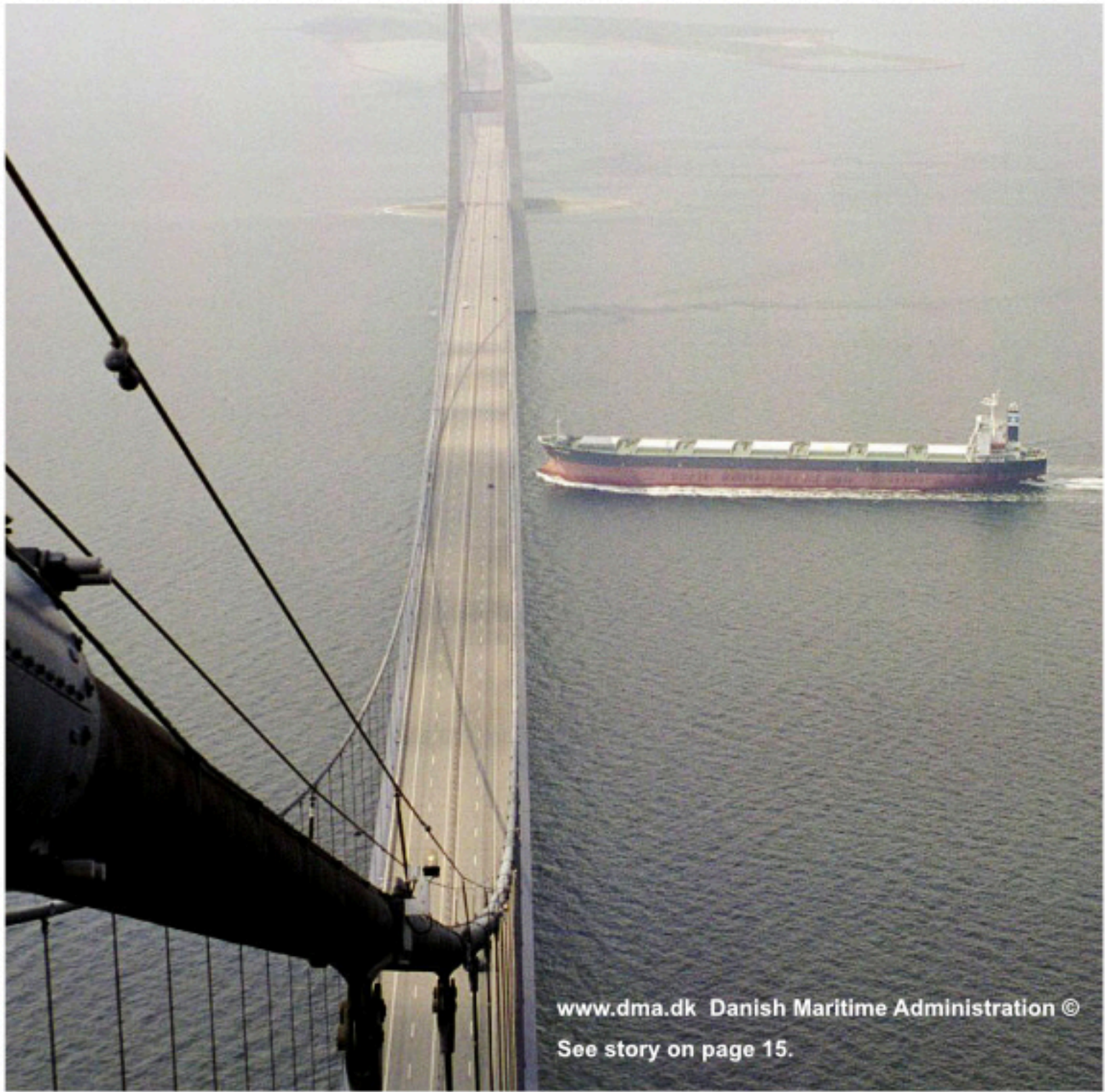


Number 85 February 2025

IFSMA

NEWSLETTER

The Shipmasters' International Voice



www.dma.dk Danish Maritime Administration ©

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

Well, at last some good news. Firstly, the ceasefire in Gaza has led to the Houthi rebels' declaration that they had ceased attacks against ships, 'except for vessels wholly owned by Israeli individuals or entities and/or sailing under the Israeli flag.' This cessation was caveated that attacks against US and UK ships would resume if strikes ashore by those powers persisted. Some ambiguity and confusion remains as to whether the Houthis will target ships trading with Israel. However, there is cause for cautious optimism, although it should be recognized that the Houthi ceasefire is conditional on the Gazan ceasefire and the actions of the US and the UK, and a return to violence therefore remains a possibility. Furthermore, there is the potential for false flag attacks out of Yemen.

It is currently unclear how shipping will respond to the changed threat environment, although risk analysts anticipate that, assuming the peace holds, smaller operators will return to transiting the Red Sea, with major lines the last to move. This will be in no small part due to the logistics of rerouting services currently sailing around the Cape, as well as honouring existing contracts and charter parties for those voyages. Recent reports have indicated caution overall in both the shipping and insurance markets, until there is greater certainty that the current peace will endure.

Secondly, on 23 January, the crew of *Galaxy Leader* were released and were safely on their way home via Oman. The ship remains in Hodeidah, and it is anticipated that it will be declared a constructive total loss. Throughout the period of detention the Secretary General of the IMO, Mr Arsenio Dominguez, has been at the forefront along with a few key nations and NGOs of diplomatic efforts to achieve the safe release of the crew. We thank them for their efforts. While at the IMO in the last week of January I received reports that the crew are safe.

The conflict in the Black Sea region remains the same with the unjustified war being waged by Russia on Ukraine showing no signs of abating and the threat levels at sea to merchant shipping remains unchanged. Let us all hope and pray that this conflict will soon be brought to an end.

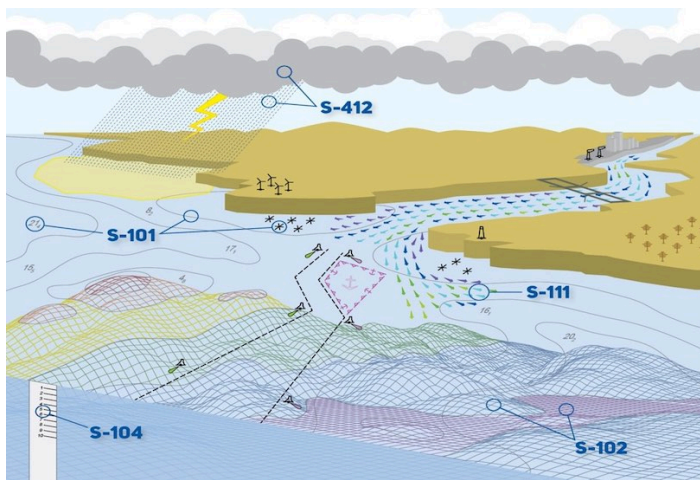
Last but not least, may I wish the Chinese and many Asian communities a very Happy Chinese New Year, the Year of the Snake.

Jim Scorer
Secretary General

Major IHO milestone

S-100 Standards

In a historic breakthrough for digital navigation, the International Hydrographic Organization (IHO) Member States have adopted the first set of operational standards within the S-100 framework. This decision paves the way for Coastal States to offer official products and services based on these standards, significantly advancing the field of maritime navigation. The adoption also has profound implications for ocean data collection and sea surveys, as these new products will require enhanced data in order to realize their full potential. This was reported by IHO on 13 January.



Adapted from NOAA.

The S-100 framework will enable users to combine in a single system information for navigation along with dynamic information on depth, water level, currents, weather and so forth.

© NOAA

In the words of Dr John Nyberg, Director of the Technical Programme at the IHO: *'The availability of operational versions of these standards represents the real starting point for coastal states to embark on the journey to produce official S-100 products.'*

Integrating Data for Enhanced Navigation

The S-100 framework marks a revolutionary step forward by enabling the integration of diverse datasets within a single Electronic Chart Display and Information System (ECDIS). Mariners will now be able to combine various data layers—such as Electronic Navigational Charts (ENCs), detailed depth information and dynamic information on water level and currents—to enhance situational awareness and decision-making.

Magnus Wallhagen chair of the Hydrographic Services and Standards Committee noted that implementing S-100 will bring four significant benefits:

1. Increased safety.
2. Enhanced efficiency.
3. Optimized loading capacity.
4. Reduced environmental impact.

These align with the IMO's Greenhouse Gas (GHG) Strategy. Furthermore, S-100 implementation represents a critical step towards achieving autonomous navigation and improved cyber security.

Key S-100 Product Specifications Adopted

Following the adoption of Edition 5.2.0 of S-100 in June 2024, operational editions of key S-100-based Product Specifications have been approved in December 2024.

These include:

- S-101: Electronic Navigational Charts (ENCs)
- S-102: Bathymetric Surface
- S-104: Water Level Information
- S-111: Surface Currents
- S-129: Under Keel Clearance Management

This milestone represents the culmination of over twenty years of collaborative efforts by the IHO Secretariat, Member States, and the Hydrographic Services and Standards Committee (HSSC), along with its working groups and project teams. These standards are now accessible via the IHO S-100 Geospatial Information (GI) Registry and the IHO website.

Implementation Progress and Next Steps

The development of the remaining Phase 1 Product Specifications continues. Navigational Warnings (S-124) and the Catalogue of Nautical Products (S-128) have been submitted for HSSC endorsement, with approval anticipated in early 2025.

Phase 2 will focus on Product Specifications for route planning, with four key standards:

- S-122: Marine Protected Areas
- S-123: Marine Radio Services
- S-127: Marine Traffic Management
- S-131: Marine Harbour Infrastructure

The IMO's adoption of the revised Resolution MSC.530(106) on Performance Standards for ECDIS at its 108th Session in May 2024 underscores the global commitment to S-100 implementation. From January 1, 2026, S-100 ECDIS will be legal for use, with a transition period until January 1, 2029, after which all new systems must comply with the updated IMO ECDIS Performance Standards.

Recognizing Collaborative Efforts

The IHO Secretariat and the HSSC Chair have commended the dedication of Member States, expert contributors, and working groups for their efforts in meeting the ambitious timeline set by the IHO Roadmap for S-100 implementation.

This collective achievement signifies a transformative step in the evolution of maritime navigation, heralding a future of smarter, safer, and more efficient seas.

The IMO Digest

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

Illustrations per www.imo.org ©

IMO Ship Design and Construction Sub-committee

S-G speaks

On 13 January IMO Secretary-General Mr Arsenio Dominguez addressed the convened eleventh session of the IMO Sub-Committee on Ship Design and Construction (SDC 11) running to 17 January.

He commenced by welcoming delegates and extending New Year wishes. He expressed profound sadness on the passing of Mr Abel Escartin Molina Minister and Deputy Head of Mission at the Embassy of Mexico in London.

He continued: *'With regard to the 2025 World Maritime Day Theme, I would also like to highlight this year's World Maritime Day theme, that is: **Our Ocean, Our Obligation, Our Opportunity**. The chosen title reflects the ocean's vital role in the world economy, including the interlinkages between global socio-economic development, ocean sustainability and global climate balance.*

'Since December 2024 there have been very serious casualties occurred at sea, involving loss of life, total losses or severe pollution. While expressing my condolences to the families of the victims and the Authorities concerned, I renew the call for submitting to IMO all relevant information and conclusions gathered through the investigation process to consider any necessary improvement in our regulatory system.

'Regarding the situation in the Red Sea, at present the focus continues to be the safe release of the Galaxy Leader and in particular its crew. However, to achieve this goal, which I am convinced is an objective we all share, I continue to require need your help and assistance.'

The week's agenda

He drew attention to the week's agenda which was to consider *inter alia* Emergency Towing Arrangements for ships other than tankers; the revision of Regulation 25 of the 1988 Load Line Convention regarding the requirement for adding the sag standard of chains; the revision of the ESP Code* for inclusion of Remote Inspection Techniques; and the comprehensive revision of the 2009 Code on Alarms and Indicators.

SOLAS

With respect to the Revision of SOLAS chapters II-1 (part C) and V, and related instruments regarding steering and propulsion requirements, the Sub-

Committee will continue discussions, with a view to achieving the integration of new technologies in the regulatory framework, by accommodating non-traditional propulsion/steering systems appropriately, while also ensuring regulatory effectiveness.

