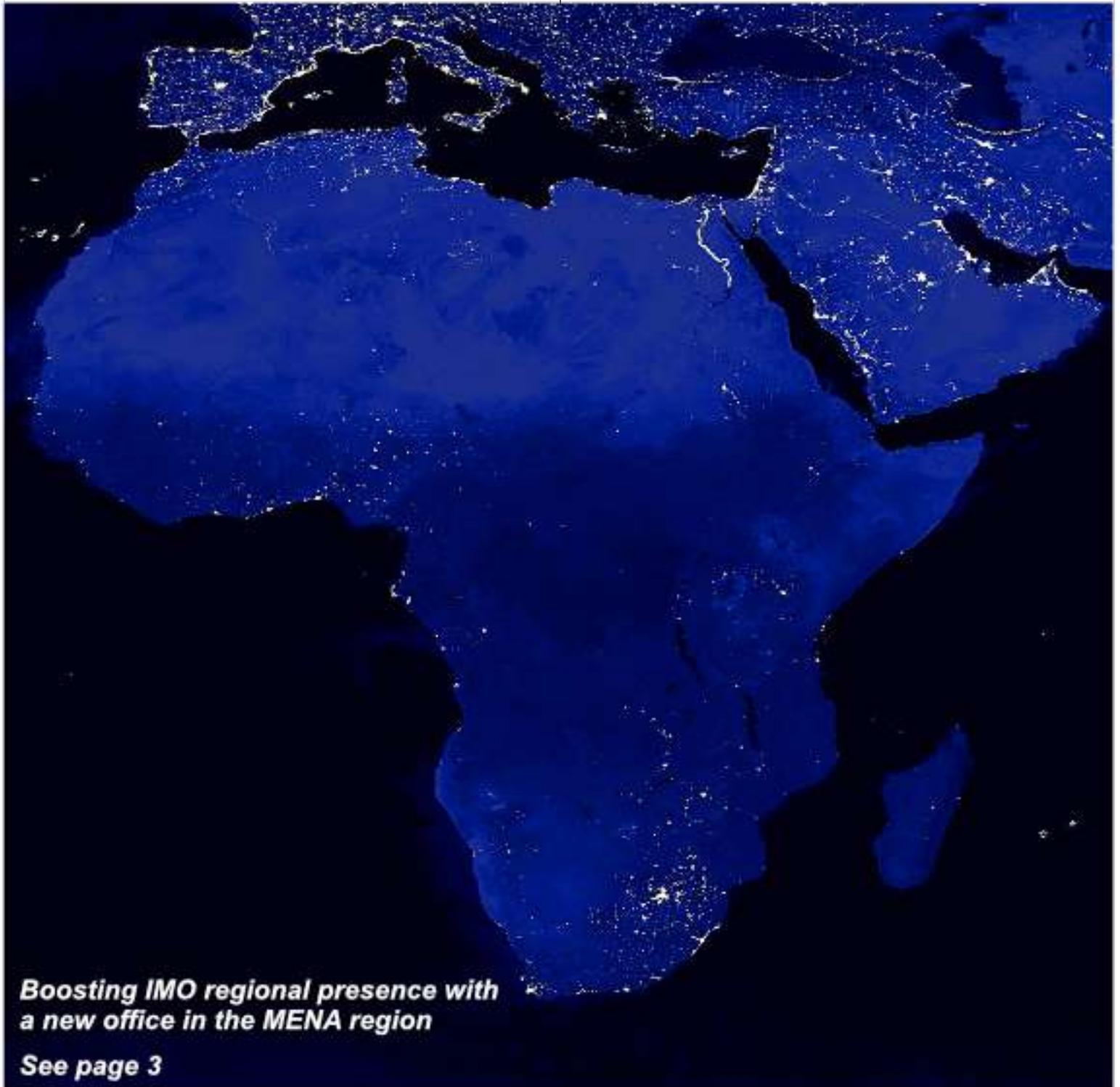


Number 59, November 2022

IFSMA

NEWSLETTER

The Shipmasters' International Voice



***Boosting IMO regional presence with
a new office in the MENA region***

See page 3



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Secretary General's Report

Well up here in the northern hemisphere, winter is coming and the days getting shorter and colder. The beginning of the month saw us at the IMO for the Maritime Safety Committee and we had a delegation of five representing IFSMA throughout. The high point for us was the Working Group on Marine Autonomous Surface Ships which was looking at the content for producing a regulatory code.

We were very fortunate that a syndicate of four from Nautilus International, the Norwegian Maritime Officers' Association, an individual member from India and an eminent international maritime lawyer who volunteers to help and provide advice on this difficult topic.

IFSMA has written papers on this during the Regulatory Scoping Study and one of them has been retained as an important piece of work going forward. IFSMA is seen as the lead NGO in this area, particularly on the role of the shipmaster. The Working Group is in its early stages and I will keep you informed of the progress on this important issue which will affect all mariners in the future. We must get this right and not allow technology to run away and dictate the pace.

We have also been very actively involved with the World Maritime University and the European Union on a project called SAFEMODE where we are looking at lessons learnt from the aviation industry and how we can bring the relevant findings into our maritime world. It has potentially exciting implications and I will let you know more as this develops.

You will be pleased to hear that our profile is still high on the international stage and where our thoughts and experience on seafarers' issue is sought. This was highlighted when I was invited by the Secretary General of IMO to a meeting with only two other NGOs to discuss how IMO can be better focussed on Seafarer and Human Element issues. This is something IFSMA has been pushing for some considerable time and is linked to the Human Element Industry Group which I set up four years ago to take forward. I am optimistic that the IMO will set up a small group of supporting States as a strategy to work with us.

Thank you for all your interest in what we are doing on your behalf and please remember that we are always interested in any articles you might have to inform our members of issues you are dealing with afloat.

As we approach the end of 2022 I hope that the forthcoming festive season brings you and your families some cheer and that those of you at sea have fair winds and following seas.

Secretary General, Commodore Jim Scorer FNI RN

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

From the News Editor

Established in 1850 on the south side of the River Clyde in Glasgow, Brown, Son & Ferguson Ltd. soon started publishing books for the sailing ships that visited the city. In those early days, few publications on maritime affairs were available, and its range of titles steadily grew.

A new and exciting era dawned for the firm with the first issue of *Brown's Nautical Almanac* in 1876. Every year it continues to be completely revised with ongoing care and attention given to its preparation. Users will find a wealth of detailed information, including: Buoyancy, Distance Tables, Marine Safety, Navigation, Stability, Tide Tables for World Ports and Time Zones. This list is by no means exhaustive, and the bridge team will find a host of useful information throughout the book

Brown's Nautical Almanac 2023

The 146th Edition of *Brown's Nautical Almanac*, that for 2023 was due to be published at the end of November. ISBN 978 1 84927 129 5.

More information on this and other titles can be found on Brown's website here where orders may be placed:

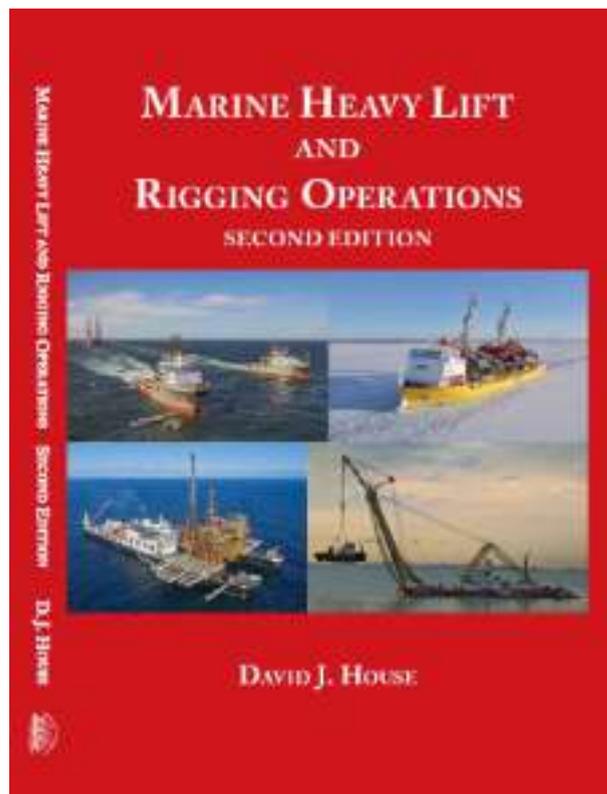
www.skipper.co.uk



Marine Heavy Lift and Rigging Operations

Another title from Brown's is the second edition of *Marine Heavy Lift and Rigging Operations* by David J House. ISBN 978 1 84927 078 6. This will be of interest to students, merchant navy officers and all those charged with the operation of maritime assets. Since the first edition was published, project cargoes of enormous size and weight are now commonplace as opposed to being a

rarity, thus there was need at Brown's to produce a second issue of what has been described as an invaluable title.



This current edition has been updated to reflect the growth in heavy lifting operations and is designed to show not only some of the many routine lift operations aboard ships but also the specialist movements of excessive loads.

Operations described cover a range of sectors such as salvage operations, offshore, shipbuilding, and repair and cargo aspects which are now a common feature of the marine industry.

Available in hardback and digital formats, both books have a retail price of £70.00 each.

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 ©

New IMO office in the MENA region

Boosting regional presence

It was reported at the end of October that IMO has agreed to boost its regional presence, with the establishment of a regional office in the Middle East and North Africa (MENA) region, to be hosted in Alexandria, Egypt.

The IMO Technical Cooperation Committee (TCC), at its 72nd session held from 17 to 20 October, agreed to the establishment to enhance IMO's coordination of technical assistance for the MENA region.

Current Regional Coordinators

It is understood that the new office will complement existing regional presence offices: five Regional Coordinators based 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 has also been funding one Technical Cooperation Officer within the Pacific Community (SPC), based in Suva, Fiji, and a new regional presence office for the Pacific Islands will be operational in Fiji next year.

Taking account of the status quo

The Committee agreed that the new regional presence office for the MENA region would need to take into full consideration the marine environmental protection mandates of existing regional entities in the Mediterranean (REMPEC), Red Sea (PERSGA) and ROPME (MEMAC) sea areas.

The Committee noted support from delegations for considering the establishment of a regional presence office in the Latin America region and invited submissions to the next session of the Committee.

To see more on the IMO Technical Cooperation Committee (TC), 72nd session, of 17-20 October 2022 readers are invited to see here: <https://tinyurl.com/3fme45nw>

Illustration per www.imo.org IMO ©.

IMO Maritime Safety Committee (MSC106)

2-11 November 2022

MSC 106 met in person, complemented by hybrid facilities allowing remote participation. Main topics include: Adoption of amendments, Black Sea Grain Initiative, Maritime autonomous surface ships (MASS), Recognition of the BeiDou Message Service System for use in the GMDSS, Unsafe mixed migration by sea, Safety of onboard lifting appliances and anchor handling winches, Safety measures for non-SOLAS ships operating in polar waters – Polar Code amendments, Revision of Guidelines on places of refuge for ships in need of assistance, Piracy and armed robbery against ships, Seafarers' access to the Covid-19 vaccination and medical care, Proposals for new outputs and other matters.

Adoption of amendments

New SOLAS chapter XV and the new mandatory Code for Industrial Personnel

The aim is to provide minimum safety standards for ships that carry industrial personnel, as well as for the personnel themselves, and address specific risks of maritime operations within the offshore and energy sectors, such as personnel transfer operations. Such personnel may be engaged in the construction, maintenance, decommissioning, operation or servicing of offshore facilities, such as windfarms, as well as offshore oil and gas installations, aquaculture, ocean mining or similar activities.

The amendments and Code are expected to enter into force on 1 July 2024.

SOLAS chapter II-2 in relation to flashpoint

The Committee adopted draft amendments to SOLAS chapter II-2, intended to prevent the supply of oil fuel not complying SOLAS flashpoint requirements (60°C), enhancing the safety of ships using oil fuel.

The amendments are expected to enter into force on 1 January 2026.

SOLAS Protocol of 1978

The amendments to the 1978 SOLAS Protocol concern the Form of Safety Equipment Certificate for Cargo Ships, ensuring harmonization with the forms of certificates in the appendix (Certificates) to the annex to the 1974 SOLAS Convention, amended by resolution MSC.496(105) for consistency, as a result of the GMDSS modernization.

The amendments are expected to enter into force on 1 January 2026.

IBC Code

The amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code), relate to survivability and provide exclusions related to those openings fitted with

watertight closures for application of the conditions concerning flooding or downflooding.

The amendments are expected to enter into force on 1 July 2024.

Black Sea Grain Initiative (BSGI)

The Committee was updated on the latest developments regarding the successful operation of the Black Sea Grain Initiative. The Joint Coordination Centre in Istanbul includes representatives from the United Nations (including IMO), Ukraine, Russian Federation and Türkiye.

Latest vessel movements can be found on the BSGI website: <https://tinyurl.com/2z3jadn3>

SOLAS chapter XI-2 and the ISPS Code allow ships' inspections, which form the basis for the implementation of the Black Sea Grain Initiative. The success to date of the Initiative is making a growing contribution to the critical problem of the alleviation of global food supply shortages resulting from the conflict in Ukraine.

Maritime autonomous surface ships (MASS)

The MSC made further progress on the development of a goal-based instrument regulating the operation of maritime autonomous surface ships (MASS).

This follows the completion of a regulatory scoping exercise. The aim is to adopt a non-mandatory goal-based MASS Code to take effect in 2025, which will form the basis for a mandatory goal-based MASS Code, expected to enter into force on 1 January 2028. IFSMA is active in MASS and attended the Working Group.

Recognition of the BeiDou Message Service System for use in the GMDSS

Following the assessment and evaluation of an application by China Transport Telecommunication Information Group Co. Ltd. (CTTIC) to recognize the BeiDou Message Service System (BDMSS) for use in the GMDSS, the MSC adopted an MSC resolution on Statement of recognition of the maritime mobile satellite services provided by CTTIC through BDMSS.

The recognition is currently limited to a coverage area within 75°E to 135°E longitude and 10°N to 55°N latitude.

