

Number 61, February 2023

# IFSMA

## NEWSLETTER

The Shipmasters' International Voice



*Short Sea boost for London Thamesport*

*See page 20*



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## Contents

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Secretary General's Report	2
From the News Editor	2
The IMO Digest	3
IMO events in 2023	3
IMO in Yemen	4
IMO on marine casualty investigation	4
The IMO Convention	5
World Maritime Day and the Day of the Seafarer	5
2023 IMO Honours for Exceptional Bravery at Sea	6
Reduction of underwater noise from ships	6
Green shipping in South Africa	7
Mandatory Maritime Single Window: One year to go	8
DNV and RSI	9
The ship's propeller	10
Assistance to those in distress at sea	11
HAPAG Damietta, Egypt	12
Global piracy incidents	12
Standing NATO Maritime Group Two	14
Nature notes	14
Clean Energy Marine Hubs initiative	15
Ports risk and resilience publication	17
Addressing major maritime issues impacting Filipino seafarers	17
Boskalis takes on its hundredth offshore windfarm project	18
Denmark launches the world's first digital ship register	19
Underwater protection	20
Short-sea boost for London Thamesport	20
UN S-G and the ocean emergency	21
Large ammonia-fuelled bulk carrier	22
Age should not wither them	22
Fuelling transport and industry with HVO	23
CHIRP and HRAS accord	24
Offshore wind boom	24
Navigating to 2050 conference	25
Maritime sector hydrogen value chain	26
UKHO	27
Outlook for 2023: Higher volumes expected for the ro-ro industry	28

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## Secretary General's Report

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It has been a very busy start to the year and we have an extremely busy diary with which Paul and I are struggling to keep-up.

The next two months seem equally busy with much going on at the IMO. The most important of this work is the meeting of the Human Element, Training and Watchkeeping Sub-Committee where we will be having our first Working Group to discuss how we are going to take forward the Comprehensive Review of the STCW Code and convention.

I would like to thank Jens Marquard Sørensen, Chairman of the Danish Maritime Officers, for chairing the IFSMA internal Working Group to represent IFSMA in this very important business and to ensure he introduces IFSMA's policy. I would also like to thank specialist Shipmaster members who are helping with their recent seafaring knowledge. This work progresses, the HQ will keep you informed and will continue to seek your help when required.

We are currently extremely busy writing key papers on Maritime Autonomous Surface Ships (MASS) to be sent to the Legal Committee and the forthcoming IMO Joint Working Group on MASS which will meet for the second time in April. IFSMA is seen as one of the most influential NGOs on this topic as we look at the International Legal Guidelines in which MASS will operate and the very important role of the shipmaster both afloat and ashore. Again we will keep you informed as we progress this very important piece of work.

Fair winds and a following sea.

Secretary General, Commodore Jim Scorer FNI RN

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## From the News Editor

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### Intermediate Report of the Preliminary Assessment of MV *Estonia*

The passenger ferry MV *Estonia* sank on 28 September 1994 during a voyage from Tallinn, Estonia, to Stockholm, Sweden. Of the 989 people on board, 852 died. New video footage, not available during the Joint Accident Investigation Commission's work between 1994 and 1997 was published in September 2020 and revealed a hole in the starboard side of the hull.

Based on this new evidence, the Estonian Safety Investigation Bureau initiated a Preliminary Assessment of the new information along with its counterparts in Finland and Sweden.

The objectives of the Preliminary Assessment were to identify the cause of penetrating deformation to the hull of MV *Estonia* seen in the new video footage published in September 2020 by Monster Media Group Limited.

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



The Bureau had to assess the validity of the conclusions presented in the final report of the Joint Accident Investigation Commission of December 1997 and to establish which new investigative measures should be taken, if any.



Principally among the requirements there was a need to assess whether the safety investigation of the sinking of the vessel should be re-opened.

A document issued by the Joint Accident Investigation indicated that the wreck of *Estonia* is in a poor condition and shows severe structural damage.

This document is available here:

<https://tinyurl.com/58nauenb>

Safety investigation authorities of Estonia, Finland and Sweden, in collaboration with Stockholm University and Ocean Discovery AB, among others, have carried out investigations of the wreck of the passenger ship *Estonia* and the bottom conditions around the ship.

### Swedish investigation

A presentation by the Swedish Statens Haverkommission is to be found here: <https://estonia.havkom.se/en>

This provides photographic documentation that was carried out during the summer of 2022 and which resulted in approximately 45,000 photographs being taken.

Based on the evidence gathered so far, there is no indication of a collision with a vessel or a floating object. There is no indication of an explosion in the bow area.

### Models

Reference models of the vessel created for the Republic of Estonia Safety Investigation Bureau are to be seen here: <https://estonia1994.ee/en/models>

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## The IMO Digest

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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](http://www.imo.org) ©

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## IMO events in 2023

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**18 May 2023**

### International Day for Women in Maritime

International Day for Women in Maritime is observed on 18 May every year, following a resolution adopted by the IMO Assembly. It celebrates women in the industry and supports work to address the current gender imbalance in maritime.

For more see here: <https://tinyurl.com/mr3z8e32>



**25 June 2023**

### Day of the Seafarer

Day of the Seafarer is an official United Nations international observance day which takes place every year on 25 June. Organized by IMO, it aims to increase awareness of the world's 1.5 million seafarers.

For more see here: <https://tinyurl.com/236t8rwn>



### World Maritime Day Parallel Event

**23 to 26 October 2023**

**A World Maritime Day Parallel Event is to be held in the Islamic Republic of Iran.**

### World Maritime Theme for 2023

**MARPOL at 50 – Our commitment goes on** is the IMO World Maritime Theme for 2023. The theme reflects the organization's long history of protecting the environment from the impact of shipping via a robust regulatory framework and emphasises its ongoing commitment to this important work.

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



## IMO in Yemen

### Support to develop a legal framework

#### Enhancing maritime security

IMO has been assisting the Maritime Affairs Authority, Yemen, to put in place a legal framework that gives full and complete effect to IMO instruments dealing with maritime security.



The five-day workshop held from 8-12 January in Aden aimed to sensitize national stakeholders on the content of IMO circular MSC.1/Circ.1525 on *Guidance for the development of national maritime security legislation*, in order to develop national legislation giving full and complete effect to the relevant maritime security measures (SOLAS chapter XI-2 and the ISPS Code); as well as on the objectives of the Red Sea Project<sup>1</sup>.

The workshop was hosted by the Maritime Affairs Authority, Yemen, and brought together 36 participants from the Ministry of Transport, Maritime Affairs Authority, Yemen Gulf of Aden Ports Corporation and Yemen Arabian Sea Ports Corporation.

This was part of the programme of activities under the multi-year Regional Programme for Maritime Security in the Red Sea Area which is funded by the European Union and jointly delivered by IMO, the United Nations Office on Drugs and Crime (UNODC), INTERPOL and the Intergovernmental Authority on Development (IGAD). Under this programme, IMO aims to assist participating countries to enhance maritime security and safety in the Red Sea Area, in line with the 2050 Africa's Integrated Maritime Strategy.

<sup>1</sup> <https://tinyurl.com/yt2e2m78>

## IMO on marine casualty investigation

### New foundation course: Building expertise

The first Foundation Course on Marine Casualty Investigation for IMO Member States was held from 9-13 January in Bangkok, under a programme to build self-

sustaining technical capacity in marine casualty investigation amongst IMO Member States.

It was reported that the five-day national training course was for officers from Thailand's Marine Accident Investigation Office (MAIO). Officers from the Marine Department of Thailand participated as observers.



Joining the Foundation Course remotely, the IMO Representative highlighted the importance for marine casualty investigators of also participating in IMO's other forums focussed on marine accident investigation, for example IMO's Sub-committee on Implementation of IMO Instruments (otherwise known as III) sessions, the Marine Accident Investigators' International Forum (MAIIF), and the Marine Accident Investigators Forum in Asia (MAIFA).

### Model Course 3.11

IMO is leading an initiative in consultation with the Marine Accident Investigators' International Forum (MAIIF) to ensure consistency in the competency and capacity of Member States to carry out and report marine accident investigations. This Foundation Course is designed to provide additional support to Member States that need it as they start to develop their own expertise at a national level. The course is based on the IMO Model Course 3.11 on safety investigations into marine casualties and marine incidents.

### Co-operation with Singapore and Australia

It is understood that the initiative will include a scheme under which Member States will nominate two representatives from their marine casualty investigation units to gain in-the-field exposure by observing in-person the work of their counterparts in Singapore and Australia.

Those selected would subsequently be responsible for sharing the experience they have gained with colleagues through a structured in-house training programme.

IMO is currently developing this scheme in consultation with the Transport Safety Investigation Bureau (TSIB) of Singapore and the Australian Transport Safety Bureau (ATSB).



## WMU delivery

The World Maritime University is delivering the IMO-funded pilot programme with the support of the Transport Safety Investigation Bureau (TSIB) of Singapore.

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## The IMO Convention

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### Canada accepts amendments

Canada has become the latest country to accept amendments to the IMO Convention which will expand the size of the Council, extend the term of its Members, and recognize three additional language texts as authentic versions of the Convention.



The Honourable Ms Marie Marie-Claude Bibeau, Minister of Agriculture and Agri-Food, deposited Canada's instrument of acceptance with IMO Secretary-General Kitack Lim during a visit to IMO on 19 January.

The amendments have now been accepted by eight States: Canada, Honduras, Malaysia, Malta, the Kingdom of the Netherlands, Norway, Singapore and Spain.

Amendments were adopted\* at the 32<sup>nd</sup> session of the IMO Assembly held in December 2021. They require acceptance by two thirds of the IMO Membership (117 Member States based on the current number of 175 Member States) for entry into force.

\*For background see here: <https://tinyurl.com/2p8trtek>

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## World Maritime Day and Day of the Seafarer 2023

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On 23 January IMO sent a notice to all in the IMO community such as Member States and IGO and NGO observer organizations to advise of the official launch that day of the theme for 2023: **MARPOL at 50 – Our commitment goes on.**

In this connection a circular letter was issued with a background paper on the theme to assist Member Governments and international organizations in preparing

their own activities and communications related to the theme and for use in observing World Maritime Day.

The 2023 logo is also available here. We understand that the Secretary-General's message on this year's theme will be distributed in due course.

### Participation

Social media participation is encouraged via Twitter, by using the hashtag #WorldMaritimeTheme through the year and #WorldMaritimeDay for the celebration of the Day. Photographs of events can also be sent to: [media@imo.org](mailto:media@imo.org)

### World Maritime Day

Lastly, IMO reminds us that World Maritime Day will be formally celebrated at IMO Headquarters on **28 September** and it is requested that note of this date is duly taken to avoid any potential clashes with other events.

IMO is looking forward to the maritime community's support in promoting the year's theme and the celebration of World Maritime Day.

### Parallel Event

A Parallel Event is expected to be celebrated in the Islamic Republic of Iran where arrangements will be announced in due course.

### MARPOL at 50 – Our commitment goes on

The theme reflects the organization's long history of protecting the environment from the impact of shipping via a robust regulatory framework and emphasizes its ongoing commitment to this important work.

The theme **MARPOL at 50 – Our commitment goes on** also spotlights the International Convention for the Prevention of Pollution from Ships (MARPOL), which covers prevention of pollution of the marine environment by ships from operational or accidental causes.

IMO Secretary-General Kitack Lim commented: *'A lot has changed in shipping in the 50 years since the MARPOL Convention was adopted on 2 November 1973, and IMO's commitment to protecting and preserving the marine environment has remained unwavering. The World Maritime Theme for 2023 will allow us to celebrate this legacy, while also underscoring our dedication to building on the existing foundations as we move towards a brighter future together.'*

**MARPOL at 50 – Our commitment goes on** promotes discussions on the next phase of IMO's work to further protect the planet and the oceans, is also linked to the UN 2030 Agenda for Sustainable Development and the 17 Sustainable Development Goals (SDGs). These include affordable and clean energy (SDG 7); industry, innovation and infrastructure (SDG 9); climate action and sustainable use of the oceans, seas and marine resources (SDGs 13 and 14); and the importance of partnerships and implementation to achieve these goals (SDG 17).