Safe return to port

The Sub-Committee is expected to advance further the revision of the interim explanatory notes on Safe return to Port. Needless to say, such a revision will ensure harmonization in the capability of passenger ships in distress, whether in their ability to return to port or for orderly evacuation and abandonment.

Underwater Radiated Noise

Underwater Radiated Noise (URN) is another topic back on the agenda and the Secretary-General thanked Canada and the United States for their consultancy support. He urged all Member States to continue to provide support.

To conclude

At the end of the week (17 January) the IMO Secretary-General issued a reflection of the week's business.

He indicated the finalization of amendments to the 2011 ESP Code for the introduction of provisions on the use of Remote Inspection Techniques. This represents an important step in ensuring that the Code remains up to date with the technology that can make a difference in the efficiency and safety of ship structural surveys.

Furthermore, work has been completed on:

- The interim guidelines for emergency towing of ships other than tankers.
- Amendments to the IP Code.
- Revised guidelines on of means of embarkation and disembarkation concerning the rigging of safety netting on accommodation ladders and gangways.
- Amendments to the 1988 Load Line Protocol regarding the requirement for setting of guard rails on the deck structure.

The Secretary-General summed up proceedings with: *'I commend the Sub-Committee for its role in advancing the Organization's mission, as it seeks to develop goal-based regulations and guidance instruments, so as to meet one of the primary mission of the Organization: to develop the highest practicable standards of maritime safety, while also fulfilling the needs and expectations of a fast-changing industry that desires the Organization to develop regulations that provide for flexibility in design.'*

*The International Code on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers. For more readers are invited to see here: <https://tinyurl.com/fhrfsm4>

Top maritime focus areas in 2025

Dark fleet, decarbonisation and geopolitical pressures

Range of pressing issues to be addressed this year

Speaking at a news conference on 14 January Secretary-General Arsenio Dominguez highlighted several areas high on the agenda of the IMO as it embarks on a busy work schedule for 2025.

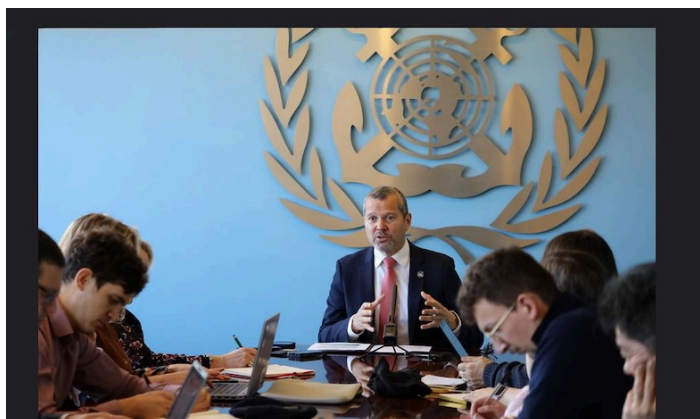
Mr Dominguez said that IMO's 176 Member States continue to work together to find solutions to global challenges impacting the maritime sector.

Dark fleet

He addressed rising concerns with the 'dark fleet' or 'shadow fleet' evading compliance with safety or environmental regulations, avoiding insurance costs or engaging in other illegal activities.

Mr Dominguez said: *'Sub-standard shipping has been on IMO's agenda for many years. Not a single ship that does not meet the required IMO standards should be operating out there. That's why we are ramping up the way that we provide technical cooperation and capacity-building to Member States [to effectively enforce IMO regulations].'*

While IMO does not impose sanctions, it follows sanctions set by the UN Security Council.



The Secretary-General addressing the IMO news conference on 14 January.

The Secretary-General called on all Member States to carry out their obligations as Parties to IMO instruments, in line with the resolution adopted by the IMO Assembly in December 2023. The issue will be discussed further at the forthcoming session of the IMO's Legal Committee to be held from 24 to 28 March.

Red Sea region

IMO has confirmed reports of at least 69 attacks on international shipping in the Red Sea area, occurring between November 2023 and November 2024. None has been reported to IMO since November 2024. These illegal and unjustifiable attacks have resulted in

widespread impacts on the industry and global economy.

The Secretary-General said that efforts are ongoing to secure the release of the MV *Galaxy Leader* and its 25-person crew, who remain detained since the ship was taken hostage in November 2023. (Now released, see page 20).

As his first mission of the year, the Secretary-General was preparing to be in Egypt later in January to open the IMO Regional Presence Office in Alexandria, to coordinate technical assistance in the region to support maritime safety, security and environmental protection.

Shipping decarbonisation

The Secretary-General provided an update on ongoing negotiations towards a new set of binding regulations aimed at cutting the greenhouse gas (GHG) emissions from ships and achieving net-zero shipping by or around 2050.

These measures include a global marine fuel standard and a global pricing mechanism for GHG emissions from ships. These are expected to be adopted during an extraordinary session of the Maritime Environment Protection Committee scheduled from 13 to 17 October this year.

Mr. Dominguez added in conclusion: *'We remain on track and we continue to make progress.'*

Other key issues

The session covered a range of topics, including seafarer abandonment and criminalization, ocean protection, ship recycling and diversity in the maritime sector.

MENA

IMO Regional Presence Office, Alexandria, Egypt

On 21 January IMO reported that it had launched its Regional Presence Office (RPO) for the Middle East and North Africa (MENA) region during a ceremony held in the historic maritime city of Alexandria, Egypt.

A strategically significant region

This milestone underscores the IMO's commitment to enhancing maritime cooperation and capacity-building across one of the world's most strategically significant regions.

MENA holds a pivotal role in global maritime trade, along with a strong commitment to supporting the maritime sector. The event was attended by IMO Secretary-General, Arsenio Dominguez, and high-level dignitaries, including HE Lieutenant General Kamel Al-Wazir, Deputy Prime Minister for Industrial Development representing the Government of Egypt.

Secretary-General Dominguez said: *'This Regional Presence Office is a testament to our commitment to bring IMO closer to the regions. This Office will serve*

as a bridge, addressing regional maritime challenges by fostering collaboration, and ensuring that the voices and needs of MENA countries are effectively represented on the global stage.'

Enhancing maritime safety and security

The RPO will play a central role in implementing IMO's technical cooperation activities in the MENA region, focusing on enhancing maritime safety, security, and environmental sustainability. It will also act as a hub for monitoring progress, facilitating dialogue, and delivering tailored solutions to address the region's unique maritime needs.

General Kamel Al-Wazir, Deputy Prime Minister for Industrial Development stated: *'This achievement reflects the trust IMO places in Egypt and enhances its pivotal position in the maritime transport sector regionally and internationally. It reaffirms its leading role as a bridge for cooperation among the countries of the region, contributing to the development of the maritime sector and fostering integration among Arab nations.'*

Suez Canal: 12% of global trade

The MENA region is home to some of the world's most critical maritime trade routes, including the Suez Canal, which facilitates approximately 12% of global trade. This new Office is expected to strengthen the region's capacity to enhance maritime governance and accelerate the transition to greener shipping practices.



Joint ribbon cutting at the opening of the IMO RPO in Alexandria, Egypt.

The launch event was attended by representatives from Member States in the region, industry stakeholders, and academia. The IMO and Egypt reaffirmed their shared vision of sustainable and secure maritime trade as a cornerstone of global prosperity.

IMO regional presence

The MENA Regional Presence Office is part of a global network that includes existing offices in Abidjan, Côte d'Ivoire for West and Central Africa (Francophone); Accra, Ghana for West and Central Africa (Anglophone); Nairobi, Kenya for Eastern and Southern Africa; Manila, the Philippines for East Asia; and Port of Spain, Trinidad and Tobago for the

Caribbean. IMO is currently in the process of opening the RPO in Fiji for the Pacific region.

For further information about the IMO Regional Presence Office in the MENA region, readers are invited to contact Director, TCID, IMO Secretariat by e-mail here: tcid@imo.org

IMO's Polar Maritime Seminar

Safety and sustainability in polar shipping

On 24 January the 2025 Polar Maritime Seminar¹, co-hosted by the IMO and Norway's Chairship of the Arctic Council, in cooperation with the Arctic Council's Working Group on the Protection of the Arctic Marine Environment, was concluded at IMO HQ in London.

Broad representation

More than 200 participants from nearly 100 countries and organizations convened for two days of critical discussions aimed at enhancing safety and sustainability in Arctic and Antarctic shipping.

Broad agenda

This seminar tackled a broad agenda, including the latest polar shipping developments, trends in polar vessel activity in the Arctic and Antarctic, voyage planning, search and rescue operations, polar waters training, and pollution control measures. Topics such as underwater noise reduction, fishing vessel safety, and the POLARIS risk management tool also took centre stage.

Comment

Ms. Heike Deggim, Director of the Marine Environment Division at IMO, said: *'Building on the success of the 2022 Polar Maritime Seminar, which resulted in deepened cross-collaboration between both Polar Regions this seminar has been a huge success. The seminar highlighted very important issues for the safety of life at sea, and the protection of the polar Regions' pristine environment, and in respect of the Arctic and its people.'*

She underlined the importance of working with the Arctic Council to achieve these objectives, and in particular with Norway and the Protection of the Arctic Marine Environment Working Group. (To read the full opening address readers are invited to see the footnote below²

Ms. Siv Christin Gaalaas, Specialist Director, Norwegian Ministry of Trade Industry and Fisheries added: *'It is our obligation as responsible coastal and flag states to balance the opportunities the oceans provide us with and at the same time protect the marine environment in the vulnerable Polar areas. Promoting safe and sustainable shipping in Polar areas is a challenge we must continue to meet collectively and collaboratively through effective international cooperation.'*

'The Polar Maritime Seminar has proved to be an exceptional platform for relevant stakeholders to come together to share experiences and best practices, and advance safe and sustainable shipping in Polar areas.'



About the Arctic Council <https://arctic-council.org/>

The Arctic Council is the leading intergovernmental forum promoting cooperation, coordination and interaction among the Arctic States, Arctic Indigenous peoples and other Arctic inhabitants on common Arctic issues, in particular on issues of sustainable development and environmental protection in the Arctic. It was formally established in 1996.

About PAME <https://www.pame.is/>

PAME is one of six Arctic Council Working Groups. PAME is the focal point of the Arctic Council's activities related to the protection and sustainable use of the Arctic marine environment and provides a unique forum for collaboration on a wide range of activities in this regard.

¹ <https://tinyurl.com/n32rs8zs>

² <https://tinyurl.com/422e4ft4>

Other links:

- **Seminar agenda:** <https://tinyurl.com/3s8r3sce>
- **Biographies of speakers:** <https://tinyurl.com/6dwchpnx>

Brunei regional workshop:

Strengthening the maritime liability and compensation regime

A regional workshop in Bandar Seri Begawan, Brunei Darussalam held from 20-24 January helped countries to better understand and implement IMO liability and compensation conventions, which are vital to ensuring adequate, prompt and efficient cost

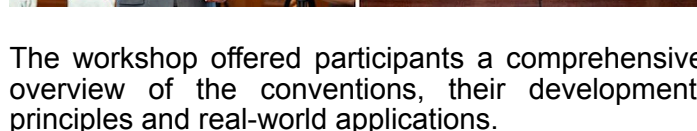
recovery and compensation for victims of maritime incidents.

Maritime and Port Authority of Brunei Darussalam

Hosted by the Maritime and Port Authority of Brunei Darussalam (MPABD) and delivered by IMO, the workshop brought together representatives from fourteen Member States, including Bangladesh, Brunei Darussalam, Cambodia, China, India, Indonesia, The Lao People's Democratic Republic, Malaysia, Mongolia, Nepal, Pakistan, The Philippines, Singapore and Sri Lanka.

Ensuring fair compensation

IMO's liability and compensation regime includes numerous conventions, international legal instruments and guidance, which are key to ensure victims of maritime incidents such as oil spills, wreck removal or ship collisions, receive fair compensation while holding shipowners accountable.



The workshop offered participants a comprehensive overview of the conventions, their development, principles and real-world applications.

Ministerial encouragement

Opening the event, Permanent Secretary of Brunei's Ministry of Transport and Info-communications of Brunei, Ir Haji Mohammad Nazri bin Haji Mohammad Yusof, encouraged Member States to accede to and domesticate all relevant IMO instruments. He highlighted the workshop's role in encouraging further accessions to IMO conventions, emphasizing how this would support victims of maritime incidents and bolster sustainable shipping.

