: <https://tinyurl.com/3pfpw59b>

New cable layer *NKT Eleonora*

ABB integrated power and propulsion system

On 3 September ABB reported that it had secured a contract with NKT for the integrated power and propulsion system onboard the owner's latest highly advanced cable layer.

The new order, which includes Onboard DC Grid™ power distribution system, Azipod® electric propulsion and Power and Energy Management System (PEMS™), follows an earlier success for ABB as systems integrator for the 2017-built *NKT Victoria* (illustrated).

Scheduled to enter operations in 2027, the 176-metre loa new build *NKT Eleonora* will have a cable-laying capacity of 23,000 metric tons to serve growing demand for subsea cable installation.



NKT's new cable layer NKT Eleonora.

Photo: NKT.

ABB's Onboard DC Grid™ power distribution system, which enables integration of multiple power sources and allows a vessel's engines to run at variable speed, will help reduce fuel consumption, contributing to lowering greenhouse gas emissions as a result, it is reported.

With three 3,500-kilowatt Azipod® units maximizing manoeuvrability and thrust, and the PEMS™ optimizing total energy use, the combined power and propulsion solution driving *NKT Eleonora* will also enhance dynamic positioning (DP) performance to support safe and efficient cable-laying operations.

It is understood that *NKT Eleonora* will be the first vessel equipped with a DC system to earn DNV's DynPos AUTRO CB notation for DP operations.

ABB's scope of supply to *NKT Eleonora* also covers several solutions from the ABB Ability™ digital

portfolio. They include the ABB Ability™ OCTOPUS – Marine Advisory System, monitoring and forecasting vessel motions, and ABB Ability™ Remote Diagnostic and Condition-Based Maintenance. Connected equipment will also be protected by the ABB Ability™ Cyber Security suite, which is certified according to DNV's Cyber Secure Essential SP1 class notation.

About *NKT Eleonora*

Cable laying capacity: 23,000 tonnes on three turntables.

Dimensions: Length 176 metres, breadth 32 metres.

Schedule: Vessel is expected operational from 2027.

Fuel: Dual fuel. Methanol and HVO/marine diesel oil.

Engines: Wärtsilä 32 Methanol Engines.

Shipyard: VARD, Norway.

Design: Salt Ship Design.

Main suppliers: ABB (Onboard DC Grid power system and aft Azipod electrical propulsion), Wärtsilä (engine maker, front tunnel and azimuth thruster), NOV REMACUT (cable lay system, cranes and mission equipment).

Ship's name Eleonora means shining light. Ulrika Eleonora was a Danish princess with a German mother who became the queen of Sweden and her strong Nordic roots represents NKT's Nordic heritage and strong presence across the Northern European countries.



NKT Victoria.

Photo: NKT.

About NKT (<https://www.nkt.com/>)

In close collaboration with SSEN Transmission, NKT with HQ in Copenhagen reported on 29 August that it had completed the turnkey project of connecting the Shetland Islands to the main grid in Scotland with the Shetland HVDC Link. The 320 kV HVDC interconnector is now a key contributor to the integration of renewable energy in UK. Our illustrations show *NKT Victoria* conducting this evolution.

Smashing AUV records

HUGIN Endurance multi-week fully autonomous mission

On 4 September Kongsberg Discovery announced another successful milestone reached in the development of *HUGIN Endurance* following a record setting multi-week fully autonomous mission.

Completely independent

After receiving a final navigation update from a pre-deployed transponder ten hours into the dive, the 8-ton, 40 ft, Autonomous Underwater Vehicle (AUV) operated completely independent of all human interaction and with no external navigation aiding for the duration of the sortie.



This mission was conducted at depths ranging from 50m to 3400m and met the advertised 1,200 nautical mile range. Most impressive of all, was that *HUGIN Endurance* returned with a position error of approximately 0.02% of total distance travelled.

Validating the design specifications

The complex mission plan was designed to validate the design specifications of the AUV and put the vehicle through its paces in a real-world environment. The mission consisted of straight-line transits spanning 60-300nm legs and survey areas. The survey areas covered 36nm² with very high resolution synthetic aperture sonar (SAS) imagery and bathymetry, using Kongsberg's HISAS 1032 Dual Rx, in less than 48 hours. Camera imagery and laser profiling data was also collected, at altitudes down to nine metres.

Comment

In the words of Espen Henriksen, Executive Vice President Uncrewed Platforms Division: *'The success of this mission proves HUGIN Endurance's shore-to-shore operational capability. Removing the need for a surface ship provides a huge savings to our customers, in both time and resources. We are proud of our exceptional team has been working very hard to add this capability to our AUV portfolio.'*

Rich Patterson, Vice President of Sales, Uncrewed Platforms Division, added: *'...The mission we've just completed validates the design specifications of the*

system and provides proof that our HUGIN autonomy framework is fully capable of performing complex multi-day missions with no human interaction...'

To see video footage of *HUGIN Endurance* readers are invited to see use the link here:

<https://tinyurl.com/yc2x26aa>

Promoting allyship at sea

ISWAN launches sector-wide campaign

Early in September the International Seafarers' Welfare and Assistance Network (ISWAN) launched its global campaign: *'Safe at sea...it takes all of us!'* focusing on the role that male seafarers can take as allies in support of women colleagues.

In 2023, women were more than three times as likely to contact our helplines about an issue of abuse, bullying, harassment, discrimination and violence than men. They were also more than twice as likely to raise a mental health issue.

Comment

In the words of ISWAN's Projects and Relationships Manager and Campaign Lead Georgia Allen: *'Through our helplines SeafarerHelp and YachtCrewHelp, and our networks across the international maritime sector, we hear first-hand about the challenges of being a woman seafarer.'*

'Although there is a significant focus across maritime to encourage more women seafarers to enter the workforce, which is really positive, as a welfare organisation we also want to highlight the sector's responsibility for ensuring the environments they are being invited into are safe and that they will be treated equitably.'