## Social media

IMO invites Members States and everyone in the maritime industry to celebrate the day by using the hashtag #WorldMaritimeDay and tagging IMO on social media (Twitter, Instagram, Facebook and LinkedIn).

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## 2023 IMO Honours for Exceptional Bravery at Sea

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We at IFSMA have been asked by IMO to promote and encourage the submission of nominations for the 2023 IMO Honours for Exceptional Bravery at Sea.

You will see here the image with embedded links for Nominations and Guidelines.



Nominations: <https://tinyurl.com/mrxymfpd>

Guidelines: <https://tinyurl.com/2693tdmd>

The period for which nominations of candidates will be considered is from 1 March 2022 to 28 February 2023.

### Deadline

The deadline for submission to IMO is 17 April 2023.

**It is essential that all nominations are sent in the first instance to IFSMA.**

### Remember

Remember the awards are not for bravery at sea but for **Exceptional** bravery at sea.

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## Reduction of underwater noise from ships

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### Draft IMO guidelines

Draft revised Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life were agreed by the IMO Sub-

Committee on Ship Design and Construction (SDC 9), which met from 23 to 27 January.

The draft guidelines recognize that commercial shipping is one of the main contributors to underwater radiated noise (URN) which has adverse effects on critical life functions for a wide range of marine life, including marine mammals, fish and invertebrate species, upon which many coastal indigenous communities depend for their food, livelihoods and cultures.

### An overview of approaches

Furthermore, these draft revised guidelines provide an overview of approaches applicable to designers, shipbuilders and ship operators to reduce the underwater radiated noise of any given ship. They are intended to assist relevant stakeholders in establishing mechanisms and programmes through which noise reduction efforts can be realized.

It is understood that the draft guidelines revise the previous guidelines (issued in 2014). They include updated technical knowledge, including reference to international measurement standards, recommendations and classification society rules. They also provide sample templates to assist shipowners with the development of an underwater radiated noise management plan.

### Onward to MEPC 80

We learn that the draft guidelines will now be submitted to the Marine Environment Protection Committee (MEPC 80), which meets from 3 to 7 July 2023, for approval.

The draft guidelines were developed by a correspondence group with further work completed by a working group which met during the Sub-Committee session.

The correspondence group was re-established, to report back to SDC 10 in January 2024, to address the remaining work under the agenda item. It was, in particular, tasked with revising a flowchart on the URN Noise Management Planning process to reflect the Revised Guidelines, and the underwater noise management plan included in Appendix 3 of the revised Guidelines, to be used as a tool for raising awareness. The group will also finalize and prioritize the provisional list of suggested next steps to further prevent and reduce underwater radiated noise from ships.

The Sub-Committee agreed a work plan which envisages, among other things, identifying ways to implement the Revised Guidelines and increase awareness and uptake; organizing an expert workshop on potential co-benefits and trade-offs that may exist between the reduction of underwater radiated noise from ships and energy efficiency; and developing a plan of action for further work.

### Underwater noise in Inuit Nunaat and the Arctic

The revised draft guidelines include reference to Inuit Nunaat, saying that, in Inuit Nunaat, a number of characteristics of the region and the activities within could increase the impacts from underwater radiated noise. This includes potential for icebreaking activities, presence of



noise-sensitive species, and potential interference with indigenous hunting rights. Additional efforts to decrease impacts on marine wildlife are advisable for ships that operate in these areas, including particular attention to reducing the noise impact from icebreaking and implementation of operational approaches and monitoring.



In addition, the working group developed separate draft guidelines for underwater radiated noise reduction in Inuit Nunaat and the Arctic, with a view to being utilized in the future by interested parties.

These draft guidelines recognize that Inuit Nunaat is a unique environment and adverse impacts to marine wildlife in this area from shipping noise may be significantly increased as a result. Sound levels throughout Inuit Nunaat are lower than elsewhere, making it more vulnerable to increases from industrial activity.

The draft text was noted by the Sub-Committee.

### GloNoise project

IMO's Department of Partnerships and Projects (DPP) later this year will commence a two-year GEF-UNDP-IMO project called the Global Partnership for Mitigation of Underwater Noise from Shipping (GloNoise Partnership\*), which is aligned with the current work on the review of the Guidelines for the reduction of underwater noise (MEPC.1/Circ.833) (pending approval by MEPC 80, these will then become the Revised Guidelines) and to consider next steps.

The GloNoise Partnership will establish a global stakeholders' partnership in order to address the major environmental issue of underwater noise from shipping. The partnership will include a strong developing countries' element as well as public-private engagement. The specific objective of the GloNoise Partnership is to assist developing countries and regions to raise awareness, to build capacity and to collect information to assist the policy dialogue on anthropogenic underwater noise from shipping. To support this process, data and analysis tools and capacity building materials will be developed, rolled

out and implemented globally and in the participating countries.

To read more on ship noise readers are invited to see here: <https://tinyurl.com/mr2wxz6w>

\*For more on the GloNoise Partnership see here: <https://tinyurl.com/32c3stsx>

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## Green shipping in South Africa

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### IMO supporting opportunities

Biofuels from farmed algae, hydrogen-based fuel production and making harbour vessels greener through low carbon fuels are among proposals being considered for support through IMO's GreenVoyage2050 Accelerator programme.

This programme aims to accelerate deployment of low- and zero-carbon solutions onboard ships or in ports by supporting the development and implementation of pilot projects.

Proposals for low- and zero-carbon pilot projects were pitched during a stakeholder meeting held in Cape Town on 18 January.

Representatives from the Government of South Africa (Department of Transport, and the South African Maritime Safety Authority) and the GreenVoyage2050\* project team met with many stakeholders from the private sector, academia and non-government organizations.



It is understood that the next step in the process is for one to two pilot projects to be shortlisted for consideration of support through the GreenVoyage2050 Accelerator programme. The decision on which projects to take forward will be made in consultation with the Government of South Africa.

While in Cape Town GreenVoyage2050 Technical Manager, Astrid Dispert, participated in the *Opportunities for Green Shipping in Southern Africa* event, organised by the Royal Norwegian Embassy in Pretoria.

During her panel speech, she provided an overview on recent developments at IMO concerning the reduction of greenhouse gas (GHG) emissions from ships and how IMO is supporting developing countries in their decarbonization efforts through projects such as GreenVoyage2050. In particular, she highlighted how, through its geographical position and the abundance in renewable energy, South Africa is well placed to become a producer of maritime low and zero carbon fuels.

[\\*https://greenvoyage2050.imo.org/](https://greenvoyage2050.imo.org/)

## Mandatory Maritime Single Window: One year to go

### A window of opportunities

From 1 January 2024 it will be compulsory for ports around the world to operate Maritime Single Windows (MSWs) for the electronic exchange of information required on ships' arrival at a port, their stay and their departure. This mandatory change follows the adoption by IMO's Facilitation Committee of amendments to the FAL Convention.

With this key date in mind, IMO hosted **Maritime Single Window 2024 – A window of opportunities**, a two-day Symposium on 18 and 19 January 2023, jointly organized by IMO, IAPH and BIMCO, with the support of the International Port Community Systems Association (IPCSA).

A host of experts from across the shipping and ports sectors explored how MSWs fit with national digitalization strategies, the best approach to designing and implementing MSWs to suit Member States' maritime trade facilitation objectives and objectives to achieve the greening of shipping.

### Interoperability and understanding

Also discussed were the concept of interoperability and understanding how to apply industry standards to harmonize electronic data exchanges, as well as port call data requirements, and the development of strategic partnerships.

Opening the Symposium at IMO's London headquarters, IMO Secretary General, Kitack Lim, said that making MSWs mandatory from 1 January 2024 was not only: 'A significant step towards accelerating digitalization in the maritime trade,' but also 'an opportunity for all stakeholders in shipping, and a necessary step forward.'

### Accelerating digitalization

Secretary-General Lim said, too, that taking this step would accelerate the digitalization and decarbonisation aspirations of international shipping. He praised progress made in recent years by the shipping and port industries and pledged IMO's support to Member States in finding tangible solutions to the forthcoming new obligations under the FAL Convention.

In his opening remarks IAPH's President, Subramaniam Karupppiah, warned that COVID-19 pandemic emphasised that the maritime industry is seriously lagging behind in its move to digitalization. Nikolaus Schües, President Designate of BIMCO, sounded an optimistic note, describing MSW as: 'an opportunity to be exploited and one we cannot afford to miss.'

### Shrinking the digital divide through partnership

A key panel discussion centred on the support that IMO Member States can access to assist them in their MSW implementation journey.

Periklis Saragiotis from the World Bank and Kate Munn, a consultant, have been working together with Fiji on their MSW project. They backed the approach of upstream analysis to assess implementation readiness before making any adaptations or simplifications to systems, thereby avoiding digitizing inefficient procedures.

### Cooperation

Fiji is a good example, said Mr Saragiotis, of the World Bank and IMO cooperating with a Member State: 'If we work together and coordinate and try to send a message to the client and government that we're here to help.. that's a very powerful message.'

### SIDS

Antigua and Barbuda has received technical expertise in-kind support for their MSW implementation from Norway. They settled on a system developed specifically with small island developing states (SIDS) in mind that can be modified and adopted as required. Wayne Mykoo, representing the Antigua and Barbuda Department of Marine Services and Merchant Shipping said the project underscored IMO's ability to support Members to meet their obligations.



Another IMO initiative is that of the Single Window for Facilitation of Trade (SWiFT) Project. Under its auspices, Singapore is implementing a pilot project with Angola to establish a maritime single window platform developed for medium ports based on the system implemented successfully in Antigua and Barbuda.

Gavin Yeo from Singapore's Maritime and Port Authority summarized where they've got to: 'The project is currently developing prototypes for the Angola team on which they will provide feedback so that improvements can be made during the build process.'



IMO's e-learning courses offer another form of support. Delegates heard about a one-day modular course that is being constructed to help disseminate knowledge around the benefits of good implementation of a Maritime Single Window. It will be of particular use to developing countries, ports and agencies planning to implement their own MSW, said Jarle Hauge of the Norwegian Coastal Administration, who is putting together the resource.

Summing up IMO's broader perspective on where shipping is with its move towards digitalization, Jose Matheickal, Chief of IMO's Department of Partnerships and Projects (DPP) believes the digital transition is gathering pace in the developed world but developing countries are still to catch up. He commented: *'Things are not happening the same in the global south as the global north.'* He emphasised that the economic and regulatory drivers – in the form of FAL – are in place, and reminded delegates of the contribution to decarbonization that MSWs will bring.

## More

For more information on this event readers are invited to see here: <https://tinyurl.com/2sjnre4v>

Within you will be able to watch a recording of the Day 1

and Day 2 with:

- The programme.
- Speakers' executive biographies.
- Photographs of the Symposium.
- Presentation of slides of Panel 5.

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## DNV and RSI

### Baltic and North Sea green fleet renewal study

DNV and the Responsible Shipping Initiative (RSI), an alliance of Swedish dry bulk charterers, have launched a feasibility study to develop a commercial framework for orders of green-fuelled newbuilds to decarbonise the sea transport supply chain in the Baltic and North Sea areas and beyond. With this project, the RSI members aim to reduce their Scope 3 emissions and meet their sustainability targets in response to growing market demands and regulatory reporting requirements on environmental performance across the value chain. This was reported by DNV from Oslo on 5 January.

RSI members see a strong need for green newbuilds to replace the ageing shortsea fleet operating in the Baltic and North Sea dry bulk trade and beyond. Many of the vessels are expected to reach the end of their economic life in the next five to ten years. The study, supported by R&D funding from the Swedish traffic administration Trafikverket, aims to accelerate the energy transition in the regional sea trade by identifying opportunities for green fleet renewal through transport systems analysis and interaction with cargo owners, shipowners, suppliers, and authorities.