IMSO will continue to monitor the implementation of BDMSS and will report to the Committee when the Public Services Agreement with CTTIC has been concluded and the Letter of Compliance has been issued to mark the commencement of services.

Unsafe mixed migration by sea – resolution adopted

The Committee adopted an MSC resolution on Recommended cooperation to ensure the safety of life at sea, the rescue of persons in distress at sea and the safe disembarkation of survivors, intended to emphasize the importance of effective and timely involvement of Governments in cases of rescue of migrants at sea by merchant ships.

As part of the discussion, the Committee noted an intervention by the United Nations High Commissioner for Refugees (UNHCR), who called on Member States to establish effective cooperative arrangements enabling safe and predictable disembarkation, as required by those engaged in rescues at sea, including the shipping sector; and engage in inter-state discussions to further define the concept of "place of safety" and consider the development of new, or amendment of existing, provisions of international law of the sea.

Safety of onboard lifting appliances and anchor handling winches

The MSC approved in principle two sets of draft guidelines on lifting appliances and on anchor handling winches to support the implementation of new draft SOLAS regulation II 1/3-13 which covers requirements for the application, design and construction, operation, inspection, testing and maintenance of onboard lifting appliances and anchor handling winches. The draft SOLAS amendments were approved in principle by MSC 102, with a view to adoption at MSC 107, together with the related guidelines.

The aim of the draft regulation and the two sets of guidelines is to prevent accidents related to lifting appliances and anchor handling winches, which have resulted in harm to operators and damage to ships, cargo, shore-based structures and subsea structures, as well as to the marine environment.

Safety measures for non-SOLAS ships operating in polar waters - Polar Code amendments

The MSC approved, with a view to adoption at the next session, a first set of draft amendments to the Polar Code, together with associated amendments to the SOLAS Convention, to incorporate new requirements for certain non-SOLAS ships concerning safety of navigation and voyage planning. The amendments will be applicable to fishing vessels of 24 m in length overall and above, pleasure yachts of 300 GT and upwards not engaged in trade and cargo ships of 300 GT and upwards but below 500 GT.

The amendments aim to enhance the safety of ships operating under the special conditions the polar areas present, as well as that of the persons on board.

IMO's Polar Code sets out requirements to ensure the safety of ships operating under the harsh conditions of the Arctic and Antarctic areas, taking especially into account extremes of temperature, and that critical equipment remains operational under those conditions.

Revision of Guidelines on places of refuge for ships in need of assistance

The MSC approved a revision of the Guidelines on places of refuge for ships in need of assistance (resolution A.949(23)). The draft revised Assembly resolution will subsequently be submitted to the Marine Environment Protection Committee (MEPC) and the Legal Committee (LEG), for concurrent approval, with a view to adoption by the Assembly (A 33) in 2023.

The guidelines were first adopted in 2003 to provide guidance for cases where a ship is in need of assistance, but are not intended to address the issue of operations for the rescue of persons in distress at sea (where SAR provisions shall be followed).

The proposed revision recognizes that various organizational, operational and technological developments have taken place in a rapidly changing global maritime domain. Experience in handling situations of ships in need of assistance has increasingly been gained around the world and informed the revision of the guidelines.

The revised guidelines aim to provide the basis of an operational framework for coastal States, ships' masters, operators and/or salvors as well as other involved parties on how to handle and take a decision when a ship is in need of assistance and seeks a place of refuge.

Piracy and armed robbery against ships

The MSC considered the latest update on global trends relating to piracy and armed robbery against ships. Figures, based on reports submitted to IMO, show an overall 69 incidents of piracy and armed robbery against ships as having occurred or been attempted from January to June 2022, a decrease of approximately 22% at the global level compared to the same period last year.

However, there has been an increase in the number of incidents in the Straits of Malacca and Singapore with 36 incidents reported from January to June 2022, compared to 27 incidents in the same period last year.

The number of incidents that took place in the Gulf of Guinea decreased to 13 from 27 incidents in the same period last year, thanks to the enforcement agencies of coastal States in the region and ongoing international support.

The number of incidents of piracy and armed robbery against ships reported in the South China Sea is nil, compared to 11 incidents in the same period in 2021 – following the downward trend in the area since 2013, when 142 incidents were reported. No incidents were reported off the coast of Somalia during the reporting period.

Seafarers' access to the Covid-19 vaccination and medical care

The MSC urged Member States and international organizations to join efforts regarding seafarers' vaccinations, following the example of Panama, which offers easy access to Covid-19 vaccines to all seafarers.

The MSC also agreed that IMO should encourage the establishment of other regional Maritime Humanitarian Hubs where the need was imperative due to the constant arrival of vessels and seafarers, in addition to supporting UN mechanisms led by WHO for the supply of vaccines that would be administered to seafarers in these regional humanitarian logistic centres.

The MSC encouraged all Member States with a maritime single window system to include the request for vaccine

doses within the system in order to expedite the international maritime vaccination process. Member States and key sectors of the global maritime industry were urged, echoing the Neptune Declaration, to continue to promote policies and measures that facilitate priority access to vaccines for seafarers, as well as improving the coordination needed for more expeditious crew changes, complying with the health protocols of the region or country where they take place.

In the context of reports on the ongoing practice of denying seafarers medical assistance in ports, including dental and optical care, the Committee invited Member States to:

- I. Ensure that seafarers, as key workers, have the right to be treated with dignity and respect, taking into account that they spend most of their time travelling and at sea with a greater degree of testing and regular medical checks than any other person, and are only able to visit the shore for a short time, so a human approach to their medical needs and treatments must be respected; and
- II. Acknowledge seafarers' key role and facilitate their repatriation, access to medical care and protection in respect of shipowners' protocols to avoid contagion especially during the gradual relaxation of Covid-19 restrictions.

New code of safety for ships carrying industrial personnel

The new mandatory safety code for ships carrying industrial personnel – aimed at ensuring the safety of people transported to work on offshore facilities including windfarms – has been adopted by IMO's Maritime Safety Committee (MSC 106), which met from 2 to 11 November.

The new Chapter XV of the International Convention for the Safety of Life at Sea (SOLAS) and the associated new International Code of Safety for Ships Carrying Industrial Personnel (IP Code) were developed by the IMO Sub-Committee on Ship Design and Construction (SDC 8).

The aim is to provide minimum safety standards for ships that carry industrial personnel, as well as for the personnel themselves, and address specific risks of maritime operations within the offshore and energy sectors, such as personnel transfer operations. Such personnel may be engaged in the construction, maintenance, decommissioning, operation or servicing of offshore facilities, such as windfarms, as well as offshore oil and gas installations, aquaculture, ocean mining or similar activities.

The amendments and Code are expected to enter into force on 1 July 2024.

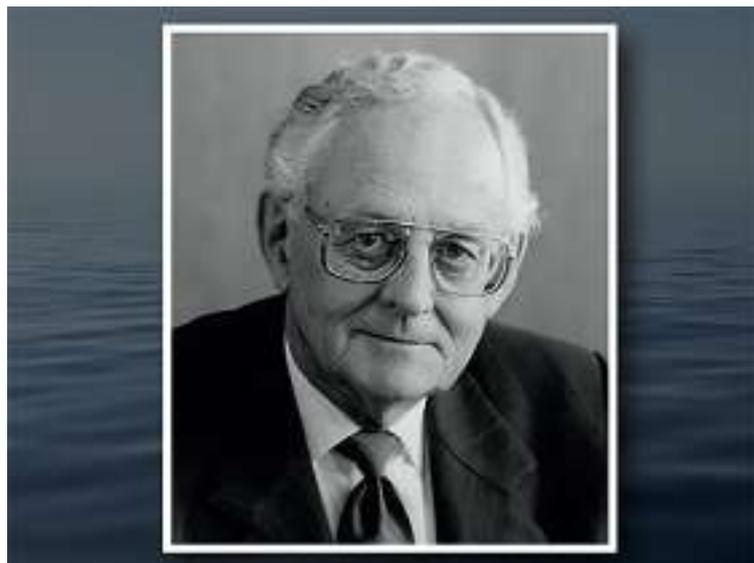
IMO Secretary-General pays special tribute to the late William O'Neil

IMO Secretary-General Emeritus

IMO Secretary-General, Mr Kitack Lim, used the annual IMO Awards ceremony on 2 November as an opportunity

to pay special tribute to the late Mr William A O'Neil, IMO Secretary-General Emeritus, who died in the UK on 29 October 2020, aged 93. Mr O'Neil was Secretary-General of IMO from 1990 to 2003.

Addressing the audience, which included Mr O'Neil's widow, Mr Lim said Mr O'Neil had made *'a huge personal contribution to securing globally applicable safety, security and environmental standards,'* during his 14 years as IMO Secretary-General.



A great friend to IMO and to all

Describing him as a great friend to the Organization and to all of us, the Secretary-General went on to detail the lasting legacy Mr O'Neil left on the Organization through his commitment to the universality of IMO, and the significant increase in membership that he oversaw. Mr Lim said: *'He encouraged wide and effective participation in the Organization from all stakeholders in the maritime sector.'*

Mr O'Neil's support for developing States, his persistence in searching for new sources of funding and his tireless work to strengthen the relevance and capacity of IMO's educational institutes, the World Maritime University and the IMO International Maritime Law Institute were highlighted. Mr Lim also cited the many new treaties adopted during Mr O'Neil's tenure, and his work to tackle contemporary issues, from maritime security after the September 2001 attacks to the management of ballast water to prevent the spread of invasive aquatic species.

Amendments to SOLAS

The Secretary-General spoke of Mr O'Neil's drive to address fundamental safety issues, reminding the audience that he had personally acted to urge the IMO membership to address key safety concerns, including the safety of bulk carriers and large passenger ships. Following the sinking of the ro-ro ferry *Estonia* in 1994, Mr O'Neil established a team of experts to investigate ro-ro safety which led to important amendments to the International Convention for the Safety of Life at Sea, 1974 (SOLAS).

As part of his crucial work on the environment, Mr O'Neil oversaw the adoption in 1997 of the MARPOL Annex VI on Prevention of Air Pollution from Ships – now expanded to include energy efficiency requirements – and the revisions of the MARPOL Convention to accelerate the phase out of single hull tankers.

Introduction of the ISM Code

Amongst Mr O'Neil's other landmark achievements while in office highlighted by Mr Lim were the introduction of the mandatory International Safety Management (ISM) Code and the key 1997 revisions to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978.

Mr Lim drew attention to what is, perhaps, the most visible manifestation of Mr O'Neil's time as Secretary-General: the striking public memorial to seafarers' sculpture that confronts all who arrive at the IMO Headquarters building. Mr Lim commented: *'He wanted it to tell all delegates, visitors and passers-by a simple but significant message - that seafaring and seafarers matter. Surely, we all agree with this sentiment and recognize Mr O'Neil's true dedication to all things maritime.'* IFSMA donated £1,000 towards the creation of the IMO statue, this was matched by the IFSMA Secretary General at the time, Captain Rodger Clipsham.

Turning to speak directly to Mr O'Neil's widow, Mr Lim ended his tribute to her late husband, saying: *'Mrs O'Neil, Olga – I first met Bill O'Neil as a delegate to IMO. He was my mentor and friend – and I am honoured to have known him.'*

Video tribute

After the audience had watched a video tribute* to Mr William O'Neil, Mrs O'Neil thanked the Secretary-General for his tribute to her husband about whom she said: *'He embodied everything that was good. Bill enjoyed very much his time at IMO. It is a privilege to look back on many fond inspirational moments. Secretary-General – thank you very much for your kind words. It is a great comfort to me and Bill's family.'*

At IFSMA

Bill O'Neil was a great friend to IFSMA and an IFSMA Honorary Member and we will never forget him.

*There is a 4.15 minute video tribute to Bill O'Neil here: <https://tinyurl.com/572rwyu2>

IMO honours bravery at sea in annual Awards Ceremony

Tanker Chief Officer Bo Xu receives 2022 IMO Bravery Award

The 2022 IMO Award for Exceptional Bravery at Sea has been presented to Mr. Bo Xu, a chief officer from China who selflessly jumped from his oil tanker into freezing seas off northern China to save two individuals clinging to a life raft from a sinking cargo ship.

Mr Bo Xu was honoured during the annual IMO Award ceremony on 2 November. Mr Xu, Chief Officer of the oil tanker *Jian Qiao 502*, was nominated for the award by China.



Accepting his award from IMO Secretary-General Kitack Lim to a standing ovation, Mr Xu described the freezing waters and high waves during his 'race against death' to save the people in distress.

'The sea could be cold and merciless but humans are not. As a seafarer, I will never hesitate to jump overboard to save people in danger,' he said, speaking through an interpreter.



The 2022 IMO Award for Exceptional Bravery at Sea has been presented to Mr Bo Xu, a chief officer from China who selflessly jumped from his oil tanker into freezing seas off northern China to save two individuals clinging to a life raft from a sinking cargo ship. The presentation was made by IMO Secretary-General Kitack Lim.

'This award from IMO is not only an encouragement to me and my team, but also a recognition of China's efforts in maritime SAR. In 2021 alone, China successfully rescued more than 13,000 people in distress at sea, which

protected the happiness of tens of thousands of families,' Mr. Xu added.

The IMO Awards Ceremony also saw a special tribute paid to former Secretary-General William A O'Neil and the presentation of the International Maritime Prize for 2021 to Professor David Attard.

Daring and determined rescue

Mr Xu was recognised for his courage on the morning of 12 December 2021 when he acted spontaneously during a search for survivors from a sinking ship. Thirty miles northeast of Zhifu Bay in northern China, the cargo ship *Tian Feng 369*, caught in bad weather and heavy seas, flooded and began to sink.

The tanker *Jian Qiao 502*, en route to Port of Dongguan, immediately changed course to assist the vessel in distress. After searching for survivors for one and a half hours, Chief Officer Bo Xu spotted two survivors on a life raft which was filled with water and was drifting. *Jian Qiao 502* headed towards the raft, but the crew soon realised the two survivors were too weak to tie a rope securely around themselves.

