

Number 62, March 2023

# IFSMA

## NEWSLETTER

The Shipmasters' International Voice

*INMARSAT Latest Launch*

*See page 26*



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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.

## Secretary General's Report

The IMO is now back full time although some people still use the new hybrid system of working by logging in virtually. In doing so, they are able to take a full part in the meeting, but currently they are not able to take part in any issues that require a vote.

In February I represented IFSMA at the Human Element, Training and Watchkeeping (HTW) and Ship Safety and Equipment (SSE) Sub-Committees. With HTW we were particularly involved as it was the start of the Comprehensive Review of the STCW Convention and Code. I am very grateful the Danish Maritime Officers Union have agreed to chair the IFSMA Working Group on this topic, chaired by their Secretary General, Jens Sorensen, and his deputy, Mai Nielson. They will continue to ask for expert advice from you as we go through the STCW in specialist areas and I very much wish you to get involved so that we bring high level sea experience to the table. We are held in very high regard in this respect. We had a delegation of six for the whole week which meant we were able to cover both the main plenary sessions as well as the Working Group on the Comprehensive Review.

SSE does not involve IFSMA too much, but there were some very interesting discussions on Lifeboat/Liferaft Safety. The reports of both these meetings can be found on the website under the IMO section.

You will recall that we were very involved in the recent past when the IMO held a Regulatory Scoping Exercise on Maritime Autonomous Surface Ships (MASS) and what Codes, Conventions and Regulations would be effected by these new ships. IFSMA was seen as one of the key NGOs during this review as it was particularly important that we effectively articulated the role of the shipmaster in MASS. This we did very well and as we now move forward to developing a new Code for MASS it is of the utmost importance that we keep up this profile. We have a small Working Group of David Appleton, Nautilus International, Morten Kviem, Norwegian Maritime Officers Union and Andrew Higgs, International Maritime Lawyer who represent us on the various committee meetings and are held in high regard for their pragmatic views. We have recently written two papers for the Legal Committee and the Joint Committee Working Group which has the lead in developing the code. As this progresses I will keep you informed of any updates on this fascinating and important issue. If anyone would like any further information on this, do not hesitate to contact the HQ.

March will see us heavily involved in the Facilitation of IMO Codes and Conventions (FAL) and also the Legal Committee and I will bring you any highlights for the next Newsletter.

Take care and keep safe.

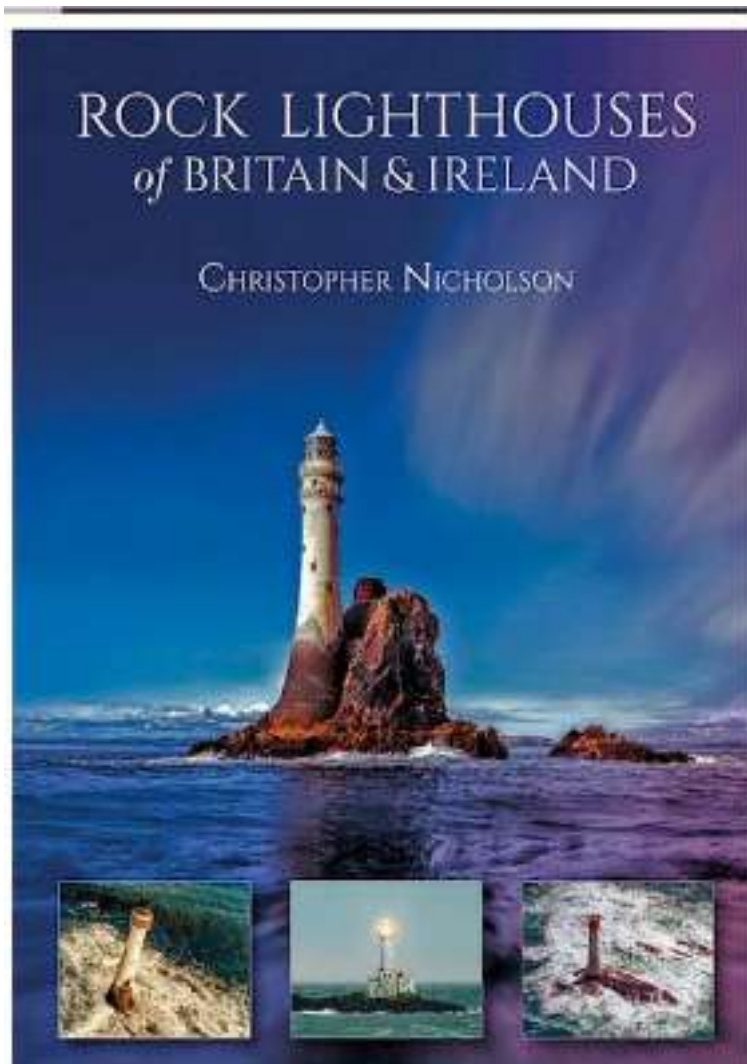
With fair winds and a following sea,

Secretary General, Commodore Jim Scorer FNI RN

### Rock Lighthouses of Britain and Ireland

I have been involved in the research, writing, editing, reading and reviewing books on GB lighthouses for half a century and it is fair to say that that the book to end all books has yet to be published. The ultimate book would be an expanded *Admiralty List of Lights* with every engineers' drawings produced of the fixed aids to navigation and accompanied by a selection of photographs taken down the years, a veritable pharological encyclopaedia and probably impossible to create and that is before you assemble the text.

With regard to these islands, that said, this volume is going in the right direction with its depth of research and broad gallery of illustrations, a sheer labour of love by a dedicated writer who has been with his chose subjects for more than four decades.



Chapters concern the design, build, operation and trials encountered at: Eddystone, The Skerries, The Smalls, Longships, Longstone, Bell Rock, Tuskar Rock, The Skelligs, Skerryvore, Bishop Rock, Fastnet, Muckle Flugga, The Bull and Calf, Wolf Rock, Dubh Artach, Chicken Rock, Flannan Isles, Rockall and, South Rock. Each chapter takes a brief look at subsequent modernisation and automation for there are now no lighthouses keepers. Chapters are supported by a reading list for further information on lighthouses and their history, to close there is a brief glossary of terms and six pages of further listings of the rock towers of Trinity House, the Irish

Lights and the Northern Lighthouse Board with light character, range and so forth.

*Rock Lighthouses of Britain & Ireland* by Christopher Nicholson is published by

Whittles Publishing of Dunbeath, Caithness, Scotland KW6 6EG, see also here: [www.whittlespublishing.com](http://www.whittlespublishing.com)

This is a much expanded new edition of the classic bestselling lighthouse book and features over 300 illustrations and many dramatic photographs, in full colour

The foreword is by HRH The Princess Royal, Patron of the Northern Lighthouse Board and Master of Trinity House and an experienced pharologists.

Price: £24.95. ISBN 978 184995 544 7. Dimensions 297 x 210mm, 320 pages with in the region of 350 illustrations (including 28 plans and 58 drawings), colour throughout, softback.

To close it has to be said that the coastline of Britain and Ireland is lit by many more rock lights than those that feature in the individual chapters (although they are all listed in the detailed appendixes) so the author has chosen only those with the most dramatic and fascinating histories with unbelievable stories of the battles between Man and Nature during and after their construction.

### The IMO Digest

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

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

### IMO and future fuels

#### Future Fuels and Technology Project to inform GHG Strategy update

**Research into the availability and preparedness of future low- and zero- carbon marine fuels and technology is being conducted as part of a new project**

Preparedness and availability of low- and zero-carbon marine fuels will be assessed by this new project. This was reported by the IMO media service in mid-February.



Decarbonisation of international shipping is a priority for IMO and by mid-2023, the organization aims, it is understood, to have in place a revised and strengthened Strategy on Reduction of GHG Emissions from Ships.

A new IMO project aims to provide an assessment of the state of availability and readiness of low- and zero-carbon ship technology and marine fuels, in order to help inform Member States as they work towards the revision of the IMO GHG Strategy.

### Phasing out GHG emissions

Key commitment of the Initial Strategy, adopted in 2018, is to phase out GHG emissions from international shipping as soon as possible.



*The preparedness and availability of low- and zero-carbon marine fuels will be assessed by the new project.*

Embracing technological innovation along with the transition to low- and zero-carbon fuels and/or alternative energy sources will be required to achieve this ambition. Such changes also require consideration of issues such as safety and regulation, pricing and infrastructure availability, lifecycle emissions, supply chain constraints and the existence of any barriers to adoption.

With this in mind, we have been informed that IMO's Marine Environment Division has launched a project providing technical analysis related to the feasibility of pathways to shipping decarbonization.

### IMO partnership with ROK

The Future Fuels and Technology for Low- and Zero-Carbon Shipping Project (FFT Project) is a partnership project being implemented by IMO with funding from the Republic of Korea. Expected to run until 2025, it consists of three main phases:

- A study of current and projected global uptake and dissemination of low- and zero-carbon marine technology and fuels.
- Identification of and support for incentives and regulatory mechanisms, including safety and training issues, to promote the uptake of alternative fuels and technology including mid- and long-term reduction measures.
- Promotion of technological cooperation – for example, through pilot projects – and organization of outreach activities to reinforce mutual understanding and cooperation between developed and developing countries and the global shipping industry.

### Readiness and availability of alternative energy options

In June 2022, MEPC 78<sup>1</sup> noted the need for more information to support the revision process of the Initial GHG Strategy.

To that end, the first phase of the FFT Project includes an assessment of the state of readiness and availability of low- and zero-carbon ship technology and marine fuels.

The study will evaluate demand as well as capacity developments related to low- and zero-carbon technologies, whilst also assessing their commercial and technological preparedness. The latter will be analysed using three scenarios of possible ways to reduce CO<sub>2</sub> emissions by 2050:

- IMO's Initial Strategy Scenario.
- Net Zero Emission Scenario (NZE).
- Zero by 2050 Scenario (ZERO).

This research, due to continue until June 2023, is funded by the Voyage Together Trust Fund and IMO's voluntary multi-donor funding mechanism, the GHG TC-Trust Fund. The results will be made available and may inform discussions on GHG reduction goals in the Revised IMO GHG Strategy.

IMO has contracted Ricardo-AEA Ltd<sup>2</sup> and DNV<sup>3</sup> to undertake the research study. Member States and international organizations that wish to have further information on the research can do so by emailing [jmseo@imo.org](mailto:jmse@imo.org) (FFT Project manager).

For more information on the FFT project and associated research readers are invited to see here: <https://tinyurl.com/4kadf2wk>

### Future fuels and technology online information hub

A comprehensive website is being developed, which is intended to act as a dedicated online hub for IMO members to find and share information and data on the uptake of alternative fuels and new technology as part of the decarbonization of shipping in the mid and long term.

The site will provide easy access to materials of particular use to developing States on the latest advances in the decarbonization of the maritime sector. It will also provide education and training materials, as well as details of related activities and events.

### More information

To learn more about IMO's progress towards reducing greenhouse gas emissions as discussed at MEPC 79 in December 2022 readers are invited to see here: <https://tinyurl.com/mr48v87y>

and to read an overview of the Organization's work on cutting GHG emissions see here:

<https://tinyurl.com/mr2ne2bm>

<sup>1</sup> <https://tinyurl.com/y5h73hye>

<sup>2</sup> <https://tinyurl.com/bdes4c7c>

<sup>3</sup> <https://www.dnv.com/>

## Learning the lessons from the Covid-19 pandemic

### Joint Action Group recommendations to mitigate impacts of health recommendations on transport keyworkers

#### Accord by IMO, ILO, WHO, ICAO, ICS ITF and air and road entities

Designating transport workers, including seafarers, as keyworkers and ensuring such workers' needs and challenges are voiced during a pandemic are among the recently published recommendations from a joint United Nations and industry sector action group.

The Joint Action Group was established in December 2021 to review the impact of the Covid-19 pandemic on the world's transport workers and the global supply chain. The Group included IMO, the International Labour Organization (ILO), the World Health Organization (WHO), the International Civil Aviation Organization (ICAO), the International Chamber of shipping (ICS) and the International Transport Workers' Federation (ITF), and air and road entities.



*Seafarers should be designated as keyworkers during future global pandemics.*

*Illustrations per [www.imo.org](http://www.imo.org) IMO ©.*

The recommendations of the Joint Action Group to review the impact of the Covid-19 pandemic on the world's transport workers and the global supply chain (JAG-TSC) aim to minimize adverse impacts on transport workers, their families and global trade and supply chains, while at the same time ensuring that public health needs are fully safeguarded and local communities are protected.

IMO Secretary-General Kitack Lim signed the recommendations document on 27 January 2022, along with the Heads of the other involved UN entities.

