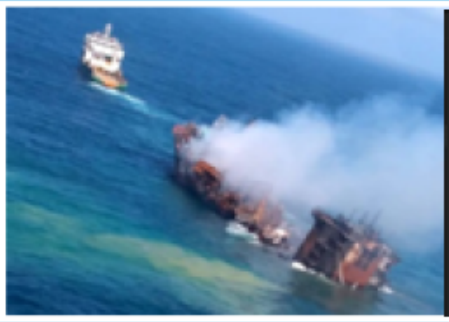
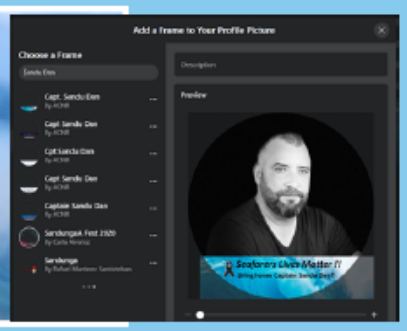
CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

CESMA NEWS

JUNE 2021

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CESMA NEWS
JUNE 2021

CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

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CAPT. J. CHENNEVIERE †	CAPT. J-D. TROYAT
CAPT. G. KIEHNE	CAPT. J. JUAN TORRES †

ADVISORS: PROF. J. SPAANS CAPT. W. MUELLER

CESMA LOGBOOK (2021 – 1)

We were represented at the following occasions:

15 APRIL – ON LINE CESMA BOARD MEETING

27 APRIL – 2ND DECARBONIZING SHIPPING FORUM29 APRIL – NI WEBINAR CREW CHANGE

13 MAY – NI WEBINAR BRIDGE WATCHKEEPING 28 MAY – ON LINE CESMA BOARD MEETING3 JUNE - NI WEBINAR REMOTE PILOTAGE

19 JUNE – NI WEBINAR FUTURE SKILLS FOR SEAFARERS

21 JUNE – LETTER TO EU COMMISSIONER FOR TRAINSPORT ABOUT PROBLEMS FOR REPATRIATION OF BODIES OF DECEASED SEAFARERS ON BOARD SHIPS

21 JUNE – CREWCONNECT EUROPE VIRTUAL EVENT

On the front page:
M/v Vantage Wave with the body of deceased Romanian Captain; Crew from Royal Caribbean vaccinated in the Port of Miami; Concept of autonomous container ships; X-Press Pearl partially sunk; Esperanza ferry sailing in Chile

2021 LIFE IS COMING BACK TO NORMAL

The situation worldwide with COVID-19 pandemic is improving slowly never mind the new Indian strain of the virus. So are the travel and meeting possibilities for people. As it could be seen from CESMA Log we are participating yet mainly in virtual events but following the trends in Europe CESMA Board decided to organize next CESMA AGA in Rijeka, Croatia in September, 17th. After more than two years when we were not able to meet each other there are a lot of problems to be solved either in our organization or in our member organizations. We continue living virtually and managed to discuss and solve some matters of urgency on line but to follow our mission we need real meeting among us and with decision makers in Europe and worldwide.

In many countries vaccination began and it's going on slower or faster. Seafarers never mind the urge of IMO and declaration of UN to be declared as key workers in many countries are not yet recognized as such and they have no priority in vaccination. In some countries like USA the seafarers arriving in ports by ships get the possibility to be vaccinated but that example is far from worldwide implementation. Furthermore the world is yet far from unification of travel and cross border pass. That creates a lot of problems to manning companies when making crew change and seafarers themselves when joining or getting off a ship. We've already heard voices about crew vaccination passports for seafarers. Some countries accept vaccination as a tool to permit travellers to transit borders or to enter countries without any further complications while others have stricter rules requiring additional tests and administrative procedures. The other serious problems we faced during latest months are the bodies of deceased seafarers to be transferred from the ship to the country where the seafarer comes from. Our Romanian colleagues alarmed us about one of our members whose body stayed on board the ship for more than three months. That is serious violation of the human rights of the suffered master and CESMA reacted accordingly.

From the other side the tense atmosphere worldwide and the above mentioned problems concerned the mental wellbeing of seafarers on board ships and shipmasters additionally experienced difficulties in connection with ensuring safe operations on board their ships. All the matters will be discussed during our coming Annual General Assembly (AGA) in September and

I hope we'll plan and do all the things in favour of European ship masters and future of European shipping together with other stakeholders in the industry.

On 25th of June we celebrated the Day of the Seafarer 2021. All the member associations arranged the day as per the possibilities in their countries. Most of the events had been made on line like NI webinar, IMO program which was entirely on line as well. Anyhow to keep the spirit of the day is our mission to safe attractiveness of the maritime profession and especially the ship masters' key role in the modern shipping.

Capt. Dimitar Dimitrov, PHD, FNI,
CESMA Deputy President

NEXT CESMA AGA IN RIJEKA, CROATIA, 16TH-17TH SEPTEMBER, 2021

Following decision of CESMA Board 26th Annual General Assembly of CESMA will be organized on 17th September 2021 and it will be hosted by the member organization Union of Croatian Shipmasters Associations in Rijeka. Details for registration, event hotels and further details CESMA members will receive in a message from the President.