IMO, IOPC and P&I Clubs' input

During the week, experts from the IMO Secretariat's Legal and External Relations Division, the International Oil Pollution Compensation (IOPC) Funds, and the Protection and Indemnity (P&I) Clubs led presentations and discussions.

Delegates shared insights on national legislative processes and any challenges and solutions in

aligning with IMO regulations, fostering knowledge exchange and collaboration.

Brunei and Malaysia co-funding

The workshop, co-funded by Brunei and Malaysia as part of IMO's Integrated Technical Cooperation Programme (ITCP), was held to advance the ratification, accession, implementation, and enforcement of IMO liability conventions across the participating nations.

Philippines:

Enhancement maritime liability and compensation laws

From 27 to 31 January a national workshop held in Manila was aimed boosting the understanding and implementation of the IMO liability and compensation regime, in particular the 2010 HNS Convention, 2001 Bunkers Convention, and 2007 Nairobi Wreck Removal Convention.

Conventions, legal instruments and guidelines

IMO's liability and compensation framework covers a range of international conventions, legal instruments and guidelines which are vital to ensuring adequate, prompt and efficient cost recovery for victims of maritime incidents such oil spills, wreck removal, or ship collisions involving dangerous cargo or fuel, while holding shipowners, their insurers and the industry accountable.



Broad representation

Hosted by the Maritime and Industry Authority Department of Transportation (MARINA) of the Philippines and conducted by IMO, the workshop brought together key national agencies, including the departments of Transport, Justice, Foreign Affairs, Coast Guard, legal divisions and port authorities.

Encouragement

In her opening address, MARINA Administrator Ms Sonia B Malaluan encouraged agencies to work together in acceding to and implementing relevant

IMO instruments on liability and compensation for maritime transport damage. The goal is to improve cost recovery and to enhance sustainable shipping.

IMO, IOPC Funds and P&I Clubs involvement

Leading the sessions was a team from the IMO Secretariat, the IOPC Funds and the P & I Clubs, providing participants with a thorough understanding of the requirements of each of the conventions, their evolution, key principles and practical application.

Participants also shared presentations on the law-making process of the Philippines, exploring how IMO conventions could be further incorporated into the national legislation. These will be helpful in obtaining valuable insights into drafting national maritime legislation, including the challenges the country may face in implementing IMO instruments.

The IMO ITCP

The workshop was expected to advance the ratification, implementation, and enforcement of IMO liability instruments in the Philippines. It was supported through IMO's Integrated Technical Cooperation Programme (ITCP).

US to build polar security cutter

The US Coast Guard is recapitalizing its polar icebreaker fleet to ensure continued access to both polar regions and support the country's economic, commercial, maritime and national security needs. This was reported by the USCG news service on 23 December.

Current fleet: *Polar Star* and *Healy*

The operational polar fleet currently includes one 399-foot heavy icebreaker (Coast Guard Cutter *Polar Star*, commissioned in 1976) and one 420-foot medium icebreaker (Coast Guard Cutter *Healy*, commissioned in 2000). These cutters are designed for open-water icebreaking and feature reinforced hulls and specially angled bows.

Polar Star underwent a three-year reactivation and returned to operations in late 2013. Since then, *Polar Star* has completed six Operation Deep Freeze deployments to resupply McMurdo Station in Antarctica. *Polar Star* has also completed one rare winter journey to the Arctic. *Polar Star* entered into a service life extension project (SLEP) in 2021 to extend the cutter's service life by four years.

Approval to build

The US Coast Guard / US Navy Integrated Program Office received approval on 19 December to begin to build the first polar security cutter (PSC).

The PSC is the first heavy polar icebreaker constructed in the United States in more than five decades. The work is being performed by Bollinger Mississippi Shipbuilding in Pascagoula, Mississippi, the prime contractor for design and construction of the

future PSC fleet. This decision continues work that has been underway since the summer of 2023 as part of an innovative approach to shorten the delivery timeline of these critical national assets.



A computer-generated image of the proposed polar security cutter.

Illustration per www.uscg.mil USCG ©

The approval incorporates eight prototype fabrication assessment units (PFAUs) that are currently underway or planned. The PFAU effort was structured as a progressive crawl-walk-run approach to help the shipbuilder strengthen skills across the workforce and refine construction methods before full-rate production begins. The PFAU process has prepared the government and the shipbuilder to begin full-scale production of the PSC class, resulting in more precise, cost-effective and reliable construction processes.

Why the programme?

The United States has vital national interests in the polar regions. Polar security cutters (PSCs) enable the US to maintain defence readiness in the Arctic and Antarctic regions; enforce treaties and other laws needed to safeguard both industry and the environment; provide ports, waterways and coastal security; and provide logistical support – including vessel escort – to facilitate the movement of goods and personnel necessary to support scientific research, commerce, national security activities and maritime safety.

Heavy polar icebreaker model tank testing of 2017 is shown in the video here: <https://tinyurl.com/4yktjexn>

BP's Tortue Ahmeyim LNG project

First gas flows

BP reported at the beginning of January that it had begun flowing gas from wells at the Greater Tortue Ahmeyim (GTA) Phase1 liquefied natural gas (LNG) project to its floating production storage and offloading (FPSO) vessel for the next stage of commissioning.

GTA, offshore of Mauritania and Senegal, is one of the deepest, most complex, offshore developments in Africa, with gas resources in water depths of up to 2,850 metres.

Once fully commissioned, GTA Phase 1 is expected to produce around 2.3 million tonnes of LNG per year (otherwise qualified by the acronym mtpa).

In 2021, it was declared a project of strategic national importance by both host governments.

In the words of Gordon Birrell, EVP production & operations: *'This is a fantastic landmark for this important megaproject. First gas flow is a material example of supporting the global energy demands of today and reiterates our commitment to help Mauritania and Senegal develop their natural resources.'*

'Africa's significance in the global energy system is growing, and these nations now have enhanced roles to play. Congratulations to the project and production teams for delivering this project and for always keeping safe operations at the heart of what they do. Thank you to the entire GTA team, our partners and host governments for this tremendous achievement.'



BP has begun flowing gas from wells at the GTA Phase1 liquefied natural gas (LNG) project to its floating production storage and offloading (FPSO) vessel for the next stage of commissioning.

Dave Campbell, SVP Mauritania and Senegal added: *'With this milestone, Mauritania and Senegal take a major step towards an exciting new chapter as gas-exporting nations. I am proud of the relationships we continue to strengthen in both countries. Without the resilience and dedication of the bp team, as well as our partners, host governments and of course the people of Mauritania and Senegal, none of this would have been possible.'*

Looking back at 2024

A review of bp's worldwide activities of the year just past: **2024 A year of action** is to be found here: <https://tinyurl.com/3fjijvxb5>

Port of Boston

Spirit of Boston fire

NTSB report

An improperly extinguished chafing fuel heating canister, canned heat used to keep food and beverages warm, led to a fire on the passenger vessel *Spirit of Boston* (US-flag, 193ft loa) on 24 March 2023

while moored at the Commonwealth Pier in Boston Harbor.

As a result of an investigation by the National Transportation Safety Board the Board issued four new safety recommendations and reiterated a safety recommendation to the US Coast Guard.

Fire broke out in first deck wait station after a scheduled cruise had ended, the vessel had docked and all passengers had departed.

NTSB investigators determined the fire started under a plastic glassware rolling cart after an improperly extinguished chafing fuel heating canister was unintentionally dropped by hospitality staff in the area. None of the service workers who were onboard at the time of the fire were injured. The fire resulted in \$3.1 million in damages to the vessel.

Marine crew members ashore

All the vessel's marine crewmembers had departed the vessel before the fire began. Without a properly trained marine crewmember onboard with the remaining hospitality staff, the emergency response plan for a fire could not be executed as intended.



The NTSB found that the fire could have likely been extinguished before it grew had a marine crewmember been on board at the time. The NTSB recommended City Cruises US, operator of the Spirit of Boston, require at least one marine crewmember to remain on board its vessels until all non-crew personnel depart the vessel.

Procedures lacking

Investigators also found City Cruises US lacked documented procedures on how to handle open-flame devices on its vessels. Hospitality staff were verbally instructed on how to handle the heating canisters. NTSB investigators found in some cases the hospitality staff did not consistently extinguish canisters in accordance with the verbal instructions or manufacturer's guidance. The NTSB recommended City Cruises US develop procedures for crewmembers and hospitality staff on the proper handling of open-flame devices on board its vessels.

SMS needed

Additionally NTSB also recommended City Cruises US implement a safety management system, or SMS, for its fleet.

An SMS is a comprehensive, documented system to enhance safety for a company and its vessels and when implemented is an effective tool for safety oversight. Procedures for handling open-flame devices and requirements for crewmembers to be on board would typically be included in an SMS.

The NTSB also reiterated a safety recommendation to the US Coast Guard to require all operators of US-flag passenger vessels to implement SMS. The NTSB has advocated for SMS for passenger vessels since 2005, and in 2010, Congress explicitly granted the Coast Guard the authority to require such systems. Progress has been stalled since January 2021 when the Coast Guard took initial steps to address the NTSB's recommendation.

Circumstances cascaded to the trade

The NTSB also recommended the Passenger Vessel Association share with its members the circumstances of the *Spirit of Boston* fire, including the importance of having at least one marine crewmember on board a vessel with non-crew personnel, having procedures for properly handling open-flame devices, and implementing SMS.

NTSB report

US NTSB Marine Investigation Report 24-37 is available online with the link here: <https://tinyurl.com/38yjmnnp>

Port of San Francisco

Contact of *Ruby Princess* with pier

NTSB report

On 6 July 2023 at about 0606 local time, the cruise ship *Ruby Princess* (947ft loa; 113,561gt; Bermuda-flag; Class LR) was attempting to moor at Port of San Francisco Pier 27, when the vessel's port quarter contacted the pier.

There were no injuries, and no pollution was reported. Damage to the vessel and pier was estimated at \$1.2 million.

At 0443 the same day, when *Ruby Princess* was about eleven miles west of the Golden Gate Bridge, a San Francisco Bay pilot boarded the vessel.

He and the master held a master/pilot exchange and discussed the planned docking manoeuvre for their anticipated berth at Pier 27.

During the exchange, neither the master nor the pilot expressed concerns about the vessel; they discussed the strong ebb current—calculated to be 2.8 knots—along the waterfront.

As was required for docking when the ebb current is more than 1.5 knots, two tugs, *Delta Linda* and *Valor*, were assigned to assist in docking *Ruby Princess*. *Delta Linda* had a line attached to its starboard bow,

and *Valor* was standing by off its port quarter (without a line attached).

Extent of damage

The contact resulted in the penetration of the *Ruby Princess's* hull, and the vessel sustained internal structural damage in a heeling tank about 33 feet above the waterline. On Pier 27, a metal fender and the face of the pier in the immediate area of the fender were damaged. Repairs to the ship were estimated to cost \$200,000, and repairs to the pier were estimated to cost up to \$1 million.



Probable cause

The National Transportation Safety Board determined that the probable cause of the contact of the cruise ship with Port of San Francisco Pier 27 was the master not carrying out the approach to the dock as planned to account for the anticipated current.

Report

The eight-page NTSB report is available with the link to be found here: <https://tinyurl.com/5a4vncxp>

Illustrations reproduced by kind permission of NTSB ©.

IGP&I – CCG collaboration

The International Group of P&I Clubs (Group) and the Canadian Coast Guard announced towards the end of 2024 that they had signed a Memorandum of Understanding (MoU) regarding the response to major maritime casualties and incidents.

The MOU was signed in Ottawa by Mario Pelletier, Commissioner of the Canadian Coast Guard, and by Nick Shaw, Group CEO of IGP&I.

Outreach programme

This MoU is part of the Outreach programme developed by the Group, looking at major maritime casualties involving removal of wreck and other major incidents.

Cooperation and preparedness training

It is focused on improving and streamlining the joint co-operation and casualty response of national maritime administrations/authorities and the Group clubs. A key focus of the MoU is joint preparedness training, and involves experienced club personnel participating in training workshops and exercises with national administrations and authorities.



After the signing ceremony, representatives from the International Group conducted a joint workshop with the Canadian Coast Guard, using a case study to go through an incident, and the respective roles and responsibilities on both sides.