In the words of RSI chairman Sebastian Tamm, Sustainability & Logistics Manager at EFO: *'Despite great*

*strides being made to reduce our carbon footprint from land transport, progress has been lagging in shipping, even though this accounts for a large share of our transport needs.*

*'This market-driven initiative is a great opportunity to share knowledge, define parameters and standards, find common ground and discuss possible synergies to determine what is achievable in relation to future shipping needs.*

*'Through an exchange of knowledge and information, shipowners will be able to gain a better understanding of the market's requirements to make the right newbuild investment decisions.'*

## Cost and emissions analysis

The study will analyse the consequences of introducing new vessels based on two alternative green ship concepts: The ECO-Bulk concept, designed to reduce emissions as much as possible within current commercial terms and also the ZERO-Bulk concept for zero emissions, expected to require more collaboration and longer commitments between stakeholders, it is reported.



This analysis will examine different scenarios based on the existing commercial frameworks, as well as alternative business models such as collaboration between ship owners and bunker suppliers, and public investment support. It will also factor in new environmental regulations including the EU's Emissions Trading System for shipping.

## Tackling sea transport 'inefficiencies'

Hannes von Knorring, Principal Consultant at DNV Maritime commented: *'One of the key challenges to the broader uptake of alternative fuels is the uncertainties among shipowners about what the market wants and is willing to pay for over the lifetime of a new vessel.*

*'Transport buyers may also lack information on what options are available, and what the practical consequences are to their value chains. We have started by mapping each participating company's current transport routes, cargo volumes, employed vessels and ports to understand the logistical and cargo handling requirements and identify areas with the largest potential for green fleet renewal.'*

## Identifying ship synergies

Tamm added in conclusion: *'We have already discussed some possible synergies, for example, in supply of*

alternative fuels and access to shore power, as well as how to use vessels more efficiently.



*'Through this project, we will better understand the solutions that can be deployed, tailored to the needs of a large group of cargo owners. I'm hopeful that in the next five years this could lead to standardized vessel sizes in the regional trades with that can meet our transport needs with much lower emissions.'*

Illustrations per [www.responsibleshippinginitiative.org](http://www.responsibleshippinginitiative.org) ©.

## The ship's propeller

### Reducing underwater radiated noise

A propeller technology capable of substantially reducing the underwater radiated noise (URN) generated by ships' propellers has been developed by Oscar Propulsion Limited and the University of Strathclyde.

The patented PressurePores™ system reduces propeller tip vortex cavitation by applying a small number of strategically placed holes in the propeller blades. The addition of these pressure-relieving holes allows ships to operate with a more silent propeller.

A short video illustrating the principle is available here: <https://tinyurl.com/mu8w7rmx>

### Disorientating marine fauna

Lars Eikeland, Marine Director, Oscar Propulsion, commented: *'Underwater radiated noise is one of the most adverse environmental by-products from commercial shipping, yet unlike other forms of marine pollution, there is currently no international legislation in place to prevent or reduce this source of environmental damage.'*

*'Increasing noise levels, especially in the low-frequency range, is disorientating marine fauna and disrupting their communication signals, leading to behavioural changes or extinction. We now have a cost-effective, easy-to-apply solution that prevents this from happening.'*

Following four years of comprehensive computational fluid dynamics (CFD), modelling and cavitation tunnel tests during the solution's development phase at Strathclyde, it

was demonstrated that PressurePores can reduce cavitation volume by almost 14% and URN by up to 10dB.

Results were further verified in tests on the sub-cavitating propellers on *Princess Royal*, a 19metre research catamaran operated by Newcastle University. And last year, CFD Finite Element (FE) propeller stress tests were successfully completed in accordance with classification society DNV rules.

Eikeland added: *'We have found the optimum number of holes required to reduce the noise. So long as the right number of holes are placed in the most effective positions, a cavitation sweet spot can be achieved.'*

*'It is not a case of simply drilling holes into the blades, as this will affect the propeller's thrust capability. We know exactly where to place the holes for maximum efficiency and for optimum noise reduction.'*

It is interesting to note that propeller cavitation can generate as much as 188dB of underwater radiated noise and can be heard by marine fauna at a distance of a hundred miles, it is reported.

According to the US National Oceanic and Atmospheric Administration, anything above 160db can pose a significant risk to marine life.

Commenting on the impact noise has on marine life, Eikeland reflected: *'Noise levels in the ocean due to maritime activity has been increasing for decades and expected to double by 2030. URN can cause irreversible damage to marine wildlife through stress, habitat displacement, reduced reproduction, lost feeding opportunities and even death, greatly changing the marine ecosystem and impacting biodiversity.'*

Eikeland concluded by saying: *'PressurePores has a major mitigating effect on propeller cavitation and URN and can be incorporated into new propellers or retrofitted to existing propellers either in drydock or possibly in-water.'*

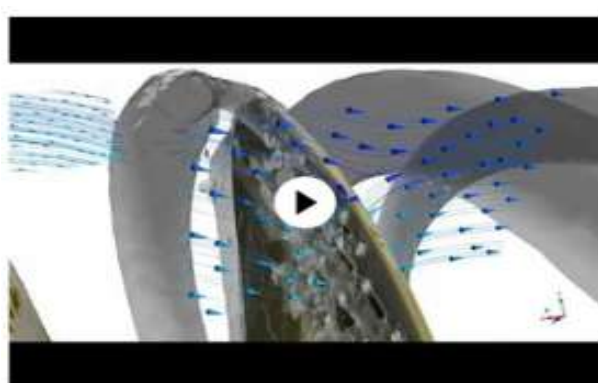


Illustration per Oscar Propulsion ©.

While Oscar Propulsion's technology is suitable for all types of vessels, it is particularly suitable for naval vessels, yachts, fishing fleets, offshore vessels and cruise and research ships operating in sensitive environments. The technology can be applied to all types of propellers, including pods and thrusters, it is understood..



## Assistance to those in distress at sea

### Human Rights at Sea, with others, makes a statement

On 6 January the registered charity Human Rights at Sea (HRAS) joined with a range of civil society organisations to issue the following statement:

*'We, civil organisations engaged in search and rescue (SAR) activities in the central Mediterranean Sea, express our gravest concerns regarding the latest attempt by a European government to obstruct assistance to people in distress at sea.'*

### Reducing rescue capabilities; targeting SAR NGOs

According to Human Rights at Sea a new law decree, signed by the Italian President on 2 January 2023, will reduce rescue capacities at sea and thereby make the central Mediterranean, one of the world's deadliest migration routes, even more dangerous. The decree ostensibly targets SAR NGOs, but the charity reports the real price will be paid by people fleeing across the central Mediterranean and finding themselves in situations of distress.

HRAS report that since 2014, civilian rescue ships are filling the void that European States have deliberately left after discontinuing their state-led SAR operations. NGOs have played an essential role in filling this gap and preventing more lives being lost at sea, while consistently upholding applicable law.



Image credit: Thanks to Óglaigh na hÉireann <https://tinyurl.com/5ct2snta>

Despite this, EU Member States – most prominently Italy – have for years, it is understood, attempted to obstruct civilian SAR activities through defamation, administrative harassment as well as criminalising NGOs and activists.

### Noting UNCLOS and the SAR Convention

There already exists a comprehensive legal framework for SAR, namely the UN Convention on the Law of the Sea (UNCLOS) and the International Convention on Maritime Search and Rescue (SAR Convention). However, the Italian Government has introduced yet another set of rules for civilian SAR vessels, which impede rescue operations and put people who are in distress at sea further at risk.

### Potential to delay lifesaving operations

Among other rules, the Italian government requests civilian rescue ships to immediately head to Italy after

each rescue. This delays further lifesaving operations, as ships usually carry out multiple rescues over the course of several days. Instructing SAR NGOs to proceed immediately to a port, while victims are in distress at sea, contradicts a vessel's Master obligation to render immediate assistance to those in distress, as enshrined in the UNCLOS.

This element of the decree is compounded by the Italian government's recent policy to assign 'distant ports' more frequently, which can be up to four days steaming from ships' position at the time of a rescue.

Both factors are designed to keep SAR vessels out of the rescue area for prolonged periods and reduce their ability to assist people in distress. NGOs are already overstretched due to the absence of a state-run SAR operation and the decreased presence of rescue ships will inevitably result in more people tragically drowning.

Another issue raised by the decree is the obligation to collect data aboard rescue vessels from survivors, which articulates their intent to apply for international protection and to share this information with authorities. It is the duty of states to initiate this process and a private vessel is not an appropriate place for this, HRAS has indicated. Asylum requests should be dealt with ashore only, after disembarkation to a place of safety, and only once immediate needs are covered, as recently clarified by the UN Refugee Agency (UNHCR).<sup>1</sup>

### A contradiction of law

Overall, the Italian law decree it is said contradicts international maritime, human rights and European law, and should therefore trigger a strong reaction by the European Commission, the European Parliament, European Member States and institutions.

**The Human Rights at Sea statement continued:** *'We, civil organisations engaged in SAR operations in the central Mediterranean, urge the Italian Government to immediately withdraw its newly issued law decree. We also call on all Members of the Italian Parliament to oppose the decree, thereby preventing it from being converted into law.'*

*'What we need is not another politically motivated framework obstructing lifesaving SAR activities, but for EU Member States to finally comply with existing international and maritime laws as well as guarantee the operational space for civil SAR actors.'*

### The HRAS statement was signed by the following Search and Rescue organisations:

- Emergency
- Iuventa Crew
- Mare Liberum
- Medecins Sans Frontieres/Doctors Without Borders (MSF)
- MEDITERRANEA Saving Humans
- MISSION LIFELINE
- Open Arms
- r42-sailtraining
- ResQ - People Saving People
- RESQSHIP

- Salvamento Marítimo Humanitario
- SARAH-SEENOTRETTUNG
- Sea Punks
- Sea-Eye
- Sea-Watch
- SOS Humanity
- United4Rescue
- Watch the Med - Alarm Phone

**Signed by the following related organisations:**

- IBorderline-Europe, Menschenrechte ohne Grenzen e.V.
- Human Rights at Sea

References

<sup>1</sup> UN High Commissioner for Refugees (UNHCR), Legal considerations on the roles and responsibilities of States in relation to rescue at sea, non-refoulement, and access to asylum, 1 December 2022, available at: <https://tinyurl.com/mpsxtut8>

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## HAPAG Damietta, Egypt

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### Transshipment terminal

A new hub in the eastern Mediterranean, an advanced transshipment terminal with an annual handling capacity of 3.3 million TEU is being built in Damietta, Egypt. From the second half of 2024, the terminal will give Hapag-Lloyd advantages – while benefiting its customers and Egypt. This was reported by HAPAG in January.

The joint venture, Damietta Alliance Container Terminal SAE, was launched to develop and operate the new Terminal 2. Its three main shareholders are: Hapag-Lloyd Damietta GmbH, with a 39% stake, as well as Eurogate Damietta GmbH and Contship Damietta Srl, each with a 29.5% stake. Two local partners, the Middle East Logistics & Consultants Group and Ship & CREW Egypt SAE, each hold a one per cent stake.



The new location is of great strategic importance. To date, Hapag-Lloyd’s transshipment operation in the Eastern Mediterranean is spread between different ports including Greece’s Port of Piraeus and the current Damietta terminal CT1.

It is understood that the new terminal will eventually give Hapag-Lloyd the option to concentrate its transshipments business in Damietta and thereby improve its favourable competitive situation. The terminal’s location

approximately 60 kilometres from the northern outlet of the Suez Canal is a key advantage.

In the words of Matthias Müller, Senior Director Business Administration Region South Europe, Genoa: ‘All ships sailing between Europe and Asia as well as important destinations in the Middle East and the Indian sub-continent pass through Damietta almost automatically without having to deviate from their route.’

Another advantage of the new facility is the water depth of 18 metres compared to the current 14 metres found at Terminal 1. This means that the new terminal will be able to handle ships up to the 23,500+ TEU dual-fuel ships, that Hapag-Lloyd has ordered.



The terminal will be equipped with 50 state-of-the-art rubber-tyred gantry cranes (RTGs), half of which will be powered by electricity, as well as 16 ship-to-shore cranes (STSs).