- ZHUPK is member of CESMA since 2004. (In 2002 association of "Captains of the North Adriatic Association – Queen of the Sea" was founded which was the successor of previous "Association of SFRJ Merchant Navy Captains"
- In 2011. ZHUPK was hosting CESMA AGA in Zadar
- In year 2021. will be hosting CESMA AGA for the 2nd time, this time in Rijeka on September 16th + 17th

MINUTES OF THE CESMA BOARD MEETING ON 20TH FEBRUARY 2021 MADE ON LINE VIA GOOGLE MEET

Those present: Captain H. Ardillon, President (AFCAN, France), Captain D. Dimitrov, Deputy President, BSMA, Bulgaria, Captain L. Geenevasen, Administrator (NVKK, Netherlands), Captain J. Karnincic, UKPTM, Croatia

The Board was welcomed on line by the President of CESMA, Captain Hubert Ardillon.

Agenda for the Board Meeting was adopted as proposed:

1. CESMA AGA 2021 - date, agenda;

2. Invitation EMSA;3. Any other matter.

Captain Mariano Badel, CESMA Vice President is absent from the meeting.

ITEM 1: CESMA AGA 2021 – date, agenda

Capt. Ardillon summarized the situation with pandemic in France and in Europe. Capt. Geenevasen explained the measures against pandemic in Netherlands. Capt. Karnincic explained the preparations made for the AGA. He proposed for the time being to keep the dates for CESMA AGA 16-17 September 2021. With vaccination program in Europe all board members expressed their agreement and confirmed the dates. Capt. Karnincic reported the activities done as follows:

1. Ministry of the sea and transport - Mrs Nina Perkov, e-mail : uprava.pomorstvo@pomorstvo.hr;

2. Nedjeljko Kapetanović capt., Manager of Tug company in the port of Rijeka, mail:nedjeljko.kapetanovic@jps.hr;

3. Port Authority of Rijeka, mail:rijeka.gateway@portauthority.hr:

4. City of Rijeka, Mrs. Dijana Jelušić, mail:dijana@rijeka.hr:

5. PGŽ county.mail:ured.zupanije@pgz.hr;

6. Bero Vranić-DAMACO , mail :bvranic@hotmail.hr

7. Faculty od maritime study Rijeka.prof.CV Vlado Frančić EN , mail:vfrancic@pfri.hr;

8. Dalmont shipyard Kraljevica, mail:dalmont@ri.t-com.hr;

9. Jadrolinija Rijeka, Mrs.Renata Lesica, mail:renata.lesica@jadrolinija.hr;

10. ZHUPK-president capt.Nenad Šimičić, mail:neno.simicic@gmail.com:

11. Responsible for preparing promotive materials.

All the above mentioned parties confirmed their engagement in participating in CESMA AGA.

ITEM 2: Invitation EMSA

The Board members agreed on inviting Ms Maja Markkovic and capt. Ardillon will send her an invitation letter.

ITEM 3: Any other matters

Capt. Karnincic proposed further on line meeting to be done in mid June for further confirmation of the agenda, speakers and proposals for possible elections for Secretary General of CESMA.

Closure by the President

The President, Captain Hubert Ardillon , thanked the attendants of the Board meeting for their input and closes the meeting.

Captain H. Ardillon — President

15th April 2021

Captain D. Dimitrov — Acting General Secretary

MINUTES OF THE CESMA BOARD MEETING ON 28TH MAY 2021 MADE ON LINE VIA GOOGLE MEET

Those present: Captain H. Ardillon, President (AFCAN, France), Captain D. Dimitrov, Deputy President, (BSMA, Bulgaria), Captain M. Badell Serra, Vice President, (ACCMM, Spain), Captain J. Karnincic, UKPTM, Croatia

The Board was welcomed on line by the President of CESMA, Captain Hubert Ardillon.

Agenda for the Board Meeting was adopted as proposed:

1. CESMA AGA 2021 - date, agenda;

2. Any other matter.

Captain Leo Geenevasen, CESMA Admnistrator is absent from the meeting.

ITEM 1: CESMA AGA 2021 – date, agenda

Capt. Karnincic confirmed the dates for 26th CESMA AGA in Rijeka, Croatia to be held on 17th September 2021 preceded by Council Meeting on 16th September.

Capt. Dimitrov presented the preliminary agenda for both the council meeting and AGA. He proposed EMSA Deputy Director and Head of Digitalization Department Mr. Peter Kirov to be invited to the AGA. The proposals had been adopted and agenda for the Council meeting and AGA were adopted as preliminary with further confirmation later.

Capt. Dimitrov informed the Board members about the opinion of capt. Geenevasen, CESMA Administrator, that the last agreed the dates for AGA and Council Meeting and proposed preliminary agenda after phone conversation early in the morning on that date.

A decision had been taken capt. Hardillon to send official message to CESMA organizations

with the following draft:

26th CESMA AGA will be held in Rijeka, Croatia on 17th September 2021 preceded by seminar on the same date in the morning. Preliminary agenda for both AGA and seminar are attached to the minutes and the message;

CESMA Council Meeting will be held on 16th September 2021 with the preliminary agenda as attached. Agenda item 10 capt. Hubert Ardillon, CESMA President (as per the statutes cannot be elected as President after two successful consecutive mandates) is available for Secretary General position, Capt. Dimitar Dimitrov, CESMA Deputy President is available for Position of President;

Proposals for all the positions for Council Meeting Agenda Item 10 will be accepted in the Board from organizations as per the Statutes till 15th July 2021;

Proposals for Council Meeting Agenda Item 13, 27th CESMA AGA organization are kindly welcome by all the member organizations.