P&I Clubs

An introductory video to P&I Clubs and the International Group is to be found here: <https://www.igpandi.org/>

Bound for Antarctica

USCGC *Polar Star*

On 27 December the US Coast Guard Cutter *Polar Star* departed Sydney to commence a passage through the Southern Ocean bound for Antarctica in support of Operation Deep Freeze 2025.

Shortly before the festive break *Polar Star* moored at HMAS *Kuttabul* alongside several Royal Australian

Navy warships close to the centre of Sydney during a logistics stop for fuel and supplies.

Training for the mission

Leading up to and during the transit, the ship's company received training and prepared to support the vital mission. Operation Deep Freeze is one of the more challenging US military peacetime missions due to the harsh environment in which it is conducted. Antarctica is the coldest, windiest, most inhospitable continent on the planet, and each passage requires careful planning and coordination.

In the words of Captain Jeff Rasnake, CO of *Polar Star*: *'The success of Operation Deep Freeze relies on strong collaboration with our international partners, I am deeply grateful for their continued, and relentless support of Polar Star's role in that mission.'*

'The future of scientific excellence in Antarctica is safeguarded by our joint commitment to cooperative research and protecting the Antarctic environment.'

Joint military service mission

Operation Deep Freeze is a joint military service mission to resupply the United States Antarctic stations of the National Science Foundation, which is the lead agency for the United States Antarctic programme (USAP).

For the advancement of science

The year 2024 marked *Polar Star's* 28th voyage to Antarctica. Every year, a joint and total force team work together to complete a successful Operation Deep Freeze season. Military members from the US Air Force, Army, Coast Guard, and Navy work together through Joint Task Force-Support Forces Antarctica to continue the tradition of providing US military support. Operation Deep Freeze through the US Antarctic Program works closely with other nation's Antarctic programmes to ensure the continued use of the continent for the advancement of science.

Facilitating logistics

Polar Star provides heavy icebreaking capabilities to facilitate sealift, seaport access, bulk fuel supply, and cargo handling for two of US's three research stations in Antarctica with McMurdo Station being the largest. The cutter's icebreaking capabilities enable the safe delivery of critical supplies to sustain USAP's year-round operations and support international partnership in the harsh Antarctic environment. It is vitally important that the US maintains a maritime domain presence in Antarctica to protect international access to the region in line with the Antarctic Treaty that is celebrating its 65th anniversary this year.

A unique vessel

Lieutenant Commander Rachel Rand, *Polar Star's* operations officer added: *'Polar Star is unique in its ability to operate in the dynamic polar regions and we*

are looking forward to joining our service partners operating there.'

'Our mission is to ensure the safe delivery of cargo to allow the United States Antarctic Program to continue to be successful. We appreciate the dedicated coordination and training across the joint and total force team that allows us to complete the complex resupply.'

When *Polar Star* deploys in support of Operation Deep Freeze the ship's company routinely spends the holiday season away from home.



Illustration per USCG ©.

Polar Star departed its Seattle homeport on 22 November and has steamed approximately 7,000 miles with port calls in Honolulu and Sydney. Those aboard crew celebrated Thanksgiving while underway and then moored alongside the US Navy fleet at Joint Base Pearl Harbor-Hickam in Honolulu.

During the passage across the Pacific, the cutter sailed through the position 0 degrees latitude and 180 degrees longitude, also known as "The X" marking the intersection of the equator and International Date Line. Crossing this exact position is a unique and rare opportunity among mariners, it is said.

Commissioned in 1976, *Polar Star* is a 399ft loa heavy polar icebreaker with a 34ft draft capable of providing year-round access to both polar regions.

The high price of virtue

By Michael Grey, IFSMA Honorary Member

There is not a lot of point in being a leader, more than one doomed general may have reflected, if nobody is willing follow you. Similarly, it may give one a tremendous sense of virtue to be an outlier, first in the market with your idea or innovation, but if no customers materialise for what you are offering, it is something of a damp squib, at worse a fatal mistake. "He meant well" – is not an entirely positive phrase, when found inscribed on a tombstone.

It is the desperate efforts of the UK government to lead the charge to "net zero," which provokes this train of thought. There are, after all, different shades of green; indeed, different definitions of the word.

“Immature, undeveloped, inexperienced, naïve, gullible” are all to be found in the OED, offering more negative alternatives to the usual environmental connotations, when considering the energy policies of the Labour government. The “Just Stop Oil” fanatics were terribly heartened by the decision of the incoming administration to prevent fresh exploitation of UK offshore oil and gas.

Virtue surged in the hearts of those doubling down on the prohibition of petrol and diesel vehicles, and the sale of gas-fired boilers, although there may now be nagging doubts about both the costs and the practicalities of these policies. It is significant that the UK finds itself largely out on its own in its demonisation of fossil fuels, comforted by the climate change catastrophists, and ignoring the fact that all the oil and gas that it will still be necessary to import will be on some other country’s environmental account. Which will be singularly unhelpful to the balance of payments, if anyone in the Treasury thought about it for a minute.

The UK seems to exist almost in a world of its own, as all around the globe drillers are drilling, new oil and gas fields are coming on stream and being urgently developed, while those around the UK wither and die. All around Africa the promises provided by the exploitation of offshore hydrocarbons are being realised; the technologies honed in older fields being transferred to these countries, which really do not see why they should “just stop oil” when it offers so much after generations of deprivation. There is plenty of activity around south-east Asia, all three coasts of South America and Australia, while the eastern Mediterranean and Black Sea are increasingly active.

The naiveté of New Zealand’s policy is being reversed with the disappearance of Jacinda Arden’s disastrous administration. Even Norway, often thought of as the greenest of the green, is drilling and pumping, with new large finds recently reported in the Barents Sea. It is not that all these countries around the globe are entirely oblivious of the need to constrain emissions; rather there is more common sense and pragmatism about the consequences of killing off the golden geese, while they retain so much value.

The incoming Trump administration has no doubts whatever of the importance of its domestic energy production, and will doubtless see Biden’s last-ditch efforts to ban offshore drilling as something of a goad. And while the EU as an organisation might be supportive of UK net zero fanaticism, there are plenty of doubters among individual member nations. It is unsurprising that the sensible and well-informed shipping interests are beginning to talk more openly about the vast expense of new regulations that will affect that part of the world fleet that trades into European waters.

The new FuelEU regulations, which came into effect with the new year have been described as “inflationary” which nobody with an ounce of common sense will deny. Where is all this green fuel going to come from, with the shipping industry competing with the rest of the world’s industry for their share, and what is that likely to do to the price of the stuff? At long

last, ashore and in the world fleet, away from where environmental interests like to grandstand and rehearse their virtue, there is rather more debate about what all this greenery is going to cost. We have hints, from the sheer cost of an electric car, to a ground-source heating pump, of the effects it will have on ordinary people. But when the costs of shipping stuff around the world, burning goodness knows what in its engines are properly quantified, this will, one suspects, be as a drop in the ocean.

Virtue, as the saying goes, has its own reward.

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

This article first appeared in *The Maritime Advocate Online* Issue No 873 of 10 January 2025. It appears here by kind permission of the Editor and the Author ©

Pilot training

Strategic collaboration

Kongsberg Digital and PSA Marine have entered into a strategic collaboration to enhance maritime harbour pilot training, leveraging cutting-edge simulation technology to equip PSA Marine’s harbour pilots with advanced skills to navigate the growing complexities of maritime operations, including autonomous ships and sustainable propulsion systems.

Headquartered in Singapore, PSA Marine provides integrated marine services which are primarily pilotage and towage services, catering to the ports and terminals, oil and gas, shipping, and renewable energy sectors. The company provides essential pilotage service to more than 180,000 vessels annually in the Port of Singapore, ranked as the world’s busiest container transshipment hub.

As the maritime industry has evolved with larger vessels, new sustainable propulsion systems, and tighter safety and environmental regulations, PSA Marine recognized the need for advanced training to keep ahead of the changes while ensuring greater precision and navigational safety.

A partnership

The partnership between PSA Marine and Kongsberg Digital, a global leader in maritime simulation technology, plays a pivotal role in this agenda. The Norwegian company, with an office in Singapore, already has a good footprint in the area with prominent organisations using its simulators such as the Maritime and Port Authority of Singapore, Singapore Police Coast Guard, Singapore Maritime Academy and Center of Excellence of Maritime Safety (CEMS).

Advanced simulators

PSA Marine is fortifying its training infrastructure with the installation of advanced simulators from Kongsberg Digital in April 2025. The simulator suite will include a state-of-the-art Full Mission Bridge

Simulator and a Full Mission Tug Bridge Simulator (Both Class A).

These systems would immerse the PSA Marine harbour pilots in hyper-realistic environments, tailored to Singapore's unique maritime conditions, enabling them to practise critical scenarios such as navigating dense traffic, managing new vessel types, and responding to emergencies—all within a safe, controlled training environment. This will help to elevate PSA Marine's pilotage capabilities, reinforcing its commitment to maximize port productivity in the Port of Singapore.

Comment

Er Wei Lim, Managing Director at PSA Marine, commented: *'We are excited to partner with Kongsberg to fortify our operational and training competencies towards safer and more efficient navigation. The collaboration underscores our commitment to innovation and excellence, empowering our people with the advanced technologies and skills to thrive in a rapidly evolving landscape. We look forward to future collaborations to co-create innovative maritime solutions together.'*

Are Føllesdal Tjønn, Managing Director of Maritime Simulation at Kongsberg Digital, stated: *'We are proud to partner with PSA Marine, an organization that shares our vision for advancing maritime safety and efficiency. Our simulation technology bridges the gap between theoretical knowledge and practical expertise, preparing PSA Marine's harbour pilots to excel in an evolving industry. Together, we will gain experience and set a new benchmark for maritime pilot training and innovation.'*

Cyclone Dikeledi

On 11 January Madagascar and the French territory of Mayotte in the Indian Ocean were hit by Tropical Cyclone Dikeledi.

The storm brought heavy rainfall and winds exceeding 115 km/h, causing at least three casualties in Madagascar. Dikeledi then brought heavy rain to Mayotte, leading to flooding and mudslides on the archipelago.

This storm follows Cyclone Chido, which devastated Mayotte in December 2024 as the worst storm to affect the islands in ninety years*.

As of 13 January, Dikeledi was forecast to move southwards down the Mozambique Channel, where it was expected to bring rain, thunderstorms, and strong winds to parts of Mozambique.

Dikeledi is visible in the Mozambique Channel in this Copernicus Sentinel-3 image acquired on 13 January.

The Copernicus Sentinel satellites provide free and open data essential for monitoring the aftermath and impact of cyclones and tropical storms.

*A BBC News report of 12 January about the event is to be found here: <https://tinyurl.com/3espnjde>

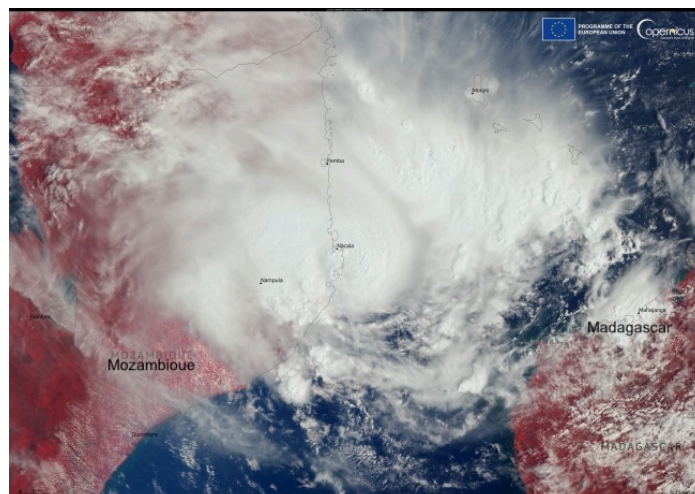


Illustration credit: European Union, Copernicus Sentinel-3 imagery

Ship Captain's Medical Guide

Early in January in the UK the Maritime & Coastguard Agency (MCA) reported that the 24th edition of the *Ship Captain's Medical Guide* (SCMG) was published on 20 December 2024. The issue was recorded in a Marine Information Note, known as MIN 718 (M+F).