#### The 23 recommendations include, inter alia:

- Setting up a rapid-response group for immediate activation in the event of WHO-declared Public Health Emergency of International Concern (PHEIC).
- Engaging in effective social dialogue with global, regional and national transport employers and workers and their organizations in recognition that social dialogue is an effective means to improve the living and working conditions of mobile and cross-border transport workers and transport facilitation across international borders.
- The United Nations system should convene a tripartite, international and inter-ministerial meeting to

discuss transport, health and the common concerns and interests of the transport sector in order to identify the different approaches required to safeguard and respect the rights of workers and employers during PHEICs.

#### Amongst specific recommendations for IMO, ILO and ICAO:

- Contributing to WHO guidance to mainstream the rights, needs and challenges of workers and employers in the transport sectors during PHEICs.
- Voicing and mainstreaming workers' and industry's needs and challenges by engaging in the development of a future WHO convention, agreement or other international instrument on pandemic prevention, preparedness and response, as well as potential amendments to the International Health Regulations (IHR 2005) in line with the modalities of engagement for relevant stakeholders.

#### Amongst specific recommendations for Governments:

- Recognize the key role played by transport workers during PHEICs, in particular mobile and cross-border transport workers that serve the sustainment of essential supply chains, and, if not having already done so, designate them as key workers.

To read the full set of recommendations readers are invited to see here: <https://tinyurl.com/46ppfkvd>

#### IMO action during the pandemic

The recommendations reflect IMO's calls made during the Covid-19 pandemic to designate seafarers as key workers and joint calls to collaborate on seafarer issues.



To read more see here <https://tinyurl.com/yc5ybbxy>

Furthermore, IMO's Facilitation Committee has adopted amendments to the Facilitation Convention (which enter into force on 1 January 2024), to include provisions derived from lessons learned during the course of the Covid-19 pandemic. Contracting Governments and their relevant public authorities are required to allow ships and ports to remain fully operational during a PHEIC, in order to maintain complete functionality of global supply chains to the greatest extent possible. Public authorities are also

required to designate port workers and ships' crew as key workers (or equivalent), regardless of their nationality or the flag of their ship, when in their territory.

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## Just in Time arrival concept

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### New portal launched to support implementation

A new one-stop-shop portal which aims to support the implementation of the Just in Time (JIT) arrivals concept has been launched.

It is understood that the free-to-access portal was developed by the Global Industry Alliance to Support Low Carbon Shipping (Low Carbon GIA) and is hosted on the IMO-Norway GreenVoyage2050 project website. This was reported by IMO in a briefing on 8 February.

### An overview of the JIT arrivals concept

This portal provides both port and shipping sectors with an overview of the JIT arrivals concept, including the main benefits, and general steps which can be taken towards its implementation in addition to key resources developed both by the Low Carbon GIA and other international organizations, such as the International Task Force on Port Call Optimization (ITPCO). We have been informed that the JIT portal can be accessed here:

<https://tinyurl.com/5asyz7r4>

Captain Andreas van der Wurff, Port Optimisation Manager at AP Moller-Maersk and Chair of the Low Carbon GIA Ship-Port Interface workstream, commented on the latest news by saying: *'Just in Time (JIT) arrival allows ships to optimize speed during their voyage to arrive in port when berth, fairway and nautical services are available.*



*'This makes JIT an important tool for reducing greenhouse gas (GHG) emissions from ships. After many years of work conducted by the Low Carbon GIA in this field, we are proud to launch this portal which centralizes all resources and tools alongside information around the benefits and how to implement the concept created to support anyone in the industry in adopting JIT.'*

## Research projects

Furthermore, it is understood that Low Carbon GIA has been actively exploring the concept of JIT arrival through various research projects and several industry stakeholder roundtables under the Ship-Port Interface Workstream for many years.

We learn, too, that to-date, several resources have been developed by the Low Carbon GIA that focus on the JIT concept, including the *Just in Time Arrival Guide*, the *Just In Time Arrival – Emissions reduction potential in global container shipping*<sup>1</sup> research study, and a short Just in Time animation video<sup>2</sup>.

This portal will be regularly updated with new developments and available information and resources. In future, interviews with stakeholders from ports that have successfully implemented JIT will also be published on the portal where users can listen to their experiences and knowledge around the practical implementation of the concept.

## Public-private partnership

The Low Carbon GIA is a public-private partnership that operates under the framework of the IMO-Norway GreenVoyage2050 Project. The aim of the Low Carbon GIA is to develop innovative solutions to address common barriers to decarbonizing the shipping sector.

## Ports invited to learn more

For any ports interested in adopting JIT, the IMO-Norway GreenVoyage2050 project could offer further support. Readers are invited to contact the organization for more information here: [greenvoyage2050@imo.org](mailto:greenvoyage2050@imo.org)

<sup>1</sup> <https://tinyurl.com/y4cyyj49>

<sup>2</sup> <https://tinyurl.com/4b8byvj9>

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## Proposed IMO ship number scheme extension: Share your views

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**IMO is encouraging anyone with views on a proposal to increase the number of digits used in the IMO Ship Identification Scheme to take part in a survey on the idea. The consultation exercise runs until 31 May 2023.**

A study is being conducted of the possible impact of a proposal to increase the number of digits used in the IMO Ship Identification Number Scheme (identification scheme) from seven to eight.

To assess the potential impact of such a change on stakeholders across the maritime sector and to enable further discussion of the idea, S&P Global, as managers of the Scheme on behalf of IMO, are seeking responses to a short survey.

**To take part see here:** <https://tinyurl.com/defnph5n>

The consultation exercise runs **until 31 May 2023**. IMO is keen to encourage anyone who has a view to share it.

Each ship registered under the identification scheme is allocated a unique identifier made up of the letters “IMO” followed by seven digits either at the time of build or when first included in the register.

### MSC and MEPC circulars

As well as being permanently and visibly marked on a ship’s hull, the number must be noted on a ship’s certificates, and on plans, manuals and other documents required by IMO conventions to be carried on board vessels constructed on or after 1 July 2005, as stipulated in MSC/Circ.1142 - MEPC/Circ.425.

<https://tinyurl.com/5n6eebrw>

The identification number allocated to a ship remains unchanged throughout its life, even in case of a change of flag, name, ownership or type. Numbers given to ships no longer in service or existence cannot be re-used.



The identification scheme was introduced – initially on a voluntary basis – in 1987 through the adoption of Resolution A.600(15), to enhance maritime safety and pollution prevention and as a way of countering maritime fraud. Its scope was subsequently amended to expand its application to small ships, including fishing boats.

In its current seven-digit format, there are approximately 900,000 number combinations. By the end of September 2022, just over half of those had been assigned. It is estimated that enough identification numbers are still available to cover the needs of the maritime community for the next two decades. Any future change to the number format will not impact upon existing IMO Ship Identification Numbers already issued.

### Survey

To complete the S&P impact assessment survey, click here: <https://tinyurl.com/25b3p392> It should take around four minutes.

### FAQs

Accompanying FAQs about the IMO Ship Identification Number Scheme can be found here:

<https://tinyurl.com/ywcnhh4m>

### IMO Circular

Circular Letter No.4690 on the IMO Ship Identification Number Format Extension Impact Assessment Survey can be read here: <https://tinyurl.com/5n922e2m>

## IMO supporting the Caribbean to prevent pollution

Challenges for Small Island Developing States (SIDS) of the Wider Caribbean Region in meeting their obligations for adequate port reception facilities (PRFs) under The International Convention for the Prevention of Pollution from Ships (MARPOL) was the focus of a Regional workshop on MARPOL Annexes III-V, including PRFs held in Jamaica from 7 to 9 February. This news was reported by the IMO news service on the event’s conclusion.

Through presentations and group discussions across the three-day event in Montego Bay, participants gained a better understanding and in-depth knowledge of matters pertaining to the implementation and enforcement of Annexes III-V of MARPOL.

In her opening remarks delivered remotely from IMO HQ in London, Helen Buni from IMO’s Marine Environment Division noted that full implementation and enforcement of MARPOL remains a problem in the Caribbean region, as it does elsewhere around the world.

She commented: *‘IMO’s Audits have shown persistent problems with MARPOL implementation, which often result from gaps in the national legislation or unclear attribution of responsibilities to the different ministries and authorities involved. We can all learn from each other and IMO is ready to support this process.’*



The limited capacity of many States in the region to properly process waste streams generated on their islands was emphasized by participants. This highlighted a related lack of capability to process additional waste offloaded from vessels calling at their ports.

The workshop was delivered through IMO's Integrated Technical Cooperation Programme (ITCP<sup>1</sup>) by the Regional Marine Pollution Emergency, Information and Training Centre - Caribe (RAC/REMPEITC-Caribe). Additional expertise was supplied by the United States Coast Guard (USCG<sup>2</sup>) supported by the Maritime Authority of Jamaica ( <https://maritimejamaica.com/> ).

This event was part of IMO's efforts to support Caribbean SIDS in addressing the identified root causes hampering proper implementation of the MARPOL Convention. The 2023 World Maritime theme is **MARPOL at 50 – Our commitment goes on.**<sup>3</sup>

The Regional Marine Pollution Emergency, Information and Training Centre – Caribe (RAC/REMPEITC-Caribe<sup>2</sup>) is one of four Regional Activity Centres of the Caribbean Environment Program (UNEP-CAR/RCU). Established in 1995, RAC/REMPEITC-Caribe is hosted by the Government of Curaçao and staffed with subject matter experts voluntarily seconded by states signatory to the Cartagena Convention of 1983.

Activities are largely funded by IMO, the UN Environment Program (UNEP) and the UN Development Program (UNDP).

<sup>1</sup> <https://www.imo.org/en/About/Pages/Default.aspx>

<sup>2</sup> <https://new.racrempeitc.org/>

<sup>3</sup> For more on this topic, MARPOL at 50, readers are advised to see here: <https://tinyurl.com/bdfuzbkf>

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## The expanded IMO Council

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### Thailand accepts Convention amendments

It was reported by IMO on 10 February that Thailand had accepted amendments to expand the IMO Council.



Thailand has become the latest country to accept amendments to the Convention on the International Maritime Organization (IMO) 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.

HE Mr Thani Thongphakdi, Ambassador Extraordinary and Plenipotentiary, Permanent Representative of Thailand to the IMO at the Royal Thai Embassy, deposited Thailand's instrument of acceptance with IMO Secretary-General Kitack Lim during a visit to IMO on 10 February. (See illustration).



Amendments have now been accepted by nine States: Canada, Honduras, Malaysia, Malta, the Kingdom of the Netherlands, Norway, Singapore, Spain and Thailand.

Amendments to the IMO Convention 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.

Picture caption

*IMO Secretary-General Kitack Lim received HE Mr Thani Thongphakdi, Ambassador Extraordinary and Plenipotentiary, Permanent Representative of Thailand to the IMO, Royal Thai Embassy, at IMO Headquarters, London on 10 February 2023.*

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## Earthquake victims in Türkiye and Syria

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### IMO pays tribute

Member States and observers at IMO paid their tribute to the victims of the earthquakes that struck Türkiye and Syria on 6 February 2023, causing widespread destruction across densely populated cities and claiming more than 46,000 lives so far, with the numbers sadly increasing by the hour.

On 10 February a one-minute silence was observed at the opening of the final day of the ninth session of the Sub-Committee on Human Element, Training and Watchkeeping (HTW Sub-Committee), which was held at IMO headquarters in London.



The Chair of the HTW Sub-Committee, Mr Haakon Storhaug (Norway), led the observance of the silence and called for a moment of reflection and remembrance for those affected by the natural disaster. He conveyed the thoughts and prayers of all delegations attending the meeting to the people affected by this terrible tragedy.

Türkiye is home to the largest number of refugees in the world with up to 3.6 million Syrians living there, according to the United Nations, having fled war in their own country. In Syria, the UN estimates that 5.3 million people may have been left homeless by the earthquakes.



In a statement to the HTW Sub-Committee, the delegation of Türkiye expressed their gratitude for the generous and overwhelming support flowing in from the international community and provided an update on the dire situation in the affected areas.

The delegation stated that the efforts of the international community are highly appreciated and underlined that this disaster was: *'a reminder to us all of the fragility of life and the importance of coming together in times of need.'*

Donations can be made to the UN Crisis Relief Türkiye-Syria earthquake appeal here: <https://tinyurl.com/5erm75su>

### At IFSMA

At IFSMA we sent a message to our Turkish members and this was acknowledged. Within 72 hours of the disaster we learnt that all terminals had stopped operations at the Port of Iskanderun.

### Port advisories

By 17 February the port's dry cargo terminals were returning to service except for Limak where there was a fire after the earthquake. It is understood that the terminal needs at least two to three months to return to service.