'Rather than putting the responsibility on women themselves to advocate for their fair and inclusive treatment, we felt that opening up a discussion about the benefits of allyship and collective responsibility was a more positive and hopefully effective approach to encouraging widespread awareness of these issues and long-term behavioural change. Let's create onboard environments where all are safe and all can thrive.'

Co-funders

ISWAN, with support from co-funders The Seafarers' Charity and UK P&I Club, will be rolling out the campaign online, at sea and ashore in industry hubs around the world over the coming months. The campaign can be followed on social media using the hashtags #CrewAllySHIP and #WeAllBelong.

Behind the scenes, ISWAN has spoken with seafarers and maritime stakeholders around the world and from across the shipping, cruise and superyacht industries to build the campaign and capture seafarers' lived experiences.

Challenges faced

Many women seafarers shared the challenges that they had faced at sea and the impact on their health and wellbeing, as quoted here:

'I would try to hide my gender, to wear men's clothes and avoid clothes that were too fitted on my body. That was my way of trying to avoid abuse and unwanted attention.'

'I have faced racism, misogyny, harassment, and threats more times than I can count, from both superiors and colleagues. While I often managed to counteract these behaviours, it was exhausting and soul-draining to always remain vigilant and alert when my primary focus should have been on my work.'

Good allyship

The campaign also introduces seafarers' experiences of good allyship and gives practical examples of what men seafarers can do to make life at sea safer for all:

'A first officer I worked with built trust by being observant and curious. He created a safe environment for the female crew to talk to him about any onboard issues.'

Allen continued: *'It is very important to ISWAN that all of our work is centred around the real voices and experiences of seafarers themselves, and that we consult seafarers on what they feel is actually needed, rather than making decisions on their behalf. The result is a campaign that has the global voices of seafarers at its heart.'*

'We hope the campaign will have a noticeable impact and will represent the start of a much longer-term movement and commitment from across the sector to make seafaring truly safe and inclusive for all.'

For more information

To learn more about the 'Safe at sea...it takes all of us!' campaign and how to get involved readers are invited to see ISWAN's website here*.

The charity's website page features ISWAN's campaign video, see below** (*Be that seafarer – Be an ally*).

ISWAN will soon release two resources (one for seafarers and one for maritime sector stakeholders) containing information and guidance on how to build a safe and inclusive culture at sea.

To sign up

Readers are invited by ISWAN to sign up to the campaign mailing list for updates here: <https://tinyurl.com/ykpusmr5>

* <https://tinyurl.com/yc7c2r75>

** <https://tinyurl.com/2eh25nuh>

Anarchy the new normal

By Michael Grey, IFSMA Honorary Member

You have to hand it to the Houthis, for their ability, with limited resources, to cause an extraordinary amount of trouble in the world. From financial crises in Egypt, with the Suez Canal now working part-time, to weather-induced casualties on shipping diverted around the Cape, it is all down to their malevolent behaviour. They can even chalk up, along with the huge costs of diversions and longer voyages, their signatures on the "net zero" account, with all that extra fuel consumed by ships speeding up to get their goods to market, before the people who ordered them along the supply chain lose heart.

The spectacular outrage of the firing of the fully laden *Sounion* might be thought of as something of an own-goal, if all the Houthi-claimed littoral is swamped in crude oil. But even here the High Command of this pirate kingdom has reclaimed the high ground, by generously permitting the salvors to tow away the stricken hulk, thus saving the environment which their own over-enthusiastic unit had first put at such risk. They are giving the impression that the Red Sea and Gulf of Aden are firmly under their control, with scarcely a day going by without reports of attacks by their missiles, drones, and remote-controlled speedboats. None of which seems to reflect terribly well on the forces of law and order. There are triumphant reports of coalition warships shooting down the odd missile, but nothing appears to be happening to degrade the ability of these bandits to attack merchant shipping at will.

And of the various navies whose units are engaged on protective duties, it is still only the US, and occasional UK forces, which are prepared to do anything other than defend themselves against the hardware launched from Houthi-controlled territory. The case of the tanker *Sounion*, which eventually made it into the mainstream media after the fuss about the tragedy off the Italian coast had died down, seemed to exemplify the inability of the defenders against Houthi freedom of the seas. The ship was hit by a number of missiles, and abandoned in the middle of the southern Red Sea. The crew was rescued and taken to safety. But no naval protection appeared available to watch over the derelict, which was then boarded by the pirates, who detonated explosives strategically located around the ship, setting off huge fires, while their triumph was being professionally filmed by camera crews specially tasked to produce the best-possible propaganda for their cause. The whole situation, a bit like the wrecked tanker itself, appears to be drifting, with the Red Sea and Gulf of Aden hostilities seen by governments as a by-product of the more serious conflict in Gaza that will just have to be tolerated.

It is difficult to guess what these mighty strategists are thinking, but they could now believe that the shipping industry has more or less adjusted to the new normal, the casualties are mostly those who are prepared to take the risks, and all the costs are covered by insurance, or by the customers of all those goods on the long haul around Africa. It is a wholly unworthy thought, but the lack of urgency to act in a more robust fashion against Houthi High Command and its military, might also have something to do with the way in which shipping these days is owned and managed, under largely convenient flags, which of themselves have exceedingly little defensive or even diplomatic firepower. The Houthis, whose intelligence service may not be terribly accurate about the supposed Israeli connections of their targets, seem clever enough not to attack a ship emblazoned with the COSCO logo on its side. They also know that the FOC states have no ability whatever to strike back, when they fly their explosive drones into ships registered in these far-off places.

In this miserable stasis, we are left with the fact that nobody, other than the noble welfare agencies and the unions, seems unduly exercised by the lives being led by the crews of merchant ships running the gauntlet through these hostile waters. And that should shame us all. The various industry institutions, even the S-G of IMO, raise their voices, but these are seldom heard against the backdrop of the wider hostilities. And we need to remember, lest we forget, the crew of the car carrier *Galaxy Leader*, held hostage by the pirates since hostilities began, all those months ago.