Without hesitating, Mr Xu jumped into the freezing waters and swam hard towards the raft, battling high waves and strong currents. After several attempts he reached the raft, hauled himself onto it and secured the rescue ropes to both survivors. With the help of other crew members on board *Jian Qiao 502*, they were then successfully transferred to the deck of the tanker.

Back on board his ship, the chief officer promptly performed emergency resuscitation on both survivors, despite the fatigue and cold he was himself suffering. One of the crew rescued survived. The second, sadly, passed away due to hypothermia.

Certificates of Commendation

The following certificates of commendation were presented:

The crew of SAR helicopter Rescue Cyclone Victor, Flotilla 33F, Lanvéoc Naval Air Base, French Navy, nominated by France, for the rescue in severe weather conditions and heavy seas of the entire crew of the sailing vessel *Don Quijote*, which was badly damaged. Lieutenant Guillaume Leman and First Master Romain Charton were present to receive the certificate.

The crews of Indian Naval vessels INS Kochi and INS Kolkata, as well as those of tug/supply vessel Greatship Ahalya, for the rescue of 261 personnel (of which there were 18 casualties) on board the accommodation barge *P-305*, following its collision with an oil rig during cyclone Tauktae. The Master of the *Greatship Ahalya* Captain Sushil Kumar Singh received his certificate and Commodore Sameer Sanjay Pote, Naval Attaché at the High Commission of India in London, received the certificates on behalf of the Indian Navy crews.

The crew of the fishing vessel Fukuseki-maru No.15, nominated by Japan, for the successful rescue of all 20 lives onboard the half-sunken fishing vessel *Bandar Nelayan 188*. Mr Riku Akiyama, from the Fisheries Department of the Fukuseki Maru company received the certificate on their behalf.

Three crews of the Coast Guard Air Station Cape Cod, MA, United States Coast Guard; three crews of the 413 Transport and Rescue Squadron, Greenwood NS, Royal Canadian Air Force; and the crew of the CGCC Cape Roger, Canadian Coast Guard, nominated by the United States, for the international rescue operation of all 31 crew members of the fishing vessel *Atlantic Destiny*, which was on fire, unpowered, flooding and violently pitching and rolling. Commander Brian Kudrle, Petty Officer First Class Adam Niski and Petty Officer First Class Phillip Morales received their certificate and received the certificates on behalf of their Canadian colleagues.

Aviation Survival Technician Second Class Juan Espinosa Gomez, Coast Guard Air Station Sitka, Alaska, United States Coast Guard, nominated by the United States, for the rescue of a mariner of the sailing vessel *Ananda*, amidst heavy seas and limited visibility caused by a powerful Alaskan storm. Petty Officer Second Class Juan Espinosa Gomez was at the ceremony to receive his certificate.

Letters of commendation

Letters of commendation have been sent to:

The crew of rescue helicopter B-7309, Beihai Rescue Bureau, nominated by China, for the search and rescue operation of five fishers of the capsized fishing vessel *Liao Zhuang Yu 65558*.

The crew of the fishing vessel Zhe Yu Yu 82085, nominated by China, for rescuing five surviving fishers of the sinking vessel *Shen Lian Cheng 707*.

Captain François Lebon, firefighter of the Hazardous Environment Intervention Group (GRIMP), Departmental Fire and Rescue Service of Reunion (SDIS 974), nominated by France, for his actions during the co-ordinated rescue of 11 crew members of the grounded tanker *Tresta Star*.

Captain Kakha Bezhanidze, Master of M/T Elan Vital, nominated by Georgia, for the co-ordinated search and rescue operation of 10 survivors found in three separate life rafts after the sinking of the *M/T Suvari H*.

Aviation Survival Technician First Class Newsward K. Marfil, Coast Guard Air Station Barbers Point, Hawaii, United States Coast Guard, nominated by the United States, for the rescue of two pilots forced to ditch their cargo aircraft into the Pacific Ocean.

Mr Nguyen Van Hoa, Leader of the Anti-Drugs and Crime Team, Tan Thanh Border Guard Post, Provincial Border Guard Command of Binh Thuan, nominated by Viet Nam, for rescuing a swimmer swept away by fast-flowing currents.

Seafarers' migrant rescues recognized

In recognition of the bravery, professionalism and compassion demonstrated by crews of merchant vessels in the rescue of migrants at sea around the world, IMO has this year issued three special certificates of commendation.

The certificates have gone to:

Captain Alen Gospić and the crew of the LNG carrier GasLog Glasgow, nominated by Croatia, for the crucial role everyone on board played in rescuing and assisting 17 migrants from a sinking boat in the Yucatan Channel.

Captain Jonathan G Funa and the crew of the bulk carrier Cape Taweelah, nominated by the Philippines, for their vital role in rescuing and assisting 35 migrants from a sinking boat south of the Gran Canaria Island, in the Atlantic Ocean.

Captain Neil Circulado and the crew of the oil/chemical tanker Hellas Revenger, nominated by INTERTANKO, for their critical role in rescuing and assisting 200 migrants from a fishing boat in distress in the Ionian Sea.

About the IMO Award for Exceptional Bravery at Sea

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

This year, a total of 31 nominations were submitted by Member States and non-governmental organizations in consultative status with IMO. The nominations were examined by an Assessment Panel, which includes representatives of the International Chamber of Shipping (ICS), the International Maritime Pilots' Association (IMPA), the International Federation of Shipmasters' Associations (IFSMA), the International Salvage Union (ISU), the International Maritime Rescue Federation (IMRF) and the International Transport Workers' Federation (ITF).

The Assessment Panel submitted its recommendations to a Panel of Judges, consisting of the Chairs of the Council and Committees of IMO, which met in June to select the recipients of the Awards. The IMO Council, at its 127th session (11-15 July), endorsed the recommendations.

Lithium batteries publication

Insurers TT Club and UK P&I Club have teamed up with scientific consultants, Brookes Bell, and issued a white paper highlighting the continuing safety threat created by the transportation of lithium-ion (Li-ion) batteries.

Despite significant fire incidents, it is apparent that the broad maritime community and logistics supply chain

remain predominantly unaware of the hazards and potential consequences when a lithium-ion battery fails and goes into thermal runaway.

Examples of EV battery packs are shown in Figure 3.



Figure 3 - Examples of the positioning of the battery packs in EVs, which is found in the streets.

When a lithium-ion battery fails, the speed of failure (in seconds), production of significant quantities of toxic, corrosive and flammable gases (thousands of litres) as well as the rapid development of intense heat and explosive situations (+450°C) continue to be underestimated.

This white paper has been produced to provide some insight into this phenomenon as society moves towards a greener power source. While there may only be a small perceived risk, the text below profiles some of the numerous challenges and raises awareness of the potentially catastrophic situations caused by a battery failure.

Recognising the various challenges presented by Li-ion batteries, the topics covered in this paper include background science on Li-ion batteries, the dangers associated with transporting them and why they arise, battery testing and correct declaration. The paper also provides a review of current dangerous goods (DG) regulatory provisions, focusing on the International Maritime Dangerous Goods (IMDG) Code, with recommendations for change or further work.

The final section of the paper discusses the current state of the firefighting provision and changes that could be implemented.

The 24-page paper may be seen here:

<https://tinyurl.com/yujbxn32>

The Green Shipping Challenge

Norwegian partners' accord

In response to the Green Shipping Challenge formulated jointly by the Governments of Norway and the United States, Norwegian maritime cluster organizations, shipping-industry associations, ship owners, business organizations, classification societies and finance houses together commit to far-sighted cooperation to achieve zero emissions for the maritime sector. This was reported by The Green Shipping Challenge on 7 November, at the opening of COP 27 in Sharm El-Sheikh, Egypt.

The Green Shipping Challenge, whose primary aim is to catalyse the global transition to green shipping, was

issued as part of a joint statement on climate by Norwegian Prime Minister Johas Gahr Støre and Special Presidential Envoy on Climate John Kerry in May 2022.



Norwegian Prime Minister Jonas Gahr Støre and US Special Presidential Envoy on Climate John Kerry at the One Ocean Summit in Belgium in February 2022.

Photo: Office of the Prime Minister of Norway

High level launch event

The Norwegian collaboration was announced at a high-level launch event during COP27. Prime Minister Støre was in attendance alongside Mr Kerry and Norwegian Climate and Environment Minister, Espen Barth-Eide. The Norwegian maritime partners were represented by Confederation of Norwegian Enterprise (NHO) President, Svein Tore Holsther.

Participants in the Norwegian collaboration will strive towards reducing emissions from shipping by 50% by 2030, in line with the Norway's national climate goals. This comes in addition to the current target of the IMO to reduce CO₂ emissions from global shipping by at least 40% by 2030 and 70% by 2050.

Promoting energy efficiency

Alongside efforts to improve the energy efficiency of existing vessels, the partners undertake to develop, design and build the zero-emission vessels of the future. Achieving 2030 national climate goals will require 700 low-emission and 400 zero-emission ships in Norway alone.

In the words of Head of Cluster Daniel Garden of GCE Blue Maritime: *'Together we are ready to enter into a binding partnership with the authorities to reach our national climate targets, and this is a big step towards closer cooperation.'*

'To have the lowest impact on the world's natural resources, the transition must consist of both a green conversion program for existing ships, as well as a comprehensive green newbuilding program. The partners will also contribute to nascent green shipping corridors in Europe through the development of port infrastructure along the Norwegian coast.'

'To transform the entire industry, we must provide and share zero-emission solutions, products and knowledge both within the collaboration and out in the wider market.'

Harald Solberg, CEO of the Norwegian Shipowners' Association, commented: *'The Norwegian maritime industry has set ambitious climate goals, and we are taking a leading role in developing green solutions for the future.'*



'Already, nine out of ten Norwegian shipowners say that they will equip their ships with new technology that cuts emissions. The same number also believe they will be climate neutral by 2050. Owners are considering a wide range of solutions, such as green ammonia, hydrogen, wind-assisted propulsion, batteries and the use of artificial intelligence to reduce ships' fuel consumption.'

'However, to succeed with the green shift we need strong partnerships between the industry, governments and academia. We welcome the Norwegian government's commitment in this regard.'

Knut Ørbeck-Nilssen, CEO of DNV Maritime, added: *'Climate change caused by human activities is the greatest challenge of our time. The Norwegian maritime industry is taking this extremely seriously. We are very optimistic about this partnership as Norway is very well positioned to be in the vanguard of change and to create significant value in new solutions to combat the climate crisis.'*

Norwegian financial partners with maritime patronage will utilise capital instruments to support green measures and projects through the provision of risk capital and financial advisory services in line with regulatory requirements and expectations. Norwegian government support for green initiatives and infrastructure development for fossil-free energy sources will also play a key role.

Collaboration participants comprise: GCE Blue Maritime (maritime cluster centre of excellence), NCE Maritime CleanTech (Cluster for Clean Maritime Solutions), Næringslivets Hovedorganisasjon (The Confederation of Norwegian Enterprise, NHO), Norsk Industri (The Federation of Norwegian Industries), Norges Rederiforbund (Norwegian Shipowners' Association), Kystrederiene (Norwegian Coastal Shipowners), Maritimt Forum (Maritime Forum industry association), Havila Kystruten (Havila Voyages), Hurtigruten, Kongsberg (marine technology) and DNV (classification society).

About the Green Shipping Challenge

The Green Shipping Challenge is designed to encourage concrete actions from countries, ports, companies and other actors in the shipping value chain to help put the shipping sector on a pathway this decade to align with the Paris Agreement goal to limit global temperature rise to 1.5° C.

A South African national line?

South African Government pushes ahead with plans for a national shipping company

South Africa has joined the small number of countries with aspirations of owning their own national shipping line.

The closest South Africa came to this was when Safmarine was formed after World War 2, although the company was run commercially with little or no governmental interference. If there was it did not appear to conflict Safmarine in any fashion.

When Safmarine was sold to Maersk in the late 1990s its principal shareholder was then the Old Mutual company, although the sale went with the approval of the current South African government who sought to place a few conditions that in the end amounted to nothing. Today Safmarine as a division within the Maersk group has ceased to exist.

Notwithstanding this experience, the Department of Transport has now issued the first draft of the South African Shipping Company Bill, calling for the establishment of a national carrier.

Consultations involving interested parties was due to take place in KwaZulu Natal (28 November), Western Cape (29 November) and Eastern Cape (30 November).

The DoT stated that it has conducted research that identified South Africa as the only country not to have its own ships in the economic group known as BRICS (Brazil, Russia, India, China, South Africa).

The department describes the intention as a *'strategic pillar in the revival of the maritime transport industry.'*

'Since Maersk acquired South African shipping line Safmarine, South Africa has been without a national carrier. The shipping of our essential imports and exports is mostly reliant on foreign governments and companies and this might not be able to shield South Africa from supply chain disruption, especially during times of natural disaster or international conflict.'

Interested stakeholders were requested by the DoT to express their interest to participate within 20 days from the date of publication, to ntulid@dot.gov.za

The Draft South African Shipping Company Bill, 2022 is available from the website of the Department of Transport on www.transport.gov.za

In terms of the Bill, it appears that the proposed shipping company will fall under the authority of a minister chosen by the president, who would, in turn, appoint a board that then designates a CEO (shades of other including disastrous State-owned companies).



Bulk carrier, one of type of ships the national shipping company is expected to acquire.

The new company will then create a fleet of vessels in order to engage in the following marine services:

- Tanker services
- Bunkering services
- Container services
- Bulk cargo services
- Coastal shipping services

Financing of this new entity will come from the Industrial Development Fund and from money appropriated by Parliament.

Editor's note

This item first appeared in Africa Ports & Ships on 7 November 2022 and appears here by kind permission of the Editor

www.africaports.co.za ©

Ammonia-fuelled vessels

ABS supports China Shipbuilding

COSCO project targets ammonia-fuelled supply system for a four-stroke marine engine

On 9 November it was announced from Shanghai that ABS had awarded two approvals in principle (AIPs) to COSCO Shipping Heavy Industry Co., Ltd., and COSCO Shipping Heavy Industry Technology Co., Ltd., for their ammonia-fuelled vessel and ammonia supply system designs which are being trialled on a tug.