Damage controls were applied at the Ceyhan Botas Terminal. At the Yumurtalik Toros Terminal vessels were moved to the anchorage.

Inchcape Shipping Services has provided regular advisory notices here: <https://tinyurl.com/25rczbe5>

## Unlocking opportunities for Green Shipping in Africa

A Green Shipping conference in Accra, Ghana on 15 and 16 February provided a forum to discuss opportunities and challenges for African countries in the decarbonisation of international shipping. Key drivers of change include an ambitious and global regulatory framework put in place by IMO addressing energy efficiency; development of new technologies; and investments in renewable energy and infrastructure.

The conference – the first of its kind on the continent – was co-organized and co-sponsored\* by IMO, in collaboration with the Maritime Authorities of Ghana and Denmark. Participants came from 15 African countries.

### IMO S-G speaks

Opening the Conference, IMO Secretary-General Kitack Lim stressed the importance of collaboration and cooperation: *'Across the continent, there is a strong willingness and commitment to work with all stakeholders to explore and make a push towards renewable energy, to ensure that maritime transport benefits from the relevant investment and technology transfer, and that the workforce of the future is equipped for this imperative transition. Knowledge sharing is critical.'*

Mr Roel Hoenders, Head of Air Pollution and Energy Efficiency of IMO, presented IMO's latest energy efficiency regulations (EEXI and CII) and state-of-play in the revision of the Initial IMO GHG Strategy and the development of a basket of mid-term GHG reduction measures and associated impact assessment.



Through a programme of high-level in-person panels and interactive sessions, key decision-makers and senior advisers from African countries, leading business representatives from the maritime value-chain, ship owners and operators to cargo owners, ports, energy producers and financial institutions, development banks, academia and civil society identified expectations with regard to the revision of the Initial IMO GHG Strategy and the development of economic measures. New ways of working together, especially between the public-private

sector and between developed and developing countries, are crucial for the green transition.

## Opportunities and challenges

The panel sessions addressed opportunities and challenges in terms of unlocking finance for port infrastructure, renewable energy production, training and skill development of seafarers as well as job generation and attracting young generations to a low-carbon African shipping industry.

Country representatives highlighted the need to properly assess possible impacts on States of IMO's next greenhouse gas reduction measures. There was a focus on ensuring an equitable transition, including by means of additional capacity building and technology cooperation provided through IMO.

Also emphasized was the need for further regional and cross-continental cooperation in promoting energy efficient shipping, including through the use of future carbon revenues for port bunkering infrastructure, scholarships in renewable energy economics, and possible retrofitting and upgrading of the African shipping fleet.

The conference provided insightful elements which can inform discussions during the upcoming meetings of the Intersessional Working Group on Greenhouse Gases (ISWG-GHG) and MEPC 80 which will see the adoption of the revised IMO GHG Strategy and the further development of the basket of mid-term GHG reduction measures, including the associated analysis of possible impacts on States of economic measures.

IMO supports developing countries in renewable energy production, through the ITCP, projects and the IMO GHG TC Trust Fund, and organized earlier events on opportunities in ensuring a just and equitable transition of international shipping as presented during IMO's Second Alternative Fuel Symposium which took place during COP 27 in Sharm-el-Sheikh on 21 October 2022, see here: <https://tinyurl.com/34rbcj4v>

## Theme

The 2023 World Maritime theme is 'MARPOL at 50 – Our commitment goes on'.

\* through IMO's Integrated Technical Cooperation Programme (ITCP).

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## Cost impacts of GHG reduction

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### Fiji roundtable

A regional roundtable has been held in Fiji to discuss the collection of maritime transport costs data at the national level and the sharing of lessons learned.

The event, held in Suva, brought together 31 stakeholders and focal points from Pacific Small Island Developing

States\* (SIDS). The forum was a collaboration between IMO, the Pacific Community (SPC) and the Maritime Technology Cooperation Centre (MTCC-Pacific), with funding from IMO's Integrated Technical Cooperation Programme (ITCP). This was reported by IMO on 17 February.

The roundtable was part of IMO's efforts to support Pacific SIDS advance towards low-carbon shipping and underscores the role of South-South Cooperation in providing replicable solutions to challenges faced by IMO Member States in other regions.

## Vulnerability

Transport costs are particularly important in the Pacific region because it contains some of the States most vulnerable to climate change and which already face relatively high shipping and trade costs, due to their dependence on shipping for trade, including the importation of essential goods.



IMO is supporting Member States such as Pacific SIDS to ensure that short-, mid- and long-term measures in the 2018 IMO Initial Strategy on the reduction of GHG emissions from shipping do not impact them disproportionately.

During the two-day event held on 15 and 16 February in Fiji, IMO introduced the IMO impact assessment process and gave an update on the Organization's activities relating to greenhouse gas (GHG) reduction. The United Nations Conference on Trade and Development (UNCTAD) delivered a presentation on its perspectives on maritime transport costs, with a focus on Pacific SIDS.

## Transparent dialogue

Key outcomes of the roundtable include a 'Talanoa', a word used in Fiji and the Pacific to describe an inclusive and transparent dialogue through which experience and good practice can be shared.

Subjects discussed include the management of maritime transport cost data and the development of concrete recommendations on how to address existing data gaps,

with a view to facilitating the assessment of impacts on Pacific SIDS of future GHG reduction measures.

Perspectives were shared from the Pacific region on what a *'just and equitable transition'* towards low-carbon shipping means.

### Impacts of a GHG reduction measure

The Initial Strategy recognizes that the impacts on States of a GHG reduction measure should be assessed and considered appropriately before adoption. But it is understood that some countries face challenges in the preparation of impact assessments because of a lack data due to poor or minimal baselines.

To improve the availability of relevant maritime transport costs data for Pacific SIDS, IMO initiated a project in 2022 with MTCC-Pacific, funded through the IMO GHG TC-Trust Fund. The project was designed to facilitate future assessments of the impacts of candidate IMO mid- and long-term greenhouse gas reduction measures in the region, including, as appropriate, a possible economic measure.

\* Cook Islands, Kiribati, Nauru, Samoa, Solomon Islands, Tonga, Tuvalu and Vanuatu

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## IMO CARES: Addressing emission reduction and green technologies in Latin America

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A virtual workshop on maritime decarbonization and Research and Development (R&D) in Latin America and globally was held in Panama on 9 February. The workshop was organized by the IMO Coordinated Actions to Reduce Emissions from Shipping (IMO CARES\*) project and Maritime Technology Cooperation Centres (MTCC)-Latin America with the aim of highlighting the role of green technologies in achieving more sustainable shipping.

Maritime experts and sector specialist speakers discussed green energies and technologies, such as wind propulsion systems and solar energy; alternatives fuels for example ammonia and hydrogen; the relevance of innovation, research and data collection to tackle emissions; the need for financial investments and collaboration with stakeholders; and the importance of capacity building and inclusion, so no one is left behind in the journey towards decarbonisation in the Latin America region and internationally.

Over 200 participants from around the world also learned about how the IMO CARES project can help to support technology transfer globally, by bringing together stakeholders in the maritime sector and technology providers to help solving challenges in the work towards emission reductions.

### Linking R&D in Global North and South

The objective of the IMO CARES project is to link the research and development initiatives in the Global North

and the Global South to accelerate demonstration of green technologies and promote their development in a manner that assists blue economic growth in developing regions while creating new technology markets.



The project is currently in its preparatory phase. It was launched in April 2022, and is financed by the Kingdom of Saudi Arabia. As part of the foundation phase activities, similar workshops were organized between June and August 2022 in collaboration with Maritime Technology Cooperation Centres for the Caribbean, Africa and Pacific.

The full IMO CARES Programme is expected to be launched later this month (March 2023).

\* <https://tinyurl.com/2s3pawux>

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## IMO Secretary-General's Statement

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### Ukrainian ports in the Black Sea and the Sea of Azov

IMO Secretary-General Kitack Lim said that the IMO Membership and he personally remain deeply concerned about the ships and most importantly the seafarers that remain stranded in Ukrainian ports in the Black Sea and the Sea of Azov since 24 February 2022.

He stated:

*'At the start of this military conflict, some 2,000 seafarers were suddenly stranded in the affected area, on board more than 90 vessels. With the best efforts of all stakeholders, this number was reduced significantly, however over 300 seafarers and 60 ships remain stranded.'*

*'In the last twelve months, IMO has made immense efforts and provided extensive support towards UN-wide initiatives to resolve the situation with regard to stranded ships and seafarers.'*

*'As one of the major results, the agreement on the Black Sea Grain Initiative established a maritime corridor that allowed ships to export grain and related foodstuffs from Ukraine, with the aim of addressing global food insecurity.'*

*We are committed to continually providing every support needed to ensure the continued success of this vital initiative.*



*'I am actively pursuing, in close collaboration with the relevant Member States, all avenues to facilitate negotiations with the key stakeholders in the region to allow for the safe departure of the stranded vessels and seafarers. I remain hopeful that with this enduring will for cooperation and communication, we will be able to facilitate the safe departure of the remaining ships and seafarers as soon as possible.*

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## **Professor Max Mejia to lead WMU**

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On 22 February IMO reported that Professor Max Mejia had been selected to succeed Dr Cleopatra Doumbia-Henry as the new President of the World Maritime University.

Following a competitive selection process, Professor Max Mejia has been selected by the IMO Secretary-General to be Chancellor of the university, to succeed Dr Cleopatra Doumbia-Henry as the new President of the World Maritime University (WMU), based in Malmö, Sweden.



It is expected that Professor Mejia will take over the president's role on 29 June this year, when Dr. Doumbia-Henry's term expires.

## **World Maritime University (WMU)**

In 1983 the World Maritime University (WMU) was founded by the IMO. The mission of WMU is to be the world centre of excellence in postgraduate maritime and ocean education, research, and professional training, while building global capacity and effective implementation of the IMO Conventions and regulations and promoting maritime sustainable development. It also promotes the roles of women in the maritime and ocean sectors.

As an entity within the UN system, WMU has been delivering the United Nations Sustainable Development Goals (UN SDGs) on education, gender equality, affordable and clean energy, decent work and economic growth, sustainable industrialization and innovation, climate action, the oceans, peace and justice, and working in partnership.

To date, WMU has 5,807 alumni from 170 countries and territories.

More information on the university can be found on its website here: <http://www.wmu.se/>

## **Professor Maximo Q Mejia Jr**

Professor Maximo Q Mejia Jr is currently Director of the PhD Program and Associate Academic Dean at the World Maritime University.



*The new President of the WMU, Professor Max Mejia, is himself a graduate of the University, based in Malmö, Sweden.*

He studied Political Science at the United States Naval Academy, Annapolis, Maryland and went on to obtain a Master of Arts in Law & Diplomacy at the Fletcher School at Tufts University, United States.

He is himself a graduate of WMU, having received a Master of Science in Maritime Safety Administration in 1994. Professor Mejia also has a Licentiate of Engineering and Doctor of Philosophy from Lund University in Sweden.

Before joining WMU in 1998, Professor Mejia saw duty on board various naval and coast guard vessels, as well as in shore-based facilities in the Philippines.

During a sabbatical from WMU between 2013 and 2016, Professor Mejia served as the Administrator (Director-General) of the Maritime Industry Authority (MARINA) in the Philippines.

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## Mrs Mandana Mansoorian

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We were informed on 27 February that Mrs Mandana Mansoorian, Deputy Permanent Representative of the Islamic Republic of Iran to the International Maritime Organization and Vice-Chair of the IMO Technical Cooperation Committee, has passed away.



IMO Secretary-General, Mr Kitack Lim, paid tribute to Mrs Mansoorian at the opening of the 9<sup>th</sup> Session of the Sub-Committee on Ship Systems and Equipment (SSE 9), at IMO Headquarters in London running from 27 February to 3 March.

He said: *'It is with great sadness that we have learned of the passing of Mrs. Mansoorian, who represented the Islamic Republic of Iran at IMO, as Deputy Permanent Representative, since 2015. Mandana was known to all of us as a great friend.'*

Mr Lim commended her commitment to the ideals of IMO, her capable representation of her country, and her work as the Vice-Chair of the Technical Cooperation Committee. He added: *'Over the years, her considerate responses, dedication, good collaboration, and constructive approach have been a source of inspiration to many and to me, personally.'*

He concluded his tribute with: *'I convey my deepest condolences, and those of the entire IMO family, to Mrs. Mansoorian's family, to the Government of the Islamic Republic of Iran and to her colleagues and friends. We have lost a true friend of IMO.'*

A minute's silence in memory of Mrs Mansoorian was observed by those in the hall.

Mrs Mansoorian was appointed as Iran's Deputy Permanent Representative to IMO on 27 January 2015.