ITEM 2: Any other matters

Capt. Karnincic informed the Board that hotel for the guests and Board members had been arranged already.

Closure by the President

The President, Captain Hubert Ardillon , thanked the attendants of the Board meeting for their input and closes the meeting.

Captain H. Ardillon		Captain D. Dimitrov
President	28th May 2021	Acting General Secretary

INFORMATION FROM ROMANIAN SHIPMASTERS ASSOCIAITON

Our Romanian colleagues sent to CESMA Board the below quoted message:

We came aware about a very strange situation, involving a Romanian Master family. Capt. Sandu Dan passed away onboard M/V Vantage Wave, under the Liberian flag, on April 19, 2021, four days after the ship left a port in India. He felt unwell and most likely suffered a fatal heart attack, on a background of a pre-existing condition. The ship owners tried to send the body back to Romania, without success, although it transited several ports specifically for this: Singapore, Taiwan, South Korea, Malaysia,Vietnam, even Japan. The ship arrived at its destination in China on May 7, 2021, but the authorities have not yet allowed the ship to enter for operation until today.

So far, all possible steps have been taken at the Romanian Embassy in Beijing, ITF Romania, the Chinese agents, the insurers, the Romanian Ministry of Foreign Affairs, the Chinese Embassy in Bucharest, lawyers and ministerial advisers, without any success.

The family required at least his ashes to be brought back to Romania, but Chinese authorities, suggest burial "at sea" because are afraid of Indian Type of COVID-19, even if there are more than 2 months since the vessel called India.

In this moment the Romanian ministry of Defense is still working on how to bring the Captain's body home for proper funerals.

In solidarity with our deceased colleague, RSMA is considering a "Japanese Strike" amongst our Romanian Captains and crew, but the effect will be much stronger if our colleagues from international fleet will join us.

"Japanese Strike" means just wearing a band or symbol for solidarity, without affecting their, duties, schedule, Shipowners or local authorities.

Please let us know what is your opinion, and if we cand rely on your support in our action. Any kind of suggestion, advice or assistance from your side in order to speed up this matter will be highly appreciated.

Capt. Lucian MURARIU, ACNR Vice President, Founding Member

In solidarity with our Romanian colleagues CESMA Board sent the below letter to EU officials:

Confederation of European ShipsMasters' Association

Muntplein 10 - 1012 WR AMSTERDAM - THE NETHERLANDS
email : cesma-eu@introweb.nl

On 21 June 2021

To Mrs Adina VALEAN
EU Commissioner for Transport

To Mrs Stella KYRIAKIDES
EU Commissioner for Health and Food Safety

To Mr Henrik HOLOLEI – Mr Matthew BALDWIN
Mrs Magda KOPCZYNSKA – Mr Sandro SANTAMATO
Mr Sian PROUT – Mrs Daniela ROSCA
DG MOVE

Subject : Impossibility for repatriation of dead seafarers

Dear Madam, Dear Sir,

The Covid-19 crisis is not yet finished, mainly for seafarers. Even if they were declared and recognised as « key workers » by a great majority of countries, the situation for them does not still not go to a better and easier facility.

It came to our attention that seafarers who died at sea are still not treated as « normal humans ». Several cases of ships with bodies of seafarers died on board, due to the covid pandemy or not, are not allowed to be repatriated to their home country for proprer funeral. Despite the fact the countries who denied the landing and repatriation of bodies are all signatory of the IMO recommandation to recognise seafarers as key workers.

It is especially the case for two captains, on M/V Ital Libera and M/V Vantage Wave.

M/V Ital Libera : despite the decease of captain in April 2021, beginning june same year the owners should declared force majeure case in order to bring the vessel in Italy for to land the body of the captain in his country.

M/V Vantage Wave, the romanian captain died mid april 2021, probably not due to the pandemy but to a heart attack. The vessel sailed between Asia and South Africa, and was denied to desembark the body of the captain till now.
Even the solution proned by Chinese authorities to make a « burial at sea » is a solution which shows, if deemed necessary, the very poor consideration China is given to seafarers.

How can you imagine the physical and psychological conditions the « survival seafarers » are living and, maybe most important, working ? Does safety at sea improve in such conditions ?

Why all those countries signed the IMO recommandation ?
Should it be considered, or not, as a normal « human right » to be repatriated and buried in your own country ?

Cesma asks you, as European Commissioneers, to use of your influence to push the Administration of the countries where are calling vessels to be in concordance with the international rules and human rights.

We remain at Your disposal to discuss the matter.

Respectfull regards

Capt ; H. ARDILLON
CESMA President

SECOND VESSEL REFUSED PERMISSION TO LAND DECEASED CAPTAIN

Published Jun 14, 2021 4:26 PM by The Maritime Executive

File Photo: M/V Vantage Wave. Credit: MarineTraffic.com/Harvey Wilson

For more than a year, leading shipping organizations and charities have been alerting to the hardships faced by seafarers due to the restrictions put in place to control the pandemic. For the second time in a week, news has come out of a deceased seafarer being prevented from being returned home to his family after death due to these restrictions.

The international charity Human Rights at Sea, based in the U.K., is appealing to officials in China and other nations to assist in the reparation of the remains of a captain that have remained trapped aboard his ship for nearly two months.