Given the challenging characteristics of ammonia, ABS conducted a comprehensive review and risk assessment focused on ammonia filling, storage, supply, ventilation

and emergency handling in the AIP process to address the safety and reliability of the systems.

In the words of Georgios Plevrakis, ABS Vice President, Global Sustainability:

'These are exciting developments for COSCO Shipping and China shipbuilding to show leadership in the decarbonization of our industry.'

'Ammonia offers ship owners and operators a zero-carbon, tank-to-wake emissions profile. Yet, we also recognize that ammonia presents a specific set of safety and technology challenges, and ABS is committed to leading the industry in supporting its safe adoption at sea.'

Ji-Jiang Jiang, COSCO Shipping Heavy Industry General Manager, added: *'This is the first comprehensive technology research project in China focusing on ammonia burning, ammonia-diesel, dual-fuel engine, ammonia fuel supply system, exhaust gas treatment and onboard application demonstration, which is of great significance and has far-reaching impact.'*



Image courtesy of COSCO Shipping Heavy Industries (Dalian) Co., Ltd. ©

'In the future, we will continue to pioneer innovation, with the development of green, low-carbon and smart shipping.'

The tugboat has a design of 36 metres loa with a towing capacity of up to 60 tons. The ammonia supply system will be part of the vessel, providing ammonia for propulsion.

ABS offers industry-leading services and solutions for vessel owners looking at alternative fuel options, including ammonia. More information is available [here](#).

North Sea orange juice

JuiSea Shipping service

It was announced in early November that a new liner service had been inaugurated for the orange juice trade from Belgium to the UK.

JuiSea Shipping will operate a regular service from Ghent in North Sea Port* for the export of orange juice to the UK thereby strengthening North Sea Port's position as a foodport.

A collaboration of the companies Refresco and Trilobes, both with HQ in the Netherlands has created JuiSea Shipping. It is reported that the orange juice will be loaded on the 89-metre mv *Marilie* in Ghent at the Louis Dreyfus Company and Citrusuco.



Chartered by JuiSea Shipping, this vessel will sail between Ghent and the English south coast port of Portland 32 times each year, whereupon the fruit juice will be offloaded for Refresco's Bridgwater plant. The vessel, sailing under the Finnish flag, will carry cargoes of concentrates of orange juice and of fresh orange juice.

Global players

For the import and export of orange juice, North Sea Port is home to companies from all over the world. The Refresco Group is the world's largest independent bottler of soft drinks and fruit juices. It operates with over 10,000 employees at more than 60 production sites in twelve countries.

Trilobes specialises in tank construction, terminals and ship cargo systems for liquid bulk. It operates on all continents, for example in Brazil, Belgium and Japan.

Foodport

Shipments to the UK from Ghent will strengthen one of North Sea Port's strategic pillars, it has been learnt. With this shipping service, the port is further developed as a foodport. Brazil and the UK are therefore of great importance in North Sea Port's trade portfolio. In 2021 Brazil was the third most important trading partner for North Sea Port, the UK being the fourth.

* North Sea Port is the 60-kilometre-long cross-border port area that stretches from Vlissingen on the North Sea coast in the Netherlands, some 32 kilometres inland to Ghent in Belgium.

ITF and COP 27

Action Plan

Shipping supplies the world with food, fuel, medicines and goods, accounting for 90% of world trade. A fourth propulsion revolution is now underway for shipping to transition towards alternative low- and zero-carbon fuels and technologies.

On 9 November at COP27 in Sharm El Sheikh, Egypt a new Action Plan was launched by UN organizations, ship owners and unions. This sets out recommendations to upskill seafarers to meet shipping's decarbonisation goals.

The plan is in response to findings from new research, the modelling of which cautions that as many as 800,000 seafarers will require additional training by the mid-2030s. Details are available here: <https://tinyurl.com/3j6ths99>

Readers are invited to witness a livestream of the launch of the position paper that took place at COP27 on 9 November here: <https://tinyurl.com/3cam8mcz>

Alternative fuels and technologies

Currently accounting for 3% of global emissions, shipping needs to transition away from conventional fuels towards alternative low- and zero-carbon fuels and technologies to meet the world's target of keeping global warming to 1.5C or less by 2050.

The three emission reduction scenarios assessed in the research highlight an immediate need to start putting the training infrastructure in place, to ensure hundreds of thousands of the world's nearly two million seafarers are upskilled and empowered through the transition.



Shipping action plan launched at COP27 in response to new research cautioning 'as many as 800,000 seafarers' due for carbon upskilling by the mid-2030s.

Picture credit: International Transport Forum. ITF ©.

Findings also suggest that a lack of certainty on alternative fuel options is having knock-on effects for seafarer training, as the global maritime community works towards a clearer decarbonisation pathway in a post-fossil fuel era.

The research was conducted by leading maritime consultancy DNV and commissioned by the Maritime Just Transition Task Force Secretariat. The Task Force was formed to ensure that shipping's response to the climate emergency puts seafarers and communities at the heart of the solution

Action Plan recommendations

In response to the training challenge that the modelling lays bare, the Action Plan makes recommendations for industry, governments, seafarer unions and academia (including training providers). These recommendations include:

- Strengthening global training standards
- Ensuring a health-and-safety-first approach
- Establishing advisory national maritime skills councils



'Seafarers are prepared and willing to be part of this transition. But crew want to know that the fuels they're handling are safe,' said ITF General Secretary Stephen Cotton about the launch of the Maritime Task Force's action plan for a just transition in shipping.

Picture credit: International Transport Forum. ITF ©.

Comment

ITF General Secretary Stephen Cotton stated: *'All three scenarios DNV identified require some form of retraining the workforce. The good news is that seafarers are prepared and willing to be part of this transition. But crew want to know that the fuels they're handling are indeed safe, and that we as an industry have the training pathways established to upgrade their skills. Seafarers and other maritime workers are already feeling the effects of an unstable climate — dry unnavigable rivers, soaring ocean surface temperatures, shutdown ports with heatwaves and flash floods.'*

Cleo Bierneza, a seafarer from the Philippines working in cargo ships, said: *'As seafarers, we see climate change happening. Some voyages get very hot nowadays for crew onboard, and in some places of the world the weather will change extremely, without warning.'*

'It did not used to be like that. I would like maritime to reduce our own carbon if we can, so crew can have a more stable climate to work with. I am excited for a Just Transition, because we can make seafaring an even better

job and hopefully bring in more women to become seafarers.'

Cleo is a member of AMOSUP, a seafarers' union affiliated to the ITF. AMOSUP has been engaged at various levels in the development of the global union federation's sustainable shipping policy - which you can learn more about here.

Ship owners' views

Guy Platten, Secretary General, International Chamber of Shipping, said: *'There is an urgent need to establish the infrastructure and training required to prepare our seafaring workforce, both in developed and developing countries, to help meet our decarbonisation objectives.'*

'This should be done as of today, so they are ready and able to meet the challenges that new green fuels and propulsion technologies will pose and mitigate any potential health and safety risks for ships, communities, the environment and seafarers themselves.'

'This is an opportunity for all so that no-one is left behind. Shipping cannot decarbonise without its workers and the 10-point action plan developed by the Task Force maps out a pathway for how this can be achieved, as our industry continues to navigate towards a decarbonised future.'

Karin Orsel, CEO, MF Shipping, commented: *'As shipowners and operators we must recognise that we cannot achieve a green transition without our seafarers. Shipping has an opportunity to be a leader in the creation of a just green transition, in which we invest in the training and upskilling of our workforce, create decent job opportunities for all, not just for the few, raise work standards, tackle safety concerns, and ensure diversity issues are addressed from the outset.'*

'This is good business sense, this is ethically and morally the right thing to do, and importantly, if we embed just transition practices into our operations from the outset, we will as an industry have a stronger chance of meeting our global carbon reduction targets.'

Knut Ørbeck-Nilssen, CEO of DNV Maritime, a maritime consultancy which was commissioned by the Task Force to undertake the research reflected: *'Decarbonisation is bringing new opportunities, new technologies but also new risks. Our first priority must be to achieve safe decarbonization. We must take a collaborative approach to safeguard our people, our ships and our environment.'*

'This report points to the challenges and the tangible actions the industry can take to support and protect its workforce. DNV is pleased to see the action plan led by the Task Force and recognize the challenge moving forward to train seafarers on alternative fuel technologies.'

Global community supportive of action

Sanda Ojiambo, Assistant Secretary-General, CEO of the UN Global Compact, said: *'Climate action focused on*

people and job creation must be at the core of a Just Transition to Net Zero.

'This new paper highlights that aligning with a 1.5 C trajectory requires action now to support the upskilling of the maritime workforce as the shipping industry moves to rapidly cut its greenhouse gas emissions.'

'The action-plan represents a global first — it marks the first business sector uniting in a tripartite framework — shipowners, seafarers' unions and UN organisations — to discuss how to secure a Just Transition together.'



Third Officer Cleo Bierreza wants to see maritime cut its carbon emissions. If done right, the transition to low- and zero-carbon fuels can have the added benefit of improving the industry and making it a more attractive place to work for women seafarers, who remain less than two percent of the total workforce according to ICS/BIMCO.

Picture credit: C Bierreza ©.

Kitack Lim, Secretary General IMO, said: *'Climate change is a global issue that requires a global response. We must use every tool available to decarbonize the maritime sector.'*

'Alternative fuels and green technologies can help meet emission reduction targets. This cannot happen without the people who will be at the heart of implementing shipping's decarbonization journey.'

'It is clear that seafarers must have the appropriate training for a smooth transition to a greener future. This is something that will be in sharp focus as IMO works on its comprehensive review of the STCW Training Convention.'

'A Just Transition to addressing the climate crisis must be human-centred. Greening the economy in a way that is as fair and inclusive as possible to everyone concerned, creating decent work opportunities and leaving no one behind, is essential.'

'Efforts to decarbonise shipping should be undertaken in accordance with the ILO Guidelines for a just transition'

towards environmentally sustainable economies and societies for all. Doing so will achieve a transition for seafarers and other maritime workers based upon the importance of labour standards, productivity, skills development, lifelong learning, social justice and equality, and which is therefore truly sustainable.'

Background information

The 'Mapping a Maritime Just Transition for Seafarers' paper which contains the Action Plan was jointly prepared by members of the Maritime Just Transition Task Force Secretariat — the International Chamber of Shipping, the International Transport Workers' Federation, and the United Nations Global Compact. The Paper was contributed to by Task Force members, the IMO and the ILO.

DNV updates WAPS technical standard

It was reported from Hamburg in mid-November 2022 that DNV had released an update to its Wind Assisted Propulsion Systems (WAPS) technical standard (ST-0511).

This major update introduces new methods for evaluating WAPS fatigue strength, as well as the performance of the systems in extreme conditions.

Wind Assisted Propulsion systems (WAPS) are one of the most promising measures to assist the decarbonisation of shipping today. Wind is an inexhaustible, free, zero carbon energy source, and a combination of advanced aerodynamics, automation, computer modelling, and new materials are unlocking a new generation of innovative wind systems.

While experience in using the systems is still developing, WAPS have already been implemented on commercial vessels and can enable fuel savings of up to 20%. The new updates to DNV's industry leading technical standard (ST-0511) will support the growing interest in WAP systems as the industry looks to enhance sustainability and reduce fuel consumption in a tightening regulatory and economic climate.

Hasso Hoffmeister, Senior Principal Engineer at DNV Maritime commented: *'As we continue to build experience on WAP systems, and as new systems come onto the market, the case for owners who are looking at these systems as part of their efficiency and sustainability strategies grows stronger.'*

'Our customers are extremely focussed on maintaining compliance with the incoming GHG reduction targets and are seeing that WAPS can make a valuable contribution in this respect.'

Complex hull interaction

It is well-known that the interaction of WAPS with the structure of a vessel's hull can be quite complex, so the update features a comprehensive new section on fatigue strength, including calculations that offer a completely new approach to derive the load combinations from the wind and inertia forces on WAP systems. In addition, the standard sets out a new approach to assessing how

WAPS perform under extreme wind conditions. Finally, the documentation requirements have been adjusted to streamline the process, it is understood.



*BAR Technologies WindWings system.
Image per BAR Technologies ©.*

Hoffmeister continued: *'We have recently seen the announcement of several lighthouse projects, which are taking WAPS further and will further showcase the potential of the wind as both primary and additional propulsion for a modern cargo vessel.'*

'This is why it is vital for us at DNV to use our technical expertise to continue innovating and enhancing our rules and technical standards and ensure that our customers can reap the benefits of these exciting new developments with confidence.'

WAPS ST-0511

The WAPS ST-0511 standard provides a framework for the verification and certification of wind assistance propulsion systems.

It can be applied in obtaining an Approval in Principle, a Design approval or a Type approval. These verifications and certifications can also be obtained as part of the integration into a vessel or independently. The ST-0511 technical standard is a complement to the DNV WAPS class notation, which is focussed on the integration of systems onboard vessels, whether retrofitted or as part of a newbuilding.

IWA

DNV has officially joined the International Windship Association with the intention of using its membership status to further support and accelerate the uptake of wind-assisted propulsion systems by the global shipping fleet.

Seafarer support services

Partnership working

Vital for maritime industry's future

ISWAN's Annual Review 2021 / 2022 is issued

As the International Seafarers' Welfare and Assistance Network (ISWAN) reports a high demand for its helpline

services over the last year, it is clear that accessible welfare and support services for seafarers worldwide remain a priority for the maritime industry.

High rate of calls to helpline

In its newly released annual review covering the period from 1 April 2021 to 31 March 2022, ISWAN reports that the total number of calls and messages handled by its free, 24-hour, international helpline SeafarerHelp was still 81% higher during the last financial year than before the pandemic in 2019/20.

Demand for ISWAN's helpline for crew working in the superyacht industry, Yacht Crew Help, has also grown steadily since its launch in November 2020, and ISWAN now operates sixteen bespoke helplines for companies and organisations in the maritime industry, adding five new helplines in the last year.