In a personal tribute Secretary-General Lim added the following: *'Mandana was a great advocate for capacity-building. She actively represented her country at many events, voicing her support for capacity building in panel discussions and roundtables. For example, at the 2022 IMO-UNEP-Norway Innovation Forum, she participated in a panel on Green transformation: a voyage together through technical and technology cooperation and inclusive innovation, giving us all a clear message will stay with us: 'Leaving no one behind is key. Without consensus we cannot move forward.'*

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## Guinea-Bissau

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### Oil spill response planning

A workshop was held in Bissau, Guinea-Bissau from 20 to 24 February to improve the country's ability to respond swiftly and effectively in the event of an oil pollution incident. This event was the result of Guinea Bissau's request for help in developing their National Oil Spill Contingency Plan (NOSCP) from the Global Initiative for West, Central and Southern Africa (GI WACAF). It works with governments and industries to enhance oil spill preparedness, response and cooperation. This was reported by the IMO media service on 24 February.

### Effective preparation

Having a NOSCP puts in place the foundation for an effective and sustainable oil spill preparedness and response framework. The aim of this workshop, tailored to Guinea-Bissau's particular needs, was to develop specific key documents within the NOSCP. Those present reviewed the country's strategic and operational plan and, with technical assistance from GI WACAF, Sensitivity Maps were developed, and the National Oil Dispersant Policy finalised.



This event follows a National Workshop held in Bissau in 2022 at which the country's National Oil Spill Contingency Plan was launched.

### IMO's commitment

This February's meeting forms part of IMO's continuing commitment to support African Small Island Developing States (SIDs) and Least Developed Countries (LDCs) in the effective implementation of the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC) Convention.

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## USCG oil-spill-on-ice exercise

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### Alaska

Members from the US Coast Guard, Alaska Department of Environmental Conservation (ADEC), and Navy Supervisor of Salvage (SUPSALV) participated in an ice-based pollution response exercise at Joint Base Elmendorf-Richardson (JBER) in Anchorage, Alaska, from 30 January through to 2 February.

SUPSALV's contractor, Global PCCI (GPC), simulated an oil spill on Otter Lake and demonstrated various containment and recovery methods suitable for Arctic conditions. One such method was use of a rope mop skimmer, which involved digging a trench, without penetrating through the layer of ice, and drilling holes in the trench down into the water. This method allows for oil to float up through the holes and become contained in the trench. There the oil is collected by a rope mop skimmer, which uses oil-attracting fibers to pick up the oil and transfer it to a holding tank.



In the words of Lieutenant Andrew Ratti, Sector Anchorage, Incident Management Division: *'This is an exceptional opportunity for our partners to come together to exchange knowledge, practice recovery techniques, and test equipment before an actual incident.'*

*'We are learning the practical application of tactics and techniques, but we are also networking to ensure better communication when we need to coordinate efforts at an actual incident.'*

Coast Guard members from Anchorage, Juneau and the Great Lakes Oil Spill Center of Expertise (GLCOE) in Sault St. Marie, Michigan, gained hands-on experience building containment berms, using ice augers, and setting up fast erect tanks. Participants also practiced a

diversionary technique using plywood to divert oil trapped beneath ice to a designated location for cleanup.

Anna Carey, ADEC State On-Scene Coordinator added: *'Oil spill exercises provide a safe, collaborative environment where members of the response community can work together and exchange knowledge, ideas and concerns.'*

*'Exercises are especially important in Alaska where weather conditions, remote locations and availability of response equipment and personnel make oil response especially challenging.'*

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## Liquified hydrogen tanker

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### Flame discharge

#### ATSB investigation and report

The failure of an incorrectly-fitted electrical solenoid valve led to the brief propagation of flame from a liquified hydrogen carrier gas combustion unit's vent stack, an Australian Transport Safety Bureau investigation has found.

The liquified hydrogen (LH2) carrier *Suiso Frontier*, built as a prototype ship to assess the technical aspects of transporting LH2 by sea, had arrived at the Port of Hastings, Victoria on 20 January 2022, on its maiden voyage.

The 116 metre loa ship had departed Kobe, Japan on 25 December 2021 with 55 tonnes of LH2, and was to load additional LH2 from the gas liquefaction facility at Hastings before returning to Kobe.

After LH2 had been loaded at Hastings on 24 January 2022, the ship was still berthed on the evening of 25 January when the gas control equipment malfunction occurred.

A worker on board the ship observed a yellow gas flame briefly propagate from the gas combustion unit's vent stack on the ship's deck. There was no subsequent fire or explosion, and no injuries or damage were reported.

An ATSB investigation found the gas combustion unit's air fan discharge damper actuators – which regulate the flow of air into the unit – were fitted with direct current (DC) electrical solenoid valves, which were incompatible with the 230 V alternating current (AC) supply from the GCU control system.

Of this incident ATSB Chief Commissioner Angus Mitchell commented: *'During roughly 400 hours of service prior to the occurrence, the solenoid valves were subjected to conditions for which they were not designed.'*

*'When one of these solenoid valves failed, the fan discharge damper it was operating closed. Consequently, the temperature of the gas combustion unit increased, eventually resulting in the discharge of flame from the unit's vent stack.'*

In addition to the incorrect solenoid valve being fitted, the ATSB found the gas combustion unit was not equipped to detect the failure of the valve, nor the subsequent closing of the damper.



Illustrations per ATSB website:  
<https://www.atsb.gov.au/investigation-reports>

Mitchell added: 'Automated safety controls intended to detect a malfunction to prevent such an incident were not effective.'

'The ATSB's investigation highlights the importance of ensuring automated shipboard operating systems are equipped with safety controls to prevent hazardous consequences in the event of a malfunction.'

'The incident also shows the importance of stringent manufacturer quality controls to ensure correct system components are specified and fitted to equipment.'

In response to the incident, the manufacturer of the gas combustion unit, Saacke, fitted limit switches on each air fan discharge damper to monitor damper position.

In addition, the system's control logic has been programmed to stop the unit if a fault is detected.

### The ATSB's investigation report

Readers are invited to see the ATSB report MO-2022-001: *Gas control equipment malfunction on board the gas tanker Suiso Frontier at Western Port, Hastings, Victoria on 25 January 2022* here: <https://tinyurl.com/4ww8ma7p>

## Looking back at loss prevention in 2022

### A reflective brochure from TT Club

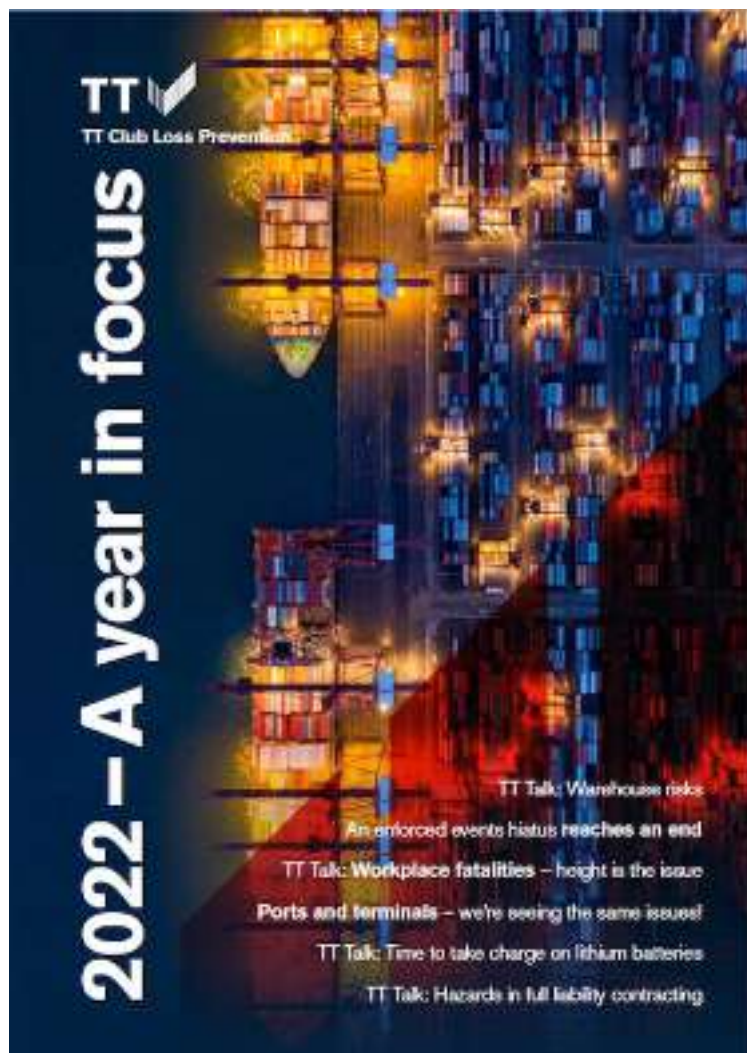
We learn, with no surprise, that TT Club continued to work hard throughout 2022, both through the Loss Prevention function and their many colleagues globally who helped advise clients on mitigating risk throughout the global supply chain.

For 2022 the latest *Year in focus* brochure took a look back over the previous twelve months at some of the key topics TT Club has covered, the events that they hosted and participated in, and further highlights key relations maintained, the initiatives delivered and broader achievements.

### Industry affected by global events

It is clear that over the past year the transport industry has once again been greatly affected by global events: Russia's war against Ukraine; spiking inflation; cost of living crisis and the continuing effects of the pandemic.

There is no doubt that impact of these events on the global supply chain has been painfully obvious with shortages and delays, higher prices for energy and food and long-term changes to the worldwide patterns of supply and demand.



At TT Club it has been stated that they are convinced that a thorough understanding of the practical risks is vital in mitigating the dangers to safety and security that are a consequence of these dynamic factors, and they have worked hard to ensure that guidance is readily available for their members.

As a mutual insurer solely focussed on the transport and logistics industry, TT Club is in a unique position to be guided by its Members' needs and to develop guidance in relation to their changing world and the risk profile. TT Club is connected to the industry and is able to respond with agility to the issues it faces, something that has been evermore important through these trying times.

### Making transport and logistics safer

The Club's mission is to make the global transport and logistic industry safer and more secure and therefore more sustainable and it believes that supporting resilient

operations should be a big part of this. The Club guides its Members in conducting safe and secure operations even when external factors are unstable and disruptive. At TT Club it is believed that only safe and secure operations can be considered sustainable, and this idea guided its Board to incorporate sustainability into the Club's mission.

On reflection 2022 was another disruptive year, but another bumper year of industry-leading guidance, webinars and presentations.

The publication: *TT Club Loss Prevention – A year in focus 2022* deals with, among other topics: warehouse risks; workplace fatalities; ports and terminals; lithium batteries and the hazards in full liability contracting, and more.

A copy of this 20-page document may be downloaded here: <https://tinyurl.com/3snf2nna>

### TT Club publications

TT Club produces an array of risk management guidance materials throughout the year, a key selection of which it has chosen to profile in this publication. This

*Year in focus 2022* document also highlights the global scope of TT Club's loss prevention activity. Various links are available throughout the document to access further information online. The entire library of TT's loss prevention guidance can be found at <https://www.ttclub.com/loss-prevention/>

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## Wilhelmsen Ship Management and Affinity Shipping

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### Launch full EU emissions reporting and trading services



(Left) Carl Schou, CEO and President of WSM, (right) Richard Fulford-Smith, Managing Partner at Affinity Shipping

Wilhelmsen Ship Management (WSM) and Affinity Shipping have signed an MOU to jointly establish an independent company that will provide comprehensive

compliance services related to the EU ETS (European Union Emission Trading System).

It is understood that the company's offering will be the first of its kind, offering a complete outsourcing service for shipping ETS management. The service integrates technical ship management and carbon allowance procurement to support shipowners, managers, and operators in the new era of emissions compliance.



Following the agreement in December among EU negotiators to include maritime shipping in the EU ETS, ship owners and operators will need to acquire emission permits for 40% of their applicable emissions in 2024, increasing to 70% in 2025, and 100% in 2026 and every year thereafter.

WSM brings technical management expertise to the table, including verification of emissions reports and compliance with the existing EU Monitoring, Reporting and Verification (MRV) framework, while Affinity brings experience in the sale and purchase of carbon products, EU Allowances (EUA) registry management, analysis of ETS exposure, and regulated advice on emissions markets.

Carl Schou, CEO and President of WSM commented: *'We are delighted to be collaborating with Affinity on this important initiative, which will bring added value to customers and ensure full transparency in the whole value chain. The partnership aims to provide a seamless transition into EU ETS compliance, as well as prioritizing our clients' interest by managing emission allowance in the most efficient way possible.'*

Richard Fulford-Smith, Managing Partner at Affinity Shipping, added: *'We look forward to working with WSM to launch the company that will provide a turnkey solution for ship owners' and operators' needs in the way of emissions reporting and trading support. It is a powerful pooling of expertise that furthers our aim to assist clients in managing their financial exposure to the approaching energy transition.'*

WSM is the ship management arm of the Wilhelmsen group and one of the industry's largest third-party ship managers with the most extensive global maritime network. Affinity Shipping has had a carbon desk since 2018 and provides client-specific regulated advice and agency broker services for carbon emissions management. The new joint venture company will be based in Oslo.