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

ATSB report: *CSC Friendship*

Breakaway and grounding

Port of Brisbane, 27 February 2022

The breakaway and grounding of an oil tanker in the Brisbane River during a significant weather event in February 2022 illustrates the importance of clearly defined emergency and risk management arrangements, according to an ATSB investigation report issued on 9 September 2024.

On 27 February 2022, during a period of heavy, sustained rainfall and flooding in south-east Queensland, the 185m Hong Kong-flagged oil products tanker *CSC Friendship* was berthed at the Ampol products wharf in the Port of Brisbane.

Currents in the Brisbane River increased until they exceeded the design mooring limits of both the ship and the berth, the Australian Transport Safety Bureau (ATSB) investigation found.

Comment

ATSB marine investigation manager Captain Vik Chaudhri said: *'While weather conditions exceeded*

those initially forecast, the associated increased safety risk to shipping and the port was foreseeable.

'Numerous warnings from the Bureau of Meteorology provided sufficient information to identify and assess the increased likelihood of a breakaway, and the current in the river had exceeded the operational limits of the berth and the ship's mooring arrangements more than 14 hours prior to the breakaway – yet the ship remained at the berth.'

Mooring lines parted

The ship, loaded with about 32,000 tonnes of petroleum products, broke its mooring lines just prior to 2300 hours.

Despite the deployment of the ship's outboard anchor and the swift attendance of two tugs, the ship was swept across the channel, grounding 400 m downstream.



Illustration per ATSB ©

A port pilot boarded the vessel and, about six hours after the grounding, the ship was refloated.

However, during the recovery efforts, an attempt was made to retrieve the anchor, leading the ship to veer across the channel and ground again, close to Clara Rock, a charted hazard.

The anchor was then slipped and the ship was safely conducted downriver into Moreton Bay, where it anchored.

Captain Chaudhri explained: *'Weather events can pose dynamic hazards to port infrastructure and ships, and their safe management requires clearly defined emergency and risk management arrangements.'*

'These include accurately assessing all available information and erring on the side of safety where doubt exists – in particular considering the inherent uncertainty of weather forecasts.'

The ATSB's investigation found Maritime Safety Queensland (MSQ), whose responsibilities include the management of an emergency in the Port of Brisbane, did not have structured or formalised risk or emergency management processes or procedures.

Captain Chaudhri again: *'Consequently, MSQ was unable to adequately assess and respond to the risk posed by the river conditions and current.'*

MSQ has made significant changes to operations and systems in response to the incident and flood event,

including policy and procedural updates and capital improvements.

Multiple investigations and analyses

It has also engaged with multiple investigations and analyses of the incident, engaged with multiple port stakeholders and facility owners, and established a distinct management role to lead a dedicated Maritime Emergency Management team.

However, while significant, the ATSB has assessed the safety action taken by MSQ has not fully addressed the identified safety issue concerning its risk management processes and procedures to manage any type of emergency.

Captain Chaudhri explained: *'Subsequently, the ATSB has issued a safety recommendation to MSQ to further improve these processes and procedures.'*

The final report also notes safety actions taken by the pilotage provider, Poseidon Sea Pilots, who the investigation identified did not have procedures to manage predictable risks associated with increased river flow or pilotage operations outside normal conditions.

In response, Poseidon Sea Pilots has taken various safety actions, including collaborating with MSQ on emergency evacuation procedures to respond to increased river flow.

Finally, the ATSB's final report notes that Ampol had not considered the risk to the ship or the wharf due to increased river flow.

The wharf operator has subsequently conducted an incident investigation and analysis of mooring arrangements and limitations, and developed a document to specify wharf operational limits, and response actions for varying wind and river speeds.

In conclusion Captain Chaudhri said: *'The extent of actions by all three of these key parties is encouraging.'*

'With these processes established, coordinated and timely decisions can be made when risks increase during future events like this one. Defined trigger points, priority lists, and escalation and contingency plans and procedures will help drive effective emergency responses.'

Report

To read the final report: *Breakaway and grounding of CSC Friendship, Port of Brisbane, Queensland on 27 February 2022* readers are invited to use the link here: <https://tinyurl.com/2uhwvzu>

Pdf

A Pdf version is to be found here: <https://tinyurl.com/ycx8ducf>

Video

A descriptive video is available using the link here: <https://tinyurl.com/2kipe5tf>

Höegh Autoliners PCTC vessels

Propulsion upgrades

Kongsberg Maritime contract

Vessel upgrades for Höegh Autoliners' DSME Class pure car/truck carriers (PCTCs) are projected to achieve fuel savings of at least 6.5% according to hydrodynamic studies conducted at Kongsberg Maritime's Hydrodynamic Research Centre.

On 4 September Kongsberg Maritime reported that it had won a contract to upgrade the propulsion systems on ten PCTC vessels for Höegh Autoliners, one of the world's leading providers of ocean transport services within its segment.

Each of the ten PCTC vessels will be fitted with the Kongsberg Maritime Promas Lite propulsion system which has been developed specifically for retrofitting and improving propulsion systems on existing vessels.

Promas Lite integrates the fixed-pitch propeller, hub cap, bulb, and rudder into one propulsion unit, increasing efficiency and offering significant fuel savings.



To quote Sebjørn Dahl, COO, Höegh Autoliners AS: *'Höegh Autoliners is dedicated to reducing its environmental footprint. An important factor of this is to consistently strive to improve our vessel performance by adopting the most energy-efficient solutions from highly qualified and dedicated suppliers. Our partners at Kongsberg Maritime are helping us drive this vision forward with their Promas Lite propulsion system.'*

Fuel savings of at least 6.5%

The vessel upgrades for Höegh Autoliners' DSME Class PCTCs are projected to achieve fuel savings of at least 6.5%, according to detailed hydrodynamic studies conducted at Kongsberg Maritime's Hydrodynamic Research Centre. This prediction has been validated by full-scale measurements taken from two vessels already refitted with the Promas Lite system, confirming the anticipated efficiency gains.