The master aboard a Liberian-flagged cargo ship, the *Vantage Wave*, died at sea on April 19, 2021. The charity reports that the captain complained of swollen legs and very low blood pressure after his vessel loaded and sailed from Paradip Port in India. His clinical condition before passing did not indicate any COVID-19 infection, and subsequent medical advice sought by Gard acting on behalf of the vessel's owners suggests the death was the result of a cardiac arrest.

The 33,477 dwt cargo ship was transporting 25,000 tons of aluminum ingots bound for Huangpu New Port in Guangzhou, China. The vessel arrived at the Outer Guishan Anchorage, China, on May 7, 2021, and more than a month later remains waiting for berthing and discharge instructions.

After the captain's death, legal, insurance, and Romanian diplomatic efforts were undertaken to arrange for the disembarkation of the body. Human Rights at Sea reports that Singapore, Malaysia, South Korea, Taiwan, Vietnam, the Philippines and Japan, all refused requests to permit the vessel to dock and offload the captain's remains for transportation to his home in Romania. They reported that Gard has sought the assistance of local lawyers to no avail.

Chinese officials in the Guangzhou Municipal Government have also so far refused to grant permission for the captain's body to be disembarked from the ship. This is despite diplomatic and commercial negotiations. The family of the deceased captain also agreed, despite their religious and personal wishes, that they would permit the cremation of the body if that would facilitate his return home.

Chinese officials since 2020 have routinely been denying vessels permission to dock or complete crew changes, citing local COVID-19 restrictions. The plight of the bulk carriers transporting the disputed Australian coal to China made headlines in the fall of 2020 and winter of 2021 as those vessels were also held offshore.

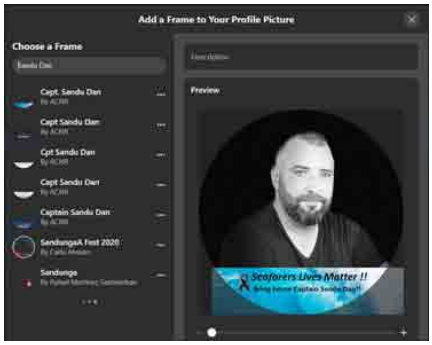
Human Rights Sea reports that the crew trapped offshore on the *Vantage Wave* are also facing a shortage of food and water after a month at anchor. They are calling on Chinese officials to act to alleviate the crew's hardships and to provide humanitarian aid for the repatriation of the master's remains.

This latest incident comes as another vessel, the *Ital Libera*, arrived back in Italy today after experiencing a similar challenge. The owners of the vessel took the extraordinary step of declaring a force majeure, canceling the commercial voyage and sending the vessel on a mercy mission from Indonesia to Italy to return the body of its Italian captain to his family. In that case, the captain was believed to have died from COVID-19, but even a quarantine period multiple countries refused the requests to permit the captain's remains to be landed and flow home, despite the intervention of the Italian government.

Information from Romanian Shipmasters Association:

We had initiated an action on Facebook, in solidarity with Captain Dan SANDU's family. Few frames were created, to be attached with profile picture, in order to raise awareness.

The frames can be found by searching: "Sandu Dan" as per attached picture.



Additionally we'll ask our Masters to wear during each port of call in ASIA, one band tied on the arm. I have attached the band model, which can be printed onboard. If is too difficult, then a blue colored piece of cloth can be used too.

It will be of great use if some of them can make few photos during the strike to be published on-line.

Tomorrow 25 June, being the International Seafarers Day, will be a good opportunity to start the "Japanese Strike" for raising awareness about these very unfortunate cases.

Thank you once again for your support!

Capt. Lucian MURARIU, ACNR Vice President

CESMA HAS AN ANSWER FROM EUROPEAN COMMISSION ON OUR LETTER REGARDING PIRACY IN THE GULF OF GUINEA

EUROPEAN COMMISSION

Cabinet of Commissioner Adina Vălean
Head of Cabinet

Brussels, 12.04.2021
CA.23.CAB.STAFF/ARES(2021)2368067

Capt. Hubert ARDILLON
CESMA President
Muntplein 10
1012 WR Amsterdam
The Netherlands

Dear Sir,

Thank you for your letter of 13 March 2021, on protection against piracy and armed robbery in the Gulf of Guinea.

The European Commission has been closely following the alarming evolution of the piracy situation in the Gulf of Guinea.

The EU has reinforced its efforts in the region, notably with the first pilot case of the Coordinated Maritime Presences (CMP) concept in the Gulf of Guinea, approved by the Council of the European Union on 25 January 2021 and to which you refer. In the framework of the CMP, the Gulf of Guinea has been established as a Maritime Area of Interest (MAI) and a Maritime Area of Interest Coordination Cell (MAICC) has been created. The CMP pilot case aims to enhance the EU's coordination capacities in the Gulf of Guinea as well as its capacity as a maritime security provider, and to offer greater European operational engagement.

Lessons learnt from the European Union Naval Force Somalia Operation Atalanta were taken into account in the design of the CMP pilot case. However, the two operational concepts are different. The involvement of EU Member States in the CMP mechanism is on a voluntary basis and the assets remain under national chain of command. The CMP pilot case also aims to support efforts by coastal States and the organisations of the Yaoundé Architecture to address security challenges, in line with the EU's Gulf of Guinea Strategy.

In addition, the European Commission is carrying out a number of capacity building projects in the Gulf of Guinea region that are relevant for maritime security. For example, one of these projects (WeCAPS) aims to increase the capacity of partner countries to address port related maritime security vulnerabilities.