Müller added: *We put a lot of thought into what the most suitable solution could be, as we naturally also had in mind Hapag-Lloyd’s and our customers’ demands for the greatest possible degree of sustainability. We have factored in that the local power supply needs to be expanded and that we might face difficulties constantly sourcing sufficient amounts of additives, such as AdBlue for the catalytic converter used in diesel operation.’*

The current Hapag-Lloyd video is available here: <https://www.hapag-lloyd.com/en/company.html>

Illustrations per [www.hapag-lloyd.com](http://www.hapag-lloyd.com) ©.

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## Global piracy incidents

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### Lowest levels in decades

### Sustained efforts needed

The ICC International Maritime Bureau (IMB) calls for efforts to be sustained worldwide as maritime piracy and armed robbery attacks reached their lowest recorded level in almost three decades.





The ICC IMB’s annual report recorded 115 incidents of piracy and armed robbery against ships in 2022 – compared to 132 in 2021 – with half of them occurring in Southeast Asian waters, particularly in the Singapore Straits, where incidents continue to rise.



Perpetrators were successful in gaining access to vessels in 95% of the reported incidents broken down as 107 vessels boarded, two vessels hijacked, five attempted attacks and one vessel fired upon. In many cases vessels were either anchored or steaming when boarded, with nearly all the incidents occurring during the hours of darkness.

**Caution urged in the Gulf of Guinea**

The continued and much needed reduction is attributed to an overall decrease of piratical activity in the highly risky waters of the Gulf of Guinea – down from 35 incidents in 2021 to 19 in 2022. Sustained efforts are however needed to ensure the continued safety of seafarers in the Gulf of Guinea region, which remains dangerous as evidenced by two incidents in the last quarter of 2022.



In mid-November a Ro-Ro vessel was commandeered by pirates, around 28nm SW of Turtle Islands, Sierra Leone. All crew were taken hostage and the pirates tried to

navigate the vessel through shallow waters resulting in the vessel running aground. The crew managed to free themselves and took refuge in the citadel until the Sierra Leone authorities boarded the vessel. In mid-December, a Suezmax tanker was also fired upon, 87nm NW of Bata, Equatorial Guinea.



IMB Director Michael Howlett said: ‘The IMB applauds the prompt and decisive actions of the international navies and regional authorities in the Gulf of Guinea which have positively contributed to the drop in reported incidents and ensuring continued safety to crews and trade. Both these latter incidents do however cause concern and illustrate that efforts to enhance maritime security in the region must be sustained.’

Masters are also strongly encouraged to follow industry Best Management Practice recommendations in these waters.

**Incidents on the rise in the Singapore Straits**

A third of all incidents reported globally in 2022 have been in the Singapore Straits with underway vessels successfully boarded in all 38 incidents. The majority of vessels boarded were over 50,000 dt, including six laden vessels over 150,000 dt. While these are considered low level opportunistic crimes and fall under the definition of armed robbery, crews continue to be at risk. In the 38 reported incidents, two crew were threatened and four were taken hostage for the duration of the incident. It has also been reported that in at least three incidents a gun was used to threaten the crew.



IMB Director Michael Howlett added: ‘We commend local authorities for investigating nearly all reported incidents. Being one of the most crucial and busy waterways for trade, these incidents continue to be a cause of concern as they not only have an impact on crew safety but also potential navigational and environmental consequences.’

The IMB Piracy Reporting Centre also believes there is a degree of under reporting as well as late reporting of incidents from these waters and encourages Masters to report all incidents as early as possible so that local authorities are able to identify, investigate and apprehend the perpetrators.

Incidents reported in the Indonesian archipelago remain at relatively low levels thanks to the continued efforts of the Indonesian Marine Police.

### Threat subsists in South America

Despite a noticeable decrease in the number of reported incidents in Central and South American waters, ports in Brazil, Guyana, Peru, Venezuela, Mexico and Haiti continue to be affected by the crime of armed robbery. The reduction is partially attributed to the decrease in reported incidents in Callao anchorage in Peru which saw a 33% decrease compared to 2021.

### The IMB Piracy Reporting Centre

Founded at a time when seafarers had little option to report incidents, IMB PRC remains a single point of contact to report all crimes of maritime piracy and armed robbery, 24 hours a day. Since 1991, their prompt forwarding of reports, and liaison with response agencies, broadcasts to shipping via GMDSS Safety Net Services, and email alerts to CSOs, all provided free of cost, help the response against piracy and armed robbery globally.

As evidenced by the standing up of multiple regional co-operation, reporting and response mechanisms, its reports have over time increased awareness, resulting in the allocation of adequate resources to make waters safer.

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## Standing NATO Maritime Group Two

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### Sails with new Flagship

It has been announced by NATO Public Affairs that Standing NATO Maritime Group Two (SNMG2) departed Naval Station Rota (Cádiz), Spain, on 6 January after a scheduled change of flagship to the Arleigh Burke-class guided-missile destroyer USS *James E Williams*.

*James E Williams* transited the Strait of Gibraltar later that day east into the Mediterranean Sea to start training, surveillance activities and task group assignments with the other NATO vessels in the task group. Currently, SNMG2 comprises of its new flagship USS *James E Williams* as well as the Carlo Bergamini-class frigate ITS *Carlo Margottini* from Italy, and Aquitaine-class frigate FS *Alsace* of France.

Rear Admiral Scott Sciretta, of the US Navy, commander of SNMG2 commented: '*James E Williams* has quickly demonstrated that she is ready to execute the demanding responsibilities of NATO task group flagship.

*'The ship has quickly integrated into a multi-national environment, seamlessly operating and communicating with Allied warships. Her addition, along with that of ITS Carlo Margottini and FS Alsace, strengthen our*

*deterrence and defence posture and deny adversaries of any possible opportunities for aggression.'*



It is understood that the warship has quickly integrated into a multi-national environment, seamlessly operating and communicating with Allied warships. Her addition, along with that of ITS *Carlo Margottini* and FS *Alsace*, strengthen our deterrence and defence posture and deny adversaries of any possible opportunities for aggression.

As a NATO task group, SNMG2 prioritises its mandate to enhance the collective readiness, responsiveness, deployable readiness, integration and interoperability of its forces. Its focus is on deterrence and defence against all adversaries in the maritime domain, upholding freedom of navigation, securing maritime trade routes and protecting the main lines of communication.

SNMG2 is a multinational integrated task group that projects a constant and visible reminder of the Alliance's solidarity and cohesion afloat. This continuous maritime capability performs a wide range of tasks, including exercises and real-world operations in periods of crisis and conflict.

SNMG2 is one of four Standing Naval Forces that operate under NATO Allied Maritime Command, headquartered in Northwood, NW London.

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## Nature notes

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### By Michael Grey, IFSMA Honorary Member

It's a new year and the world's wildlife is clearly striking back, from the mayhem being caused by the excursions of a walrus (allegedly named Thor, but it could equally have answered to the name of Jim) on the UK coast, to the depredations of wolves in Germany. And across in Chesapeake Bay, the oysters have exacted an expensive revenge for last year's spectacular grounding of the Ever Forward, with Evergreen, which might have been considered an innocent party in the incident, being fined \$676,200 for mitigation of the natural resources which were disturbed by the ship's unfortunate diversion.

The Maryland Board of Public Works, which exercises sovereignty over that part of the bay, has been conducting extensive enquiries about the damage done to the wildlife



and has concluded that some 41 acres of oyster growing waters were impacted by the grounding and all the dredging necessary to re-float the ship. Curiously, the research revealed no discernable impact upon the oysters, although they were probably quite annoyed by the intrusion. Nevertheless, there must be financial penalties exacted for any disturbance to the natural resources of the United States, which has, over the years, become amazingly precise at its accounting for such impacts. Thus, the money which the ship owners will be billed can be employed in enhancing and re-seeding an equivalent area of oyster bars\* in the extensively cultivated waters of the bay.

But the very place where the containership plunged into the shallows, as she failed to make the bend in the channel, was also a “favored habitat” for the native blue crabs which, during the winter months, like to burrow deep into the glutinous silt which held the vessel in its vice-like grip for more than a month. And here, the researchers, with surgical precision, concluded that 423 of these crustacea were “impacted” – which possibly meant rather more than being irritated – by the 117,000gt of ship on top of them. However, they (the Maryland Board, not the crabs) seem to conclude that in terms of the whole population, it is a very small impact and the crabs will probably be back this year, although they might be cautioned to dig a bit deeper.



*“I found this in the sea chest and there is an eight foot octopus in the rudder trunk!”*

Of course the US Coast Guard has also been digging more deeply into the causes of the grounding and have concluded that it was largely contributed to by the inattention of the pilot, who seemed to have been conducting a series of conversations on his mobile phone, as the ship sped along the channel. His license has been suspended. Mariners have understandably been issued with yet more warnings about the use of mobile phones and their impact upon good bridge management.

Mind you, it might take a certain degree of confidence for the master to sharply demand that the pilot pays full attention to his task in hand and switch off his b.... mobile. But that is what masters are paid for, especially when the channel is tricky and the ship very large. There has been no shortage of warnings about distraction from these instruments and no coincidence that it is a crime in several

jurisdictions to use a mobile when driving a road vehicle. Why should ships be any different?

Intervention is not without its hazards. I recall the grounding some years ago in the Needles Channel of an inbound tanker when the master, who was supposed to be conning the ship, was bawling into his mobile phone at the agent, while the Second Officer was timidly trying to alert him to the imminent danger.

But let us return to wildlife. It only seems a very short time ago that a bulk carrier was refused a berth in New Zealand and packed off to sea after excessive fouling had been detected on her hull. The shipping world was initially aghast at the new problem being foisted on the industry as those worried about biofouling decided to demand clean bottoms in their waters and, what is more, were determined to police their regulations. Firms offering underwater scrubbing services, primarily made available to lower resistance and save fuel, were delighted at this environmental turn of events and even in the last couple of years, have become ever more active.

So, there was a reminder last month that bio-fouling needs to be taken very seriously when a cruise ship was told to go away from an Australian port and get cleaned up, on account of underwater fouling, probably as a result of a warning from the cousins across the Tasman. There might have been some surprise, as the upperworks of these ships are maintained in such a pristine condition, and the passengers were probably enraged, but doubtless the warning will have universally registered in the cruise ship community, that there may be a heavy bill for barnacles and no tolerance for tubeworms.

\*In the US, oyster bars are where this delicious seafood is cultivated. In the UK, oyster bars are where they are eaten, with lemon and a sprinkling of tabasco.

Michael Grey is former editor of Lloyd’s List.

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**Editor’s note**

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## Clean Energy Marine Hubs initiative

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### IRENA hosts Ministerial energy meeting

On 16 January ICS announced from London that the Clean Energy Marine Hubs (CEM Hubs) initiative has gained further support during a Ministerial event hosted by the International Renewable Energy Agency (IRENA) at its 13<sup>th</sup> Assembly in Abu Dhabi. IRENA welcomes the CEM Hubs initiative, a cross-sectoral public-private platform aimed to accelerate the production, transport and use of low-carbon fuels that will be transported

by shipping for the world, implemented by the ICS, the IAPH\* and the Clean Energy Ministerial (CEM).

## International cooperation

IRENA is the leading global intergovernmental agency for energy transformation and its membership comprises of 168 countries and the European Union. IRENA's support bridges the shipping industry and ports with the renewable energy sector. IRENA is the principal platform for international cooperation, boasting near-global membership it supports stakeholders in their energy transitions, and brings a wealth of insights, best practices, data analysis and knowledge to the CEM Hubs initiative.

The CEM Hubs Initiative taskforce, with other members of the shipping industry, actively engaged in a Ministerial Roundtable at IRENA's 13<sup>th</sup> Assembly and joined in the discussions about renewable energy generation to produce low-carbon fuels, strategies going forward and the role of shipping and ports, to support the wider energy transition.

IRENA will continue to expand its collaboration with ICS and partners in the shipping sector to further strengthen the CEM Hubs initiative and accelerate the use of renewables-based fuels in the shipping and other end-use sectors.