Kongsberg Maritime is a key supplier to Höegh Autoliners, having secured an additional contract to deliver critical components for the new Aurora Class vessels. These components include the K-Bridge navigation system, K-IMS system for emission monitoring and reporting, K-chief engine control system, and the PROMAS propulsion system.

Sebjørn Dahl, COO at Höegh Autoliners AS added: *'Höegh Autoliners is dedicated to reducing its environmental footprint. An important factor of this is to consistently strive to improve our vessel performance by adopting the most energy-efficient solutions from highly qualified and dedicated suppliers...'*

Fleet decarbonisation

Höegh Autoliners operates eleven trade routes with about 3000 port calls annually. It is leading the way in sustainability actively working to decarbonise its entire fleet.

Ammonia-fuelled

Development of the Aurora Class vessels is a key part of this initiative. The Auroras are currently the largest and most environmentally friendly PCTC vessels ever built, they will be the first zero carbon vessels in the industry able to run on ammonia by 2027. These vessels will set a new standard for more sustainable deep-sea transportation within the PCTC segment.

The Indian Register in Africa

Indian Register of Shipping (IRS), a leading international classification society, announced the successful delivery of the Double Hull Oil Tanker *MT Elgon* on 16 August. The vessel, built by Mahathi Shipyard Uganda Ltd, under the stringent classification standards of IRS, will commence operations in Lake Victoria, serving the surrounding nations of Uganda, Kenya, Rwanda, and Tanzania.



MT Elgon is a modern tanker, featuring double hull steel construction, utilizes a conventional twin-screw propulsion system, allowing it to reach speeds of up to ten knots. The vessel is designed with dedicated machinery and pump room spaces to ensure optimal performance during operations and will have a complement of eighteen crew.

The vessel, registered in Port Bell, Uganda, was designed by a Dubai-based design company and built by a skilled Indian workforce and officers in Bugiri Bukkasa, Uganda, marking a significant achievement in international collaboration and engineering excellence.

During the delivery ceremony HE President General Yoweri Kaguta Museveni Tibuhabwe of Uganda praised the support, efforts, and service of the Indian Register of Shipping. He further acknowledged the organisation's critical role in the successful construction and delivery of the vessel. His words underscored the importance of international partnerships and the positive impact of such collaborations on Uganda's maritime capabilities.



Mr Saikat Roychowdhury – Operations in Charge, IRS, commented: *'The delivery of MT Elgon underlines our commitment to excellence in ship classification and maritime safety.'*

'This project, achieved through the combined efforts of international expertise and local craftsmanship, stands as a testament to the high standards that IRS upholds.'

'We are honoured by President Museveni's recognition of our work, and we look forward to continuing our support in advancing Uganda's maritime infrastructure.'

The successful delivery of *MT Elgon* was made possible through seamless project management by IRS's Visakhapatnam office, suitably aided and guided by the plan approval team at the Head Office in Mumbai. This coordinated effort ensured the second successive delivery of a vessel exceeding 100 metres in length in an African country, overcoming logistical and infrastructure challenges through a planned and systematic approach.

ONE, HMM and Yang Ming in Premier Alliance

It was announced on 9 September from Singapore that Ocean Network Express (ONE), HMM (formerly Hyundai Merchant Marine) and Yang Ming will continue to cooperate closely under new alliance name Premier Alliance, effective for five years from February 2025.

This strategic and long-standing partnership enables ONE to continue delivering reliable and flexible services with expanded global coverage, ensuring

enhanced value and seamless operations for our customers.

Cooperation comprises mainline services across the major East – West Tradelines: Asia – North America West Coast, Asia – North America East Coast, Asia – Mediterranean, Asia – North Europe, and Asia – Middle East.

Jeremy Nixon, CEO of ONE, shared his thoughts on this new collaboration and ONE's business outlook going forward: *'We are very pleased to announce that our strategic partnership with HMM and Yang Ming in the East-West trades will be further continued.'*

'The close network collaboration that exists between the three companies will be further strengthened and enhanced under this new collaboration starting from February 2025. Collectively this new tripartite alliance will offer strong, reliable and highly dependable end-to-end direct port container services to its customers on both the Transpacific and Asia-Europe trades.'

The 2025 Transpacific trade service products had been introduced earlier by ONE in March 2024. As a continuation of this announcement, a comprehensive update for all services for the major trade lanes will be announced separately.

With the Premier Alliance, ONE will continue to provide a wide coverage service to our valued customers, in addition to ONE's independent services.

About Ocean Network Express (ONE)

Ocean Network Express (ONE), headquartered in Singapore, is one of the world's leading liner shipping companies.

It operates a fleet of over 240 vessels with a capacity exceeding 1.9 million TEU. Through its extensive global network, ONE provides reliable container shipping services to over 120 countries.

The company was established by integrating the container shipping businesses of Kawasaki Kisen Kaisha (K LINE), Mitsui OSK Lines (MOL), and Nippon Yusen Kaisha (NYK).

Seafarer to head the TUC

Mark Dickinson, general secretary of Nautilus International

Former Member of the IFSMA Executive Council

Mark Dickinson, general secretary of Nautilus International, was elected as the new president of the British Trades Union Congress (TUC) at the union body's annual conference in Brighton held from 8 to 11 September. He has become the first representative of Nautilus or its predecessor unions to hold the role.

He will serve in the role for a year, presiding over the TUC Congress in September 2025 and chairing the TUC's General Council and Executive Committee,

where he will also continue to represent maritime professionals.



Mark Dickinson speaking at a meeting in Westminster. At TUC Congress 2024 he became the first seafarer representative to hold the role of TUC president since 1958.

Image: Nautilus International ©

In his words: *'It is an honour to be elected TUC President, and I wish to offer my sincere and heartfelt thanks to my fellow General Council members for placing their trust in me,*

'This is an historic moment, as I become the first general secretary of my union to assume this position and the first seafarer since Tom Yates of the National Union of Seamen, in 1958.