International approach to help

Over 80% of ISWAN's helpline cases are dealt with in-house, and many from the last year were referred to ISWAN's staff in India, the Philippines and Nigeria who offer practical humanitarian support to seafarers and their families living in these regions.

West & Central Africa:

Over the year, our social worker in Nigeria:

- Provided emotional support and food supplies including food and ISWAN's mental health resources to seafarers in port
- Visited ships in port to offer emotional support to the crew on board
- Worked with the local Port Welfare Committee members to assist seafarers around the country who had suffered traumatic incidents
- Visited local maritime training institutes to raise awareness of mental health and wellbeing among seafarers

Since July 2022, we have been working closely with the National Seafarers Welfare Board in Nigeria to strengthen our relationship and review our activities in this region and how best to deliver them.



The most common reasons for seafarers and their family members contacting SeafarerHelp included requests for information (including health-related enquiries about Covid-19 and ISWAN's Covid-19 vaccination drive in India) and financial or debt problems, with many seafarers enquiring about financial support administered by ISWAN for those affected by Covid-19 and Typhoon Rai in the Philippines.

Ukraine Crisis Support Fund inaugurated

At the end of March 2022, ISWAN also launched the Ukraine Crisis Support Fund on behalf of the Seafarers International Relief Fund in response to the war in Ukraine.

With seafarers facing challenges ranging from personal struggles to global crises, seafarers' mental health remains a key area of work for ISWAN. Stakeholders from across the shipping, superyacht and cruise ship industries continue to approach ISWAN to deliver its Mental Health Awareness Training for the Maritime Industry to their shoreside and seagoing staff.

ISWAN's Social Interaction Matters (SIM) Project also completed its trials of social interaction initiatives on board merchant vessels in 2021 and the project's Phase Two report, recommendations and guidance for the industry have since been released this year.

ISWAN for Seafarers App

ISWAN is working to make free support more accessible for seafarers around the world, especially those with limited connectivity on board. To complement its existing services, the organisation launched the ISWAN for Seafarers app in June 2021 in partnership with The Shipowners' Club. The app offers a direct line to ISWAN's helplines and offline access to resources for seafarers, and was downloaded over 2,800 times in the last financial year alone by seafarers of 70 nationalities.

ISWAN's Chief Executive Officer Simon Grainge commented: *'The effects of the COVID-19 pandemic are still very much being felt by seafarers but the last year has brought new challenges, such as the crisis in Ukraine, on top of those that seafarers already deal with on a daily basis, like spending months away from loved ones, long hours and fatigue.'*

'The last year has shown what a powerful difference the industry can make when we all work together. The Seafarers' International Relief Fund (SIRF, launched by The Seafarers' Charity in May 2021), brought together welfare organisations and created a focal point for fundraising to support seafarers and their dependants through the major problems they have been facing. We are proud to be part of this initiative, and we are thankful for all our funders and partners who make the work we do for seafarers and their families possible.'

The ISWAN 2021-22 Annual Review can be downloaded here: <https://tinyurl.com/2rwj4b3r>

Green Marine's environmental certification programme

Westwood Shipping Lines enrolls



Early in November it was reported from Puyallup, Washington State, that Westwood Shipping Lines is the newest participant in Green Marine – a leading voluntary

environmental certification programme for North America's maritime industry. The company operates a fleet of seven geared container vessels in the North Pacific, providing shipping services between the Pacific Northwest and the Far East.

In the words of Jack Mahoney, the President/CEO of Westwood Shipping Lines: *'All our ships are ISO 14000 certified, and we are on track to meet IMO decarbonisation's efforts, having already gained Energy Efficiency Existing Index as well as Ship Energy Efficiency Management Plan Class approval.'*

'Implementing the Green Marine program will complement our efforts towards the even greater sustainability of our operations and reduction of our fleet's impact on the Pacific Northwest's air, waters and shorelines.'

To achieve Green Marine certification, Westwood Shipping Lines will assess its fleet's environmental performance through key performance indicators that address such issues as greenhouse gases, aquatic invasive species, air emissions, oily discharge, waste management, underwater noise, and ship recycling. Green Marine's certification process is rigorous and transparent, with results independently verified every two years and each participant's performance made public annually.

Green Marine President David Bolduc congratulated Westwood Shipping Lines on embarking on this journey of continual improvement. He said: *'Having Westwood Shipping Lines on board further boosts Green Marine's presence among the ship owners with operations on the Pacific Northwest Coast and bodes well for this region's sustainable future.'*

'By joining this voluntary initiative, Westwood Shipping Lines is further strengthening its commitment to sustainability by choosing to benchmark its efforts, as well as take part in the exchange of environmental knowledge and innovation available through the Green Marine network.'

About Green Marine

Founded in 2007, Green Marine's North American environmental certification programme is celebrating its 15th year as a voluntary effort by the shipping industry to go beyond regulations.

There are currently more than 170 ship owners, port authorities, terminal operators and shipyard managers throughout Canada and the United States participating in the programme. A pivotal element of Green Marine's success from the outset has been the active support from environmental stakeholders, the scientific community, and governments. A significant number of the more than 90 Green Marine supporters participate in reviewing and shaping the environmental program. More details are available at www.green-marine.org

About Westwood Shipping Lines

Westwood Shipping Lines, which is part of the Swire Group, operates a fleet of vessels in the North Pacific. Its flexible ship design permits the safe and efficient handling of all types of cargo between the Pacific Northwest and North Asia.

Indian Register of Shipping expands in SE Asia

Philippines recognition



Earlier this year IR Class was requested to provide noise and vibration measurement and analysis services in connection with bulk carriers under construction by Colombo Dockyard PLC, Sri Lanka.

These vessels are being built for a Norwegian owner in compliance with latest IMO and ISO standards for comfort of seafarers. The vessels are each powered by a four-stroke diesel engine with an electric hybrid system supplying additional power through batteries. The vessels are said to have substantially lower emissions compared to conventional bulk carriers of the same size.

It was reported in mid-November that the Indian Register of Shipping (IRS), had signed a Recognised Organisation (RO) agreement with the Philippines maritime flag administration.

Seeking RO status from key flags is part of IRS's strategy to expand its presence around the world. An office has been established in Manila which will be followed by deployment of a surveyor at a later stage.

IRS has informed us that the Asia Pacific region has been identified as a key region for growth by IRS and over the years the classification society has strengthened its presence in South-East Asia. It had earlier received authorisation as a Recognised Organisation from several maritime flag administrations in the SE Asia region including Malaysia, Thailand, Vietnam and Myanmar.

Mr. Vijay Arora, Managing Director at IRS, commented: *'We thank the Philippines maritime flag administration and acknowledge that this authorisation comes with the*

responsibility to uphold the industry-leading standards of safety and compliance, which has become synonymous with IRS around the globe.

'...we are happy to assist the flag administration with technical guidance and trainings as and when required.'

The ESPO Annual Report 2021-2022

Introduction

The European Sea Ports Organisation (ESPO), created in 1993, is the principal interface between European seaports and European institutions and its policy makers.

ESPO represents the port authorities, port associations and port administrations of the seaports of 22 Member States of the European Union and Norway at EU political level. ESPO also has observer members in Albania, Iceland, Israel, Montenegro, Ukraine and United Kingdom.

The debate on the European Commission's ports package, which was issued in 2001, marked a kind of coming of age for ESPO. It made members reflect and become more conscious about their role as port authorities and it strengthened the internal cohesion of the organisation. In 2009 ESPO set up a joint office with EFIP, the European Federation of Inland Ports (<https://www.inlandports.eu/organisation>).



Film

There is an introductory video on ESPO here: <https://www.youtube.com/watch?v=-epbMG4DIso>

Brussels based

Based in Brussels, the European Sea Ports Organisation ensures that seaports have a clear voice in the European Union where their interests are represented, views are promoted and ESPO members gain a better understanding of the workings of the EU, the European Commission the European Parliament.

Annual Report

The ESPO Annual Report 2021-2022, at 38 pages, is available here: <https://tinyurl.com/3xe634w8>

This draws attention to the organization's activities with outline of its committees and networks. The past year is reviewed, trends are outlined and facts and figures are presented.

In her foreword ESPO Chair, Annaleena Mäkilä, CEO of the Finnish Port Association, informs that since the beginning of 2020, the organization is experiencing several successive world crises, with each new one more unexpected and unpredictable than the previous. Continued fallout from the pandemic and the Russian invasion of Ukraine have turned Europe's economy and society upside down in an unprecedented way.

At the same time, these crises have also uncovered some truths that have previously been overlooked or ignored. Events have highlighted the essential and critical role seaports are playing in mitigating the effects of these crises and it is expected that ports will play an even greater role in the future.

DNV and voyage data-sharing

CMES and BHP cooperation

Potential maritime carbon emissions reductions

From Hong Kong on 17 November China Merchants Energy Shipping (CMES), BHP and DNV announced that they have signed a Memorandum of Understanding (MOU) to collaborate on industry value chain greenhouse gas (GHG) management.

The MOU signing took place in conjunction with the second World Maritime Merchants Forum in Hongkong, organized by CMES.

Twin ambitions

As the maritime industry is undergoing major transformations driven by the twin ambitions of carbon emissions reduction and digitalization, the MOU seeks to enable close cooperation between ship owner and charterer with the aim of achieving further energy efficiencies and GHG savings through improved voyage data collection, verification and sharing via DNV's Veracity data platform in collaboration with the industry partners' digital management systems.

With tightening environmental regulations and ever more ambitious GHG savings expectations from cargo owners and financiers, it is crucial for ship owners to accelerate the reduction of GHG emissions from their operations and for charterers to help enable this where they can.

Exchange and analysis of quality-assured data

To this end, CMES, BHP and DNV have started their first joint pilot project, which focuses on the exchange and analysis of quality-assured data from selected ships and voyages. The first-ever Voyage GHG Verification Statement was issued by DNV as part of the pilot project, with the goal of establishing a trusted common source of data truth for use in various current or potential future business scenarios such as:

- Scope 1 (ship owners) and Scope 3 (charterers) emissions reporting.
- Carbon trading and taxation settlement.
- GHG emissions compliance and improvement (e.g. CII and EEXI).
- Fuel usage and GHG emissions reductions.

DNV as a trusted third party with extensive maritime domain expertise will quality-assure and verify the data, resulting in greater transparency. It is expected that ship owners and charterers who work closely together may be able to reduce operational emissions by up to 15% by sharing data and insights compared to cases where there is little practical cooperation.



Virtual MOU signing in Hongkong and Singapore, attended by, at right, CMES Vice President Huang Mao Sheng, DNV Regional Manager for Greater China Norbert Kray (centre), and Rashpal Bhatti, Vice-President of Maritime and Supply Chain Excellence, BHP.

Comment

Huang Mao Sheng, Vice President of CMES commented: *'China Merchants Energy Shipping is a company that embraces digitalization transformation and honours its duty to a decarbonized shipping community.'*

'We are thrilled to be pioneering cross value chain GHG management driven by digitalization with leading industry partners such as BHP and DNV. To master the industry's challenges of tomorrow all parties across the value chain must come together on a trusted basis and establish a common source of data truth.'

Rashpal Bhatti, Vice President of Maritime and Supply Chain Excellence, BHP, added: *'Vessel owners who are early adopters of cross-value chain data sharing will likely have an advantage among charterers like BHP who have set targets for GHG emissions reductions and have the tools, like the Veracity platform, to help them assess, analyse, benchmark, and measure GHG emissions reportable within Scope 3.'*

'We look forward to the results of the first joint pilot and call for more industry stakeholders to join the journey and collaborate to better manage value chain GHG emissions.'

Knut Ørbeck-Nilssen, CEO Maritime at DNV, concluded by saying: *'Digitalization is an enabler for decarbonization, and collaboration is the true fuel of the future. Therefore, we are delighted to be part of this industry-first project with major maritime players CMES and BHP, which aims to*

jointly drive the reduction of greenhouse gases in shipping and in the ecosystem at large.’

About CMES

China Merchants Steam Navigation Company, founded in 1872, has laid the foundation for the modern national shipping industry in China; see here: <https://www.cmhk.com/en/>. The shipping activities of China Merchants belongs to the transport business which in turn is part of the three core businesses of China Merchants Group: transport, finance and real estate.

As of the end of June 2022, the shipping business of China Merchants Group had a total capacity of 314 ships (including those on order), a total of 44.2 million dt, ranking second among non-financial shipowners worldwide.

About BHP

BHP is a leading global resources company with approximately 80,000 employees and contractors, primarily in Australia and the Americas. BHP’s products are sold worldwide, and it is among the world’s top producers of major commodities, including iron ore, copper, nickel, and metallurgical coal. Read more about our approach to climate change: www.bhp.com/climate

DNV and on-board drone tests

Possible prototype inspection scheme

We learnt in mid-November that DNV has joined forces with industry partners for on-board testing of established drone technologies within the REDHUS Project. The final goal is to create a prototype drone inspection.

Drone surveys enable the close inspection of hard to access areas, especially in ship tanks, and reduce the time, risks and costs related to staging, erecting or rafting.



It is understood that the DNV-led project is testing drone technology, developed by Scout Drone Inspection that are capable of navigating in confined spaces, such as cargo tanks. This provides valuable input and requirements from the owner’s perspective for future drone tank surveys. DNV recently adapted their survey process for the use of drones and implemented supporting software.

At 3.17 minutes duration a video introducing drone operations for the ship surveyor is available for viewing here: <https://tinyurl.com/msz2926x>

A P Moller - Maersk and Carbon Sink strategic partnership

Acceleration of green marine fuels production

As part of the strategy to decarbonise its customers’ supply chains, A P Moller - Maersk has entered a green* methanol partnership with US based project developer Carbon Sink LLC. This is Maersk’s eighth such agreement in the efforts to accelerate global production of green methanol and was announced from Maersk’s HQ in Copenhagen in mid-November.

Letter of intent

The parties have signed a Letter of Intent covering the development by Carbon Sink of green methanol production facilities in the United States. The first facility will be co-located with the Red River Energy existing bioethanol plant in Rosholt, South Dakota, and will have a production capacity of approximately 100,000 tonnes per year, it is understood.