Commission européenne/Europese Commissie, 1049 Bruxelles/Brussel, BELGIQUE/BELGIË - Tel. +32 22991111
Office: DM28 01/115 - Tel. direct line +32 229-83646

It remains essential that EU Member State-flagged ships follow the measures provided for by Regulation 725/2004 on enhancing ship and port facility security, which implements the International Ship and Port Facility Security Code (ISPS Code) in the EU, and the Best Management Practices West Africa that you refer to.

The European Commission will look to support discussions at the level of the International Maritime Organisation, exploring possible ways forward in further addressing the piracy situation in the Gulf of Guinea. In this sense, the European Commission welcomes the IMO Secretary General's call for enhanced cooperation and collaboration of States, international partners and relevant stakeholders in the region, and the expected organisation of a maritime security working group focusing on the Gulf of Guinea at the next session of the Maritime Safety Committee, MSC 103.

Finally, allow me to thank CESMA for the suggestions communicated. We look forward to working with you to address this important issue.

Yours sincerely,

INFORMATION FROM OUR BELGIUM COLLEAGUES ABOUT VACCINATION OF SEAFARERS

Vincent Van Quickenborne, Deputy Prime Minister and Minister for Justice and the North Sea

Brussels, 25 April 2021

PRESS RELEASE

Seafarers to be vaccinated as soon as possible

Seafaring is a closed community

The Interministerial Conference on Public Health has decided that seafarers will soon be vaccinated as a priority. Deputy Prime Minister and Minister of the North Sea Vincent Quickenborne is satisfied that the special circumstances in which seafarers have to work have been taken into account.

Seafarers play an important role in supplying our country and often in difficult circumstances, especially now that the fight against corona is dominating the world. For our country, maritime transport is an important sector whose continuity we must ensure.

They work in a closed collectivity according to an irregular work pattern of a number of weeks or months on board a ship abroad, followed by a number of weeks or months in Belgium or the home country. These intervals can fluctuate from a few days to 3 months, depending on the sector.

Sailors can't just go home at night and, moreover, without a vaccine they are not welcome in every port either. It is important to move quickly on corona vaccination for seafarers to facilitate their safe cross-border movement. After all, seafarers need to be relieved in a timely manner and must be able to move to our country without any impediment due to the COVID-19 pandemic. Likewise, they must be able to go to the port of embarkation without hindrance.

In a recent advisory report, the Supreme Health Council also recommends giving this community priority for vaccination. Minister Van Quickenborne supported the request made at the beginning of this month by the Royal Belgian Shipowners' Association and the Directorate-General for Shipping of the FPS for Mobility and Transport to have seafarers vaccinated as a priority. This was discussed at length with all stakeholders and also within the vaccination strategy task force.

The Interministerial Conference on Public Health has now agreed to the priority vaccination of Belgian seafarers who live together on a ship for a long period of time. This is in line with the definition of closed collectivity and in line with the advice of the Supreme Health Council.

In the course of next week, the vaccination task force will meet to discuss, among other things, the plan of approach developed by the Royal Belgian Shipowners' Association and the Directorate General of Shipping.

Vincent Van Quickenborne, Deputy Prime Minister and Minister of the North Sea: "In November we worked out a new regulation with the various authorities in our country that ensures that crew changes in our ports can take place more smoothly. Now we make sure that they can do their work in safe conditions. Which is not evident in a closed community on board a ship. They are often months away from home and many countries impose restrictions on foreign seafarers to embark or disembark ships in their ports. With a vaccine, we offer them security."

Wilfried Lemmens, Managing Director Royal Belgian Shipowners' Association: "On behalf of all seafarers and their families, the Royal Belgian Shipowners' Association is very pleased to learn that Belgian seafarers will be vaccinated within the next few weeks. This decision is a tribute to the commitment and perseverance they have shown over the past year. This also counts as an important motivation to continue their essential task in the coming challenging months."

*** Translated with www.DeepL.com/Translator (free version) ***

Additionally we have information for facilitation of vaccination of seafarers from AFCAN and Romanian Shipmasters Association. More about that matter is in the information below.

Nations Begin to Vaccinate Seafarers as Calls Grown to Expand Efforts

Seafarers being vaccinated at PortMiami (Michael Bayley - Royal Caribbean International/Facebook)
Officers and crew of Royal Caribbean International's Allure of the Seas were recently vaccinated in the United States (Michael Bayley/Facebook)

Published May 14, 2021 3:28 PM by **The Maritime Executive**

Nations are beginning to offer COVID-19 vaccinations to seafarers. However, the calls are continuing for nations to increase their efforts and expanding them to cover more seafarers as they travel around the world.

Working with local health organizations, the cruise lines with ships in the United States have begun to implement vaccination programs. The efforts started at Port Canaveral in Florida and have spread to both PortMiami and Galveston, Texas. It is an important element of the cruise lines' restart plans.

Genting's Dream Cruises also reported that it was able to make arrangements working with Taiwan's Ministry of Health and Welfare. Beginning on May 7, crew members and shore staff started receiving their first dosage of the COVID-19 vaccine at the Keelung Hospital. Genting expects that the first dose of the vaccine will be completed in three batches.

Australia's NWS Health department has also announced that it is beginning to provide COVID-19 vaccinations for seafarers. The program, however, is currently being limited to a small number of foreign seafarers focusing on only gas carriers operating from the Port Botany Bulk Liquids Berth. According to the Maritime Union of Australia, the program is designed to reduce the risk of the COVID-19 virus entering the community.