'From the lingering cost-of-living crisis to acts of corporate thuggery like P&O Ferries' illegal sacking of 786 UK seafarers, workers across Britain look to us to ensure fair pay, good conditions, job security, a comfortable retirement and access to training and skills, particularly as we strive towards a just transition.

'We stand at a pivotal moment, with a new government committed to implementing a new deal for working people. We must work together, collectively across the movement, and with the government, to ensure this new deal meets the challenges that lie ahead.

'Legislation is not the end we seek, but the means with which to achieve higher union density and higher collective bargaining coverage to bring about fairness. As a movement, we must be ready to demonstrate to workers, particularly young workers and those in non-unionised industries, the value of trade union membership.

'I look forward to working with all TUC affiliates over the next year to deliver on our mission to create a fairer, more prosperous and more equal Britain for all.'

About the TUC

Britain's TUC with HQ in London exists to make the working world a better place for everyone. It brings together more than 5.5 million working people who make up the nation's 48 member unions.

For more than 150 years, unions have fought for safer workplaces and wages upon which workers can build a life.

In 1868, a group of trade unionists from all over the UK came to Manchester, and together they held the first meeting of the Trades Union Congress, at the Mechanics' Institute. In 2018, the TUC marked its 150th anniversary.

Over time, the TUC recruited a permanent staff, and became part of the infrastructure of the trade union movement, as well as a formidable campaigning and influencing body. The TUC also became part of the fabric of British political life, consulted by governments on policy and leading opposition to any attempts to undermine the rights and living standards of working people.

About Mark Dickinson

Mark Dickinson has spent over forty years in the maritime industry a career which began when he joined the British Merchant Navy at the age of 16. Once he achieved his Officer of the Watch Certificate, he moved ashore to study and gained a Bachelor of Science with Honours in Maritime Studies from the University of Wales. Later, he gained a Master's Degree with Distinction in Industrial Relations from the London School of Economics.

Mark joined Nautilus International in 2000 (then known as NUMAST) as Executive Officer. He had previously worked for the International Transport Workers' Federation (ITF) from 1987 to 2000 and from 1995 he was the Assistant General Secretary with responsibility for the federation's maritime activities and Secretary of the Special Seafarers' Department (SSD).

At the ITF, he was also responsible for and led the 1994 mission to locate mv*Derbyshire** which led to the reopening of the formal inquiry into the tragic loss of that vessel. He also oversaw the ITF's Global Mariner campaign as the key part of the ITF's fiftieth year commemoration of the fight against the flag of convenience system first launched in 1948.

As mentioned above, Mark is currently serving his fourth term as the General Secretary of Nautilus International and has held the position since the union formed in May 2009, following the merger of Nautilus UK and Nautilus NL.

During his time at both the ITF and Nautilus, Mark was heavily involved in the development of the Maritime Labour Convention, from the initial concept to its adoption in 2006 and he is the elected Vice-president (Seafarers) of the ILO Special Tripartite Committee that keeps the MLC under review.

Mark is also the Director of the Nautilus Federation which brings together twenty-two like-minded maritime trade unions and professional associations dedicated to the mutual support of their members in the global shipping industry.

He was awarded HM The Queen's Merchant Navy Medal (MNM) for services to seafarer employment and training in 2018. In 2022 he became a Young Brother of the Fraternity of Trinity House, London, a distinguished maritime organisation which traces its origins to a charter of Henry VIII in 1514.

His other roles include:

- Vice-chair of the ITF Seafarers' Section and member of the ITF Fair Practices Committee UK Trades Union Congress (TUC) General Council and executive committee member.
- Trustee of Merchant Navy Officers' Pension Fund.
- Merchant Navy Welfare Board trustee and vice-chair.
- Maritime Skills Commissioner and a member of the Oversight Committee of the Cadet Training Modernisation Programme.

* For background of this ship's loss see here: <https://tinyurl.com/ys6fc97c>

Emirates Shipping LLC (ESL)

Enhancing Far East-East Africa connectivity

Expanding Far East-Middle East trades

China to East Africa

Increased capacity and service frequency between key Chinese ports and East African markets with the new FHX and FNX services were announced by ESL early in September.

At the time ESL announced the launch of two new services the Fahari (FHX) service and the Fanaka (FNX) service – evolved from their previous Far East Africa Express (FAX).

Both services provide seamless connectivity between Chinese markets to East Africa. The Fahari (FHX) service will have Mombasa as its sole East African call, while the Fanaka (FNX) service has Dar es Salaam, Tanzania as its focus East African market.



Both service names – Fahari (Pride or Splendour in Swahili) and Fanaka (Prosperity or Success in Swahili) – were chosen as a reminder of the liner's commitment to the region: to create splendour through taking pride in their service to the East African market,

while continuously driving prosperity for and delivering success to their customers.

These service names are not just words; they are a commitment to ESL's customers and partners, to enhancing service reliability to the region with these direct and consistent weekly services.

Rotations

FHX service rotation: Qingdao – Shanghai – Ningbo – Nansha – Port Klang – Mombasa – Port Klang – Qingdao.

FNX service rotation: Qingdao – Shanghai – Ningbo – Nansha – Shekou – Port Klang – Dar es Salaam – Port Klang – Qingdao.

The FNX service will commence on 20 October, while the FHX service will commence on 21 October, both departing from Qingdao.

ESL's expanding Far East-Middle East connectivity

ESL has announced the revamp of the existing Galaxy (GLX) and Cosmos (CMX) services, as well as the new Sirius (SMX) service. Collectively, all three services enhance overall Far East-Middle East connectivity, providing the widest and most in-depth coverage in the market.



The Sirius service, named after the brightest star in the night sky, lights the way to further connectivity between the Far East and Middle East, with a focus on serving key South Chinese ports of Nansha and Da Chan Bay.

In line with their focus on creating network solutions optimised to evolving market demands, ESL has further made modifications to the GLX and CMX service rotations by reshuffling port calls. The strategic alignment of routes has reduced transit times and increased service frequency between regions, as well as enhanced overall network connectivity.