By way of introduction we have been informed that SCMG is intended primarily for use on vessels where there is no medical professional, such as a doctor, on board. It provides assistance and direction for crew members when it becomes necessary for them to assess and treat trauma and medical illness.

Ships and fishing vessels which carry Category A or Category B stores are required also to carry a copy of the Guide. This may be in electronic format (see below) provided that it is readily accessible to anyone who may need to use it.

The SCMG is also the handbook for UK medical first aid and medical training.

Contents

The volume, of 336 pages, price £60.00 contains:

- Flow charts to aid evaluation and treatment.
- Incorporation of 'red flags' to aid identification of potentially life-threatening conditions.
- Clear, authoritative advice and easy-to-follow guidance.
- Step-by-step illustrations to explain emergency procedures.
- Cross references to further detail.
- Anatomical illustrations.

Changes to the 24th edition of SCMG

The 24th edition includes the following updates:

- Revised spinal immobilisation section.
- Updates to antibiotics guide.
- New content on COVID and infectious diseases.

- Updates to the emergency algorithms.
- New lighter, flexi-bound format using 100% recycled material.

How to obtain copies

The *Ship Captain's Medical Guide* 24th Edition (ISBN number 9780115541490) is published in the UK by TSO on behalf of the Maritime and Coastguard Agency

Copies may be obtained from TSO, the MCA's official publisher, via their website here:

<https://tinyurl.com/48mc6z3w>

The Ship Captain's Medical Guide is also published as an e-book, available from major e-book suppliers.

Due to intellectual property included in the latest edition, the SCMG is not freely available from www.gov.uk. The content may not be reproduced without the permission of TSO.

The publisher from which is more information may be requested is:

Seafarer Safety and Health
 Maritime and Coastguard Agency
 Bay 2/17
 Spring Place
 105 Commercial Road
 Southampton
 SO15 1EG
 Telephone: +44 (0)203 81 72835
 Email: medical@mcga.gov.uk
 Website: www.gov.uk/mca
 General enquiries: info@mcga.gov.uk

Nordic transport cooperation

Nordic countries are improving the performance and crisis resilience of their transport systems through closer cross-border cooperation.

Uniform practices and transport system models are helping the countries to better prepare for different types of disruptions on land, at sea and in the air.

Transport preparedness is being promoted on the basis of a Memorandum of Understanding between the transport agencies of Sweden, Finland, Norway and Denmark. This was reported by the Danish Maritime Administration on 17 January.

Improving readiness

Nordic cooperation in transport preparedness is improving the readiness for major accidents, natural disasters and other social crises. At the same time, the countries are expanding their cooperation to deal with exceptional situations, the seriousness of which exceeds that of normal peacetime situations.

Quadripartite MoU

The directors general of the Nordic transport agencies signed the Nordic Transport Preparedness Cooperation (NTPC) memorandum of understanding on Thursday, 16 January 2025 to promote cooperation in transport preparedness. In Finland, this cooperation is being developed by the Finnish Transport and Communications Agency Traficom and the Finnish Transport Infrastructure Agency. The National Emergency Supply Agency participates in the cooperation.

In the words of Jarkko Saarimäki, Director-General of Traficom: *'I am very happy about this cross-border cooperation between the agencies. The importance of preparedness and security is particularly relevant in the world we are currently living in.'*



*Illustration per www.dma.dk
 Danish Maritime Administration ©.*

'Our job is to ensure that the transport system works under all conditions. Infrastructure must be crisis-resilient and transport services must be accessible to people. All this serves both civilian and military needs.'

The cooperation in transport system preparedness previously established between Finland and Sweden will now be fully extended to Norway and Denmark. Iceland also has the opportunity to play a part as needed – given its geographical location.

Preparedness Manager Hannu Hakkarainen commented: *'The Nordic countries share common threats, risks and vulnerabilities that affect transport preparedness planning.'*

'We have one common and sustainable transport system, which we are constantly developing through cross-border cooperation.'

Counterfeit pilot ladders

In the UK the Maritime and Coastguard Agency (MCA), as the market surveillance authority for marine equipment, has been made aware of counterfeit ladders discovered during a port state control examination at the Port of Baltimore which resulted in the issue of US Coast Guard Safety Alert 11-24, *Counterfeit Pilot Ladders*.

The USCG alert may be accessed here: <https://tinyurl.com/yskyebfz>

Key findings reported are:

- (a) The counterfeit ladder refers to ISO 779-1 instead of ISO 799-1.
- (b) The serial number on the ladder matched its certificate, however, the number of steps and the length of the ladder did not align with the specifications listed on the certificate.
- (c) The plate and certificate indicated that the ladder was produced by QINGDAO GOOD BROTHER MARINE LIFE SAVING APPLIANCE Co. LTD, a company that manufactures SOLAS-approved pilot ladders. It is however worth noting that the Australian Maritime Safety Authority in March 2019 identified counterfeit pilot ladders falsely bearing the company's name and SOLAS certification.

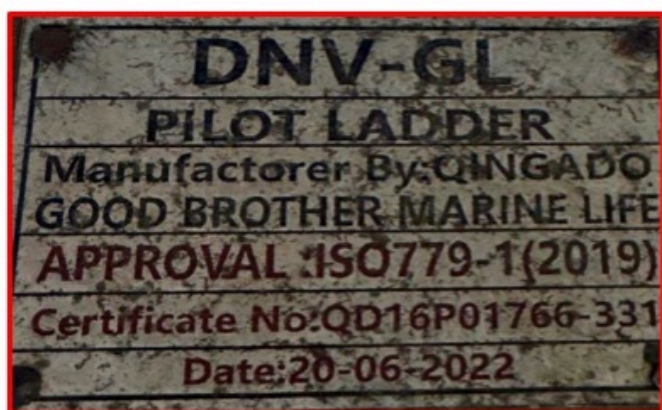


Figure 1: Fraudulent Certification Placard

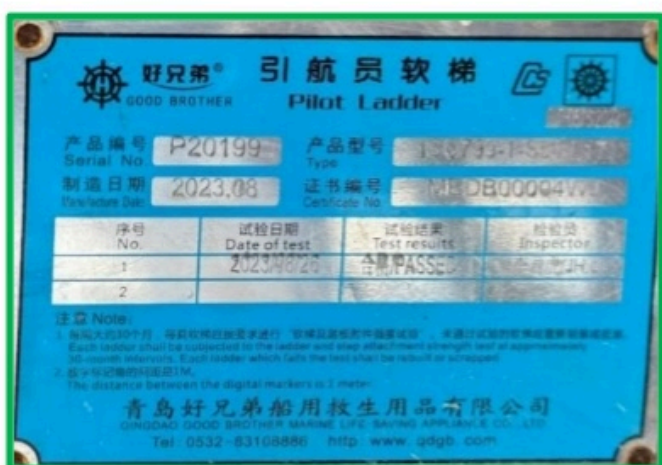


Figure 2: Valid Certification Placard.

Critical need to verify authenticity

This issue highlights the critical need for shipowners and operators to thoroughly verify the authenticity of marine equipment, particularly when dealing with items that are critical to safety at sea.

Entering enclosed spaces onboard ships

GARD and improved safety recommendations

Every year, a significant number of people die in enclosed shipboard spaces due to hazardous atmospheres. The IMO now calls for a more structured approach to identifying and assessing enclosed space risks, emphasising the need for both crew and shore personnel to fully understand the nature of any hazards that may be present.

The truth is in the numbers

Few aspects of occupational safety onboard ships have received more attention than the importance of following proper procedures when entering enclosed spaces. Nevertheless, seafarers and shore personnel continue to die in enclosed spaces onboard ships, and InterManager's safety statistics highlights a worrying development of such accidents.

By January 2025, InterManager estimated that around 350 seafarers and third-party workers had died from asphyxiation in enclosed spaces onboard ships since 1996, with 43 accidents since 2022 accounting for 70 of these deaths. While these alarmingly high numbers may be partly attributed to improvements in reporting and investigation methods, it does not change the fact that the overall number of enclosed space deaths onboard ships remains too high.

It is also worth noting that these types of accidents do not only affect trainees and inexperienced personnel. Many of those who die in these accidents are members of a ship's leadership team, including Masters and Chief Officers, according to InterManager. Deaths among shore personnel are also relatively common. Furthermore, its figures show that more than 40% of the enclosed space accidents occurred onboard bulk carriers, primarily inside the cargo holds or the hold accesses, although tankers and general cargo ships are also frequently represented in its statistics.

A past accident: When good intentions become fatal

A few years ago, two stevedores died onboard a Gard-insured bulk vessel when entering a cargo hold containing zinc concentrate. Both stevedores were discovered inside the hold, lying on top of the cargo, shortly after the ship had berthed. Furthermore, additional evidence at the scene indicated that the second stevedore may have died in an attempt to rescue his colleague. Subsequent accident investigations found that the ship's crew was unaware that the stevedores had entered into the hold. The crew had not yet opened the hold access hatch, which was still marked as 'restricted area – entry prohibited by unauthorized persons'. This suggests that the stevedores did not know that zinc concentrate can slowly oxidize in storage, lowering the oxygen level in a cargo hold, and hence ignored the warning notice on the access hatch. While no one witnessed the first stevedore entering the hold, and no one knows why

he did so before his superior's orders were received, it is possible that he simply wanted to get a head-start and help his team speed up the cargo unloading operation. The second stevedore just wanted to save a colleague.

Accident similarities

Investigation reports for enclosed space accidents often conclude that the underlying cause was '*failure to follow established procedures*'. But these accidents are likely caused by a wide range of operational, commercial, technical, and training-related factors. And as described in the case above, witnesses are not always present and can tell the full story.

The Republic of the Marshall Island (RMI) Maritime Administration has systematically investigated the circumstances surrounding enclosed space entry accidents onboard RMI-flagged ships and found that there are some repeat patterns with regard to how these accidents continue to occur in the same way and in the same locations onboard ship. Some of the similarities noted are:

- Obvious disregard for the risks that exist within enclosed spaces.
- Lack of awareness of the hazards associated with enclosed space entry without taking proper precautions.
- Failure to notify senior crew members of the need/intention to enter an enclosed space.
- Stop-work authority not properly exercised onboard.
- Entry into enclosed spaces by shore personnel without prior notification and permission or assistance from the ship's crew.

Far too often, it is seen that individuals who die in enclosed spaces do so in the course of attempting to rescue fellow co-workers when acting by instinct and emotion rather than knowledge and training.

IMO's regulatory actions to date

The IMO introduced its first Assembly Resolution on recommendations for entering enclosed spaces that applied to all ship types (Res. A.864(20)) in 1997, which was followed by a set of revised recommendations in 2011 (Res. A.1050(27)). Then, in January 2015, it became mandatory for all crew members with enclosed space entry or rescue responsibilities to participate in regular drills (SOLAS Reg.III/19.3.6) and from July 2016, ships have been required to carry onboard at least one portable atmosphere testing instrument for use in connection with enclosed space entry activities (SOLAS Reg.XI-1/7).

Nevertheless, InterManager's safety statistics demonstrate that the number of enclosed space accidents and fatalities has not decreased between the implementation of Res.A.1050(27) in 2011 and

January 2025, and accident investigations reveal that the reasons of the incidents have not changed.

Improved IMO recommendations on the horizon

In September 2024, the IMO Sub-Committee on Carriage of Cargo (CCC 10) presented an amended version of Res. A.1050(27). And, while the objective of the recommendations has not changed, the IMO calls for a far more structured approach to identifying, assessing and managing enclosed space risks, emphasising the importance of all personnel engaged in enclosed space activity understanding what could cause a hazardous atmosphere.



To increase people's hazard awareness, the recommendations' sections dealing with specific cargo-related hazards have been considerably expanded, particularly those dealing with solid bulk cargo. These sections now include thorough explanations of how certain cargo types and conditions can create a hazardous atmosphere, and how it can spread beyond the immediate enclosed space, to for example cargo hold accesses and working spaces connected to the holds. The concepts of 'connected space,' 'adjacent space,' and 'trapped hazardous atmosphere' are used to better define the risks. A new section discussing the specific dangers of carbon dioxide emissions from organic cargoes has also been added.