## Task force of CEOs

Co-led by a task force of CEO's and coordinated with the support of ICS and IAPH, the initiative was first presented at the Clean Energy Ministerial (CEM) in Pittsburgh in September 2022. With the backing of five countries already – the UAE, Canada, Norway, Uruguay and Panama – the initiative continues to gain momentum to be launched as a CEM initiative at the 14th Clean Energy Ministerial in India in 2023.

## Comment

Francesco La Camera, Director-General of the International Renewable Energy Agency (IRENA), commented: *'The successful decarbonisation of the shipping sector is a story of massive deployment of renewable electricity and electrolyser technology. The decarbonisation of this sector needs to have a collaborative approach.'*

*'Collaborative efforts involving the global shipping industry, governments and international organisations are key to achieve meaningful progress and build a more sustainable future for all of us. We need to build new pillars of infrastructure including a network of ports for green hydrogen trade, connecting new points of supply and demand. We need initiatives like the 'Clean Energy Marine Hubs' to drive action.'*

ICS Chairman Emanuele Grimaldi added: *'We would like to thank IRENA and Francesco La Camera for inviting us to be part of IRENA's 13th Assembly and these critical discussions. Renewable energy generation is not only vital for shipping but for the whole world, as it is a key component to scale the availability of low-carbon fuels.'*

*'We can all no longer work in silos if we are to meet global decarbonisation goals. Governments, ports, renewable energy producers and the shipping industry all have a role to play and the CEM Hubs initiative provides the platform to push this forward. The time for talking is over – it is time for action.'*

*'Going forward the CEM Hubs initiative will continue to strengthen the key link between the energy and maritime industries and to catalyse the global energy transformation and de-risk future investments. With COP28 just around the corner, we look forward to collectively working together with the UAE and IRENA to ensure that shipping plays its full part in the global fight to address climate change.'*



Patrick Verhoeven, Managing Director of the IAPH reflected: *'With the joint collaboration of shipping, energy extractors and governments, ports can become the clean maritime energy hubs that catalyse shipping's wider decarbonisation. Yet further government and institutional support is essential to provide the reassurances the private sector needs to invest in zero carbon fuels and onshore power provisions. Working with such a prominent intergovernmental agency for energy transformation as IRENA is vital to that process.'*

Dr Praseon Agarwal, Acting Head of Secretariat, Clean Energy Ministerial (CEM), commented: *'To further the progress of global clean energy deployment, today's discussions at the IRENA Assembly has once again highlighted the importance of developing a truly international Clean Energy Marine Hub.'*

*'We are excited for the CEM Hubs to be launched as a Clean Energy Ministerial initiative in the upcoming ministerial in India. Structured as a public-private collaborative, the CEM Hubs will address a key missing piece in the global clean energy transition by bringing together policy makers, experts and industry leaders from across sectors such as energy, shipping, ports and finance.'*

*'The CEM's current global initiatives on hydrogen, biofuels, and industry decarbonisation, among others, would further strengthen to elevate the Hubs.'*



## About Irena

The International Renewable Energy Agency (IRENA) is a lead global intergovernmental agency for energy transformation that serves as the principal platform for international cooperation, supports countries in their energy transitions, and provides state of the art data and analyses on technology, innovation, policy, finance and investment. IRENA drives the widespread adoption and sustainable use of all forms of renewable energy, including bioenergy, geothermal, hydropower, ocean, solar and wind energy in the pursuit of sustainable development, energy access, and energy security, for economic and social resilience and prosperity and a climate-proof future – [www.irena.org](http://www.irena.org)

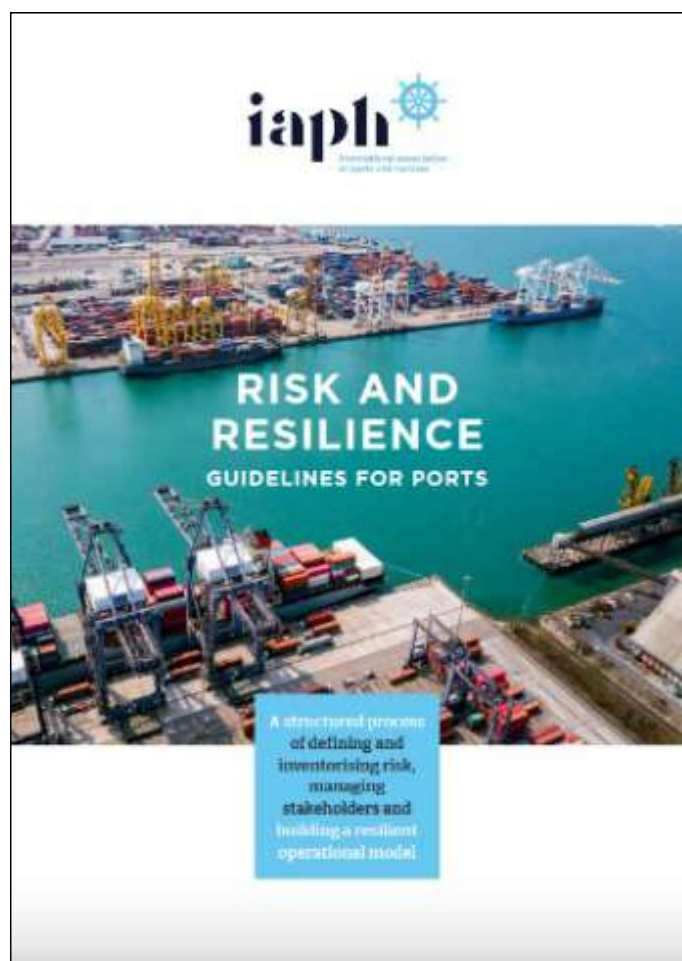
\* International Association of Ports & Harbors

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## Ports risk and resilience publication

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In mid-January the International Association of Ports & Harbors announced the publication of its newly-created risk and resilience guidelines for ports<sup>1</sup>, as well as the release of a new risk inventory portal aimed at sharing best practices on risk mitigation and management for ports.



Applying the same pragmatic approach by the IAPH-WPSP Covid-19 Taskforce, the newly issued guidelines are the first IAPH tool produced by expert regular and associate members from the IAPH Risk and Resilience Committee which aims to support ports in establishing a structured approach towards risk management, business continuity and organizational preparedness.

To assist in this, IAPH has also established an online risk inventory portal<sup>2</sup> which will act as a central hub for mutual learning from ports which have dealt with or which are proactively preparing for specific events and incidents.

In addition to containing the three crucial infographics that form the backbone of the guidelines, it offers the first two examples on how ports deal with specific threats, with illustrative case studies from member ports.

Effectively managing business continuity during the next crisis has become an essential port requirement – this living document will evolve along the path of continuous improvement with our members.

## About IALA

IAPH is a non-governmental organization (NGO) headquartered in Tokyo. In November 1955, some 100 world port leaders gathered in Los Angeles to announce the creation of IAPH. Over the past six decades, IAPH has developed into a global alliance of ports, representing today some 160 ports and 120 port-related businesses in 87 countries.

Member ports together handle over 60% of the world's sea-borne trade and world container traffic. To make IAPH more relevant for its members and more widely promoted in the world port and maritime community.

<sup>1</sup> <https://tinyurl.com/2vya2vki>

<sup>2</sup> See here: <https://sustainableworldports.org/un-sdgs/>

Link to the report see here: <https://tinyurl.com/2vya2vki>

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## Addressing major maritime issues impacting Filipino seafarers

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### New advisory committee launched

Early in January from London a joint statement was issued as global leaders from organisations representing seafarers, ship owners and other maritime employers signed an MoU with the Philippines's Department of Migrant Workers to form the International Advisory Committee on Global Maritime Affairs (IACGMA).

The IACGMA is composed of the European Community Shipowners' Associations (ECSA), the International Chamber of Shipping (ICS), the International Maritime Employers' Council (IMEC), and the International Transport Workers' Federation (ITF).

Migrant Workers' Secretary Susan Ople said during the signing ceremony with international partners: *'The Philippine government through its Department of Migrant Workers (DMW) welcomes the participation of well-respected industry associations and leaders from the global shipping industry in developing our roadmap to a just transition as well as boosting the global competitiveness of Filipino seafarers across the globe.'*

The Secretary assured the IACGMA's international partners that other relevant government agencies in the Philippines such as the Department of Transportation and its attached agency, Maritime Industry Authority (MARINA) have expressed support to the goals and vision of the newly-formed advisory body.

Formation of the IACGMA follows a meeting that took place on 13 December 2022 where shipping industry leaders met with His Excellency President Ferdinand 'Bongbong' Marcos Jr, as part of his foreign policy tour in Brussels. During the meeting, President Marcos recommended the establishment of a new advisory board to be made up of employers, ship owners and unions and the International Labour Organisation (ILO) to give expert advice on major maritime issues affecting Filipino seafarers.



The creation of the IACGMA solidifies the shipping industry and Philippines government's commitment to ensuring the welfare of its seafarers and finding solutions to the challenges ahead.

Key aims of the IACGMA include contributing to the provision of appropriate training to the country's seafarers in compliance with the Standards of Training, Certification and Watchkeeping (STCW) Convention. The IACGMA will also work to address concerns regarding ambulance chasing and unfair labour practices, and on issues related to the employability of Filipino seafarers overseas; all key areas of discussion during the group's December meeting.

### Comment from international partners

Sotiris Raptis, Secretary General of the European Community Shipowners' Associations commented: *'ECSA welcomes the establishment of the IACGMA and is honoured to bring its expertise to this initiative. Filipino seafarers play a crucial role in EU shipping and in keeping European trade moving. By engaging in the International Advisory Committee together with our industry partners, ECSA strives to be a strategic partner to the Philippines and facilitate a productive dialogue with the EU institutions on matters of key importance such as seafarers' qualifications, training, and certification.'*

International Chamber of Shipping Secretary General Guy Platten said: *'It is excellent that the IACGMA has been formed so swiftly following the industry's meeting with President Marcos in December 2022. It signifies the strength of commitment from industry and the Philippines to ensuring safety and protection for Filipino seafarers, who make up a huge 14% of the global seafarer workforce.'*

*'The ICS look forward to collaborating with ECSA, IMEC, ITF and the Philippines Government to tackle the challenges ahead for our workforce, and to ensure a bright future for our seafarers.'*

International Maritime Employers' Council Chairman, Captain Belal Ahmed reflected: *'The formation of IACGMA is a massive milestone in the public-private discourse and we are confident this will lead to a new golden era for the Philippines in the maritime industry. We are delighted that President Marcos seized the industry's offer to assist with the current challenges and has committed his government's resources to addressing our concerns.'*

*'IMEC is particularly proud of this partnership which builds upon its decades of commitment to educating and employing Filipino seafarers and more recently its contribution to the country's maritime education offering through the Train the Trainer programme.'*

International Transport Workers' Federation General Secretary Stephen Cotton said: *'The ITF has a long history working with our affiliated unions in the Philippines to promote the importance and professionalism of Filipino seafarers in global shipping. Extending on collaboration during the pandemic, and our ongoing partnership in all aspects of the maritime environment, the new advisory committee will be essential to ensure that Filipino seafarers maintain the highest standards working on ships across the globe in the future.'*

*'We welcome the steps taken by the Marcos Government to put Filipino seafarers in the box seat to be at the forefront of addressing our industry's challenges and promoting a sustainable future for maritime professionals. We call on other governments to follow the Philippines proactive leadership that is putting the future of seafarers at the heart of discussions and decisions on the future of shipping.'*

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## Boskalis takes on its hundredth offshore windfarm project

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It was reported on 16 January that Boskalis has acquired the contract to construct a large offshore windfarm off the coast of the US.

The Boskalis project scope includes the transport and installation of the wind turbine foundations and power cables for which two crane vessels, several transport and cable-laying vessels will be deployed.

It is understood that this contract marks a special milestone for Boskalis as this is the one hundredth offshore windfarm project that Boskalis has worked on over the past decade.

Award of this project follows a busy year for Boskalis in the offshore wind market. The crane vessels *Bokalift 1* and *Bokalift 2*, as well as the fallpipe vessel *Seahorse* were active on various projects in Taiwan, and with the survey fleet site investigation campaigns were carried out for numerous offshore wind projects in the US and Europe, where Boskalis was also active with its cable-laying vessels.