Hamad and Bahrain are the newest additions to the liner's Far East-Middle East specialised services.

Rotations

GLX service rotation: Busan – Qingdao – Xiamen – Da Chan Bay – Port Klang – Jebel Ali – Dammam – Bahrain – Busan.

CMX service rotation: Shanghai – Ningbo – Shekou – Singapore – Jebel Ali – Khor Fakkan – Sohar – Port Klang – Shanghai.

SMX service rotation: Nansha – Da Chan Bay – Port Klang – Jebel Ali – Hamad – Nansha.

The revamped GLX and CMX services will commence on 29th October from Busan and Shanghai respectively, while the SMX maiden voyage will begin on 8th November.

About Emirates Shipping LLC

Established in 1992 is multi-activity shipping company fully owned by UAE nationals and managed by multinationals. It owns, manages and operates fleet of eight oil and chemical vessels with a capacity of more than 150,000 dt.

In addition to being agents for leading shipping companies, it also offers a host of world class shipping services to its clients across the region.

UN Sustainable Development Goals

Clear Seas and industry's contributions

Clear Seas, a leading Canadian not-for-profit organization that provides independent fact-based information to enable governments, industry, and the public to make informed decisions on marine shipping issues, announced on 11 September from Vancouver the completion of a groundbreaking research project.

This maps the Canadian maritime industry's sustainability initiatives against the United Nations Sustainable Development Goals (UN SDGs).

Research, conducted in collaboration with Green Marine and the Association of Canadian Port Authorities (ACPA), provides an overview of how UN SDGs are currently being applied in the maritime industry and identifies those SDGs most relevant to maritime sustainability initiatives.

Outcome of this research is to provide companies with a mapping tool that will support future reporting on their diverse sustainability efforts in alignment with the global goals.

The study, titled *Mapping Canadian Maritime Industry Initiatives to UN Sustainable Development Goals*, analysed existing reports and sustainability metrics to identify how the seventeen UN SDGs relate to the maritime sector and are being incorporated into current reporting efforts.

Green Marine's newest performance indicator, Aquatic Ecosystems, which applies to ports, has the greatest correlation with SDGs, with sixteen targets from nine different SDGs linked to the various criteria of the indicator.

The Air Emissions – Greenhouse Gases performance indicator is the second one with the greatest

correlation with a total of thirteen targets from ten different SD

Gs linked to this indicator.

Key findings from the research include:

- **Significant Alignment:** The research revealed that eight UN SDGs, including those focused on environmental protection, health, and economic growth, are most relevant to the maritime industry.
- **Green Marine's Contribution:** Green Marine's certification program was found to contribute to eleven out of the seventeen UN SDGs, demonstrating its effectiveness in driving sustainability initiatives.
- **Global sustainability framework:** The UN SDGs represent a global framework that can guide Canada's ports in further developing sustainability frameworks and approaches.
- **Extensive SDG Adoption:** The study observed over two-thirds of Canadian maritime companies referenced the SDGs in their sustainability reporting.

Paul Blomerus, Executive Director of Clear Seas, commented: *'This research provides a valuable roadmap for the maritime industry to align its sustainability efforts with the global agenda.'*

'By understanding the relevance of the UN SDGs and the role of Green Marine's certification, organizations can make informed decisions and report on their progress more effectively.'

David Bolduc, Green Marine's president and CEO, added: *'While the correlations between Green Marine's environmental performance indicators and the SDGs may look straightforward now, it took a lot of diligence to ensure this 'mapping' was done properly.'*

'I really appreciate the extensive research that Clear Seas did with our program manager Véronique Trudeau to ultimately simplify these benchmarks for everyone.'

Daniel-Robert Gooch, President and CEO of the Association of Canadian Port Authorities (ACPA), said in conclusion: *'With safety and community engagement fundamental aspects of their mandates, Canada's Port Authorities (CPAs) have been leaders in sustainability, with all 17 CPAs early and long-term supporters of Green Marine.'*

'This research provides an important baseline of publicly communicated efforts by ports and marine stakeholders to use UN SDGs in their sustainability efforts.'

It is understood that the findings of this research will be made available to the public and will serve as a valuable resource for industry stakeholders, policymakers, and environmental organizations.

The report

To read the report *Mapping Canadian Maritime Industry Initiatives to UN Sustainable Development*

Goals readers are invited to see the link here: <https://tinyurl.com/3674a9yf>

About Clear Seas

Clear Seas is a Canadian not-for-profit organization that provides independent fact-based information to enable governments, industry, and the public to make informed decisions on marine shipping issues. The organization works to build awareness and trust so that all people can feel a part of the marine sector. It has the vision of a sustainable marine shipping sector that is safe, vibrant, and inclusive, both now and for future generations.

About ACPA

Founded in 1958, the Association of Canadian Port Authorities brings together the seventeen Canada Port Authorities (CPAs) and related marine interests into one national association. ACPA is the champion and advocate for Canadian ports in matters related to government policy, trade, competitiveness, and public awareness, to contribute to a sustainable, clean, efficient, and reliable intermodal supply chain and transportation system.

About Green Marine

Green Marine aims to guide the maritime industry towards environmental excellence by encouraging maritime enterprises to adopt concrete measurable actions that go beyond regulatory obligations. The programme therefore deals specifically with issues related to maritime transport, such as biodiversity protection, air, water and soil quality, and community relations.

World Maritime University report

Quantifying an inconvenient truth: revisiting a culture of adjustment on work/rest hours

By Bikram S. Bhatia, Raphael Baumler, Maria Carrera-Arce, Michael E. Manuel and Inga Bartuseviciene

ISBN 978 91 988968 1 7

Work/rest regulations are critical in mitigating fatigue at sea. This report offers a quantitative overview of the implementation of work/rest regulations from seafarers' perspectives.

With this report published in June this year, all stakeholders will gain an empirically-informed understanding of the extent of the issues related to the implementation of work/rest regulations.