## About Wilhelmsen Ship Management

Wilhelmsen Ship Management (WSM) is a part of Wilhelmsen Maritime Services, a Wilh. Wilhelmsen Group company. WSM is one of the world's largest third-party ship managers with a portfolio of more than 450 vessels and 11,000 active seafarers.

WSM provides technical and crew management services for various vessel segments: LNG/LPG; ro-ro and PCC/PCTC vessels; FPSO/FSO; Container; Cruise; Bulk; Seismic; and Offshore. WSM manages vessels from seven offices worldwide alongside a crewing network of 21 manning offices in 13 countries.

Other key services include dry-docking services, layup services, newbuilding supervision, and inspection services

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## IUMI Facts & Figures Report Podcast

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IUMI is the International Union of Marine Insurance, with HQ in Hamburg and a hub in Hong Kong.

Twice a year industry reports are presented by the IUMI Facts & Figures Committee, outlining the most up-to-date key shipping and marine insurance data and statistics, as well as providing an overview of marine, offshore and related industries.



A IUMI podcast has been prepared with leading members of IUMI's Facts and Figures Committee: Jun Lin, Vice-President of Gard, and Astrid Seltmann from Cefor, the Nordic Association of Marine Insurers. They discuss how the marine insurance industry fared in 2021, the challenges it faces heading into 2023, and some of the key takeaways from this year's Facts and Figures report.

For a link to the podcast readers are invited to see here: <https://tinyurl.com/2p8f4w3z>

A IUMI corporate video is available here: <https://tinyurl.com/mtmebd9p>

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## MacGregor and ro-ro equipment order

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MacGregor, part of Cargotec, has been selected to supply ro-ro equipment for two 8000 LM ro-ro vessels built by Hyundai Mipo Dockyard (HMD) in the Republic of Korea for Cobelfret CLdN, Luxembourg.

It is understood that the order is booked into Cargotec's first quarter 2023 orders received. The first vessel is scheduled to be delivered to the owner by the end of the fourth quarter of 2024, and the second vessel in the second quarter of 2025.



## Cobelfret's services

Cobelfret CLdN's new ro-ro vessels are designed for shortsea connections and will operate in Northern and Western Europe routes. The order consists of design and complete hardware including stern ramps, ramp covers and hoistable car decks, access ramps, and rampway doors. In addition, MacGregor engineers will provide support and supervision during the installation.



It was further reported that the order was given to MacGregor following its long-term relationships with Cobelfret CLdN and Hyundai Mipo Dockyard. There is a strong local presence of MacGregor in the Republic of Korea enabling effective and professional capabilities to be brought to bear during the project contracting period. MacGregor offers strong after sales service.

MacGregor is well-known in maritime cargo and load handling circles.

Cobelfret's corporate video is to be found here:

<https://www.cldnroro.com/>

## Triangular expansion

At the end of 2022 Cobelfret announced that they would be expanding their services between Santander, Liverpool and Dublin with a new twice-weekly schedule from Santander to Dublin to double capacity on this service, in line with growing demand. Spanish cargo for the UK market will be transhipped in Dublin onto Seatruck Ferries regular shuttle service to Liverpool.

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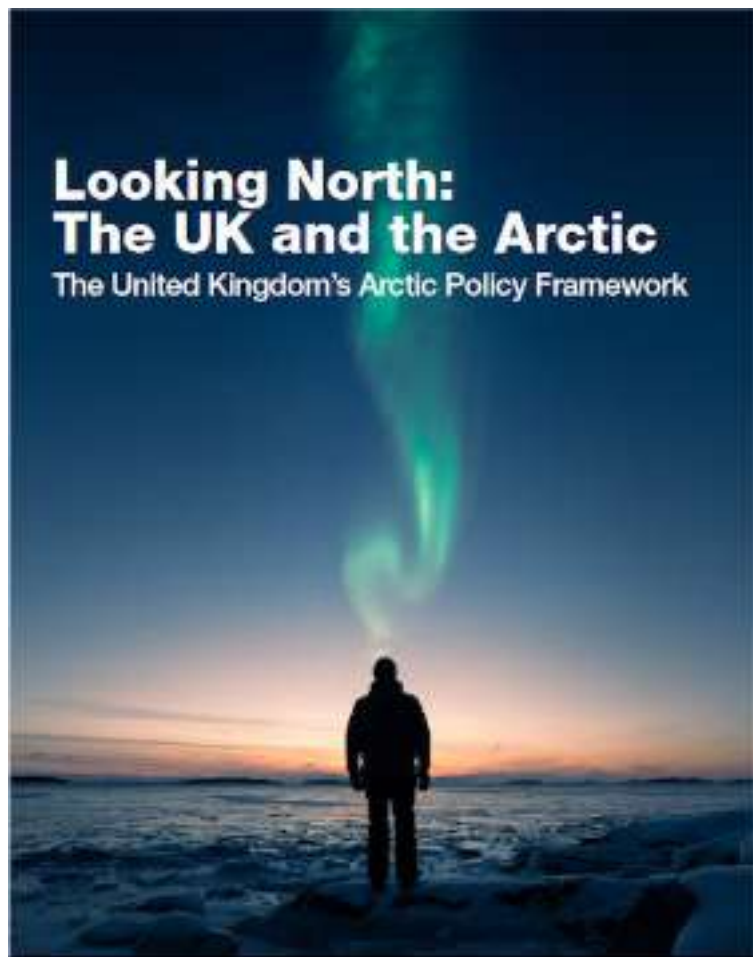
## Looking North: the UK and the Arctic

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### ***The United Kingdom's Arctic Policy Framework***

That is the title of a document issued by the British Government on 9 February.

This document brings together all the UK's policies and strategies relating to the Arctic under a single, integrated framework. It outlines the full range of UK interests in the region, and sets out the long-term priorities and objectives which shape the country's engagement and actions in the Arctic.



This new framework aims to represent evolution, rather than revolution, in the UK's approach to the Arctic. It covers the country's longstanding interests in the region, particularly at a time of heightened tension there, with Russia's invasion of Ukraine and growing competition from China. It has been stated that the UK's approach will remain dynamic, responsive to changes in the Arctic region and across the world.

## Regional stability

In the UK the long-term strategic objective remains for the Arctic to be a peaceful and stable region, characterised by cooperation. The framework reiterates that the UK will remain an active, influential and reliable partner in the Arctic.

In doing so, the UK will focus activity across four priority areas:

- I. Partnering and collaborating.
- II. Protection of the climate, people and environment.
- III. Preservation of security and stability.
- IV. Promotion of the nation's shared prosperity.

At the launch of *Looking North: the UK and the Arctic* it was stated that the UK will work with its partners and Allies to help maintain the Arctic as a place that is safe, secure, peaceful, and well-governed, protecting its environment and the communities that live there.

The document *Looking North: the UK and the Arctic* is available here: <https://tinyurl.com/mry7nx5t>

## The Arctic Council

The Arctic Council has been the leading intergovernmental forum promoting cooperation, coordination and interaction on common Arctic issues since its inception in 1996. Celebrating its 25<sup>th</sup> anniversary in 2021, its longevity is a testament to the important role the Council has played in promoting peace and cooperation in the Arctic.

The UK has been a State Observer to the Arctic Council since its first meeting, and its status was most recently reaffirmed at the 12<sup>th</sup> Ministerial meeting of the Arctic Council in Reykjavik in May 2021. The UK has continued to be represented at all of the Ministerial and Senior Arctic Official meetings, and we have participated actively in the Council's work.

The Arctic States, that is to say the Member States of the Arctic Council, are: Canada; The Kingdom of Denmark (including Greenland and the Faroe Islands); Finland; Iceland; Norway; Russian Federation; Sweden and the United States of America.

## The marine environment

The UK has played a particularly prominent role in the Arctic Council's Protection of the Marine Environment (PAME) Working Group, recently helping frame the Polar Code (The IMO International Code for Ships Operating in Polar Waters), and establishing the Arctic Shipping Best Practice Information Forum to support the exchange of information and best practice.

## Passenger vessel trends

The UK supported the development of the Marine Litter Regional Action Plan, which works to reduce the impact of marine litter, including micro-plastics in the Arctic seas. Together with Canada and Iceland, the UK also co-led the Arctic Marine Tourism project to analyse passenger vessel trends in the Arctic region.

## Hydrography

The UK Hydrographic Office (UKHO), as a global leader in producing charts and publication services to support international maritime navigation, continually develops its publications to take account of changing shipping patterns and new trading routes.

To do so, UKHO maintains strong links with Arctic nations to ensure access to the best available data to serve the needs of the international mariner.

### Supporting the nation's Arctic interests

Furthermore, the UKHO is developing marine capability in geospatial information management to support the UK's Arctic interests. Such capability will ensure that UK expertise, scientific research, hydrographic surveying, marine cartography and nautical information is suitably integrated to provide comprehensive and efficient information management.

The UK will continue to seek Associate Member status of the Arctic Regional Hydrographic Commission for the UKHO, in order to maintain close links with other nations in the region and to share the UK's knowledge and expertise of Arctic hydrography.

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## Testing times

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**By Michael Grey, Honorary IFSMA Member**

You would almost think that it is a seasonal phenomenon, these regular warnings about ships' machinery grinding to a standstill on account of something nasty having been introduced into the bunker tanks. The consequences of off-spec or non-compliant fuel are generally dire, ranging from wrecked machinery, to expensive operations to purge the system and rid the ship of the filthy stuff, which never should have been aboard in the first place, if the proper precautions had been taken. And it might be that the "non-compliance" involves illegality, which beside the above, could see the owner and the Master (why the Master of a ship is responsible for bunker specifications is one of the mysteries of the sea) heavily fined by a wrathful flag state, whose inspectors have detected the problem.

The latest warning, in the shape of a report from Lloyd's Register and their specialist consultants Thetius, put some numbers into the public domain. The report suggests that no less than 1m tonnes of off-spec and non-compliant fuel are detected every year; a pretty staggering quantity. I always like to think of these numbers in units which can be easily grasped, and that's four VLCCs full of the stuff, if you like, which is said to cost ship operators between \$27,000 and \$50,000 per incident. And what about the ones which got away?

Is this a problem which is getting worse, or is it that with a greater emphasis upon inspections to ensure compliance with more onerous fuel regulations, brought about by emission criteria, there is just more of it being picked up? And it is worth putting the problem into perspective, in a time of changing regulations, increasing focus upon fuel quality and against the millions of tons of maritime fuels that are annually consumed by the world fleet.

But whatever is the answer to these questions, there is no escaping from the fact that the quality of marine fuel is generally far less assured than practically any other. One can be reasonably sure that somebody running a power station, or other large fuel consuming machinery, will not put up with the sort of louché performance standards in the supply of fuel routinely put up with by ships' chief engineers. And a supplier of off spec fuel to the motor trades or aviation wouldn't last long in the business. You might say that ships – here today and gone tomorrow – are natural victims of sharp practice – there are plenty of stories from years ago about even coal being so poor that the steam pressure could not be maintained. Perhaps the "culture" which presided over shale and stones masquerading as useful fuel just never really changed when oil came along.

It is probably also a fact that in so many cases it is the charterer, rather than the owner, who is responsible for the bunkers, is looking for a cheap deal, and may only be vaguely interested in the quality of what is supplied. Moreover, even though there are these regular warnings and stern invocations to test fuel taken aboard before it is ever let near the machinery, it will be invariably to the owner's account.

There are excellent and highly reputable fuel testing services available all around the world, so if everyone could be persuaded to use them, you would think that this problem would disappear. In these columns we have pointed to companies which have been put on this earth precisely to test and track fuel all the way from its refinery to the ship, able to detect every possible impurity. But there will always be some bean counter, or chancer, who will veto their employment, leaving the quality, or specification in the lap of the Gods, who are not always smiling.

You could also argue that if the industry is to embrace some of these exciting new fuels, like methanol or ammonia, there will need to be new levels of precision and expertise in their handling, to provide both safety and quality assurance. It seems to be the preferred strategy of designers to place the fuel tanks containing these "future fuels" on the weather deck, rather than below. One doubts whether anyone has consulted the seafarers who will sail on these emission-free ships, but one proposed design for a large bulk carrier that is current shows an enormous tank of ammonia each side of the accommodation. It rather spoils the view, although their near neighbours may have other thoughts.