Among other noteworthy amendments are recommendations for:

- Enhanced training and knowledge, particularly for the designated competent and responsible persons. A reference to the SOLAS Reg.III/19.3.6. requirements for drills has also been incorporated.
- Maintenance of an enclosed space register. The register should be ship-specific and record and assess the hazards of all enclosed spaces onboard. It should also take into account how the atmosphere of each space may change depending on its content or the cargo carried. Associated risk mitigating measures should be listed.
- Making shipper's declaration available to the master or his representative onboard. The declaration should contain all relevant information relating to the hazards of the cargo and convey this information in a format that is understandable to the ship's crew.

- Better onboard activity and resource planning to ensure that external factors such as undue time pressure or simultaneous operations (SIMOPS) do not put enclosed space entry activity at risk. Furthermore, enclosed space activity should be conducted during a ship's normal working hours and single person entry into an enclosed space is not recommended.
- Improved access and entry procedures that make sure also shore personnel are informed of any potential hazards and safety precautions required before and during entry, including any enclosed space entry permit arrangements to be used. A new appendix provides examples of warning signs and diagrams to be used at space entry points and ships' gangways.
- Testing of the atmosphere, which now refers to detection equipment and testing instruments as required by SOLAS Reg.X1-1/7. It is also advised that, in addition to testing for oxygen, flammability, and toxicity, the atmosphere be checked for carbon dioxide.
- Establishment of an enclosed space emergency response plan that is easy understood, regularly practiced, verified as being effective, and followed precisely. It should be stressed that in the event of an emergency, ship crews or shore personnel should always follow the established rescue plan and never try to do rescue operations on their own in an enclosed space.

Revisit your enclosed space entry procedures

The amended enclosed space entry recommendations are up for final approval at the IMO MSC 110 in spring 2025. However, GARD encourages ship operators to review and take relevant advice from the new version of the recommendations as soon as possible and update own onboard procedures as necessary. A copy of the draft revised recommendations is available in Annex 5 of IMO report CCC 10/16 here: <https://tinyurl.com/yk2yyzet>

Additional advice on how to prevent enclosed space entry accidents is also provided in GARD's insight 'Entry into enclosed spaces – are you prepared?', and the real-life story told in the eight-minute awareness video serves as a stark reminder that any enclosed space is potentially life threatening, that every precaution should be taken both prior to entry and while inside an enclosed space - and that even trained professionals make mistakes.

For medical officers, GARD recommends consulting the emergency section of the Mariners Medico Guide app to obtain up to date medical information and treatment support for accidents caused by a hazardous atmosphere exposure.

Readers are also invited to visit GARD's enclosed space entry safety awareness campaign by using the link here: <https://tinyurl.com/25zj36wn>

News from ABS

A zero-emission LNG carrier

ABS and Herbert Engineering Corporation (HEC) have worked together to develop a conceptual future zero-emissions LNG carrier featuring a small modular reactor. The study is designed to help industry better understand the feasibility and safety implications of nuclear propulsion and to support future development projects.

This industry-leading research provides important information on heat and energy management, shielding, weight distribution, and other design features for an LNG carrier with nuclear propulsion and will assist the identification of design issues, informing future Rules development.

To explore this concept vessel readers are invited to use the link here to download the publication *Pathways to a Low Carbon future LNG carrier nuclear ship design*: <https://tinyurl.com/wpxnw9rp>

Floating offshore wind project

ABS and Akselos have signed a Memorandum of Understanding (MoU) to advance engineering and certification processes for floating offshore wind projects. This was announced on 23 December.

The companies signed the MoU to collaborate on solutions aimed at optimizing design, reducing costs, and improving efficiency for the floating wind sector globally.

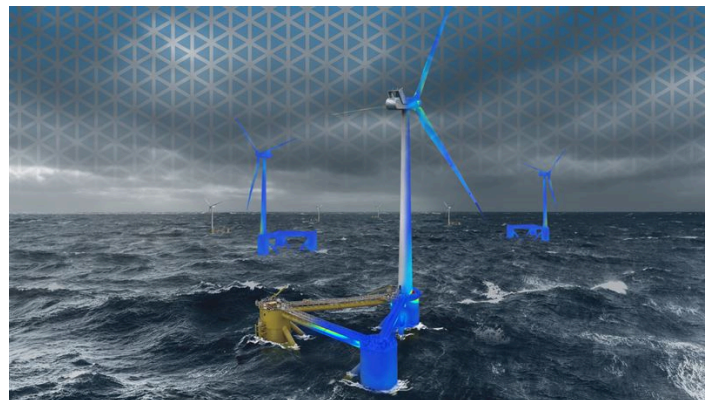


Image courtesy of Akselos ©

The collaboration makes use of ABS's expertise in offshore certification and classification with Akselos' simulation technology for structural risk mitigation and optimization.

Together, they aim to support the US Department of Energy's Floating Offshore Wind Energy Shot initiative, which targets a 70% reduction in costs to achieve \$45 per MWh by 2035, and the wider global market, which has significant potential for growth.

In the words of Rob Langford, Vice President, Global Offshore Renewables, ABS: 'The safe, sustainable, reliable and fit-for-purpose infrastructure required for the floating offshore wind market is crucial for the growth and evolution of the industry.'

'Enabling enhanced technology solutions will aid in the reduction of LCOE and support decision making by financial and insurance institutions. The partnership between ABS and Akselos will support the ever-growing need for renewable offshore energy and continue to support the design, construction and installation of floating wind.'

Guillaume Lechaton, Wind and New Energies Director at Akselos added: *'Our floating wind alliance with ABS, a leader in offshore certification and classification, is a strategic step to add value to this very promising yet challenging industry.'*

'By combining ABS' expertise with Akselos' advanced simulation tools, we aim to create a framework for more reliable, robust, and cost-efficient solutions for designers and operators.'

ABS is a trusted partner for offshore wind stakeholders, delivering advisory and technical review solutions that help minimize risk and enhance safety for offshore wind projects.

For more information on ABS Global Offshore Renewables services readers are invited to see here: <https://tinyurl.com/vcy4ryti>

SEA-CARE Working Group

Inmarsat Maritime, a Viasat company, supported by Maritime London, have established SEA-CARE as a new working group of stakeholders from industry, regulators, and the UK government whose goal is to scrutinise maritime safety and how pooling information can improve it.

Maritime London, an impartial broker

The new working group establishes Maritime London as an impartial broker to ensure that the right organisations are represented in SEA-CARE discussions between Inmarsat and industry stakeholders. Jos Standerwick, Chief Executive, Maritime London is chairing the group alongside Inmarsat Maritime's Vice President of Safety & Regulatory, Peter Broadhurst.

Collaborative initiative

The collaborative initiative sees data sharing as key to developing a better understanding of maritime safety challenges and how to overcome them. One inspiration has been Inmarsat Maritime's annual *The Future of Maritime Safety* report, which analyses Global Maritime Distress and Safety System (GMDSS) call records, and is now in its sixth year of accumulating data. SEA-CARE stakeholders see this vital record of real incidents involving perceived danger as a powerful example of a dataset which, combined with other relevant data, could contribute to significant new insights into best safety practice.

Peter Broadhurst commented: *'While distress call data provides valuable information, the reasons the calls are made are not always clear from the data.'*

'The volume of calls year on year is persistently high, and a high proportion also turn out to have been

unnecessary. If we enriched GMDSS data with this information, for example, our industry could implement preventive measures to reduce the call volume.'

Representative

A first meeting of the group brought together experts representing the London & International Insurance Brokers' Association, the International Maritime Rescue Federation, the IMO, and the International Transport Workers' Federation.

Together, the attendees evaluated how other datasets could be integrated to provide a more holistic view of maritime safety, including information from flag states, the IMO, insurance brokers, and shipping companies.



SEA-CARE working group session, bringing together industry stakeholders, regulators and the UK government, the SEA-CARE working group will explore how shared data can be used to better understand and improve maritime safety.

In acknowledging that organisations may have concerns over sharing sensitive data, the group agreed that anonymised information could be used retrospectively to achieve the goals of the SEA-CARE initiative. According to the attendees, anonymised historical data would lose its potential for reputational damage while retaining its value as a source for analysis.

Jos Standerwick reflected: *'This conversation has been important because it has shown the scale of the challenge when it comes to sharing the appropriate data to create a better and more objective overview of maritime safety. However, importantly, we have also established that stakeholders are willing to engage fully with that challenge.'*

SEA-CARE committee members made plans for the next session in early 2025, in which they intend to nominate a top five list of safety issues facing the industry and decide which organisations to approach about sharing data with the stated goal of gaining insight into safety risks.

Annual Report and Accounts, 2023-2024

This report sets out the activities of the UK's Maritime and Coastguard Agency (MCA) between 1 April 2023 and 31 March 2024.

It provides detailed information on:

- Strategy and achievements over the period.
- Performance against key performance indicators.
- Governance arrangements

The financial statements provide detailed accounting and expenditure information for the financial year.

Overview

Here are provided a useful overview of the vital work undertaken by the Agency across its wide-ranging responsibilities, from seafarer safety to oversight of merchant shipping, maritime environmental protection and of course the critical role of HM Coastguard. In doing so, the MCA not only has a UK-wide remit, but also works closely with the Red Ensign Group partners in the UK's Overseas Territories and Crown Dependencies.

Port State Control

The UK improved its position in the latest July 2023 Paris MOU White List, becoming a Top Ten flag state based on international Port State Control performance.

The year 2023-24 again saw a rise in incidents requiring the services of HM Coastguard (HMCG), who responded to over 39,000 calls with professionalism and expertise. Reasons for this upward trend are being closely monitored, and they underline the necessity of continuing to support HM Coastguard staff and volunteers as first-in-class responders.

The national fleet has 1,054 vessels totalling 10.12 million gross tonnes on the flag.

IMO representation

Seven papers were submitted to the IMO and the MCA completed 3,208 surveys and 2,336 inspections in the UK and worldwide. With over 37 million passengers around the UK and thousands earning their living from the sea it is vital those vessels are safe.

SAR; weather forecasting

HMCG responded to 2,735 incidents with its helicopter assets and 1,777 incidents using the fixed-wing aircraft and unmanned aerial system assets. Expert advice was given on 98 marine licences for offshore renewables and ensured the completion of the in-year programme for mapping the seabed of the UK. With regard to meteorology the MCA managed the shipping forecast by the Met Office, now 150 years old, which is broadcast by the BBC.

The Annual Report and Accounts document

The document may be accessed with the link here: <https://tinyurl.com/3dpcnwd>

mv *Galaxy Leader*

Release of crew

IMO Secretary-General Mr Arsenio Dominguez welcomed the release of the crew of mv *Galaxy Leader*, after more than a year in captivity. This was reported on 22 January.

The Secretary-General issued the following statement: *'I welcome the release of the 25-member crew of the Galaxy Leader, who have endured over a year of captivity since they were taken hostage in November 2023 while transiting the Red Sea. This is a moment of profound relief for all of us – not only for the crew and their families, but also to the wider maritime community.'*

'I am grateful for all the Member States, regional entities, and international partners whose steadfast support and strategic engagement were pivotal in securing the crew's freedom, and to ensuring their wellbeing.'

'Today's breakthrough is a testament to the power of collective diplomacy and dialogue, recognizing that innocent seafarers must not become collateral victims in wider geopolitical tensions. It is also a return to operations in the Red Sea as we have been accustomed to, and upholding of the freedom of navigation.'

'IMO will continue to rigorously uphold its commitment to the safety of seafarers worldwide, who continue to face risks in their essential work.'



Following the release of the captive crew Guy Platten, International Chamber of Shipping Secretary General, added: *'We welcome the news of the Galaxy Leader crew being released today and that they will be reunited with their families after being held in captivity since the 19 November 2023. The fact that the innocent crew were held for over 430 days is unacceptable and a truly dreadful situation.'*

'Nobody should have to endure such an ordeal, and we call on all nations to support our seafarers and shipping so that this does not happen again.'

ICS deplores any and all attacks on shipping as they are a breach of international law and threaten the lives

of innocent seafarers and the safety of merchant shipping.'

To recap the NYK-chartered pure car and truck carrier (PCTC) *Galaxy Leader* had been seized near Hodeida, Yemen, while sailing for India. No cargo was on the vessel.

Galaxy Leader, Bahamas-flag, 189metres loa, built 2002.

More...awaits

New ICS Helicopter Operations Guide

In mid-January the International Chamber of Shipping (ICS) Publications department announced the release of the sixth edition of the ICS Guide to Helicopter/Ship Operations, an essential resource that has been setting the standard for safe and efficient helicopter/ship interactions for almost 50 years.