Peter Berdowski, CEO Boskalis commented: 'We are proud to have reached the milestone of our 100th offshore wind farm with the award of this wonderful project. It illustrates the leading role we have established in the offshore wind market over the past decade. In those ten years, we were involved in the realization of almost half of all offshore wind farms worldwide, excluding the Chinese market. With our combination of hydraulic engineering and offshore activities, we are making a unique contribution to the global energy transition.'

### About Boskalis

Boskalis is a leading global services provider operating in the dredging, maritime infrastructure and maritime services sectors. The company provides creative and innovative all-round solutions to infrastructural challenges in the maritime, coastal and delta regions of the world. With core activities such as coastal defense, riverbank protection and land reclamation Boskalis is able to provide adaptive and mitigating solutions to combat the effects of climate change, such as extreme weather conditions and rising sea levels, as well as delivering solutions for the increasing need for space in coastal and delta regions across the world.



*Bokalift 2 of Boskalis a major provider in the dredging, maritime infrastructure and maritime services sectors.*

*Photo: Boskalis©.*

The company facilitates the development of offshore energy infrastructure, including renewable wind energy. Boskalis is furthermore active in the construction and maintenance of ports, waterways, access channels and civil infrastructure, thus helping to facilitate trade flows and regional socio-economic development. In addition, Boskalis is a global marine salvage expert and has a strategic partnership in terminal services (Smit Lamnalco).

With a versatile fleet of more than 500 vessels and floating equipment and approximately 10,000 employees, including associates, Boskalis is creating new horizons around the world.

Back issues of the IFSMA Newsletter available here:

<https://www.ifsma.org/newsletters.html>

## Denmark launches the world's first digital ship register

On 18 January Denmark launched the world's first digital ship register (DSRG). It is said that this will remove troublesome paperwork and increase security related to ship registration and ship trading.

In the words Niels Peter Fredslund, the Danish Maritime Authority's Deputy Director: 'Digitalization is a focal point for future shipping. The launch of the digital ship register is a significant initiative in this regard. The digital ship register will get rid of manual paperwork and has great potential for streamlining and reducing the administrative burdens for shipping companies in ship registration and ship trading.'



*There are currently more than 6000 ships registered in the Danish shipping registers. The registrations of these ships have until now been handled manually.*

*That is why the Danish Maritime Authority launches the new digital ship register. It will ease the workload with faster and more efficient workflows for everyone working with registration of ships in Denmark. At the same time, the system contributes with an extra layer of security and control in relation to ship registration.*

*Illustration per [www.dma.dk](http://www.dma.dk)  
DMA ©*

There is an introductory video of 6:40 duration here: <https://tinyurl.com/y9zkjvb9>

A glance at the Table of Contents of the Digital Register reveals sections concerning:

- Go-live of the Digital Ship Register
- Registering mortgage documents and dematerialization of these
- Automatically generated port registration numbers
- Guides for reports that should be handled manually
- Which digital signatures can be used in DSRG, selfservice?
- Which digital notifications in DSRG, Selfservice, can be expected to be registered automatically?

### Where next?

This a bold advance by the Danish Maritime Authority ([www.dms.dk](http://www.dms.dk)) and the arrival of a digital ship register is likely to be taken up by other Flag States in the months and years ahead.

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## Underwater protection

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### UK's Multi-Role Ocean Surveillance (MROS) ships

On 19 January a new UK subsea protection vessel arrived at Birkenhead, Merseyside, to be part of Britain's critical subsea infrastructure currently being strengthened.

It is understood that following a formal handover to the Royal Navy expected in late January or early February the ship will undergo a period of military modification and is due to be operational in Summer 2023.

Once operational, the ship will be dedicated to safeguarding seabed telecommunications cables and oil and gas pipelines. The 98-metre loa multi-purpose offshore vessel will act as a mother ship operating remote and autonomous offboard systems for underwater surveillance and seabed warfare, vital to national security.

### Multi-Role Ocean Surveillance (MROS) ships

Now that the vessel has arrived at Cammell Laird's Birkenhead yard, the ship will be repainted and have critical military equipment installed, before taking up its role as the first of two Multi-Role Ocean Surveillance (MROS) ships, operated by the Royal Fleet Auxiliary (RFA) later this year.

In due course it is understood the vessel will be formally handed over to control of the RFA several months ahead of schedule – following an acceleration of the acquisition announced by the UK Defence Secretary in November 2022.



*Topaz Tangaroa moored at Cammell Laird's yard, Birkenhead, Merseyside, on 19 January.*

*Illustration :Ministry of Defence Crown Copyright 2023 ©.*

Of the news vessel's acquisition Defence Secretary, Ben Wallace, said: *'The first of two dedicated subsea surveillance ships will join the fleet this Summer, bolstering our capabilities and security against threats posed now and into the future.'*

*'It is paramount at a time when we face Putin's illegal invasion of Ukraine, that we prioritise capabilities that will protect our critical national infrastructure.'*

The vessel, currently named *Topaz Tangaroa* but due to be renamed as it joins the RFA fleet, was selected to meet

the requirements of the Royal Navy, having been built four years ago by VARD of Ålesund, Norway, to support a mix of underwater operations, including work on oil rigs, construction, maintenance and inspection work, as well as autonomous submarine operations.

The 6,000-tonne vessel is equipped with a helipad, crane, and expansive working deck and features a 'moon pool' – a large access point in the underside of the hull through which submersible capabilities can be launched.

Head of the Royal Fleet Auxiliary, Commodore David Eagles RFA, commented:

*'This is an entirely new mission for the Royal Fleet Auxiliary – and one we relish.'*

*'We have been entrusted with supporting a key operation to safeguard the UK's infrastructure, security and prosperity and that fills all of us in the RFA with pride. These are really exciting times.'*

It is reported that the vessel will be crewed by around two-dozen RFA staff while around 60 Royal Navy specialists will operate the undersea surveillance systems and other survey and warfare systems when embarked.

DE&S Director General Ships Vice Admiral Paul Marshall added: *'DE&S worked at pace to successfully accelerate the purchase and delivery of the first ship under the critical MROS programme. We continue to work with agility to support the UK MOD in addressing both the current and future threats posed by an ever-changing world.'*

*'The vessel is due to enter operational service in Summer this year, with the programme for the acquisition of a second ship currently in concept phase.'*

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## Short-sea boost for London Thamesport

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The range of short sea container services available from Hutchison Ports London Thamesport is to be increased following the announcement by Viasea Shipping of a new service from the South East UK port to Norway and the Baltic.

Commenting on the new sailing, Mark Taylor, Director, London Thamesport, said: *'London Thamesport is already well established as one of the leading short sea container ports in the SE England and offers excellent service levels in both quayside and landside operations. We are delighted that Viasea Shipping has chosen Thamesport as its gateway into the region.'*

*'The addition of their UK-Norway service complements the regular and reliable connections we already have to Northern and Southern Europe. We look forward to working with them over the coming years to increase the range, frequency and reliability of options for shippers.'*

Morten Pettersen, Managing Director of Viasea added: *'The south of UK has significant volumes of import/export to Northern Europe and Baltic region. Adding a call at London Thamesport will allow us to assist UK shippers and receivers to reduce their reliance on the heavily congested Channel crossings and will allow greater predictability for deliveries. It will also offer a greener route'*



reducing the distances travelled by road as we bring our vessel closer to the market in this region.'



London Thamesport has been chosen by Viasea Shipping for a new container service to Norway and the Baltic.

Photo: Hutchison Ports London Thamesport ©.

Norwegian-owned Viasea Shipping, established in 2016, is an independent short sea operator connecting Norway with the UK, Europe and the Baltic states. The new service from London Thamesport will call weekly with connections to Moerdijk and the Norwegian ports of Oslo, Moss and Kristiansand, with onward connections into the Baltic and Poland.

## UN S-G and the ocean emergency

In mid-January there was a grand ocean yacht race underway and by 23 January participants were about to sail from Cabo Verde to Cape Town, thence across the South Pacific to the east coast of South America and North America, back across the Atlantic to Europe with a finish in Genoa on 1 July. It is understood that participating yachts carry equipment to gather appropriate scientific data.

On the last day of his visit to Cabo Verde, UN Secretary-General António Guterres addressed the Ocean Race Summit Mindelo, saying that *'Ending the ocean emergency is a race we must win. And by working as one, it is a race we can win. Let us all become the champions the ocean needs. Let us end the ocean emergency and preserve this precious blue gift for our children and grandchildren.'*

The Secretary-General was speaking from the Ocean Science Centre Mindelo, in São Vicente, a leading facility that hosts large marine scientific equipment such as deep-

sea robots, as well as electronics workshops, and laboratories.

Ulisses Correia e Silva, Prime Minister of the archipelago and island country, explained, *'It represents tourism, desalinated water, blue economy, submarine fibre optic cables, clean energy, biotechnology, aquaculture, canning industry for export, a competence centre and nautical events ...'*

Cabo Verde's development projects supported by the UN are helping to transform the agricultural sector of Santo Antão, the westernmost island of Cabo Verde.

Speaking to UN News, the UN Special Adviser on Africa, Cristina Duarte, noted that as Cabo Verde is a ten-island chain that lies off West Africa's Atlantic coast, some 99.3% of the nation's territory is water. She is Cabo Verdean, was the country's Minister of Finance, Planning and Public Administration from 2006 to 2016 and said: *'We might be more creatures from the ocean than from the land. For Cabo Verde, the oceans are a matter of survival. So, its conservation [must be done] in a context of management of a natural resource, because we have to take from it what Cabo Verde needs to develop. Preserve it, but not forget that, for Cabo Verde, it is an economic resource.'*

### A key resource at risk

For the UN Secretary-General, the Summit was also an opportunity to sound the alarm with: *'The ocean is life. The ocean is livelihoods. And the ocean is in trouble.'*

The UN chief explained that some 35% of global fish stocks are over-exploited, global heating is pushing ocean temperatures to new heights, fuelling more frequent and intense storms, rising sea levels, and the salinisation of coastal lands and aquifers.



Secretary-General António Guterres delivers opening remarks at the Ocean Race Summit, held in Cabo Verde.

UN Photo/Mark Garten

He continued: *'Meanwhile, toxic chemicals and millions of tons of plastic waste are flooding into coastal ecosystems – killing or injuring fish, sea turtles, seabirds and marine mammals, making their way into the food chain and ultimately being consumed by us.'*

### Plastic pollution

Reference was made to the 2022 events: the historic agreement in Nairobi in to negotiate a globally binding treaty to control plastic pollution, the UN Ocean

Conference in Lisbon, where countries made hundreds of new voluntary commitments and pledges, and the UN Biodiversity Conference in Montreal, that ended with countries agreeing on a target to protect 30% of land, water, coastal and marine ecosystems by 2030.

Guterres added: *'Some have called 2022 the ocean's 'super year.' But the race is far from over. We need to make 2023 a year of "super action," so we can end the ocean emergency once and for all.*

### Urgent action four ways

For the UN chief, the world needs urgent action in four fundamental ways:

- Sustainable maritime industries.
- Delivering massive support for developing countries.
- Winning the race against a changing climate.
- Deploying science, technology and innovation on an unprecedented scale.

Turning to the finance sector, Mr. Guterres said that: *'Developing countries are victims of a morally bankrupt global financial system, designed by rich countries to benefit rich countries.*

*'Bias is baked into the system. It routinely denies developing countries – particularly vulnerable middle-income countries and Small Island Developing States like Cabo Verde – the concessional financing and debt relief they need.'*

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## Large ammonia-fuelled bulk carrier

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Developed by MOL and Mitsui

### ClassNK issues AiP

It was reported from Tokyo on 27 January that ClassNK had issued an Approval in Principle (AiP) for a large ammonia-fuelled 210,000 dt bulk carrier jointly developed by Mitsui OSK Lines, Ltd (MOL) and Mitsui & Co Ltd.