Sixteen seafarers onboard Singapore-flagged LPG carrier Epic St Agnes, which is on long-

term charter to Australian energy giant Origin Energy, received their first vaccinations on May 13 while the vessel was berthed at Port Botany. The Epic St Agnes operates exclusively on the Australian coast, loading and discharging bulk gas at ports in Queensland, New South Wales, Victoria, Tasmania, and the Northern Territory.

Maritime union leaders pointed out that the initiative follows last month's COVID outbreak on another LPG carrier, the *Inge Kosan*, also operating from Australia. In that tragic case, the body of a seafarer washed up on a beach in Vanuatu and tested positive for the virus. Testing of crew members on that vessel found 12 of 13 had the virus. Australia has also reported numerous cases of infected seafarers arriving from overseas on vessels, requiring quarantine and in some cases hospital treatment for the virus.

Maritime Union of Australia Sydney Deputy Branch Secretary Paul Garrett welcomed the NSW Health initiative but pointed to the *Inge Kosan* case questioned why the vaccinations were only taking place on a small number of vessels at the bulk liquids berth. "This Australian-first effort to vaccinate foreign seafarers that make regular visits to Australian ports is a welcome step to reduce the risk of COVID transmission to waterfront workers, but it needs to be replicated at all ports and terminals," Garrett said.

"Thousands of foreign ships visit Australia each year, with many conducting regular trips or undertaking coastal trade between Australian ports, resulting in a significant risk of COVID transmission into the community through direct contact with waterfront workers," said MUA National Secretary Paddy Crumlin.

The International Transport Workers' Federation in Australia is joining with the MUA calling on the government to expand the initial effort to seafarers at all of Australia's ports.

While some seafarers working aboard Danish managed ships have been able to receive their vaccinations through international efforts, including in the United States, Danish Shipping along with the unions Metal Maritime and Maskinmestrenes Forening, are calling on the Danish Minister of Health to expand the country's vaccination programs and give special consideration to seafarers.

„The seafarers deserve the recognition of both Denmark and the world community, for their great efforts and deprivation during the Covid-19 pandemic, not only in speech but in action," says Lars Have Hansen, Chairman of the Association of Mechanical Engineers.

The Danish organizations are calling on the government to donate unused dosages of the Johnson & Johnson vaccine as a humanitarian effort for Indian seafarers hard hit by the resurgence of the virus in India. They also cited efforts to Belgium and the Netherlands that vaccinated their seafarers and then began to vaccinate foreign seafarers. Danish Shipping is asking the government to provide the opportunity to vaccinate seafarers at Copenhagen Airport as part of crew change operations.

This week the Netherlands also announced that beginning in June it would begin a vaccination program for all seafarers regardless of nationality working on Dutch-registered or managed ships. They plan to administer the vaccination in the major seaports.

BELGIUM PIONEERS WORLDWIDE WITH TOOL FOR DIGITAL SHIP CERTIFICATES

Information from KBZ

Today 6th May 2021 at 12:22

Ships under Belgian flag will from now on be able to submit fully digital safety certificates using the online tool 'Navicert'. With this, Belgium is, next to Denmark, the only country in the world that issues all certificates online.

Ships all over the world are required to carry various safety and maintenance certificates. In total, there are some 40 different certificates for all types of ships. On average, the FPS Mobility and Transport issues some 2,400 certificates every year.

The submission of these documents usually leads to Kafkaesque situations. If a certain certificate has expired, got lost or is no longer up to date, then a new version must be requested in Belgium and sent by post.

A lot of money

Minister for the North Sea Vincent Van Quickenborne: "Ships being at a standstill for days on end because a paper certificate is in transit is unacceptable and costs a lot of money. With an efficient digital system, we give our shipowners a head start by ensuring that the goods reach us in time every day."

Navicert

Together with the Directorate-General of Shipping, Minister Van Quickenborne therefore launched the online tool Navicert. Thanks to the new application, documents are shared with the port authorities and they can check the certificates by means of a QR code. The platform also offers an overview of the status and expiry date. When a certificate needs to be renewed, an automatic notification is sent out. In addition, certificates can be revoked immediately if the seaworthiness of the vessel can no longer be guaranteed.

Translated with www.DeepL.com/Translator (free version)

FROM THE EDITOR

1. IMO Explores Issues for Regulation of Autonomous Shipping

Concept for autonomous container ships

Published May 25, 2021 6:51 PM by **The Maritime Executive**

To ensure that maritime regulations keep pace with the technological advancements in autonomous shipping, the International Maritime Organization's Maritime Safety Committee finalizes an analysis of ship safety treaties seeking to identify the issues required for regulating Maritime Autonomous Surface Ships (MASS). The scoping exercise, which was initiated in 2017, sought to determine the actions needed by the IMO to ensure safe, secure, and environmentally sound MASS operations.

The exercise involved assessing a substantial number of IMO treaties and identifying provisions that applied to autonomous ships. The goal was to identify which elements might prevent MASS operations as well as gaps in the regulations and areas that would need to be adapted to either enable or clarify the rules as they pertain to autonomous ships. Among the areas that were reviewed as the SOLAS Convention as well as specific codes as they pertain to operations including fire safety systems, cargoes and dangerous goods, collision regulations, ship, and port security, and other areas governed by the Maritime Safety Committee.