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

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## WISAMO inflatable wing sail

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**DNV awards Michelin first AiP**

It was reported from Nantes, France, on 10 February that DNV had awarded an AiP to Michelin for their WISAMO wing sail system. This is the first AiP to have been awarded to an inflatable wing sail design and is currently

being installed for testing on the DNV-classed vessel *MN Pélican*.

First introduced in 2021, the WISAMO sail is an inflatable, retractable, automated wing sail which can be installed on commercial vessels and pleasure craft. The sail is automated with a system developed by Michelin R&D and is retractable for entry into ports and transit under bridges. The AiP has been awarded based on DNV's WAPS ST-0511 standard.

Initial tests of a WISAMO sail were carried out on a sailing yacht. Currently installation of a 100m<sup>2</sup> system is being undertaken on the DNV-classed *MN Pelican*. The 155metres loa 8,600 dt Compagnie Maritime Nantaise ro-ro cargo vessel, operates under charter to Brittany Ferries and sails between Poole, UK and Bilbao, Spain. This will allow testing of the system under commercial navigation conditions, it is reported.

In the words of Gildas Quemeneur, Initiative Leader at Michelin: *'We are very pleased to receive this AIP for the WISAMO solution.'*



*The certificate presentation with a model of the installation on the MN Pelican. From left to right: Davis Bertrand, Key Account Manager, DNV; Gildas Quemeneur, CEO, WISAMO and Edouard Leveau, Technical Manager, Compagnie Maritime Nantaise..*

*'It is a very important step forward the further development of this innovative solution to contribute to maritime transport decarbonisation.'*

*'We are now ready for the wing sail usage on MN Pelican ro-ro that will allow experimental tests in heavy maritime conditions. All returns of experience will now contribute to build the larger WISAMO wing sail.'*

Hasso Hoffmeister, Senior Principal Engineer at DNV Maritime added: *'For the maritime industry to reach the ambitious decarbonisation targets that have been set by regulators and increasing demanded by stakeholders, we need to look to enabling technologies that can boost vessel performance, reduce fuel use, and enhance sustainability.'*

*'This is why we are seeing a growing interest in WAPS for owners where the combination of compliance strategy, vessel type, and route offer potential benefits. However, as with every novel technology, acceptance and uptake*

*can only grow from a foundation of trust, supported by rigorous, trusted and evolving technical standards.'*

## **DNV standard**

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



*The prototype of the sail that will be installed on the Maritime Nantaise ro-ro cargo vessel MN Pelican.*

## **What is an AiP?**

An Approval in Principle is an independent assessment of a concept within an agreed framework, confirming that the design is feasible, and no significant obstacles exist to prevent the concept from being realized.

The AIP is typically carried out at an early stage of a project to confirm its feasibility towards the project team itself, company management, external investors or future regulators.

**The International Windship Association**  
<https://www.wind-ship.org>

DNV is a member of the International Windship Association and aims to use its membership to further

support and accelerate the uptake of wind-assisted propulsion systems by the global shipping fleet. For news of windship activities see here: <https://tinyurl.com/nj3ckxuh>

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## Indian Register of Shipping news

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### Classification services for floating dock and new generation OPVs at Goa Shipyard

Indian Register of Shipping (IRS), reported in mid-February that it is providing classification services for two major new construction projects at Goa Shipyard Ltd (GSL).

A 120m long floating dock is being built for the Sri Lankan Navy, under a grant from India. The design and construction of the floating dock will be certified by IRS, which will bring to bear its prior experience in certification of floating docks.

The second project comprises New Generation Offshore Patrol Vessels (NGOPVs) for the Indian Navy. These ships are designed to strengthen maritime security by undertaking a multitude of operational roles, both in blue water and in the littorals. These roles include seaward defence, protection of offshore assets, EEZ patrol, mine warfare, and anti-piracy missions. It is understood that the vessels will be built as per GSL's in-house design and fitted with the most modern equipment. The design of the NGOPVs also incorporates complex naval combatant vessel features.

The vessels will be validated by a well-qualified IRS team, experienced in technical analysis and stealth studies.

Commander KK Dhawan, Head, Defence IRS said: *'This is a testimony to the close professional cooperation between Goa Shipyard Ltd and IRS. IRS is increasingly expanding its role in India's defence sector and these new projects are another significant step forward.'*

There is a link to the Indian Register's corporate video here: <https://tinyurl.com/mvp7y4e2>

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## Africa as green jobs leader

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### Shipping undergoes low carbon revolution

It was reported from Accra, Ghana, on 15 February that experts from the Maritime Just Transition Task Force had told Africa's maritime leaders that their continent was well placed to take a large share of the new jobs and training places expected from shipping's green transition.

### Africa as a world leader

In a joint statement by UNGC<sup>1</sup>, ICS<sup>2</sup> and ITF<sup>3</sup> we learn that Africa has an opportunity to become a world leader in seafarer training and could yet claim many of the new green jobs available as the global shipping industry transitions to low- and zero-carbon fuels. Delegates were told of this at that day's Green Shipping Conference held in Accra.

## Growth markets

The conference was hosted by the Ghana Maritime Authority in partnership with the Danish Maritime Authority and the UN's IMO. Delegates, including many Directors General of shipping, gathered representing 17 maritime authorities from across the African region. With 1.3 billion people and a combined GDP of \$3.5 trillion dollars, Africa is one of the world's biggest growth markets.

Helio Vicente, senior manager of trade policy and employment affairs at the International Chamber of Shipping asked: *'Many shipowners are already ordering vessels with new designs, powered by alternative fuels and equipped with new technologies. More orders will be made of these new vessels. But the question is: do we have the crew to operate them?'*

Research commissioned by the Maritime Just Transition Task Force found as many as 800,000 seafarers could require additional training by the mid-2030s to handle low and zero-carbon fuels such as hydrogen and ammonia if the IMO adopts a target for net zero emissions for shipping by 2050 in line with the 1.5 deg C goal of the Paris Agreement in July, as many expect it to.



*ITF Africa Regional Secretary Mohammed Dauda Safiyanu.*

*Credit: ITF©*

As the industry cuts carbon pollution and moves away from fossil fuels to alternative low to zero carbon in anticipation of July's decision, the training and maritime job opportunities are growing, the Task Force experts say,

### An African centre of maritime excellence?

Addressing conference delegates, Vicente added: *'There is already a shortfall in officers and almost 90,000 additional officers will be needed by 2026. Africa has the opportunity to step up and help provide the world with these seafarers and more, trained with the skills needed for the future.'* He said that a future global centre of maritime excellence for seafarer training could be based

in Africa, bringing with it more jobs and wider benefits for the region.

In conclusion: *'Africa can leverage the strategic opportunities of this shipping revolution. But our advice is that you need to move on this now, today.'*

### Africa's important role

Mohammed Dauda Safiyanu, Africa Regional Secretary for the International Transport Workers' Federation (ITF) stated: *'We know that the decarbonisation of shipping, like any transport sector, will only be successful with a Just Transition for its people.'*



ITF Inspector for Ghana Captain Catherine Haizel.

Credit: ITF©.

He continued: *'Our region, Africa, has an important role in developing the workforce of the future, and also to make sure our African seafarers are properly supported with good quality jobs.'*

*'To capitalise on this transition, we need to start bringing all parties – governments, employers, and trade unions – together, to align the various training, health and safety, and investment elements. ITF is here to see Africa succeed, and see our continent's seafarers succeed. Seafarers move the world.'*

### Quality training makes a difference

Captain Catherine Haizel, maritime lecturer and seafarer, reflected: *'Governments and employers need to listen to the voice of women seafarers about what we need from a life at sea. I know from many years as a seafarer and as a teacher of maritime studies, that quality training, conditions and benefits make the difference. I see a huge potential for a Just Transition to improve our industry so we can attract more women and more African seafarers.'*

Captain Haizel is also ITF inspector for Ghana. She is lecturer at the Regional Maritime University in Ghana and

is a member of the Ghana Merchant Navy Officers' Association.



South Africa joined the world in declaring seafarers essential workers.

©SAMSA

### Africa's opportunity

Sturla Henriksen, Special Advisor, Ocean, UN Global Compact, said: *'Moving towards a low-emission global economy will create tens of millions of new, high-quality green jobs across sectors. Through ensuring a Just Transition to a green economy, Africa has an opportunity to capitalize on the emerging green jobs of the future - in shipping and beyond. Governments must now come to the International Maritime Organization this summer and align on an ambitious decarbonization goal of total zero emissions by 2050 with strengthened 2030 and 2040 targets to align to the 1.5°C of the Paris Agreement.'*

*'This will help to unlock the investments in seafarer training and skills today to support the green maritime jobs of the future. Small and medium enterprises can play an important role in green job creation, and the UN Global Compact Africa Strategy provides a sustainability roadmap for action.'*

It is understood that the Task Force sees July as an important moment to achieve ambitious consensus and unlock the investment needed to unleash the green maritime jobs of the future.

<sup>1</sup> <https://www.unglobalcompact.org/>

<sup>2</sup> <https://www.ics-shipping.org/>

<sup>3</sup> <https://www.itfglobal.org>

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## USCG Marine Safety Alert

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### Pilot access

### Gateway handhold arrangements

### Incorrect terminations can lead to marine casualties

From Washington, DC, on 9 February the US Coast Guard issued Safety Alert 04-22-CH1

This Safety Alert addresses the importance of verifying the correct arrangement of handholds in embarkation gate arrangements aboard merchant vessels.

It is understood that the Coast Guard is currently investigating a casualty

involving a fall from a pilot ladder where the handholds in the gate arrangement aboard the vessel terminated without being rigidly secured to the vessel's



Figure 1: Handholds that terminate above the vessel structure

structure. This termination left a gap in the handholds at the transition point at the head of the pilot ladder, where an embarking person might reach to pull themselves onto the vessel.



Figure 2: Gap in handholds appear to accommodate spreader.

The Coast Guard observed that the abrupt termination of the handholds above the vessel structure appeared to be a modification that was completed to

accommodate the length of the pilot ladder spreader during deployment and retrieval of the pilot ladder. The modification made it possible to retrieve the pilot ladder without having to lift the spreader up and over the vessel's railings.

SOLAS 2020 (Consolidated) is clarified by IMO Resolution A.1045 (27), as amended by Resolution A.1108 (29), to indicate that each handhold in a gateway arrangement should be rigidly secured to the ship's structure at or near its base.

### US Coast Guard recommendation

In its Safety Alert 04-22-CH1 of 9 February the Coast Guard strongly recommends that flag state administrations, classification societies,

port state control inspectors, and shipboard personnel:

- Ensure familiarity with applicable requirements pertaining to handholds in gateway embarkation arrangements aboard merchant vessels.
- Visually examine handholds in gateway embarkation arrangements for gaps, specifically at the lower terminations.
- Initiate rectification and issue outstanding conditions to meet regulatory intent for any non-conformities discovered.



Figure 3: Handholds rigidly secured to the vessel structure at their base.

### ISO standard

The International Organization for Standardization (ISO) recently published a series of standards aimed at improving pilot ladder safety. These standards supplement existing IMO recommendations and requirements for pilot ladders. Vessel owners and operators, shipboard personnel, and system designers are highly encouraged to review and comply with these standards.

The ISO documents are:

- ISO 799-1:2019 Ships and marine technology — Pilot ladders — Part 1: Design and specification.
- ISO 799-2: 2021 Ships and marine technology — Pilot ladders — Part 2: Maintenance, use, survey, and inspection.
- ISO 799-3:2022 Ships and marine technology — Pilot ladders — Part 3: Attachments and associated equipment

The USCG document informs that Safety Alert 04-22-CH1 is provided for informational purposes only and does not relieve any domestic or international safety, operational, or material requirements.

The document has been developed by the Coast Guard Sector New York Investigations Division, and distributed by the Office of Investigations and Analysis.

### Any questions

Coast Guard invite any questions on this topic.

They should be sent to: [HQS-SMB-CG-INV@uscg.mil](mailto:HQS-SMB-CG-INV@uscg.mil)

Coast Guard draws attention to other related available information here:

- International Maritime Organization (IMO) Resolution A. 1045(27) and Resolution A. 1108 (29) titled, "Pilot Transfer Arrangements". The links for these documents are A 1045 27 ([imo.org](https://imo.org)) and A 1108 29 ([imo.org](https://imo.org)).  
<https://tinyurl.com/5e56k7pz>  
and  
<https://tinyurl.com/2p8vb6wm>
- USCG Safety Alert 14-18 titled, *Don't Forget about Gangways and Ladders! Pilot Dies in Gangway Accident*, posted on the DCO site here:  
<https://tinyurl.com/2s4d52mn>

## IMO and IMPA

Advice by IMO and the International Maritime Pilots' Association (IMPA) with a Required Boarding Arrangements for Pilot poster is available on the IMPA website here: <https://tinyurl.com/4r85rc5y>

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## Problems with automation

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### IDC and ITF warning

Full automation of port terminals does not bring improvements in the productivity of the concessionary companies or in the ports that host them. This is the main conclusion drawn from an exhaustive and comprehensive independent report produced by the Centre for Innovation in Transport (CENIT) on behalf of the International Dockers' Council (IDC) and the International Transport Workers' Federation (ITF). A *communiqué* to this effect was issued by ITF on 13 February.