Illustration per www.carbonsinkllc.com ©

The commercial start is anticipated in 2027 and Maersk intends to purchase the full volume produced at the plant, with options for the output of subsequent Carbon Sink facilities at other locations.

In the words of Berit Hinnemann, Head of Green Fuels Sourcing, A P Moller - Maersk: *‘Securing green fuels at scale in this decade is critical in our fleet decarbonisation efforts. We have set a 2040 net zero target for our entire business – but importantly to stay in line with the Paris Agreement, we have also set 2030 targets to ensure meaningful progress in this decade. Partnerships are essential on this journey – and I am very pleased to welcome Carbon Sink on board.’*

Carbon Sink uses a commercially available technology to produce green methanol by combining green hydrogen from electrolysis of water using additional renewable electricity and biogenic CO₂. The CO₂ for the first project will be waste CO₂ captured from the Red River Energy bioethanol plant, recycling those emissions into green methanol.

Steve Meyer, CEO of Carbon Sink, added: *‘We are very pleased to be working with Maersk in support of their mission to decarbonise the shipping sector. Carbon Sink brings a vast wealth of knowledge, experience and partnerships to help them achieve their ambitious*

corporate goals. Our multi-project development strategy creates a pathway for the supply of significant volumes of green methanol to help meet the demand of Maersk's growing dual-fuel ship fleet.'

Nineteen vessels on green methanol

Carbon Sink joins seven other strategic partners working to secure the green fuel needed for the nineteen container vessels Maersk currently has on order which are capable of operating on green methanol.

In March, Maersk announced six partnerships with CIMC ENRIC, European Energy, Green Technology Bank, Orsted, Proman, and WasteFuel with the intent of sourcing at least 730,000 tonnes per year by the end of 2025. A seventh partnership with Debo was added in August.

*Green means fuels or energy that have low or very low greenhouse gas emissions on a total life-cycle basis.

About Carbon Sink

Carbon Sink is developing large-scale projects for converting industrial CO₂ streams to fuels and chemicals using commercially available technologies. Carbon Sink will provide chemical and transportation companies with solutions that help them lower their greenhouse gas emissions and meet both current and future regulatory obligations as well as growing customer demand for more sustainable products and services. For more information readers are invited to see here: www.carbonsinkllc.com

COP27

Breakthrough on the Global South's call

Climate-related loss and damage

The global climate summit, COP27, concluded on 20 November with a breakthrough on the Global South's decades-long call for a fund to pay for climate-related loss and damage.

Delivering the closing statement for trade unions at COP 27, the International Transport Workers' Federation (ITF) welcomed this step, as well as the recognition of social protection and social dialogue. However, it called out the wider backtracking of commitments to workers within the climate policy process.

A new fund on loss and damage

COP27 agreed a breakthrough on loss and damage, finally recognising a long-term demand of Global South countries. Importantly, a dedicated fund will now be established which must involve new financing commitments, and not the reallocation of existing pledges.

According to ITF General Secretary Stephen Cotton: *'Funding for loss and damage is a fundamental issue for global social justice, and it is a workers' issue. This is an important first step.'*

'The developing world is paying a horrific price for a climate crisis driven by wealthy countries. And transport

workers are on the front line, losing their lives, their livelihoods and their working conditions.'

Pakistan's lead

Over the two weeks up to the closure of COP 27 Pakistan led the push during the negotiations to move beyond talk and agree on a funding facility.

The devastating floods that Pakistan suffered this year have been a stark reminder of the urgent need for action on loss and damage. Over 1,700 people were killed and nine million people could be driven into poverty. The catastrophic floods inflicted more than \$30 billion in damages and economic losses to the country, including damage to 40% of its rail network.



The agreement does not contain any detail on how much will be contributed, or how funds will be allocated. The next twelve months will be critical to deliver on the initial promise.

A mixed result for transport workers

On workers, COP27 delivered mixed results. Importantly, social dialogue and social protection are recognised for the first time. However, this progress was undermined by the dilution of commitments to workers and the increasing exclusion of workers.

Time and time again, final decisions omitted references to labour standards and workers' rights, including crucial decisions in the areas of mitigation, adaptation, climate finance, loss and damage, and carbon markets.

Cotton added: *'Negotiations over the climate finance target – the New Collective Quantified Goal – demonstrated the side-lining of labour rights.'*

'Due to come into force in 2025, the new goal will establish the level and form of future climate financing, shaping the future of climate action. It is critical that a just transition of the workforce, in line with the Paris Agreement, is embedded within this process so that the needs of workers, and the needs of the Global South more broadly are fully addressed.'

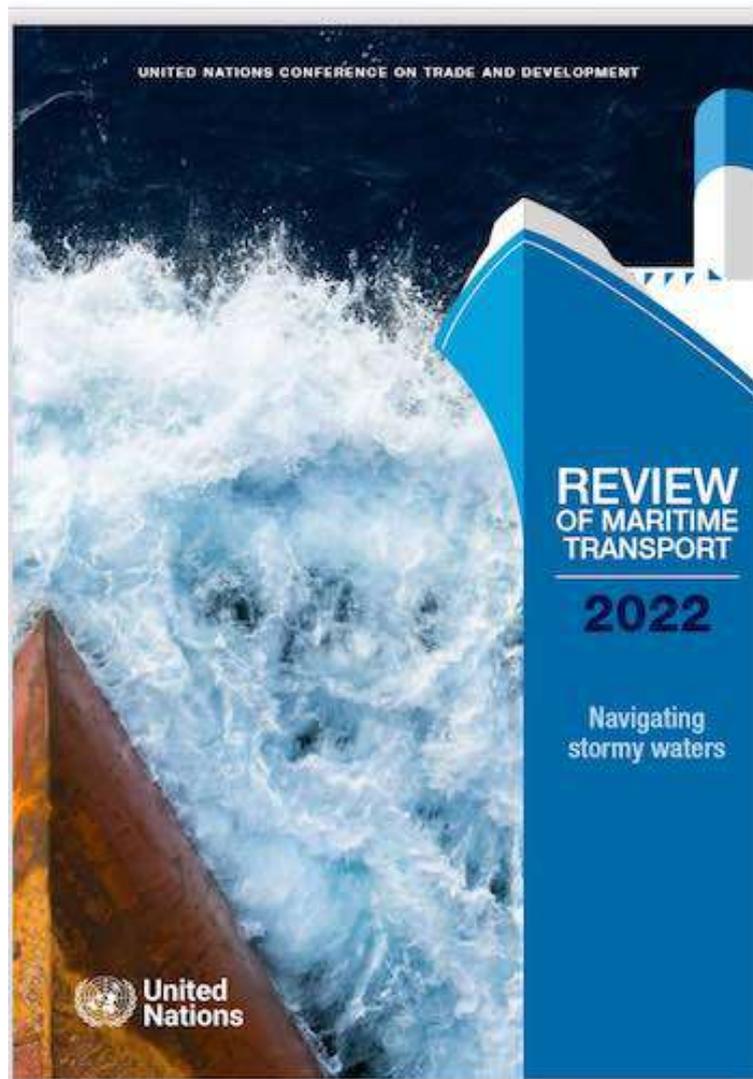
John Mark Mwanika, ITF Urban Transport Chair and ITF Sustainable Transport Working Group Co-Chair, reflected: *'It is a huge concern that just transition was removed from the final text on the new finance goal. Lessons must be learned from past failures. Identifying actual finance needs and effective mechanisms will only happen with a structural role for workers and trade unions.'*

UNCTAD's Review of Maritime Transport 2022

Navigating stormy waters

Covid-19, the war in Ukraine, climate change and geopolitics have wreaked havoc on maritime transport and logistics, clogging some ports and closing others, reconfiguring routes, extending delays and pushing up shipping costs.

Ships deliver over 80% of world trade, so disruptions in ports and on shipping lanes mean food, energy, medicine and other essential items don't reach those in need. Businesses are left without supplies. At the same time prices for producers and consumers soar.



Although delays have improved and dry cargo rates are coming down, maritime transport – and thus world trade – remains vulnerable. The industry must invest now to shore up its resilience to future crises and climate change.

Ports, shipping companies and transport operators need to expand capacity, renew and expand fleets and equipment, ensure adequate and skilled labour, improve connectivity and performance, reduce emissions and safeguard competition to ensure maritime transport can weather the next storm.

These are the views expressed in the **Review of Maritime Transport 2022: Navigating stormy waters** published on

29 November by the United Nations Conference on Trade and Development (UNCTAD) from its Geneva HQ.

In the words of UNCTAD Secretary-General, Rebeca Grynspan: *'We must change course and we must do it now. To prepare for the future, we need shipping and supply chains to be more efficient, more resilient, and far greener.'*

The world should prepare for unpredictable future with volatile shipping costs

A surge in consumer spending – especially for goods ordered online – combined with supply chain disruptions and logistics constraints pushed container freight rates to five times their pre-pandemic levels in 2021. The surge in container shipping costs, which peaked in early 2022, sharply increased consumer prices for many goods.

Likewise, freight rates for dry bulk – unpackaged raw materials like grains – increased due to the war in Ukraine, the prolonged pandemic and supply chain crisis. An UNCTAD simulation projects that higher grain prices and dry bulk freight rates can lead to a 1.2% hike in consumer food prices, with higher increases in middle- and low-income countries.

Although freight and charter rates have fallen since mid-2022, they are still above pre-COVID-19 levels. And rates remain high for oil and natural gas tanker cargo due to the ongoing energy crisis. In an increasingly unpredictable operating environment, future shipping costs will likely be higher and more volatile than in the past.

On freight rates and shipping costs UNCTAD calls for:

1. Governments and operators to expand and upgrade port infrastructure and land transport connections, and accelerate trade facilitation reforms, especially digitalization.
2. Port operators and shipping companies to invest in increasing storage facilities and reducing equipment shortages.
3. Shipping companies to invest in sustainable shipping and deploy the necessary ship-carrying capacity.

An urgent need to minimize risks and uncertainties to growth

Riding on the surge in demand for containerized cargo, world maritime trade bounced back in 2021. Shipments grew by an estimated 3.2% to reach 11 billion tons. This represents an improvement of 7 percentage points compared with the 3.8% decline in 2020.

Growth was recorded in all developing regions. It increased by an estimated 5.6% in Africa, 3% in Latin America and the Caribbean and 3% in Asia, which remained the world's leading maritime cargo handling centre, accounting for 42% of goods loaded and 64% of those unloaded in 2021. Read maritime transport figures for Africa, Asia and Latin America and the Caribbean.

Risks and uncertainty remain high. Globally, inflation and living costs are rising and could dampen consumer

spending. A zero-COVID policy in China, the world's largest exporter, could disrupt manufacturing. And the war in Ukraine continues to impact global food, energy and fertilizer markets.

UNCTAD further calls for:

1. The international community to mitigate COVID-19's impact by providing better access to vaccines and medicines in developing countries.
2. Countries to keep trade flowing by minimizing lockdowns and by avoiding export and import restrictions – especially of food, fertilizers and energy.
3. Countries to promote economic growth, avoid austerity measures, while taming inflation and reducing financial vulnerability.

Industry should reduce fleet's emissions and invest in new ships

Greenhouse gas emissions from the world's maritime fleet are heading in the wrong direction. Between 2020 and 2021, they went up by 4.7%, with most of the increase coming from container ships, dry bulk carriers and general cargo vessels.



A container ship unloads cargo at a port in the Federated States of Micronesia.

Photo per www.unctad.org UNCTAD ©.

Like emissions, the fleet's average age is also rising – another concern for the environment since older ships pollute more. By number of ships, the current average age is 21.9 years, and by carrying capacity 11.5 years.

Ships are getting older partly due to shipowners' uncertainty about future technological developments and the most cost-efficient fuels, as well as about changing regulations and carbon prices.

The world needs a new generation of ships that can use the most cost-efficient fuels and integrate seamlessly with smart digital systems. But shipbuilding volumes remain low. The global commercial fleet grew by less than 3% in 2021 – the second lowest rate since 2005.

Adapting ports and other critical transport infrastructure to the impacts of climate change is a matter of increasing urgency, especially for the most vulnerable countries.

On CO₂ emissions and fleet ageing UNCTAD calls for:

1. More investment in energy-efficient shipping technologies and an accelerated shift to alternative, low-carbon fuels to cut the carbon footprint of

maritime transport.

2. A predictable global regulatory framework for investing in decarbonization and increased support for developing countries in the energy transition.
3. Stronger support to help developing countries adapt ports to the impacts of climate change, especially in small island developing states.

Countries should improve port performance and connectivity

The global economy picked up in 2021 and the world's cargo-carrying ships made more port calls. The rebound continued in the first nine months of 2022 in all segments except container ships, which faced continuing congestion.

The median turnaround time for container ships, which carry most of the world's manufactured goods, increased by 13.7% between 2020 and 2021.

Globally, liner shipping connectivity has also suffered in all regions since the start of the supply chain crisis – but with variations between countries.

In the United States, for example, long-term underinvestment in West Coast port infrastructure weakened performance in handling containers. And countries in Africa and Latin America and the Caribbean lost more than 10% of direct shipping connections.

Meanwhile, India extended its regional connections by upgrading port capacity. And China, the world's most connected country, widened its lead.

With regard to Port performance UNCTAD calls for:

1. Stronger support to help developing countries adopt smart maritime logistics and digital technologies, and implement measures to improve port, road and rail connections.
2. Developing countries to improve port performance and productivity, including by upgrading port capacity and strengthening regional transport connections.
3. Port authorities to reduce labour shortages by attracting more women workers and increasing female participation in the sector.

Countries should protect competition and level the playing field

Over the years, mergers and acquisitions have consolidated and transformed the container shipping sector, which carries most consumer goods. Carriers have also pursued vertical integration by investing in terminal operations and other logistics services.

Over the last 25 years, the top 20 carriers have almost doubled their market share from 48% to 91%. And the four largest carriers now control more than half of the global container shipping capacity.