Recognised as the go-to reference for shipping companies and crew, the Guide has been meticulously updated with input from leading experts in both the maritime and aviation sectors, including the Civil Aviation Authority, International Maritime Pilots' Association, NYK Group, Knutsen LNG France, and the Japanese Shipowners' Association.

This new edition reinforces its commitment to providing relevant, practical, and up-to-date guidance with a clear focus on ensuring safe and smooth operations for all parties involved.

The ICS Guide to Helicopter/Ship Operations is a critical resource not only for ships' masters, officers, and crew, but also for marine pilots and helicopter operators. The guide also helps shoreside teams develop shipboard operating procedures and requirements for the full range of helicopter operations that may be undertaken on board.

Key enhancements in the sixth edition are:

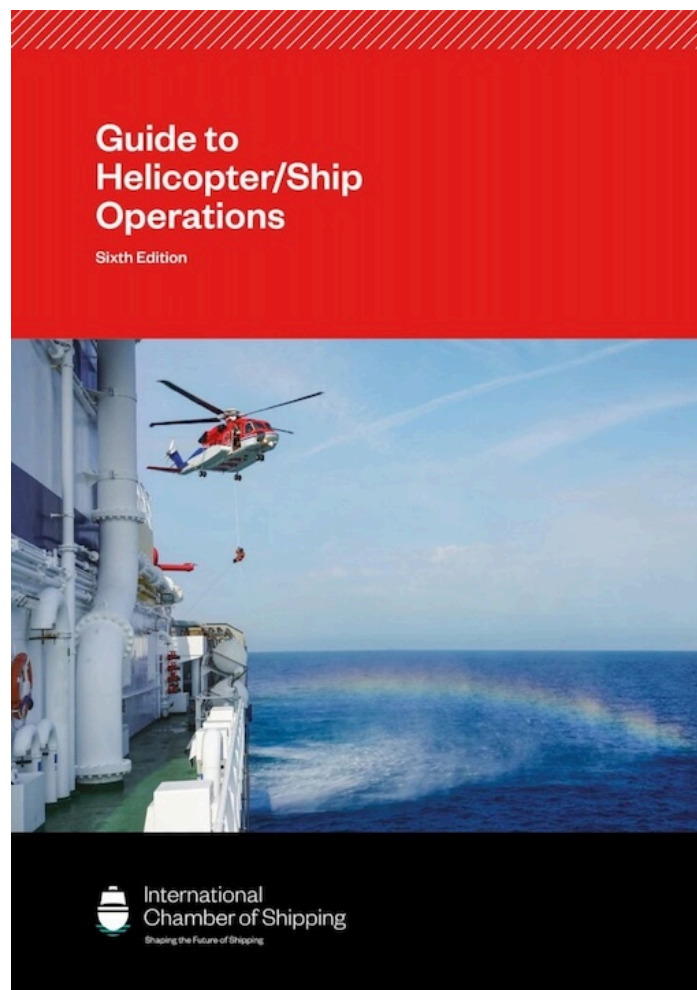
- A new risk assessment framework for both landing and winching operations, further strengthening safety protocols.
- A concise aide-memoire for the responsible officer, ensuring clarity during high-pressure situations.
- A sample toolbox talk template to support preoperative briefings, fostering better crew communication and preparedness.
- Enhanced shipboard safety checklist for helicopter operations, with tasks now presented in chronological order to streamline execution.
- Further clarifications on roles and responsibilities, improving coordination between ship and helicopter teams.
- Updated terminology reflecting current industry standards and practices.

Additionally, the sixth edition can now be used in conjunction with the Helicopter Operation Procedures for Ships e-learning course, available through the new ICS Academy. This alignment offers seamless

integration of onboard procedures with training, ensuring crew members have access to comprehensive, practical learning tools.

Comment

Gregor Stevens, ICS Senior Manager – Nautical, commented on the significance of the update: *'The ICS Guide to Helicopter/Ship Operations has been a cornerstone of safe practices for nearly five decades. This new edition enhances that legacy, making it easier for crews to implement procedures efficiently. By streamlining processes and adding new tools, we're ensuring that all personnel – whether on the ship or in the air – can operate with confidence and clarity.'*



The sixth edition is designed to be more user-friendly, with a reorganised structure that allows crews to quickly locate relevant information and implement best practices efficiently.

Orders may be placed here:

<https://tinyurl.com/33ruatn7>

Calling out harsh treatment

By Michael Grey, IFSMA Honorary Member

Do seafarers have any human rights, in an era where worthy folk are always shouting about this supposed entitlement for those who live safely on land? You have to wonder, when you learn about some of the disgraceful treatment meted out by the authorities

around the world to those who have aroused their attention. Time after time, one learns of shocking cases where, after drugs have been found aboard a ship, in the aftermath of a casualty, a pollution incident, or even cargo-related disputes, seafarers have been treated appallingly.

Many of these cases occur in places where you sort of expect them, in countries where the rule of law is less well developed, corruption is endemic and where no sensible person would willingly enter. But even in locations where you would think that they are more “civilised,” there is no shortage of reports to the effect that the treatment of seafarers is infinitely worse than that meted out to shore-side natives of that country. We publicise cases where they are most egregious, albeit with caution because there is invariably reluctance to go too far into the public domain, less the situation of an individual is prejudiced. Some defy rationality. But one cannot ignore, for instance, the plight of the master and chief officer of a coal carrier, detained for a year in Turkey, then given 30-year sentences for their “command responsibility” (in the absence of a shred of real evidence) after narcotics were found in the cargo, and properly reported.

It was described as “outrageous” by the ITF, which points out that there was no connection found between the drug stash and those aboard ship. InterManager points to the case of a Polish master, who reported drugs detected on board to the authorities on arrival in Mexico, and was then held for 592 days without charge, with the whole crew arrested and held for three months. The association of ship managers has been collecting data on cases of criminalisation and is asking other industry organisations to come forward with any cases of which they have information, so that through collation of data, a proper picture of this nasty phenomenon can be assembled.

InterManager has a sound record of data collection; witness the valuable work done on enclosed space tragedies and lifeboat accidents, so it would surely be an appropriate vehicle for a consolidated approach throughout the international industry. The organisation has already “collected” 118 cases and determined that the situation is getting worse, with records going back to 1989. And one gruesome fact they have already determined is that no less than 63% of these cases involves the imprisonment of masters – “command responsibility” being well established. It is a sensible strategy, if the records of organisations like IFSMA, the ITF, other national unions and professional organisations and welfare agencies, along with the fine work done by people such as Deirdre Fitzpatrick, can be collected to form a far better bank of data.

Then, InterManager suggests, they would be in a good position to take this information to the IMO and raise the matter formally. On the face of it, a consolidated approach might be more useful than individual organisations trying to draw attention to individual cases. No matter how awful, they tend to be a nine-day wonder, while the wretched individuals suffer, often for years, unrepresented in foreign countries, in terrible conditions and with failing health. There is a genuine case for the human rights of this

essential workforce to be properly reinforced, with a guarantee of top legal defence made available at a reasonable cost. There is something seriously wrong when those in charge of ships are held responsible for something they have no possible way of influencing, as is the case with so many of these drug smuggling cases.

They can do everything according to the book, but it is the ship against the sheer corrosive power of the narcotic cartels, and the seafarers are but the indirect casualties. You might ask why they are forced go to these dreadful ports where the cartels hold sway, and where there is every chance that the ship will be selected as a conduit for their awful trade. What could the IMO do that will not take years of sweat by the Human Element Industry Group and other well-meaning agencies? One practical suggestion would be to require owners and charterers taking cargo to and from risky places (and we know where they are) to impose a hefty surcharge, to be hypothecated to the provision of genuinely independent anti-smuggling precautions, which would mean using protective agencies which would not be in any way at the mercy of the cartels and if necessary, access to the best defence lawyers.

It would also help if those places where justice has been so lacking are publicly identified, utilising the power of shame. And all of this goes way beyond drug smuggling, to proper post casualty behaviour by authorities, down to good old extortion and corruption – “Captain, you are in big trouble.” Human rights should not be denied to anyone, and especially to those who work afloat and more people should care about this serious omission.

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

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Decarbonising the maritime sector

New EU rules

More renewable and low-carbon fuels will help reduce carbon emissions and air pollution from the EU maritime sector, following the entry into force of the FuelEU Maritime Regulation as of 1 January 2025. This was reported by the EU news service on 10 January.

Shore power supply

The Regulation supports the transition towards a more sustainable transport sector, by mandating the gradual uptake of renewable and low-carbon fuels and the use of onshore power supply in ports from 2030 onwards.

The FuelEU Maritime Regulation sets a requirement to lower the greenhouse gas (GHG) intensity of the energy used on board by all ships above 5,000 gt calling at EU ports, regardless of the flag they fly. The

annual average reduction in GHG intensity will gradually increase over time starting from -2% in 2025 to -80% in 2050 compared to the average in 2020.

The Regulation offers flexibility in choosing the right technologies, fuels, and business models for compliance. It includes a pooling mechanism to help fleets develop effective compliance strategies and to reward early adopters for investing in the energy transition.

Zero-emission requirements for passenger ships and container ships at berth are also included. The Regulation mandates the use of on-shore power supply (OPS) or alternative zero-emission technologies, from 1 January 2030 in EU ports covered by the Alternative Fuels Infrastructure Regulation (AFIR), and, from 1 January 2035 in all EU ports equipped with OPS facilities.

Next steps

From 1 January 2025, companies have to monitor the energy used on board their ships during EU related voyages and stays at EU ports.

By 31 January 2026, companies will have to submit the so-called FuelEU Report to their selected verifier in charge of overseeing monitoring and reporting activities related to the Regulation. This will serve as the basis of the calculations to determine whether the ship complied with the GHG intensity reduction targets in 2025.

Background

To reduce greenhouse gas emissions from transport by 90% by 2050, the EU is working to decarbonise the maritime sector through measures like the FuelEU Maritime Regulation, the extension of the EU Emission Trading System (ETS) to shipping, and the Alternative Fuel Infrastructure Regulation (AFIR). It is also collaborating with Member States to develop global measures at the IMO.

To help scaling up the production of renewable and low-carbon fuels in Europe, the Commission has dedicated €20 million of EU Allowances to the maritime sector under the EU Innovation Fund.

Horizon Europe devotes €530 million for research and innovation through the Zero Emission Waterborne Transport Partnership. Beyond financing, the Renewable and Low-Carbon Fuels Industrial Alliance (RLCF) helps the industry advance the production and supply of clean fuels in the aviation and waterborne sectors.

More information

For more information readers are invited to learn more from the links here:

Decarbonising maritime transport – FuelEU Maritime: <https://tinyurl.com/3tbk8t9v>

Reducing GHG emissions - Fuel EU Maritime Regulation - EMSA - European Maritime Safety Agency: <https://tinyurl.com/yc69a9wf>

ABS: Regulatory Trends and Impact: Second Edition

An overview of upcoming international and regional regulatory developments

ABS AiP to hydrogen gas carrier

The IMO has made several important developments in recent years, focusing on environmental sustainability, maritime safety and technological innovation. The IMO is also addressing the growing concerns over cybersecurity risks in maritime operations, enhancing ship safety standards with a focus on improving crew training, implementing new technologies and ensuring that international regulations keep pace with innovations such as autonomous shipping.

Regarding *Regulatory Trends and Impact: Second Edition* this document provides a summary of the latest regulatory efforts under development at the IMO, highlighting the key topics championed by the organization to improve the safety, efficiency and technological leadership of the maritime industry.

From reductions in the carbon intensity of shipping, to the use of future fuels and autonomous ship capabilities, the IMO continues to pursue a unified consensus on the direction of shipping in the remainder of this century.



Regulatory Trends and Impact: Second Edition also summarizes the main regulatory developments at regional and country-specific levels. These regional and national regulatory developments are often testbeds for finding solutions that can have global applications in the future but must be accounted for in current vessel operations.

These key national and international developments are current as of autumn 2024, and ABS will continue to monitor any changes and provide updated guidance that will help you navigate the regulatory landscape in the years ahead.