Ultimately, the study will support policy interventions to mitigate the fatigue risk at sea.

The full text may be downloaded here:
https://commons.wmu.se/lib_reports/80/

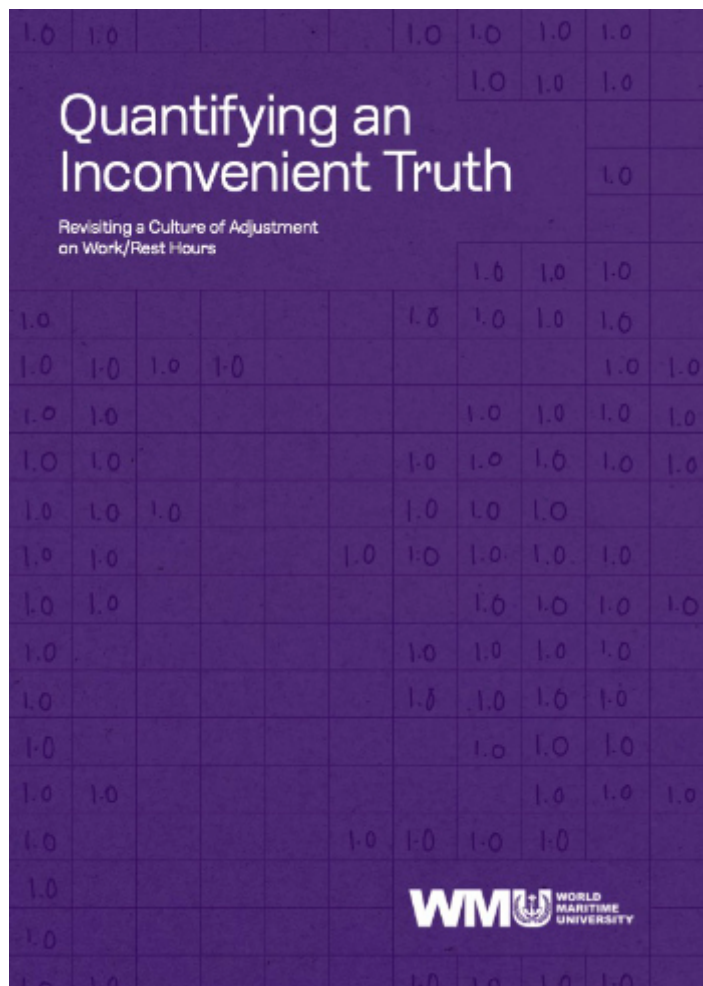
Below we publish Section 4 Conclusions

Seafarers emphasise profound concerns about fatigue, reporting it as a critical health and safety

issue. As regularly reported in research literature, the persistence of fatigue questions the effective implementation and relevance of the current regulatory framework.

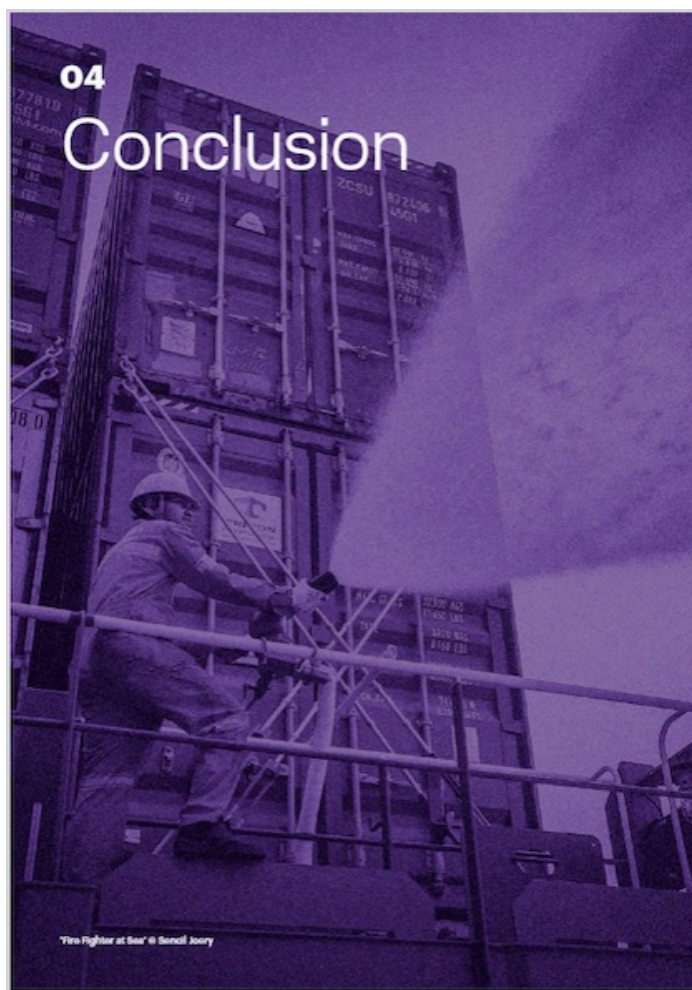
Consistently, the research affirms that seafarers endure longer working hours than their onshore counterparts. Indeed, this stark reality emerges from the survey informing this particular research, with only 3.3% of seafarers' weekly working hours aligning with the global average of 43 hours. Addressing this evident disparity calls for extending the International Labour Organization's (ILO) General Survey concerning working-time instruments to encompass maritime workers. This step is crucial to rectifying the existing imbalance in working hours and aligning seafarers' working time with global labour standards.

It is worth recalling that working time limitations were originally conceived to preserve workers' safety, health, and well-being. In particular, the first ILO Convention in 1919 adopted the 8-hour workday and 48-hour workweek standards, which are now widely regarded as the "legal standard closest to the point beyond which regular work becomes unhealthy", a threshold recognised in the health literature as 50 hours. While a substantial body of scientific evidence has consistently demonstrated the detrimental effects of long working hours on occupational safety and health, a joint meta-study by the World Health Organization (WHO) and the ILO in 2021 concluded that: "[...] exposure to long working hours (≥ 55 hours/week) [...] causes large attributable burdens of ischemic heart disease and stroke".