Computer generated image of the 210,000 dt ammonia-fuelled bulk carrier.

Image reproduced by courtesy of MOL and Mitsui ©.

Ammonia is expected to be used as a ship fuel for decarbonisation since it does not emit CO<sub>2</sub> when burned. Meanwhile, adequate safety measures are imperative as it has been pointed out that ammonia is toxic to humans and corrosive to materials.

ClassNK has been involved in projects aiming for zero-emission ships using ammonia fuel in terms of safety assessment, and has issued its *'Guidelines for Ships Using Alternative Fuels'* as a necessary standard to minimize the risks related to ammonia-fuelled ships for the ships, crews, and environment by stipulating requirements for installation, controls, and safety devices.

MOL and Mitsui have jointly determined the size and specifications for the vessel, and its design has been entrusted to Mitsubishi Shipbuilding Co Ltd.

ClassNK carried out the review of this jointly developed design in line with Part C of its guidelines and issued the AiP on verifying conformity to the prescribed requirements. In addition, risk assessment (HAZID) will be conducted to confirm that no unacceptable risks exist at the basic design stage and to identify items to be considered in the detailed design, it is understood.

It is further reported that ClassNK will continue to support those companies as the certification body and will strive to provide appropriate standards for ammonia-fuelled ships through the expertise gained from the collaboration.

### About Approval in Principle (AiP)

At the initial stage of designing or before the specific target ship to be implemented is decided, the design is examined based on the existing regulations such as international conventions and ship classification rules, and an Approval in Principle (AiP) is issued as proof of conformity with requirements. It also prevents rework of regulatory aspects in the post-process, shortens the examination time at the time of class registration, and can be used as a technical basis for external appeal of the design status.

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## Age should not wither them

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By Michael Grey, Honorary IFSMA Member

"The old ships were always the best". That's what sailors of my generation used to say, usually after they had safely left the more ancient members of the fleet and were sailing on something rather more modern. Nevertheless, it is a belief I have always clung to, and still shake my head in sorrow to hear of some vessel in the prime of its life being sent for recycling, invariably on account of an unforeseen downturn in the market for its services, which has reduced its value below that of scrap.

So I was sad to read in the excellent Splash 24 daily e-zine a report suggesting that the Indian authorities are soon to prevent their shipowners from purchasing any tanker, bulk carrier or general cargo ship which is more than 20 years of age. Of even more importance to the international ship operator will be the notice of the government's intentions to prevent any ships in these categories, of over 25 years, from entering the nation's ports. If you think that a 20 year-



old ship is nicely run in, this will be, to say the least, disappointing.

It could be that this is a prudent safety measure, based on the experience of the country's surveyors and port state control officers, who have become frustrated with discovering deficiencies aboard ill-maintained visitors to their ports. It is the usual response after accidents involving elderly vessels in which their structural state was thought to be a contributor to their loss or a case of serious pollution. Readers will probably recall the response to the Erica and Prestige tanker casualties, when the use of elderly tankers was very bad news indeed, with oil companies (which can afford to be judgemental about these matters) issuing blanket bans on ships of 15 years old. Insurers too have been moved to respond in like fashion in the past.

Those issuing such rules will probably rationalise their decision by suggesting that it will encourage newbuilding and modernisation, with more productive and (these days) more sustainable vessels, picking up the trade from these older, less efficient ships. That is almost certainly a positive consequence, but one hopes that the regulators are alert to some of the potential negatives. Not least is the fact that if a ship is to be condemned before her fourth Special Survey, it is asking a lot of its owner to spend money on its maintenance for the second half of this short life.

Maintenance really matters and it is something which, if it is once neglected, is very difficult to catch up. It is also maintaining value, so if the vessel is going to be no more than scrap value before twenty years have elapsed, there is very little point. Maybe I did something wrong, but I spent nearly three years aboard ships that were more than 35 years old, and even if the lights went out occasionally, made money for the owners, and went to the scrapyards with no structural wastage under the thick layers of paint that had been lavished upon them all their lives. Such policies might even encourage designers and builders to offer "short-life" ships, which would be appalling, although you would hope class and insurers might counsel against such an idea.

Properly looked after, well-built ships last. I know individual or selective examples don't illustrate trends, but I remember seeing the 364,769dwt Berge Stahl, coming into Rotterdam on her thirtieth birthday, and she looked almost "as new", keeping going for nearly five more years. Check out some of the units in the European ferry fleet, which seem to keep going for ever, beautifully maintained by their owners. And if you are looking for owners who seem to treasure well-maintained older ships, take a look down the huge fleet list of the giant MSC, which, beside their new "mega" vessels, seems to demonstrate the value of ships well into the autumn of their lives. I imagine they would be quite narked at some Indian regulation restricting their visits to ships under any specific age.

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

**This item first appeared in *The Maritime Advocate*-- Issue 822 of 27 January 2023 and appears here by kind permission of the Editor and the Author.**

## **Fuelling transport and industry with HVO**

Hydrotreated Vegetable Oil (HVO) and renewable diesel provide an array of advantages for fuelling the future of sustainable power. At Rolls-Royce, they offer the opportunity to bring their existing engines further towards achieving net zero.

### **HVO fuel, what is it?**

To create HVO, waste vegetable and animal fats and used vegetable oils can be used as base materials and converted into hydrocarbons through a catalytic reaction with the addition of hydrogen. In this way, fats and vegetable oils can be used as a more sustainable fuel to either supplement or replace diesel completely.

According to Rolls-Royce HVO offers clean combustion with a reduction in particulate emissions of up to 80%, nitrogen oxide emissions by an average of 8% and CO<sub>2</sub> emissions by up to 90% compared to fossil diesel. And

Because the fuel is produced from renewable raw materials, its production, transport and combustion generate only about as many greenhouse gases as were absorbed by the plants during the growth of the biomass. If the fuels are produced with the help of renewable energy and green hydrogen through Power-to-X processes, CO<sub>2</sub> emissions can be completely eradicated, it is reported.

Use of HVO has enabled rail services to achieve near carbon-neutrality whereas industry, agriculture and mining have becoming more sustainable with HVO.

### **Proven success at sea**

At sea Rolls-Royce inform us that mtu Series 2000 and 4000 engines are also on course to full approval for the use of synthetic fuels, thanks to years of successful HVO testing.

The Golden Gate Ferry shipping company in San Francisco has been trialling HVO in six of its ferries since 2019. After more than 41,000 operating hours, their engines have continued to perform equally well when using HVO compared to diesel in terms of maximum power, load response and fuel consumption.

Jim Swindler, Managing Director of Golden Gate Ferry, is particularly pleased and said in a recent interview for Roll-Royce: *'The visible smoke that was seen at the dock with conventional diesel has been reduced with the switch to HVO.*

In September 2022 Roll-Royce published an online article on future marine fuels with this title: *What will the ship of the future run on? Sustainable fuels and innovative technologies will enable CO<sub>2</sub>-neutral or CO<sub>2</sub>-free propulsion concepts for ships.*

A copy of the document can be found here: <https://tinyurl.com/2s4f48zv>

## CHIRP and HRAS accord

On 23 January the UK-based Confidential Human Factors Incident Reporting Programme (Maritime), otherwise known as CHIRP Maritime, announced that it had joined forces with Human Rights at Sea (HRAS) through a partnership Memorandum of Understanding to share resources, investigate incidents of egregious human rights abuse at sea and pursue justice for victims.

CHIRP's Director Maritime, Adam Parnell, commented of the accord: *'Many safety incident reports that we receive arise from breaches of regulatory and legal obligations which are in place to protect the safety of seafarers and the environment. This Memorandum of Understanding allows CHIRP and Human Rights at Sea to work.'*



Human Rights at Sea CEO, David Hammond, added: *'This new partnership backed by our respective Board's support means our NGO can confidentially access data of incidents to be investigated with the aim of supporting pathways to justice for victims of human rights abuse at sea. It will further inform both our organisations as to lessons identified to help mitigate the factors triggering these unnecessary incidents.'*

CHIRP Maritime aims to improve safety at sea worldwide through its confidential and independent reporting programme.

It welcomes safety-related reports from anywhere in the world and from all parts of the maritime industry, including commercial seafarers, fishers, recreational and leisure mariners, and anyone who works in a port or harbour. It also welcomes reports from members of the public who use ports, harbours or other means of maritime transport, such as ferry and cruise vessel passengers.

Human Rights at Sea will act as one of the key stakeholders to which CHIRP Maritime reports can be reviewed and accordingly acted upon. The NGO will also act as a conduit into the UN system through its UN ECOSOC accreditation, as required.

**About CHIRP Maritime** <https://chirp.co.uk>

CHIRP Maritime is part of the Confidential Human Factors Incident Reporting Programme, providing a confidential incident and near-miss reporting programme, improving safety at sea for mariners worldwide. CHIRP Maritime investigates every report and publishes the anonymised findings to raise awareness of safety issues at sea.

**About Human Rights as Sea** <https://www.humanrightsatsea.org>

Human Rights at Sea exists to prevent, detect, and remedy human rights abuses at sea. The charity sets out to raise public awareness of abuses at sea, and support people at sea to understand their rights.

## Offshore wind boom

### Sales growth for Vestdavit

Norwegian boat-handling system supplier Vestdavit is targeting further growth in davit sales to the offshore wind sector, driven by increasing demand from service operation vessels (SOV) operators for its robust and proven products, after recording a record NOK185million in new orders in 2022.

The increase in Vestdavit's orderbook was fuelled by growth in both its core market segments – global navies and coast guards, and offshore energy. In addition, after-sales revenue from spare parts and service rose by 30%.

### Heavy-duty davit demand

Optimism is fuelled by an expected boom in offshore wind farm developments - mainly in the US and Europe – that require SOVs with safe and efficient davit systems for service and maintenance of wind turbines.

The whole wind industry and its value chain is expanding rapidly. There is a strong growth in the offshore wind sector with several newbuilds tailored for this sector contracted by shipowners.



Vestdavit offers both single and dual-point davits for service boats and other daughter craft with heavy-duty handling capacity of between 12 and 30 tonnes, in line with the heavier workboats needed to transport service crews for work on wind farms.

In 2022 Vestdavit contracted seven 12 tonnes+ SWL (Safe Working Load) davits with the SOV market including a prestigious order with Danish shipowner Esvagt for a pair of dual-point davits with 30-tonne SWL capacity.

### Innovation

The company's biggest seller in 2022 was the Telescopic Dual Beam (TDB) davit-range that accounted for 40% of overall orders.

Originally patented in the 1990s, the TDB has been further developed and refined with improved quality and easier maintenance, and the ceiling-mounted davit is now proving, it is reported, to be an important element in mission bay boat-handling systems being incorporated in new ship design.

Customers demand the ability to handle several boat types and sizes such that there is an evolution for the davit



to move boats and containers inward in the mission bay, to include flexible hook distances and to improve modularity.

## US Navy and new devices

One of these new features has been incorporated in a davit delivery to a US Navy project and further orders are anticipated from the US, Vestdavit's most important geographical market.

The company won fresh orders from NATO countries and Australia as many nations invest in naval vessels and patrol ships to protect their borders and offshore resources amid the global geopolitical situation.



Working for the US Navy – the world's largest – has resulted in Vestdavit's engineering team being challenged to develop new and improved systems to meet the needs of naval clients, notably with dual-point motion-compensated davits.

Vestdavit has a range of proven davits and boat-handing equipment for both the naval/coast guard and offshore energy segments that have been developed over several decades but remains innovative, driven by the needs of users.

The company is currently working on several new initiatives to integrate automation and AI to enable the operator to launch and recover daughter craft more safely, while it is making big efforts in autonomous operation amid an increasing market focus on unmanned vehicles.

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## Navigating to 2050 conference

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By Mark Healy

### Irish Institute of Master Mariners

This very informative and timely conference, Navigating To 2050, was organised by the Commissioners of Irish Lights\* and covered a wide range of important maritime topics on the themes of safety and sustainability. The latter, in particular, needs massive improvement by the maritime industry – and there are lots of opportunities for easy wins given such a low starting base. The event was held in Dublin Castle on 15 / 16 November 2022.