Consequently, the number of companies that provide services to importers and exporters have fallen in 110 countries, notably in small island developing states, where at times a duopoly of just two carriers dropped to a monopoly of one.

Integration has given carriers and their alliances stronger negotiating and bargaining positions vis-à-vis port authorities, as they now have two seats at the table – as both tenants of terminals and providers of shipping services.

Consolidation in the shipping market reduces competition and constrains supply. It can lead to market power abuse, higher shipping costs for businesses and thus higher prices for consumers.

On the growing market power of top carriers UNCTAD calls for:

1. Competition and port authorities to work together to monitor freight rates and charges and respond to industry consolidation with measures to protect competition.
2. Stronger international cooperation on cross-border, anticompetitive practices in maritime transport, based on the UN Set of Competition Rules and Principles.
3. Governments to monitor trends in maritime industry structures and services to ensure level playing fields, especially for smaller shippers in developing countries.

The 195-page report may be downloaded here:

<https://tinyurl.com/4rddj3jp>

Safe maritime decarbonisation

Research and training

Importance to accelerate

On 22 November the Maritime Technologies Forum (MTF) announced from Houston that it had released a comprehensive assessment to compare the feasibility and readiness of alternative marine fuels.



This assessment applied MTF's Framework for Assessing Decarbonisation Technologies and Alternative Energy Carriers to fossil MGO, fossil LNG, bio-methanol and green ammonia.

It is understood that the framework covers eight categories of evaluation, including sustainability and environmental safety, security, economic feasibility, regulatory, personnel, technology status and engineering.

COP27 reference

In addition to assessing each fuel based on the relevant criteria, the evaluation also takes into consideration the level of availability of data to support the assessment. Results of the assessment are presented in the form of heatmaps, aiding the identification of hot spots that are

areas requiring more attention, helping guide future industry efforts to rapidly decarbonise in support of global ambitions as reiterated at COP 27.

MTF's report found that when bio-methanol and green ammonia are compared with fossil MGO and LNG they perform better in the sustainability and environmental category but score lower in other key categories, primarily due to the lack of a comparable fuel value chain. As regulations and research for bio-methanol and green ammonia expand, it is expected they will become increasingly competitive fuel solutions.

Assessment also found that because bio-methanol and green ammonia lack sufficient data, more training and experimental projects will be needed to better understand the economic feasibility of both fuel solutions and to gain practical experience in order to build a scalable and global workforce.

Commenting on the report, Knut Arild Hareide, Director General of Shipping and Navigation at the Norwegian Maritime Authority said: *'The anticipated and much-needed scaling of handling more hazardous fuels such as liquefied methane, methanol, ammonia but also hydrogen, in liquid or gaseous state, requires competence building and certified training to ensure the safe decarbonisation of shipping.'*

'Working with our colleagues from major class societies and other flag administrations to apply this framework was an important step forward in helping identify future priorities and needs for further development.'



Further comments on the report were provided by the publication's primary author, Georgios Plevrakis, ABS Vice President for Sustainability, who said: 'We are pleased to deliver this report which further underscores the need to collaborate on training and to conduct pilot projects for alternative fuels if we are going to meet the industry's decarbonization goals.'

'Applying MTF's framework to alternative fuel options provides a critical snapshot on readiness and identifies the gaps where we need to refine our focus and increase our research efforts if we are to develop economic and technologically feasible fuel options.'



To download the full assessment readers are invited to see here: <https://tinyurl.com/yc55jxb9>

About MTF

The MTF is a forum of Flag States and Classification Societies established to provide technical and regulatory expertise to benefit the maritime industry. The role of the Forum is to work together on research which it will publish to the maritime industry and draw on regulatory expertise to be able to offer unbiased advice to the shipping sector. It will seek to give guidance on the use of alternative fuels and increased levels of automation in the industry. Furthermore, it will allow for the safe testing and adoption of new technologies and it will help shape world-leading regulation.

The Flag State administrations include Maritime Bureau, Ministry of Land, Infrastructure, Transport and Tourism, Japan; the Norwegian Maritime Authority; and the Maritime and Coastguard Agency, United Kingdom. The Classification Society members are ABS, DNV, LR and ClassNK.

Ensuring navigation bridge visibility

Towards the end of November the Australian Maritime Safety Authority (AMSA) issued Marine Notice No 14-20222 to highlight the importance of ensuring navigation bridge visibility on all vessels sailing in Australian waters. Vessel operators, masters and navigational officers have been invited to take note of its content.

Regulations

In accordance with the Collision Regulations: 'every vessel shall at all times maintain a proper lookout by sight and hearing as well as by all available means appropriate in the prevailing conditions to make a full appraisal of the situation and risk of collision' (Rule 5). The Collision Regulations are implemented in Australia through the Navigation Act 2012(s175).

Specific requirements for maintaining bridge visibility are set out in International Convention for the Safety of Life at Sea (SOLAS), 1974 Chapter V Regulation 22, which in Australia is implemented through Marine Order 21 (Safety and emergency arrangements) 2016).



Illustration per AMSA ©.

Bridge visibility that does not meet the requirements of SOLAS significantly impedes safe navigation, bridge watchkeeping and maintaining a proper lookout. All of which are essential in the detection of vessels (particularly small and at close range), detecting craft or persons in distress, making a full appraisal of the situation and the risk of collision, and avoiding collision and stranding.

To ensure that appropriate navigation bridge visibility exists, SOLAS requires (in part) that on any vessel over 55m in length the following:

- I. There are no blind sectors caused by cargo or other obstructions forward of the beam exceeding 10 degrees
- II. The view of the sea surface shall not be obscured by the lesser of two ship lengths or 500m under all conditions of draught, trim, and deck cargo.

Australia's interpretation

Where a vessel is operated not in compliance with the minimum bridge visibility requirements specified in SOLAS, AMSA will take appropriate action in line with its compliance and enforcement policy to reduce the risk to persons, other vessels and the environment.

Some flag States may issue 'dispensations' allowing vessels to carry cargo up to the approximate level of the navigation bridge windows (see photograph here). It is Australia's view that SOLAS does not provide for such dispensations and such documents are not accepted for compliance purposes in Australia.

Australia is of the view that the vessel illustrated is not designed to carry the cargo in the manner shown in the

photograph, and in this case, the carriage of specialist cargo on a non-specialist vessel creates a clear danger to safe navigation as a result of impairment of bridge visibility. Accordingly, this practice creates an unacceptable risk to navigation and flag States, owners, operators and masters are encouraged to ensure proper loading and stowage

Where a vessel is carrying cargo in an unsafe manner, including instances where bridge visibility is severely impaired, Australia may consider vessel detention and require the cargo to be offloaded to ensure safe navigation.

Panama Maritime Authority

Merchant Marine Notice

Flag Annual Safety Inspection for vessels transiting through Panama with a destination of the ports in the Paris MoU Area

We learnt in November, that the Panama Maritime Authority has issued

Panama Maritime Authority Merchant Marine Notice No MNM-13/2022.

For a copy see here: <https://tinyurl.com/2755hbj7>

It is understood that the Panama Maritime Authority with a view to maintaining their White List status in the Paris MoU, has made it compulsory for all Panamanian-flagged vessels transiting or visiting Panamanian ports prior to their arrival to any port or terminal in Paris MoU area to undergo a Flag Annual Safety Inspection (ASI) as soon as they arrive at any port or terminal in Panama.



Photo by Luis Gonzalez on Unsplash

The Paris MoU States

The current member States of the Paris MoU are Belgium, Bulgaria, Canada, Croatia, Cyprus, Denmark, Estonia, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Latvia, Lithuania, Malta, the Netherlands, Norway, Poland, Portugal, Romania, Slovenia, Spain, Sweden, and the United Kingdom.

It is understood that non-compliance with the provisions of this requirement will be subject to sanction by the Administration.

Refusal for the first time carries a penalty of US\$10,000.

Recurrence will be grounds for the cancellation of the Panamanian registry immediately.

Ship owners / operators and masters of Panama-flagged vessels have been advised to be guided by above and ensure compliance.

Inmarsat Fleet Hotspot and crew welfare

Anglo-Eastern Ship Management

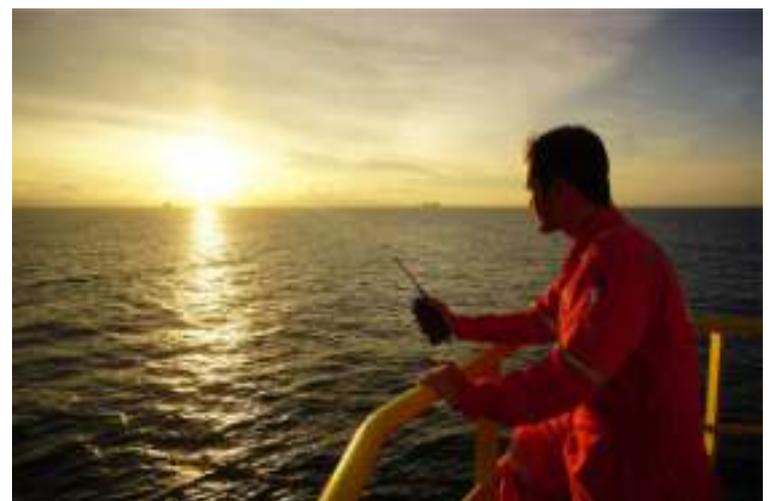
Anglo-Eastern Ship Management, a leading global provider of ship management services with more than 40 years' experience supporting ship owners worldwide, has chosen Inmarsat, the provider of global, mobile satellite communications, to connect its crews.

Centred on the pillars of digitalisation, decarbonisation, and crew welfare, Anglo-Eastern's operations rely on robust connectivity and a forward-thinking approach.

To meet the fast-evolving requirements of modern shipping, the company uses Fleet Xpress services from Inmarsat.

Fleet Hotspot

In 2019, Anglo-Eastern became one of the first companies to sign up for Inmarsat's award-winning crew internet solution, Fleet Hotspot, providing its seafarers with reliable, high-speed connectivity and the freedom to use their devices on board. The company doubled the free internet allowance for its crew in response to the Covid-19 pandemic and its impact on crew welfare. In addition, every year on the Day of the Seafarer and festive occasions, Anglo-Eastern increases crew internet allowance.



Crew welfare enhanced at Anglo-Eastern by connecting seafarers with Inmarsat Fleet Hotspot.

Captain Pradeep Chawla, Managing Director QHSE and Training, Anglo-Eastern Ship Management, commented: *'One of our main objectives as a ship management company is to improve the quality of life at sea – and since onboard connectivity is an essential part of that, we aim to provide the crew with a quality of internet similar to what they would have on land. That is why, through Inmarsat's Fleet Hotspot, we offer our seafarers free high-speed internet connectivity per month.'*

Gert-Jan Panken, Vice President Direct Sales, Inmarsat Maritime added: *'Offering crew a high-quality internet connection is a prudent business decision for shipping companies. Through the user-friendly Inmarsat Fleet Hotspot portal, seafarers can monitor their usage and top up their balance using their own devices. Furthermore, recent enhancements to the portal have made the solution easier to use than ever, crew can access their accounts from home and purchase data even before boarding the vessel.'*

Mission to Seafarers' Award

While the majority of land-based professionals might take workplace Wi-Fi for granted, high-quality internet has traditionally been hard to come by at sea. Such is the impact of Fleet Hotspot on the maritime industry that it recently won the Mission to Seafarers' Innovation Award for its *'outstanding contribution to seafarer welfare'*. As an advocate for the well-being of maritime personnel, the Mission to Seafarers is also a strong proponent of onboard connectivity, and its 2021 Seafarers Happiness Index identifies the amenity as critical to crew welfare.

Encouragingly, the shipping industry has made significant progress in this area in recent times. In Inmarsat's 2022 Seafarers in the Digital Age report, 78% of the ship owners surveyed said they had installed crew internet in the last five years.

MLC 2006

Meanwhile, another Inmarsat study published this year highlighted a 149% growth in data consumption for crew welfare and connectivity purposes from June 2021 to June 2022. As regards Fleet Hotspot specifically, uptake and usage of the solution are understood to be experiencing rapid growth – and with newly introduced amendments to the Maritime Labour Convention 2006 making crew connectivity a regulatory requirement, these trends look set to continue.

Anglo-Eastern's Captain Chawla added: *'The maritime industry has been facing a serious talent crunch for some time, and the situation has only intensified by the pandemic and the resulting crew-change crisis and geopolitical uncertainty.'*

'Owners and managers are now working with a smaller pool of talent, so the competition for the best candidates is fierce. To stand out from the crowd, companies need to place as much emphasis on crew internet access as they do on business-critical connectivity – and Fleet Hotspot makes this easy.'

Fleet Hotspot is available to all Fleet Xpress users through the Fleet Edge platform, which provides access to a broad

portfolio of Inmarsat connectivity services for more advanced, efficient, and secure operations.

Stad skipstunnel

The world's biggest ship tunnel

A unique proposal in Norwegian waters

The Stad ship tunnel will be an investment in Norway's future. It will interconnect Western Norway. The completion of a ship connection between Bergen and Ålesund is expected to create new housing and labour markets from the Ålesund region, via the maritime cluster in Sunnmøre through the business towns of Måløy and Florø.

A significant portion of Norwegian values are linked to the Norwegian coast, and the sea, according to the planners at Stad skipstunnel. The seafood industry is predicted to grow hugely, and the Norwegian maritime industry is a world leader in making sea transport emission-free. The sea is the transport artery of the future and the Stad ship tunnel will make sea transport safer, more efficient, and more environmentally friendly. The Stad ship tunnel is necessary to achieve the political goal of moving transport from road to sea and will facilitate safe and environmentally friendly sea transport in the coastal and maritime industries in the future.

Why Stad Ship Tunnel?

Safety along the West Coast

The Stad ship tunnel will ensure a safer and more efficient sailing by Stadhavet, said to be the most weather-exposed and dangerous stretch of the coast of Norway.