Despite this wealth of scientific evidence, current prescriptive maritime regulations appear to lack the capacity to adequately address the challenge of fatigue. The existing regulations, permitting workweeks of up to 91 hours (MLC, 2006) or even 98 hours (STCW 1978, as amended), seemingly omit the fundamental 'human nature' of seafarers. Accepting human limitations and the design of adequate standards are paramount to effectively managing fatigue risks in the shipping industry. Therefore, it is essential for science to exert a profound influence on the review of the current regulatory frameworks, especially concerning its flexibility.

The MLC, 2006 Standard A2.3 # paragraph 3, recalls the spirit of working time limitations for seafarers, echoing the aspiration that: "[...] the normal working hours' standard for seafarers, like that for other workers, shall be based on an eight-hour day with one day of rest per week and rest on public holidays".



The survey findings and prevailing literature reveal a consistent and pervasive erosion of these 'normal' daily and weekly working time limitations. Indeed, the regulatory allowance of 14-hour workdays has resulted in extended working hours, surpassing the weekly average limit of 72 hours (MLC, 2006 Standard A2.3 # paragraph 5[a]). The near-consensus among the seafarers surveyed is that most flag States opt for standards based on rest hours, permitting 77 hours of rest (or, conversely, 91 hours of work per week). This regulatory flexibility has led to the normalisation of long working hours within the shipping industry, arguably illustrating that the industry tends to gravitate

towards the lowest permissible standards. This tendency is, de facto, undermining the possibility of “normal working hours’ standards” on ships

After being established, regulations must be implemented and enforced. Substantiated by various research, the stubborn persistence of non-compliance highlighted by this report confirms implementational concerns. Worryingly, most seafarers make up records, erasing evidence of non-compliance to mislead inspectors and avoid blame from their employers. Despite not being designed for such purposes, software solutions assist seafarers in tampering with records by giving alerts for non-compliance and allowing changes. Former MAIB Chief Inspector of Marine Accidents Stephen Meyer encapsulated the gravity of this situation, stating: “*It is an anachronism in the 21st Century that seafarers are falsifying their timesheets to prove that they are working only a 98-hour week!*”

Adjustments impact the sector by undermining the intended benefits of regulations, violating the core principles of regulatory compliance and fatigue avoidance, and hindering effective enforcement. It comes at a significant cost to seafarers, obscuring the reality of their excessive working hours, facilitating chronic non-compliance and compromising seafarers’ health and the safety of shipping. Flag administration may never question the “[...] *minimum safe manning [crewing] document of a ship which persistently fails to be in compliance with rest hours requirements*”.

Furthermore, adjustments can lead to misleading casualty investigation outcomes, distorting reality and potentially erasing fatigue as a contributing factor. Adjustments also create a false sense of compliance, as PSC inspections may indicate a good compliance rate that contradicts seafarers’ actual experiences, impeding regulatory improvements in working time and fatigue regulations. Thus, addressing adjustment is crucial as it could significantly enhance ship safety and improve seafarers’ occupational safety, health, and well-being. However, achieving this requires a culture shift, which does not seem so common. Companies often respond inadequately when non-compliance is reported, frustrating seafarers and discouraging further reporting. Questioning or ignoring frontline operators’ feedback seems not to prompt any organisational safety learning. Finally, adjustments can have severe repercussions for companies, particularly when fatigued seafarers operate ships. In such cases, there is a risk of losing liability exemptions if the adjustments are proven [138], a task that is far from straightforward. It is important to state categorically that the extant situation should not be blamed on seafarers. This appears to be a systemic issue/challenge that all stakeholders may be argued to have contributed to and should work together to resolve.

The shipping sector has accumulated decades of evidence regarding adjustments, notably highlighted by seminal studies from Cardiff University that initiated industry-wide discussions to tackle this issue. Workshops conducted by Houtman et al. (2005) and MacDonald (2006) further confirmed the widespread acknowledgement of these malpractices within the

industry. Submissions to the IMO have offered evidence of manipulated records and that work/rest regulations are inadequately monitored and enforced. More recently, a 2020 WMU report sparked industry-level dialogues and discussions at the ILO. Furthermore, online sources are replete with blogs and seafarer testimonials recounting their experiences with adjustments. It is worth noting that the culture of adjustment can be curbed, as demonstrated by the trucking industry’s efforts to address the issue with minimal research or publicity.

UKHO Annual Report 2023 / 2024

The UK Hydrographic Office (UKHO) has released its Annual Report and Accounts for 2023 to 2024.

This document contains a performance review, outlining how the organisation has performed against its corporate plan; financial statements for the financial year 2023 to 2024; a corporate governance report; and a sustainability report detailing initiatives and commitments to achieve Net Zero.

Here are also includes a number of studies that showcase the organisation’s work to deliver safe maritime navigation.

Readers are invited to download and view the document using the link here:
<https://tinyurl.com/27dtxw73>

Executive agency

The UKHO is an executive agency of the Ministry of Defence and a trading fund, meaning it operates as a self-funded organisation at no additional cost to the taxpayer.

It is estimated that over 90% of large ships trading internationally rely on the ADMIRALTY portfolio to support safe, efficient and compliant global trade.

UKHO experts, in partnership with a range of organisations worldwide, source, process and publish hydrographic and marine geospatial data from seabed to surface and beyond.

The organisation represents the UK Government internationally as an authority on hydrography and bathymetry. As part of its public task, it fulfils the UK’s Safety of Life at Sea (SOLAS) obligations, advises on policy matters and helps to set and raise standards worldwide.

As one would expect the Hydrographic Office provides vital support to the Royal Navy and all UK defence vessels, from ships to submarines, which rely on its products, services and information for safe navigation and operations.

In the introduction to the annual report it is emphasised that UKHO is committed to promoting hydrography’s role in addressing global challenges and ensuring the safe and responsible use of the oceans.