A snapshot of some of the interesting topics discussed, particularly in relation to maritime sustainability and offshore wind development appears here.



*Dutch protection for shipping and offshore developments (Carien Droppers).*

### Decarbonising shipping

Aoife O'Leary of Opportunity Green gave an inspiring tour de force on how the industry (IMO, governments, companies, individuals) urgently needs to step up and start implementing measures now.

### Shipping efficiencies that can be applied today:

Great examples from Anthony Gurnee of Ardmore Shipping Corporation on transitioning to a sustainable and profitable decarbonised shipping future. Average payback on current efficiency investments is about one year – very compelling.



*MSP identification of shipping routes in German waters (Kai Trümpler).*

### Marine spatial planning (MSP) and safety in the context of shipping/navigation and offshore wind developments

Kai Trümpler of Bundesamt für Seeschifffahrt und Hydrographie (Federal Maritime and Hydrographic Agency) and Carien Droppers of Rijkswaterstaat on how

Germany and the Netherlands respectively have developed and implemented safety regimes for shipping. Shipping routes were the framework of the MSPs around which offshore wind sites were permitted in those jurisdictions.

Monitoring and response measures have subsequently been implemented to protect shipping and offshore renewable energy (ORE) developments. The challenge for these countries now is how to expand development with limited space in order to meet national targets whilst minimising navigational risk. Nigel Hare of Trinity House also outlined the UK experience in relation to offshore wind developments and safety of navigation.

### **Outline of the work leading to the OREDP II (Martina Hennessy)**

Fortunately Ireland is blessed with more maritime space than our neighbours, but how Offshore Renewable Energy (ORE) will develop in the context of shipping routes remains to be decided. Adam Cronin of DP Energy Group gave a developer's insight, outlining the navigation risk assessment process. Martina Hennessy of the Department of the Environment, Climate and Communications gave a thorough update on the development of the Offshore Renewable Energy Development Plan II, the challenges to be faced and the questions that need to be answered in relation to planning for use of our marine space, particularly regarding our national targets for offshore wind. Caoimhín Ó Ciaruáin from the Department of Transport explained how the maritime sector is critical to Ireland achieving its climate ambitions and outlined Ireland's strategy as a small, modern ambitious flag in order to facilitate the development of ORE. There is lots of good work being done to progress ORE development and make up for lost time, and one benefit of being behind the curve is that at least Ireland can learn from the experience and lessons of our neighbours.

### **Future maritime developments**

Remotely-Controlled Vessels – Anne Pletschke gave a fascinating overview of the amazing vessels that Ocean Infinity are building and testing currently - one of the advantages being the creation of new opportunities for seafarers who need/want to work ashore.

Ports and sustainability – Pat Keating outlined the serious ambition of Shannon Foynes Port to harness the ORE opportunity, whilst Michael Robinson described impressive current and future measures that Belfast Harbour is implementing to reduce its carbon footprint.

Green Hydrogen – Catherine Sheridan of EIH2 and Green Rebel described the opportunity to use green hydrogen as another energy vector, using part of the existing national gas infrastructure and harnessing some of the significant offshore wind capacity that will be developed in Ireland.

### **Resourcing the Irish maritime economy**

Ireland will need significantly more skilled maritime professionals to meet the needs of the emerging ORE and maritime sectors in the country in the coming years. These developments will be threatened given the projected skills shortage and Cormac Gebruers of the National Maritime

College of Ireland called for the development of a national maritime education and training policy in order to meet this need.



*Outline of the work leading to OREDP II (Martina Hennessy).*

There were many more very interesting speakers and discussions, all giving cause for hope and optimism for sustainable development of the maritime sector, both nationally and internationally, in the race towards a zero-carbon future. Well done to all – more evidence of Ireland as a nation finally beginning to realise the sustainable wealth and opportunities that lie beyond our shores.

\*[www.irishlights.ie](http://www.irishlights.ie)

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## **Maritime sector hydrogen value chain**

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### **Zero-emission cruise ship**

#### **Fuel cells and electric propulsion + hydrogen**

A multidisciplinary collaboration, for which a Memorandum of Understanding (MOU) was signed in the last week of January has the ambitious goal to develop a complete hydrogen value chain for Northern Explorer AS (NX) the first zero-emission cruise ship featuring fuel cells and electric propulsion, as well as making pollution-free hydrogen available to the wider maritime market at a time of urgent pressure to reduce emissions.

It is understood that the partners comprise zero-emission cruise venture Northern Explorer AS, hydrogen provider and owner of infrastructure Norwegian Hydrogen AS, high-capacity hydrogen transfer system supplier HYON AS, ship designers Multi Maritime AS, and hydrogen storage system provider Hexagon Purus Maritime AS.

#### **Preparing for zero-carbon era**

NX CEO Rolf A Sandvik says using hydrogen as the energy carrier will enable cruise ships to continue to access vulnerable regions such as Norway's world heritage fjords, which by government regulation will be closed to ships burning fossil fuels from 2026. Other regions both in Norway and elsewhere will likely follow suit.



Sandvik commented: *'This is a very exciting project and a milestone in the development of the clean maritime economy as the green shift takes root. We are delighted to be working with strong partners with deep competence in all the touch points required to develop the infrastructure for hydrogen-powered ships of the future, not only cruise but also commercial shipping.'*



Norwegian Hydrogen CEO Jens Berge added: *'Northern Explorer has a very exciting concept with a spectacular, sustainable and future-oriented ship design that is truly pleasing to the eye. We are very pleased we have been selected to assist in developing the necessary infrastructure for these ships to run on zero-emission hydrogen when they come into operation.'*

*'We have been working for three years to create an eye-catching design that will incorporate the latest propulsion technology and vessel systems. It is great to be part of this ground-breaking project and as a collaboration partner we are eager to bring this vessel and the associated hydrogen infrastructure to reality,'* said Multi Maritime CEO Mikael Johansen.

### Letter of Intent signed

NX signed a Letter of Intent (LoI) with Portuguese shipbuilder West Sea for the construction of its maiden vessel with delivery expected at the start of the 2025/2026 cruise season.

West Sea's website is here:

<https://west-sea.pt/en/shipyard/>

Picture credits

*Photo: Multi Maritime AS/Sverre Hjörnevik*

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## UKHO

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### Withdrawal of Standard Nautical Charts and Thematic Charts

#### Extended beyond 2026

#### A statement from Peter Sparkes Chief Executive of the UK Hydrographic Office (UKHO)

In July last year (2022), we announced our intention to withdraw from the production of paper charts. Following consultations with the Maritime and Coastguard Agency and national user groups, we set a target date of late 2026 to complete the process. This was subject to the

development of digital solutions for those remaining users of ADMIRALTY Standard Nautical Charts (SNCs) and Thematic Charts, ensuring that they have viable, official alternatives, as well as meeting the technical and regulatory steps required to achieve this.

We also made a commitment to consult closely and more widely with our UK and international stakeholders on this proposal and to listen to their feedback, stating that 'we would leave no one behind'. We have met this promise, engaging with many groups and organisations in recent months, including our distributors, defence customers, commercial and leisure users, international regulatory authorities, and colleagues in the global hydrographic community.

These conversations have highlighted a number of important transnational and regulatory factors that need further consideration, and we are grateful to every organisation that has engaged in this process. It has become clear that more time is required to address the needs of those specific users who do not yet have viable alternatives to paper chart products, so we will continue to provide a paper chart service until at least 2030.

As we further develop digital navigation solutions, our long-term intention to withdraw from paper chart production remains unchanged and we will continue to withdraw elements of our chart portfolio over the coming period, on a case-by-case basis. However, having listened to the feedback we have received and in light of the consequential impact of the international technical and regulatory steps required to develop digital alternatives, we will be extending the overall timetable for this process. Please be assured that the elements of our paper chart portfolio necessary to support safe navigation for our customers will be maintained throughout this transitional period as we increase our focus on digital navigation products and services.



Illustration per <https://tinyurl.com/kkfna47m>

Listening and responding to our customers and partners is at the core of our approach and we are committed to ensuring no party is left behind in the digital transition. We will be working with our international colleagues and partners, including through the IMO and the IHO, to move forward at an appropriate pace together."

The UKHO's guiding principle is the provision of trusted, official ADMIRALTY navigation solutions that support the safety of life at sea. It is clear that the future of navigation is digital, as shown by the rapidly declining demand for paper products. Digital solutions offer significant safety

and operational advantages to mariners, including the potential for near real-time updates, which greatly improve the accuracy of navigation and ease of use. These benefits will be further enhanced as we bring forward the next generation of navigation solutions, underpinned by the S-100 data standards.

We will continue to keep our stakeholders informed throughout this process and work with them every step of the way. More details will be made available as a revised course of action takes shape, as we continue to develop our next generation of digital ADMIRALTY services, further enhancing our already strong commitment to promoting safe, secure and thriving oceans.

A 3:20 video featuring Peter Sparkes is available here: <https://tinyurl.com/kkfna47m>

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## Outlook for 2023: Higher volumes expected for the ro-ro industry

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Erik Solum, Wallenius Wilhelmsen's head of the global market insight team, is cautiously optimistic when looking at the various factors affecting the ro-ro industry in 2023.

Early in January he commented: *'Yes, the global economy is facing slowing growth; there is a strong likelihood of recessions in Europe and the US.'*

*'High inflation and rising interest rates contribute to the financial turbulence. Yet, the outlook for the ro-ro shipping industry is more positive as we still see pent-up demand for light vehicles. We also expect the high and heavy segment to remain solid.'*

He pointed out that the list of risks also include Russia's war with Ukraine, inflation, including high food and energy prices, and the lingering Covid-19 pandemic.

Furthermore, he stressed that it should be remembered that recession-low levels are extant when it comes to sales of light vehicles. In summary the global sales of vehicles are already down significantly more than 15% in 2022 compared to pre-pandemic levels. For those levels to become lower there would be a deep global recession. He added: *'What we see is that the central banks in the US and Europe raise interests to steer the economies towards more moderate recessions.'*

### Shortage of vessels in 2023

It is reported that the global fleet consist of 600 larger ro-ro vessels. Overall vessel capacity was tight in 2022 and this trend is expected to continue.

According to Solum, who commented that there are only eleven vessels on order with expected delivery in 2023: *'The low number of new vessels coming this year has limited impact on the general capacity situation. My competent and smart colleagues have a constant eye on how we stack our vessels to optimize capacity while maintaining the most important issue: Safe transportation and adequate cargo spacing. It is therefore important for our customers have a longer-than-usual horizon when planning their logistics.'*

## China

Export of light vehicles from China has boomed over the past couple of years. China has lower production costs than those of western vehicle producers. Solum reflected: *'There is every reason to believe that China will prioritize increasing their export numbers to gain market shares in the growing global electric vehicle market.'*



Illustration per <https://www.walleniuswilhelmsen.com/>

*'However, I believe there is a slight chance we could see a minor slowdown during the first six months of the year because it is winter in China and thus peak infection times. According to WHO, the Chinese have lower immunization rates than the rest of the world.'*

There is a possibility of new taxes being placed on imported vehicles in US and Europe which may reduce some the Chinese export potential.

## Raw materials

Erik Solum in an interview provided by the Wallenius Wilhelmsen news service in early January pointed out that the prices on raw material such as iron ore and coal are falling from peak levels but still stabilizing at a level well above the historic average.

Of this forecast he said: *'The price on raw material influences our high and heavy (typical break bulk or project cargo business) directly. Prices on crops are higher than usual thus making farmers able to buy new machinery even though prices are up. We are optimistic for construction for one specific reason: The supply of semiconductors is improving. Order books in this segment are long and should keep the manufacturers busy well into 2023.'*

The high and heavy segment constitutes about 30% of Wallenius Wilhelmsen's operations, one area being agriculture, another being construction which is said to be lagging.

## Continued growth

In conclusion Solum added: *'Even as there are more risk and unknowns than we have ever seen, we are cautiously optimistic when we enter 2023. We hope for peaceful solutions for the geopolitical tensions and believe the green shift will contribute to accelerated vehicle sales.'*