To read the second edition

To inspect the second edition of the ABS Regulatory Trends and Impact publication readers are invited to use the link here: <https://tinyurl.com/3kutu5y8>

Hydrogen gas carrier

HD Korea Shipbuilding & Offshore Engineering (HD KSOE) has received ABS approval in principle (AIP) for a tank design that enables large-scale hydrogen transport and storage. This was reported by ABS towards the end of January.

The vacuum insulation system from HD KSOE is designed to reduce the time required to create a vacuum in large tanks, essential for transportation. The new technology allows the maintaining of a vacuum state at -253°C , which KSOE says enables safer and loss-free transport of large quantities of liquid hydrogen.

ABS completed design reviews based on class and statutory requirements.

Comment

To quote Patrick Ryan, ABS Senior Vice President and Chief Technology Officer: *'Hydrogen is a key enabler for decarbonisation, playing critical roles as fuel, feedstock, energy storage and load balancing.'*



Liquefied hydrogen carrier

Photo courtesy:HD KSOE.

'As demand grows, shipping will need advanced systems to support large-scale liquid hydrogen storage and transportation. This is an exciting milestone for HD KSOE, and ABS is proud to support such innovative technologies.'

Dr Byeongyong Yoo, Vice President, HD KSOE, added: *'HD KSOE has been dedicated to providing technological solutions for large-scale energy shipping such as LNG, LPG, Ammonia, CO₂, and now hydrogen.'*

'This hydrogen vacuum system solution and large-scale validation test are part of these efforts. We will continue collaborating with leading global companies to drive the energy transition and achieve net-zero goals.'

Global energy and shipping companies Woodside Energy, Mitsui O.S.K. Lines (MOL) and Hyundai Glovis also participated in the validation test and are currently working with HD KSOE on the joint development of an 80,000 m³ liquid hydrogen carrier.

Jason Crusan, Vice President Energy Solutions at Woodside Energy, commented: *'This is a key*

achievement which builds confidence that liquid hydrogen ships can be efficiently designed and constructed in a shipyard environment.'

Jotaro Tamura, Senior Managing Executive Officer of M.O.L. reflected: *'This verification test was a major milestone in the study of transporting liquefied hydrogen, where one of the major issues was the need to increase the size of the tank, and is an important step toward commercialization.'*

Chio Kwon, Vice President and Head of Shipping Business Support Group with Hyundai Glovis said in conclusion: *'Achieving this remarkable milestone as the world's first to successfully verify tank scale-up, HD KSOE has demonstrated the dedication and innovation of the research. We hope this achievement serves as a strong foundation for future advancements in the field.'*

China MSA

Focus on enclosed space entry safety

News was received from GARD towards the end of January that up to 14 October 2025 Chinese port authorities will inspect visiting vessels to ensure that personnel involved in enclosed space entry activity understand the risks involved and are properly trained and equipped to control them.

This warning was also published by GARD's Chinese correspondents Huatai Marine and Oasis P&I.

Topics to be considered

It is understood that during the campaign period, Chinese port state officers will conduct special enclosed space entry inspections when onboard, and GARD's correspondents report that inspectors will pay particular attention to topics such as:

- Crew training and hazard awareness, including identification of all onboard locations/spaces in which a hazardous atmosphere could develop.
- The permit to work system, including barriers and markings to prevent unauthorized entry.
- Availability of relevant and well-maintained atmosphere testing and rescue equipment, as well as crews' familiarity with the equipment.
- The understanding of conducted enclosed space entry drills in accordance with SOLAS Reg.III/19.3.3.

Being prepared

As highlighted in GARD's recent alert *'Improved safety recommendations for entering enclosed spaces onboard ships'**, enclosed space entry accidents occur on all types of vessels and involve people of all ranks.

It is reported that there appear to be recurring patterns in how such accidents continue to occur in the same way and in the same onboard locations. However, the underlying causes are not always evident, as a number of operational, commercial, technical, and

training-related factors may impact these types of accidents.

China MSA campaign

GARD has encouraged vessel operators to use China MSA's special safety campaign as a timely reminder of the necessity of ensuring that persons involved in enclosed space entry activity are aware of the risks and are properly trained and equipped to manage them.

Vessel operators and masters are advised to review their enclosed space entry procedures to verify compliance with SOLAS, the ISM Code, relevant IMO and Flag State recommendations, and industry best practices.

It is also important, GARD has emphasised, to verify that the procedures are fully understood and followed by those working onboard.

Guidance

GARD's enclosed space entry safety awareness campaign provides additional guidance and links to videos and other training materials at <https://tinyurl.com/25zi36wn>

*Issued 15 January 2025 and available with the link here: <https://tinyurl.com/5drhvcsv>

Editorial note

This text is based on material kindly made available at www.gard.no

Port of Brisbane, Queensland: Breakaways

Breakaway occurrences: OOCL Brisbane and CMA CGM Bellini

May 2022

In early May 2022, heavy rain fell across catchments of the Brisbane River. In response, the region's water management agency performed several controlled water releases from dams located upriver from the Port of Brisbane. The subsequent high freshwater inflows resulted in increased current speeds through the port, exposing ships to the risk of breaking free from their berths.

At 1313 local time on 16 May, the container ship *OOCL Brisbane* broke away from its berth at Fisherman Islands. All the ship's mooring lines parted or paid out shortly after another ship, *Delos Wave*, passed *OOCL Brisbane* in the adjacent channel and berthed immediately ahead of it.

At 0636 on 20 May, the container ship *CMA CGM Bellini* was working cargo alongside a berth at Fisherman Islands when two of its forward mooring lines parted and its bow drifted off the wharf. This breakaway also occurred shortly after another ship, *APL Scotland*, passed and berthed ahead of *CMA CGM Bellini*.

What the ATSB found

The ATSB found that the cause of the breakaways was a combination of increased ebb current flows and

additional interaction forces and water flow disturbances introduced by *Delos Wave* and *APL Scotland*. These combined factors resulted in hydrodynamic forces which exceeded the berthed ships' mooring arrangement capacities.

The investigation identified that Maritime Safety Queensland (MSQ), the safety regulator, and the port's pilotage provider, Poseidon Sea Pilots (PSP) did not have a process to jointly and effectively identify and risk assess the hazards to shipping and pilotage that were outside normal environmental conditions. As a result of this safety issue, MSQ and PSP did not identify and adequately address ship interaction as a hazard that increased the risk of a breakaway at Fisherman Islands.

What has been done as a result

Following the breakaway of the oil tanker *CSC Friendship* in February 2022 further upriver in the port (ATSB investigation MO-2022-003) and these breakaways at Fisherman Islands in May, MSQ has taken the safety action summarised below.

Between July and October 2022, MSQ commissioned several investigations and studies into the breakaways, which included analyses of mooring and river conditions, port operations and contingency planning arrangements.



ATSB ©

Additionally, MSQ engaged with multiple port stakeholders, including PSP, terminal operators, the Australian Bureau of Meteorology and Seqwater to improve collaborative planning for, and response to, extreme weather events including river flood. Subsequently, MSQ has gradually amended its procedures for responding to extreme and adverse weather events. From late 2023, these procedures reflected the Queensland Government's adoption of the Australian Warning System, which provides a nationally recognised set of warning levels and icons to communicate and manage dangers associated with extreme weather events.

In late 2024, MSQ established the Port of Brisbane Maritime Emergency Working Group (MEWG) and developed guidelines for the group's role in responding to port emergencies, including severe weather, river flood and dam water releases. A stated function of the MEWG, which included representatives from MSQ, Port of Brisbane and PSP, was to facilitate timely and collective assessment of potential hazards to port safety posed by significant weather events and emergencies so that appropriate controls could be identified and implemented.

Capital improvements include the installation of three additional current meters in the river (with additional meters planned) and the provision of data from these meters to key stakeholders, including PSP.

In December 2024, PSP advised the ATSB that it had worked closely with MSQ since the 2022 breakaways to establish a formal channel for all port stakeholders to collaboratively identify and risk assess hazards to shipping outside of normal environmental conditions. During this time, PSP progressively updated its pilotage operations safety management system to provide detailed procedures for preparing and responding to severe weather events. These procedures were developed in collaboration with MSQ and consistent with guidelines for the MEWG.

Additionally, PSP provided input for changes to MSQ's standard port procedures. This included the joint development of procedures for movements to and from various berths under flood conditions using MSQ's bridge/ship simulator.

Safety message

The breakaway incidents highlight the importance of structured and clearly defined emergency and risk management arrangements for managing port shipping movements outside of normal operating conditions. Such arrangements must facilitate accurate assessment of all the available information by the involved parties and provide for adequate assessment of all potential risks.

On a matter of record

As all OOCL *Brisbane's* mooring ropes had parted and several mooring winches were damaged, the vessel remained at the anchorage for several days while new ropes and spare parts were supplied.

Report

The final report of 42-pages: *ATSB Transport Safety Report Marine Occurrence Investigation (Defined) MO-2022-004 Final – 30 January 2025* is available using the link here: <https://tinyurl.com/4j396tyb>

Editorial note

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Satellite observations: Alaska

Copernicus Global Climate Report 2024

Since December 2024, many locations in the US state of Alaska have recorded warmer temperatures than usual for the time of year. In the capital, Anchorage, the average temperature reached -6.4°C on 15 January, which is 2.4°C above the five-year historical average for that date. These unseasonably warm conditions have led to concerns about ice melt and potential flooding in the region. Furthermore, a decrease in snowfall has affected the area in January 2025.

These Copernicus Sentinel-2 images of Lake and Peninsula Borough, Alaska, acquired on 26 January 2024 and 26 January 2025, illustrate the lack of snowfall received this year in comparison to the last.

Open data from the Copernicus Sentinel satellites helps to monitor snowfall and other environmental conditions around the world. This information supports authorities in making evidence-based decisions to help protect important ecosystems.

Copernicus Global Climate Report 2024

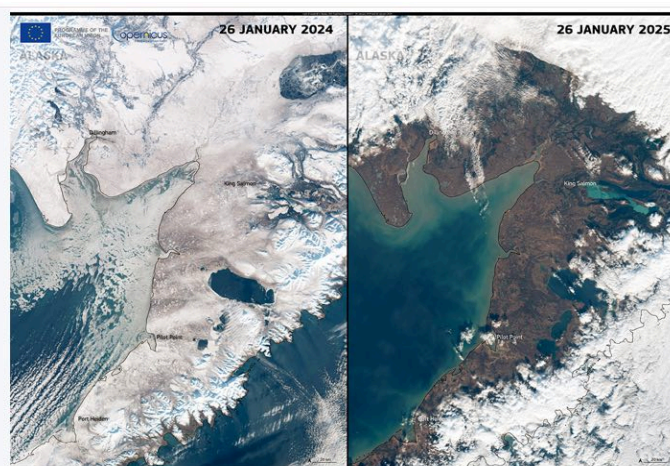
The *Copernicus Global Climate Highlights Report 2024*,* published on 10 January, confirms 2024 as the warmest year on record and the first to exceed 1.5°C above pre-industrial levels for the annual global average temperature. Last year was also the warmest for all continental regions, including Europe, except Antarctica and Australasia.

As also highlighted in the *2023 European State of the Climate Report*** and the European Climate Risk Assessment, the European continent has been warming twice as fast as the global average since the 1980s, becoming the fastest-warming continent on Earth. European land in the Arctic remains the fastest-warming region on Earth, and changes in atmospheric circulation are favouring more frequent summer heatwaves. Likewise, glaciers are melting and there are changes in the pattern of precipitation.

The overall frequency and severity of extreme weather events are increasing. Sea surface temperatures remained exceptionally high, with July to December 2024, being the second warmest on record for the time of year, after 2023.

EU commitment

The EU is committed to supporting global climate action and becoming climate-neutral by 2050. It has agreed on targets and legislation to reduce greenhouse gas emissions by at least 55% by 2030 the Commission has already recommended a 90% net GHG emissions reduction target for 2040. The Commission published a Communication in April 2024 on how to effectively prepare the EU for climate risks and build greater climate resilience.



Credit: European Union, Copernicus Sentinel-2 imagery

On Copernicus

Copernicus, Europe's eyes on Earth, is the Earth observation component of the European Union's Space programme. Funded by the EU, Copernicus is a unique instrument that looks at our planet and its environment to benefit all European citizens.

*Obtainable with the link here:

<https://tinyurl.com/222nxebu>

**See the link here: <https://tinyurl.com/yevvkjw7>