### Full automation not necessarily the answer

According to the authors of this study, fully automated terminals do not represent better productivity rates than traditional terminals. In addition, CENIT experts point out the high vulnerability to cyber-attacks, greater exposure to hackers and, consequently, a higher rate of insecurity for goods and ports.

Sergi Saurí, Director of CENIT, said: *'In the port sector it has always been assumed that full automation would bring better productivity rates, but based on the current real experiences, there is no evidence to support that.'*

CENIT also point out the high level of upfront capital costs and additional maintenance costs for automated terminals. In addition, the research points out inherent dangers such as the power concentration on the part of the concessionary companies, which implies a price control, and consequently, a loss of sovereignty and control by public administrations and national governments.

### Negative economic impact

Likewise, automation negatively impacts economic and tax sustainability, entails practices that affect free competition in that they grant more power to shipping companies, improve revenues only for their shareholders,

and raise the danger of monopolistic practices. This also leads to a decrease in rates, and therefore a reduction in port revenues leading to a significant loss of resources.

## Social sustainability

Regarding the social sustainability of the workforce, the study points to negative impacts for port automation including the loss of thousands of jobs for both terminal workers and the supply and auxiliary companies, and the lack of adaptability to rapidly respond to unexpected situations. These types of terminals, located in more socially advanced countries are guilty of social dumping and practices where remote maintenance tasks are outsourced to countries with fewer freedoms and rights for workers and with much lower salaries. In this sense, automation has a direct impact on tax revenue for the state, as it will mean lower tax collection and higher social security costs due to job losses, not just at the port but also in the surrounding community.

## About the authors of the study

Centre for Innovation in Transport (CENIT) is an independent entity with more than two decades of experience and is part of the International Centre for Numerical Methods in Engineering (CIMNE).

Created by the Government of the Generalitat de Catalunya, through the Department of Territory and Sustainability and by the Universitat Politècnica de Catalunya-Barcelona Tech (UPC), it prepares studies and reports for all types of public and private entities, from the European Union, to governments, port administrations, associations and companies in sectors as diverse as urban mobility, logistics and maritime transport or infrastructure management.



For the realisation of this joint report between IDC and ITF analysis and interviews have been conducted with port authorities, international organisations, terminal operators, cybersecurity experts, 5G technology providers and trade unions.

## IDC and ITF position on automation

The IDC and ITF are the most representative trade union federations of port workers at the international level and are fully opposed to the processes of automation of port terminals. IDC and ITF will continue to organise against this type of process that attacks workers' rights and decimates both quality port jobs and jobs in the wider community.



The IDC and ITF will continue to defend the rights of port professionals. We will also seek to make multinationals and administrations involved in automation processes aware of the dangers and weaknesses. Workers are not against technological change but will not accept any process that leads to compulsory job losses or inferior terms and conditions for port workers.

## USCGC Stone's scheduled visit to Montevideo

From Montevideo, Uruguay, the US Coast Guard announced that the cutter *Stone* arrived in the port for a scheduled visit on 19 February.

It is understood that USCGC *Stone* is conducting a multi-mission deployment in the South Atlantic Ocean, exercising the US Coast Guard's partnership with the host nation to counter illicit maritime activity and promote maritime law enforcement throughout the region. *Stone's* deployment focuses on developing partnerships and increasing US interoperability with South American nations to counter illegal, unreported, and unregulated (IUU) fishing.



USCGC *Stone's* 35-foot long range interceptor small boat crew conducts vessel-on-vessel use of force training in the Atlantic Ocean in January.

US Marine Corps photo by Corporal Ethan Crow. USMC ©

In the words of Captain Clinton Carlson, *Stone's* CO: 'Illegal, unreported, and unregulated fishing has replaced piracy as the leading global maritime security threat.'

'The United States stands with Uruguay in our shared commitment to countering this threat and we are working hand-in-hand to uphold our mutual security interests in the region.'

### Port State Measures Agreement

Uruguay and the United States are party to the Port State Measures Agreement, the first binding international agreement that targets IUU fishing. The agreement brings together best practices to strengthen enforcement measures for signatories to apply when foreign fishing and fishing support vessels seek entry into their ports to prevent IUU-caught fish and fish products from being

landed or trans-shipped, eliminating the economic incentives that drive IUU fishing.

### Tuna conservation

Both nations also participate in the International Commission for the Conservation of Atlantic Tunas (ICCAT), which coordinates the conservation and management of highly migratory fish species throughout the Atlantic Ocean, including through shared science and joint monitoring.

*Stone's* visit is intended to build a mutual understanding and rapport among the nations' maritime forces to advance our shared efforts to strengthen the Commission's tools against IUU fishing.

Carlson added: 'US maritime law enforcement presence in South American waters is not unusual.'



USCGC *Stone's* 26-foot over the horizon small boat for vessel-on-vessel use of force training in the Atlantic Ocean, January 2023.

US Marine Corps photo by Corporal Ethan Crow. USMC ©

'Many of the illicit actors operating in this region come from all over the world to fish in other nations' exclusive economic zones. Partnering with these nations' maritime forces allows us to identify those who are violating our partners' maritime sovereignty, fishing migratory species to near extinction, and impacting the economic livelihoods of coastal communities that rely on sustainable fish stocks.'

### An earlier visit

USCG *Stone* last visited Uruguay in January of 2021 on a similar mission to address port security and threats posed by IUU fishing, and to help facilitate safe and lawful maritime commerce and travel.

### The 1953 Mutual Defense Assistance Agreement

*Stone's* second visit to Montevideo in as many years comes at an opportune time, as the United States and Uruguay mark the 70<sup>th</sup> anniversary of the 1953 Mutual Defense Assistance Agreement between the nations. The accord served as the foundation of the long history of cooperation between the two democracies in defence

equipment, training, and peacekeeping operations around the world that continues to thrive today.



*USCGC Stone is the ninth Legend-class national security cutter in the Coast Guard fleet and currently homeports in Charleston, South Carolina.*

*US Coast Guard photo by Petty Officer 3<sup>rd</sup> Class Riley Perkofski.  
USCG ©.*

Stone is the ninth Legend-class national security cutter in the Coast Guard fleet and currently homeports in Charleston, South Carolina. The national security cutters can execute the most challenging national security missions, including support to U.S. combatant commanders.

### **US Coast Guard Atlantic Area**

This Coast Guard cutter is under the command of US Coast Guard Atlantic Area. Based in Portsmouth, Virginia, US Coast Guard Atlantic Area oversees all Coast Guard operations east of the Rocky Mountains to the Arabian Gulf. In addition to surge operations, they also allocate ships to work with partner commands and deploy to the Caribbean and Eastern Pacific to combat transnational organized crime and illicit maritime activity.

### **IUU-F: more information**

Information about the US Coast Guard's efforts to combat IUU-F, including the Coast Guard's IUU-F Strategic Outlook, the National 5-Year Strategy for Combatting IUU-F, and other resources, can be found here:

<https://www.uscg.mil/iuufishing/>

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## **Inmarsat latest**

### **Successful launch of world's advanced satellite**

Inmarsat, a world leader in global, mobile satellite communications, announced on 23 February the successful launch of its latest I-6 F2 spacecraft from the Cape Canaveral Space Force Station aboard a flight proven SpaceX Falcon 9 rocket.

This launch saw I-6 F2 lift off from Cape Canaveral, Florida, reaching a top speed of almost 40,000km/h as it left Earth above central Africa. The satellite will now spend several months travelling to its geostationary orbit,

36,000km above the Equator, using its onboard electric propulsion system. It is scheduled to connect its first customers in 2024, following rigorous in-orbit technical testing.

Satellite I-6 F2 follows its twin, I-6 F1, which launched from Japan in late 2021. They are said to be the most sophisticated commercial communications satellites ever and will provide a revolutionary upgrade in Inmarsat's global coverage services for at least the next 15 years. Satellite I-6 F1 is scheduled to connect its first customers later this year.

The new I-6 satellites add further capabilities to Inmarsat's ORCHESTRA communications network; a unique, global, multi-dimensional, dynamic mesh network that will redefine connectivity at scale with the highest capacity for mobility worldwide. ORCHESTRA enables Inmarsat's partners and customers to keep pace with their growing data demands and enables them to empower emerging technologies in the future, such as autonomous vehicles or flying taxis.

Rajeev Suri, CEO, Inmarsat, commented: *'I want to extend my profound thanks and appreciation to our dedicated employees and partners who have made this launch a reality. Our I-6 programme has been six years in the making. Last week's launch marked another milestone as we revolutionise global communications at scale.'*



*Launch of Inmarsat's latest I-6 F2 spacecraft from the Cape Canaveral Space Force Station.*

*'Of course, this is not the end. Along with the I-6s, we will add five more advanced spacecraft to our fleet by 2025 as part of our fully funded technology roadmap. That will allow us to continue to meet our customers' needs into the 2030s and beyond, while enabling new technologies for a smarter, more connected Earth.'*

According to an earlier *communiqué* (2021) new services include close-shore navigation for autonomous vessels, next-generation emergency safety services for maritime crews, secure and tactical private networks for governments. New segments set to benefit from ORCHESTRA include [energy rigs](#) and [drilling platforms](#), [coastal vessels](#)<sup>1</sup> and [smart passenger ships](#)<sup>2</sup>.

<sup>1</sup> <https://tinyurl.com/2drvh3u>

<sup>2</sup> <https://tinyurl.com/39za3h2m>

## NAVTOR Auto-Routeing

On 22 February NAVTOR, the Norwegian maritime technology company, announced the launch of an auto-routeing programme said to simplify demanding tasks for busy bridge officers.



*NAVTOR's Auto-Routeing - pointing the way forwards for the industry.*

Planning detailed routes can now be achieved at the touch of a button, we learn. As we know there are a huge number of variables and a great many decisions that have to be made on the bridge and plotting optimal routes can be a painstaking and crucial process and one of which mariners have been dreaming of having simplified for many years.

Auto-Routeing is a subscription-based module on NAVTOR's NavStation platform. This can provide, for example, a detailed berth-to-berth route (including voyage distance and duration), a fundamental shift for navigators.

Although we understand Auto-Routeing has been around for some years it has not been available with this capability. It is said that NAVTOR's accomplishment has been built on the firm's track record with ENCs.



*Auto-Routeing from NAVTOR: point-to-point routes with the click of a button.*

Auto-Routeing employs an integrated eco-system of digital provision gathering all voyage critical information on a single platform known as NavStation with a constant feed of real-time global AIS data. The result is claimed to

be an intuitive display that instantly calculates the shortest available routes, down to the very finest details.

According to literature issued, using the route planning function it is possible to plot from one waypoint to another, press calculate, and all the other waypoints along the route will appear. Such an operation can be achieved from a vessel's current location, or from any given point en route.

Other data considered for input includes weather routeing, environmental regulations, NavArea warnings, passage planning, port data and so forth.

A suggested route can be compared with alternatives which are also generated by the module's proprietary algorithm at the touch of a button. This comparison is possible with navigators reviewing and refining suggestions to meet their exact needs. For example, 'blockers' can be activated along the way to avoid areas, such as busy straits, shallow water, port entries or canals. Additional ports or waypoints can be added, cargo specified, and all routeing alternatives controlled. Suggestions can also be saved for further route- and passage planning purposes.



*NAVTOR: in touch with maritime innovation.*

According to NAVTOR the device is constantly consuming data and updating on a weekly basis, leading to continual improvements and optimal accuracy.

NAVTOR products and services are employed in over 8,000 vessels and the award winning Auto-Routeing provision is just one layer on the NavStation platform. Others include port data, AMVER reporting, weather routeing, manoeuvring assistance, passage planning, e-publication reader, environmental regulations and much more, all geo-referenced and seamlessly overlaid on top of the latest ENCs.

## Beating up ship operators

**By Michael Grey, IFSMA Honorary Member**

We need the shipping industry more than ever – it's essential to modern life, so why do so many different interests spend their days beating it up? It was a question that occurred to me when reading about the latest draft guidelines about measures to reduce the impact of

underwater radiated noise, which (the guidelines, not the noise), have emerged from the International Maritime Organisation. These will have been promoted by the burgeoning number of NGOs which seem to have inserted themselves into an organisation which, we ought to remind ourselves, was once primarily engaged in the improvement of maritime safety.