As part of the review, the MSC considered varying degrees of autonomy defining four categories. This includes crewed ships with automated processes and decision support; a remotely controlled ship with seafarers on board; a remotely controlled ship without seafarers on board; and fully autonomous ships. For each, the exercise explored whether MASS could potentially be regulated by existing agreements and regulations, if the existing rules needed to be modified or if new agreements were required.

According to the reports from the committee, the outcome highlighted several high-priority issues, cutting across several instruments, that would need to be addressed at a policy level to determine future work. These involve the development of MASS terminology and definitions,

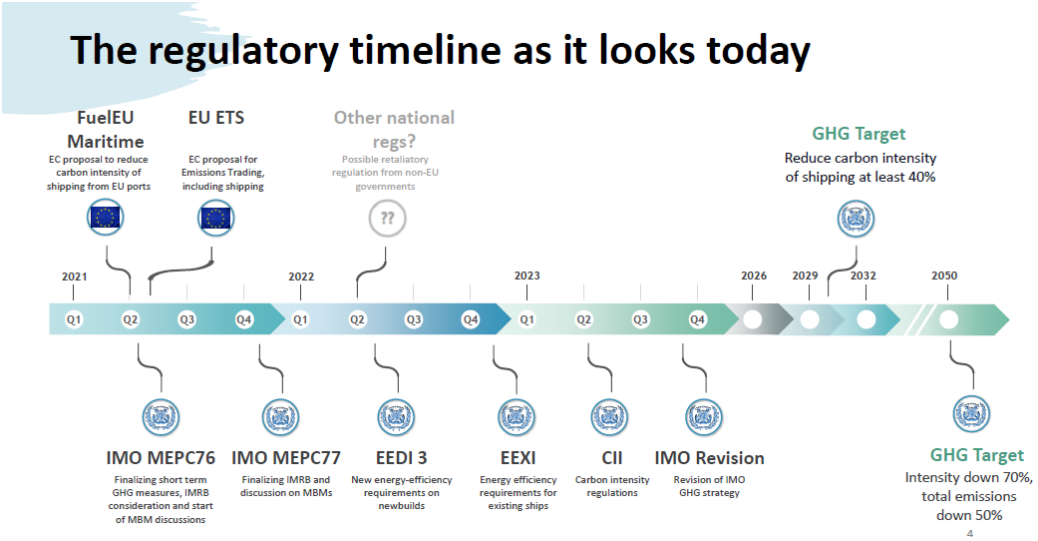
including an internationally agreed definition of MASS and clarifying the meaning of the term "master," "crew," or "responsible person," particularly concerning remotely controlled ships and fully autonomous ships. Other key issues include addressing the functional and operational requirements of the remote-control station/center and the possible designation of a remote operator as a seafarer.

Further common potential gaps and themes identified across several safety treaties related to provisions containing manual operations and alarms on the bridge, provisions related to actions by personnel such as firefighting, cargoes stowage and securing and maintenance, watchkeeping, implications for search and rescue, and information required to be on board for safe operation.

The committee concluded that the best way forward to address MASS in the IMO regulatory framework would preferably be in a holistic manner through the development of a goal-based MASS instrument. Such an instrument could take the form of a "MASS Code," with the goals, functional requirements, and corresponding regulations, suitable for all four degrees of autonomy, and addressing the various gaps and themes identified.

The Committee invited Member States to submit?proposals?on how to achieve the best way forward to a future session of the MSC. In addition, the IMO's Legal and Facilitation Committees are also currently in the process of conducting regulatory scoping exercises on conventions under their purview.

2. Regulatory timeline for climate regulation for decarbonization (from presentation of World Shipping Council during webinar



3. 2020 IMO Virtual Awards

2020 IMO Virtual Awards took place on Wednesday, 7 April 2021, at 1p.m. London time. The award ceremony could be watched on https://www.youtube.com/watch?v=TWIG-5OrQQw.

The event, which was being held in place of the traditional IMO Awards Ceremony celebrated every year at IMO Headquarters, was streamed live over approximately half an hour featuring

several awards and recognitions. The International Maritime Prize for 2019 was awarded to Mr. Peter Hinchliffe, former Secretary-General, International Chamber of Shipping (ICS).

Mr. Peter Hinchliffe participated in International Maritime Organization‘s (IMO) meetings for many years, providing shipping industry leadership on a number of key regulatory developments. In their nomination, the ICS highlighted Mr. Hinchliffe‘s contribution to IMO‘s work through the ICS, which he joined as marine advisor in 2001, becoming Secretary-General of ICS in 2011. In that role, , he was a strong advocate for IMO and the role it plays as international regulator. He recognized the need for change and advancement on environmental issues, safety matters and other fronts.

The IMO Council, meeting remotely for its 124th session (12-14 October), decided to award the Prize to Mr. Hinchliffe in recognition of his invaluable contribution to the work and objectives of IMO and to the international maritime community as a whole.

Mr. Peter Hinchliffe

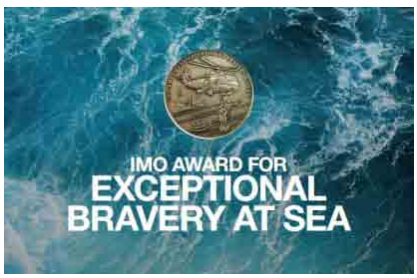
Mr. Peter Hinchliffe, OBE holds a BSc (Hons) in Systems and Management. He enjoyed a career in the British Royal Navy, accumulating over 20 years at sea and five years in seagoing command. He then joined the International Chamber of Shipping (ICS) in 2001 in the Marine Department, becoming Marine Director and subsequently appointed SecretaryGeneral of ICS in July 2010. He retired in August 2018.