Kråkenes lighthouse, located just south of Stad, is the metrological station showing the most days of storm conditions in Norway, with many years seeing over 100 days recorded. Combination of wind, currents, and waves makes this stretch a particularly demanding part of the Norwegian coast.



Combinations of ocean currents and subsea topography create particularly complex and unpredictable wave conditions. Very high waves of up to 30 metres can come from different directions at the same time and create critical situations for vessels. Heavy swells can also linger

for several days after the wind has calmed, which in turn leads to difficult sailing conditions even on quiet days.

Since the Second World War there have been several shipwrecks and near misses on Stadhavet, and 34 persons have drowned. Forecasts of more frequent extreme weather and generally less acceptance of risk in society further increases the need for the tunnel.

Completion of the Stad ship tunnel will significantly enhance the safety of seafarers.

Value and Supply Chain Enhancement

For commercial shipping, the Stad ship tunnel will mean safer deliveries, less waiting time, shorter transport time, and better quality retention of raw materials transported past Stad. All types of craft including fishing vessels, service vessels, container ships, and cruise ships are expected to benefit daily from the tunnel.

In bad weather, fishing vessels are unwilling to cross Stadhavet to deliver catch due to increased wait time and deterioration, limiting delivery options, and prices. Furthermore, the aquaculture industry has lost income due to the wait time in factories. The world's largest fish farming company, Mowi, has therefore been strongly committed to the Stad ship tunnel. Mowi has one of the world's largest reception facilities for salmon at Eggebøsnes, on the north side of Stad and most of its fish farms south of Stad.



Kystverket / Snøhetta © per <https://skipstunnel.no/english/>

Stadhavet is a challenge for tugs and tows that must cross the exposed waters. Rostein, one of the largest bilge well vessel* operating companies in the country, transports salmon to the salmon slaughterhouse at Eggesbønneset and states that 20% of the bilge well vessels are delayed due to the weather at Stad.

Norway has ambitions to become the world's leading seafood-producing nation, and the Norwegian seafood industry is predicted to have formidable growth in the future. Construction of the Stad ship tunnel is an important element of this growth.

More goods from road to sea

A safer and more efficient sailing through Stad will significantly ease sea transport and reduce the number of trains carrying seafood through Central and Eastern Norway. From all over the coast, fresh fish exports to the continent are increasing. Today, much of the goods transport is by trailers, largely due to the disadvantages of rounding the uncertain Stadhavet. The Stad ship tunnel will ensure good accessibility and regularity for sea transport around Stad and will help to move heavy traffic away from a congested road network. This will save both operating costs and the environment and lead to saved wear on the roads.

Environmental benefits

Realisation of the Stad ship tunnel will lead to shorter travel time, less fuel consumption, and fewer CO₂ emissions. A report prepared by Kongsberg Maritime observed differences in fuel consumption and CO₂ emissions between the external shipping lane on Stadhavet and the internal shipping lane simulated via the ship tunnel.

Comparison shows a significant difference between the two alternative routes in favour of choosing the ship tunnel under normal winter wave conditions for Stadhavet. Fuel consumption is potentially reduced between 60% (for ships around 40 metres loa) to 30% (ships around 140 metres) when choosing the simulated Stad ship tunnel route.

For more information readers are invited to see here: <https://skipstunnel.no/english/>

* A fishing vessel with a well or tank for storage and transport of live fish; extensively used in the aquaculture industry.

Make Life at Sea Better

LATEST Q3 2022 happiness score 7.30 out of 10 up from 7.21 in Q2 2022

The Seafarers Happiness Index exists to provide all men and women working at sea with a chance to share how they feel and to talk about the good and bad aspects of life at sea today.

Readers are invited to share their views and let the industry know what works and what needs to be changed.

What is the Seafarers Happiness Index?

The Seafarers Happiness Index was founded in 2015 and is designed to monitor and benchmark seafarer satisfaction levels by asking ten key questions and serves as an important barometer of seafarer satisfaction with life at sea. Questions focus on a range of issues, from mental health and wellbeing, to working life and family contact.

The survey is distributed to global seafarers to provide indicators of key issues around the happiness of seafarers, both on shore and aboard. The results are then shared with industry and key decision makers. In the

words of the Mission to Seafarers, one of the organisations behind the scheme: *'Together we can make sure that seafarers voices are heard, and that the shipping industry can make positive changes. Let us make life at sea better.'*

There is a brief 1.41 minute video here: <https://www.happyatsea.org/> introducing the Index and inviting seafarers to take part in the Happy at Sea survey.

Internet access

One topic considered in seafarers' welfare is access to the internet. The issue of internet access is a constant and universal theme of the Seafarers Happiness Index. At its most basic level, seafarers with access are happy, while those without it feel extremely frustrated.

It is strongly hoped by seafarers that all ships will have internet access before too long and that the bandwidth and download speeds will be good, and that cost will no longer be a barrier to have to constantly consider. The message from the Seafarers Happiness Index returns is very clear, the days of expensive telephone cards, or even only having access to e-mail is not felt to be sustainable.



The internet, just as ashore, has changed everything and the ripples are extending out to sea. At the moment those without internet access are still experiencing high costs, low quality and even issues such as a lack of privacy.

There are many seafarers who strongly believe the issue of seafarer internet access is something which needs legislating for, and that every vessel and as such every seafarer should have access.

Connectivity is felt as being the most obvious and simple answer to ensure that seafarers are able to cope with boredom and loneliness. WiFi, it is often stated, makes life at sea "easier". There are even seafarers willing to leave jobs or to refuse to join vessels where internet access or calls are not provided.

The latest

At 26-pages the latest edition of the Seafarers Happiness Index Quarter 3 2022 can be downloaded here: <https://tinyurl.com/2p9c8yhj>

Removal of single-use plastic bottles from ships

BIMCO's campaign to raise awareness

Today, even if plastics on board ships are sorted, managed, and discharged to shore in a proper way, mismanagement of waste on land means it can still reach the ocean. With up to 1.75 billion plastic bottles a year being used on board ships, BIMCO believes removing unnecessary plastics is the industry's best option to help remove a source that may end up reaching the ocean.

As a first step BIMCO has partnered with Ocean Bottle on co-branded reusable bottles which symbolise the change needed within the shipping industry; ships moving from single-use plastic bottles to sustainable alternatives such as onboard water supplies or larger dispensers.



Photo by [John Cameron](#) on [Unsplash](#)

In the words of Dr Bev Mackenzie, Head of Intergovernmental Engagement at BIMCO: *'We have learnt from members who have successfully implemented initiatives to remove single-use plastics bottles from their ships that providing crew with a reusable bottle, alongside other actions, can make a big difference. Over half of the companies that recently completed a BIMCO survey are already providing such bottles.'*

Onboard water systems cut costs and emissions

BIMCO estimates that an onboard system is a quarter of the cost of providing water in single-use plastic bottles and can pay for itself in just one year. In addition, BIMCO evidence suggests that refills can save around 2,355 kg of CO₂ emissions per ship per year. Refilling a bottle from a modern system also supports crew welfare as today's alternatives provide good quality, safe, and tasty drinking water.

Mackenzie added: *'While solutions exist, we still have work to do and will be working with our members to support them in selecting onboard systems and bottles to best suit their needs. What we do know is that our industry's small steps in phasing out single-use plastic bottles could have a big impact.'*

Every bottle bought by BIMCO will fund the collection of 11.4 kg (over 1,000 single use plastic bottles in weight) of Ocean Plastic from the worlds most polluted waterways. Plastic is collected by locals from some of the worst affected coastal communities such as the Philippines, Brazil, Egypt, Ghana, India, and Indonesia, who then exchange the plastic for money or receive digital credit to swap for tuition, tech goods, healthcare, and micro-finance. This infrastructure is made possible with help from partners Plastic Bank, Plastics for Change and rePurpose who set up collection sites and ensure transactions to collectors are secure through traceable technology.

The BIMCO/Ocean Bottle branded bottles will be distributed among key stakeholders, leaders, and volunteers over the months to come to help address single-use plastics on board and spread the campaign message.

European ports and the EU Emission Trading System

(EU ETS)

European ports: Only a well-designed maritime EU ETS with dedicated funding will accelerate the greening of the shipping sector.



Photo by Chun Kit-soo on [Unsplash](#)

Europe's ports continue to support the extension of the EU Emission Trading System (EU ETS) to the maritime sector. The European Sea Ports Organisation (ESPO) recognises that the maritime EU ETS can be a powerful mechanism to accelerate the green transition of the sector.

However, this mechanism will only deliver as intended if the measure is well-designed. This means that:

- All efforts must be made to avoid carbon and business leakage to neighbouring ports.
- The ETS revenues of the shipping sector should be predominantly used to finance investments onboard ships and in ports to make this green transition happen.

Whereas the European Parliament and Council have made substantial steps forward in addressing the carbon

and business leakage threat resulting from the scope of the proposal, further progress needs to be made to ensure that the maritime EU ETS revenues are being used to green the maritime sector and ports.

European ports have called on the European Parliament and Council to ensure that the maritime EU ETS revenues are used for sector-specific investments to facilitate the deployment and use of sustainable alternative fuels, including the electrification of vessels and onshore power infrastructure in ports.

Joint industry statement

ESPO has co-signed a joint maritime industry statement supporting such investments and calling for earmarking of ETS revenues in the final text. The industry statement is to be found here: <https://tinyurl.com/4mchuaru>

In line with this statement, ESPO has stated that the final text on EU ETS must foresee dedicated maritime calls under the Innovation Fund, which would serve to accelerate the decarbonisation of the maritime sector.

The Innovation Fund

For ESPO, the Innovation Fund should support the deployment of new technologies that effectively avoid generating greenhouse gas emissions, whilst bridging the funding gap for mature but not yet commercially viable projects. If only 'first-of-a-kind projects' can be financed under the Innovation Fund, the added value of dedicated funding in the Innovation Fund remains very limited.

In the words of Isabelle Ryckbost, ESPO Secretary General: *'The aim of the EU-ETS maritime is to make the greening of the shipping sector happen. This implies important investments in new technologies all over the network, both on the ship side and at shore side.'*

'The success of EU-ETS will largely depend on the use of the revenues. To be fit for 55, we need to fund for 55% emission reductions. In this phase of the negotiations, we should not get stuck on the name or the structure of the fund, but on the way the funds are used. In that respect, it is important to understand that financing only first of a kind-projects will not deliver the progress in greening we aim for.'

At ESPO it was felt that the final text on EU ETS should also encourage Member States to use the revenues generated from the auctioning of allowances to investments in maritime and ports.

European ports remain committed to help deliver a final text on EU ETS that makes the green transition of maritime possible.

Reminder: All IFSMA Newsletters are freely available to read and/or download on our website.

UK Maritime sector given green boost

Major COP27 pledge

Green shipping corridors are maritime routes that are decarbonised from end to end.

International zero-emission shipping routes came one step closer to becoming a reality, as the UK made a major pledge alongside the US, Norway, and the Netherlands to roll out green maritime links between the countries at this year's COP27 conference in Sharm el Sheikh, Egypt.

So-called 'green shipping corridors' are specific maritime routes decarbonised from end to end, including both land-side infrastructure and vessels.

Setting up such routes involves using zero-emission fuel or energy, putting in place refuelling or recharging infrastructure at ports, and deploying zero-emission capable vessels to demonstrate cleaner, more environmentally-friendly shipping on a given route. These proposals were made public in a statement from the UK Department for Transport early in November.



Green Shipping Corridor Task Force

In particular, the UK and the US have agreed to launch a special Green Shipping Corridor Task Force focussed on bringing together experts in the sector, encouraging vital research and development, and driving other important work and projects to see these initiatives come to life as quickly as possible.

Committing to roll out green shipping corridors will help the sector to comply with the Paris Agreement goal of limiting global temperature rise to 1.5°C by the end of the century.

This follows the success of the UK-led Clydebank Declaration at COP26 – the global initiative to provide a framework for governments to establish zero-emission shipping routes between ports.

UK's Transport Secretary Mark Harper said: *'The challenges posed by climate change are clear and the need to decarbonise maritime has never been greater.'*

'That is why we have committed to work alongside global partners to clean up the sector, improve air quality in and around our ports and coastal communities, and drive green investment into our economy.'

'But we must not lose momentum. I am delighted to say the UK has agreed to begin developing green shipping routes with some of our closest allies, as we work together to realise the ambitions of the Paris Agreement and limit global warming.'

The international maritime sector is currently responsible for almost 3% of global emissions – if it were a country, it would be the world's eighth largest emitter, it has been claimed.

However, the UK has already made significant progress, with the Global Maritime Forum calling the UK the most proactive government in the Clydebank Declaration in terms of stakeholder engagement.

The UK, alongside its counterparts in the Zero Emission Shipping Mission, also recently published an action plan to remove obstacles to creating a greener maritime sector, from clean energy ports to zero-emission vessels and the green fuels that will be needed to develop green shipping corridors.

Ben Murray, CEO of Maritime UK, said: *'Green shipping corridors have the potential to catalyse decarbonisation in the maritime sector by focusing on specific maritime routes.'*

'Not only can they help to identify and action the solutions needed for a given corridor by aligning vessels with infrastructure, but they can also demonstrate the UK's leadership and pitch to the rest of the world as we all seek to accelerate our progress toward net zero. Be that finance, professional services, technology, or manufacturing.'

'Maritime UK and its members are committed to developing green corridors and look forward to working closely with partners from the US, Norway, and the Netherlands to make them a reality.'

The UK continues to play a leading role in climate negotiations at the IMO working with its partners to raise global decarbonisation ambitions.

The UK government also recently launched a £60 million clean maritime demonstration competition on World Maritime Day (29 September), so tankers, cruise ships, ports and the wider maritime sector can help to play their part in slashing emissions and boosting economic growth.

UK Chamber of Shipping CEO Sarah Treseder commented: *'Green corridors can play an essential role in stimulating early action to adopt low and net-zero emission technologies and fuels. Today's announcement is a welcome step in the international action required to decarbonise shipping.'*

'The UK shipping community is committed to working with the UK government in securing bold action at the International Maritime Organization to provide more ambitious and concrete decarbonisation strategies.'