It's not that we should be ignoring the noise that humans have been making in the seas and oceans ever since the first mechanically driven ship appeared. Maybe it even predates this; you might imagine the dolphins of the Mediterranean becoming quite agitated at the threshing of all those banks of oars splashing around the fleets of triremes in classical times. And submariners tell me that noise from propellers and on-board machinery can be detected at very long ranges.

I have never been underwater in a submarine, but if you dine aboard the Master Mariners' HQ ship Wellington, in the old boiler room well below the surface, you can clearly hear the noise of the passing commuter craft and pleasure boats as they pass. But whether this sort of thing annoys or confuses sea creatures, one can only surmise, although the activists are quite dogmatic about the subject. And the issue is now being seized upon to proscribe other maritime activities, like offshore windfarm development, on account of the underwater noise it all makes.

It won't be cheap to mitigate either, although it is said that better propeller design reducing any cavitation makes things quieter (while improving performance). Covering the screws in graphene, or boring holes in the blades, are strategies also being advocated by some experts. Ships might have to go even slower, or undertake massive diversions to avoid confusing sea creatures. Initially, there will be the requirements for yet another "management plan", which must be completed, along with all the rest of the endless strategies that tabulate proposed emission reductions, count the number of barnacles on the bottom, and itemise the impact that the ship will make upon the environment from the day her keel is laid to the final snapping of the scrappers' shears upon her remains. And that is just the start.

But to most ship operators who learn of these new problems, the reaction will probably be one of weary resignation – a sort of "what on earth will they think of next to make it harder to earn a crust running ships?" And you might be able to sympathise with these thoughts, although they won't be able to voice them out loud, lest the legions on anti-social media descend upon them, with enraged activists gluing themselves to their office doors.

If you study the cumulative burdens that have descended upon the shipping industry over the decades, and I have been looking at it for more than sixty years, there is a sort of malign pattern that seems to be followed by so many of these technical advances that are devised to mitigate shipping's impact upon the planet, or, indeed, many of the developments per se. It's not that they are bad in themselves – it is just that they very often have unforeseen consequences, or once out at sea, just don't work as they should. Think of the mess we got into over antifouling with one type of coating being required to prevent harming marine life being found even more harmful than that which it replaced. Ballast management systems which, er, fail to

manage ballast sufficiently or fall to bits because of the corrosion. There are terrible memories of oil separation equipment that just didn't perform as it was advertised.

More recently there arrived scrubbers which seemed to work perfectly, but could not be used because of objections from coastal states. Ships were forced to employ cold ironing using electricity from coal-fired power stations. It's a list as long as your arm, of equipment or procedures that were prescribed for all the right reasons, but for some reason, failed to deliver the goods or otherwise disappointed with unforeseen snags. It sometimes seemed that the wretched shipping industry was seen as a bottomless pit of money, or was just a test-bed for regulatory experimentation.

It doesn't fill the average ship operator with a great deal of confidence as the next generation of shipping is expected to cascade the industry down to the nirvana of "net zero" fuels, with some of the new fuels appearing to contain very lean energy, or offer some quite frightening characteristics. You will think of your own concerns about this energetic progress, but if I lived near the docks, I might have something to say about a ship with a gigantic tank of ammonia parked on the afterdeck, berthed just over the dock wall. That one hasn't come up yet, but maybe it should be considered.

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

**This article first appeared in *Maritime Advocate online*, Issue No 824 of 24 February and appears here by kind permission of the Author and the Editor.**

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## **Joint open letter on seafarers still trapped in Ukraine**

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On 20 February the International Chamber of Shipping (ICS), a few days before the first anniversary of the commencement of the war in Ukraine, sent a joint open letter with over 30 other organisations and companies to the UN Secretary General – HE António Guterres – to prioritise the immediate release of the 331 seafarers and 62 ships that remain trapped in Ukrainian ports

This joint industry open letter appears below:

20 February 2023

For the attention of His Excellency António Guterres  
United Nations Secretary General  
United Nations Headquarters  
E 46th St & 1st Ave  
New York 10017  
United States of America

### **Joint open letter on seafarers still trapped in Ukraine**

**Re: Shipping industry call for help to evacuate the 300+ seafarers still trapped in Ukraine ports**

*Your Excellency Secretary-General Guterres,*

*As we approach one year since the start of the war in Ukraine, the co-signatories of this letter write to you to highlight the 331 seafarers still trapped on vessels in the*

*Black Sea and Sea of Azov. We call on the United Nations, and on your diplomatic influence, to address this matter urgently and evacuate all remaining seafarers and ships.*

*Our seafarers are the heart of our industry and cannot be forgotten. For 12 months now they have been caught up in a crisis far beyond their control. Simply doing their jobs cannot come at the expense of their lives.*

*We recognise and celebrate the United Nations, and your leadership, for the Black Sea Grain Initiative that the UN successfully brokered with Türkiye between Ukraine and Russia. This has allowed safe passage of critical grain and fertiliser shipments from Ukraine to populations most in need, and curbed food prices from spiralling out of control. We are committed to supporting the continued success of the Black Sea Grain Initiative, however this cannot come at the expense of innocent seafarers' lives. Action must be taken now.*

*Without our seafarers, movement of the vital grain shipments out of Ukrainian ports would not have been possible. While there are challenges to evacuating seafarers and their ships, it must nonetheless be a top priority. Otherwise, we risk the lives of our seafarers, and this is unacceptable.*

*Yours faithfully,*

*Please kindly see below the full list of signatories to the letter.*

- Armateurs de France – Mr. Jean-Emmanuel Sauvée, Chairman
- Bahamas Shipowners Association – Mr. John Adams, Chairman
- BIMCO – Mr. David Loosley, Secretary General & CEO
- CONFIRTAMA – Italian Shipowners' Association – Mr. Mario Mattioli, President of Italian Shipowners' Association
- Cyprus Shipping Chamber – Mr. Thomas A. Kazakos, Director General
- Daiichi Chuo Kisen Kaisha – Mr. Masaharu Kurosawa, Representative Director, President Executive Officer
- Danish Shipping – Ms. Anne H. Steffensen, Director General and CEO
- European Community Shipowners' Association (ECSA) – Mr. Sotiris Raptis, Secretary General
- FONASBA – Mr. Jonathan C. Williams FICS, General Manager
- IINO KAIUN KAISHA, LTD. (IINO LINES) – Mr. Hiromi Tosha, President and Representative Director
- INTERCARGO – Dr. Kostas G. Gkonis, CEO
- InterManager – Capt. Kuba Szymanski, Secretary General

- International Chamber of Shipping – Mr. Emanuele Grimaldi, Chairman
- International Christian Maritime Association (ICMA) – Mr. Jason Zuidema, General Secretary
- International Federation of Shipmasters' Associations (IFSMA) – Mr. Jim Scorer, Secretary General
- International Maritime Employers' Council Ltd. (IMEC) – Mr. Francesco Gargiulo, Chief Executive Officer
- International Maritime Health Association (IMHA) – Dr. Robert Verbist, President
- INTERNATIONAL PARCEL TANKERS ASSOCIATION (IPTA) – Mr. Mike Beviss, General Manager
- International Seafarers' Welfare and Assistance Network (ISWAN) – Mr. Simon Grainge, Chief Executive
- International Union of Marine Insurance (IUMI) – Mr. Lars Lange, Secretary General
- INTERTANKO – Dr. Phillip Belcher, Marine Director
- Japanese Shipowners' Association – Mr. Junichiro Ikeda, President
- Kawasaki Kisen Kaisha, Ltd. ("K" LINE) – Mr. Yukikazu Myochin, Representative Director, President and Chief Executive Officer
- Mitsui O.S.K. Lines, Ltd. – Mr. Takeshi Hashimoto, Representative Director, President, Chief Executive Officer
- Nippon Yusen Kabushiki Kaisha (NYK Line) – Mr. Hitoshi Nagasawa, President, Representative Director, President and Chief Executive Officer
- RightShip – Mr. Steen Lund, CEO
- Sailors' Society – Ms. Sara Baade, CEO
- Seafarers Hospital Society – Ms. Sandra Welch, CEO
- Stella Maris – Mr. Martin Foley, Chief Executive Officer/European Regional Coordinator
- Synergy Denmark A/S – Mr. Tommy Thomassen, COO
- The Mission to Seafarers – Mr. Andrew Wright, Secretary General
- The Seafarers' Charity – Ms. Deborah Layde, Chief Executive
- UK Chamber of Shipping – Ms. Sarah Treseder, CEO
- Union of Greek Shipowners – Ms. Melina Travlos, President
- Verband Deutscher Reeder (VDR) – Dr. Gaby Bornheim, President & Dr. Martin Kröger, CEO

CC: His Excellency Kitack Lim  
Secretary-General of the International Maritime Organization  
4 Albert Embankment  
London SE1 7SR  
United Kingdom

CC: His Excellency Gilbert F. Houngbo  
Director-General of the International Labour Organization  
4 route des Morillons  
CH-1211  
Genève 22  
Switzerland.

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## Search Radar on AUTO mode and SART

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### SART detection reduced - NI caution

According to The Nautical Institute and its MARS scheme\* during a recent marine search and rescue incident, a survivor was drifting in the water holding an activated 9 GHz (X-band radar) Search and Rescue Transponder (SART). The survivor saw four vessels pass close by as he held the SART above the water, but none of the vessels' crews detected the SART on their radars.

The survivor was finally rescued after three hours in tropical stormlike conditions. After the incident, the survivor's SART was tested. It was found to be in good condition and operating in accordance with all requirements for a 9 GHz SART.

Post-incident analysis revealed the X-band radar settings that are optimal for navigation might actually prevent the SART signature from displaying on a searching vessel's radar screen. The gain, sea clutter, rain clutter, and tuning on X-band radars are commonly operated in Auto mode, but this was found to drastically reduce or completely eliminate the ability of the receiving radar to display the dots or circular lines that indicate the SART's position.

In addition, the orientation of the SART antenna and the height of the SART above the water both affect the ability of an X-band radar to detect a SART. The SART is designed to free-float or to be mounted on a pole in a life raft or on a survival craft. This height above the water will improve the device's ability to transmit and receive signals, while also providing a much better target than a SART floating in the water.

**The narrow end of a SART is the antenna. This should be vertical and as high as possible. But the narrow end is also the only suitable location for a person in distress to firmly hold a SART. If a person in the water holds a SART by its antenna, the SART's ability to transmit and receive signals from an X-band radar will be reduced.**

### Lessons learned

The Nautical Institute in its MARS paper relevant to this problem provided the advice below.

- If you are on a vessel that has been assigned search and rescue duties and are searching for possible survivors, do not use the AUTO mode for radar rain,

sea and gain settings. Use the manual modes and adjust the rain and sea clutter settings to the lowest possible setting that will still give a somewhat clear screen.

- The gain should be put to the highest possible adjustment without causing undue radar returns that pollute the screen.
- If you are a survivor floating in the sea and have an activated SART in hand, hold it as high as possible above your head but do not use the narrow end as a handle. This is the antenna.
- If you are a survivor in a lifeboat or liferaft, mount the SART as high as possible with the narrow end uppermost.

### Broadcast

We at IFSMA have been asked to circulate this caution widely.

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\*MARS = Mariners' Alerting and Reporting Scheme, a confidential reporting system run by The Nautical Institute to allow full reporting of accidents (and near misses) without fear of identification or litigation.

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## HAPAG-Lloyd and Hazardous cargoes

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Fifty years ago, Hapag-Lloyd was one of the first liner shipping companies to set up a dedicated dangerous goods department.

Today, Hapag-Lloyd carefully approves all declared dangerous goods shipments, reviews shipment feasibility and performs thorough compliance checks. Their experience provided by experts around the globe, enables Hapag-Lloyd to provide a reliable dangerous goods specialist advice service.

Queries on dangerous goods can be answered by experts by way of [DG@hlag.com](mailto:DG@hlag.com)

More information is available here: [www.hapag-loyd.com](http://www.hapag-loyd.com)

HAPAG-Lloyd was one of the first liner shipping companies to set up a dedicated dangerous goods department. Currently a global network of regional dangerous goods experts make sure cargo receives the special attention it needs.

There is an excellent IT-setup developed for smooth processing of dangerous goods shipments and the company has outstanding Cargo Patrol software providing an extra layer of security by automatically identifying undeclared or suspicious bookings.

Standardised global processes and strict internal guidelines that in some cases go beyond legal requirements are available in HAPAG-Lloyd's comprehensive global service network.

There is a HAPAG-Lloyd introductory dangerous good video of 3:31 here: <https://tinyurl.com/3suz5kst>