Mr. Hinchliffe is a member of the Nautical Institute Executive Board and an independent maritime advisor.

International Maritime Prize

The International Maritime Prize is awarded annually by IMO to the individual or organization, judged to have made a significant contribution to the work and objectives of the Organization. It consists of a sculpture in the form of a dolphin and includes a financial award, upon submission of an academic paper written on a subject relevant to IMO.

The 2020 IMO Awards for Exceptional Bravery at Sea Awards was also awarded to Mr. Marcio Santos Teixeira and Mr. Fabio Rodrigues Alves de Abreu, nominated by Brazil, and to Mr . Ralph Ofalla Barajan , nominated by the Philippines. Two Brazilian pilots and officer from the Philippines received the 2020 IMO Award.



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

Two Brazilian pilots who averted an environmental disaster and an officer from the Philippines who ensured the survival of fellow passengers from a sinking vessel while off-duty received the 2020 IMO Award for Exceptional Bravery at Sea.

Meeting for its 124th session (12-14 October), the IMO Council endorsed the recommendation from a Panel of Judges, agreeing that two nominations were worthy of the highest recognition this year.

Preventing an environmental disaster in Brazil

The 2020 IMO Award for Exceptional Bravery at Sea was be awarded to Mr. Marcio Santos Teixeira and Mr. Fabio Rodrigues Alves de Abreu, members of the São Paulo Pilots, for averting a major oil spill event at the Terminal Almirante Barroso in São Sebastião Port. They were nominated by Brazil for their decisiveness, professionalism and ship-handling expertise in safely maneuvering two oil tankers that had gone adrift during a ship-to-ship operation, in extreme weather conditions.

On 28 April 2019, the two pilots were alerted that the mooring lines of two tankers berthed in a ship-to-ship operation were breaking, due to extreme wind gusts of up to 70 knots. The situation was critical, with the vessels drifting while still connected by oil hoses and mooring lines. Despite poor visibility caused by heavy rain and high waves, the two pilots managed to board tankers Rio 2016 and Milton Santos.

With a pilot on each vessel, the Rio 2016 was navigated towards anchoring area, with the Milton Santos towed alongside, at a maximum speed of 1.5 knots. Meanwhile, the pilots had to coordinate the challenging evacuation of a seriously injured crew member, who sadly later passed away. After the wind speed decreased and the anchor of the Rio 2016 was dropped, the vessels were disconnected from each other and the two pilots skillfully manoeuvred the Milton Santos away from the Rio 2016. After more than five tense hours, the Milton Santos finally dropped her anchor.

The courageous actions of Pilot Teixeira and Pilot Abreu helped ensure more lives were not lost and prevented a major marine pollution incident and serious damage to pier structures and oil facilities.

Saving fellow passengers from a sinking vessel

The 2020 IMO Award for Exceptional Bravery at Sea was also awarded to Petty Officer Second Class Ralph Ofalla Barajan of the Philippine Coast Guard, for helping to save the lives of all 62 people onboard the sinking passenger vessel Siargao Princess, on which he was also a passenger. He was nominated by the Philippines for his leadership and determination, even while he was off duty.

On the morning of 7 November 2019, PO2 Barajan was alerted by the battering of big waves and screams from other passengers. The cargo hold was quickly flooding, affecting the vessel‘s stability. After calling the Coast Guard to request immediate assistance, Petty Officer Barajan, took charge of the situation and provided assistance and instructions to both passengers and crew members to grab life jackets, transfer to the other side of the ship and prepare for evacuation.

After he calmly but firmly persuaded the Captain to declare the „abandon ship“ call, he assisted all passengers to jump off the vessel, making sure that no one was left behind. The Siargao Princess sank less than 10 minutes later. While floating on the water, Petty Officer Barajan tied the life jackets of passengers and crew members in groups for their own safety, and to facilitate the search and rescue operations by the Coast Guard, who arrived more than an hour later.

His courage and decisiveness ensured the survival of all 62 lives onboard, as well as contributing to the successful rescue by the Philippines Coast Guard.

About the IMO Award for Exceptional Bravery at Sea

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

This year a total of 31 nominations were been submitted by 18 Member States and two non-governmental organizations in consultative status with IMO. The nominations were examined by an Assessment Panel which includes representatives of the International Chamber of Shipping

(ICS), the International Maritime Pilots‘ Association (IMPA), the International Federation of Shipmasters‘ Associations (IFSMA), the International Salvage Union (ISU), the International Maritime Rescue Federation (IMRF) and the International Transport Workers‘ Federation (ITF).

The Assessment Panel submitted its recommendations to a Panel of Judges, consisting of the Chairs of the Council and Committees of IMO, which met on 10 September 2020 to select the recipients of the Awards

Source: IMO web site, https://www.imo.org/en/OurWork/ERO/Pages/2020-IMO-Virtual-Awards.aspx.

4. Extract from “OPENING REMARKS BY THE SECRETARY-GENERAL KITACK LIM AT THE OPENING OF FAL 45”, 1 to 7 June 2021

Excellencies, distinguished delegates, good morning, good afternoon, good evening:

….While the Organization moved ahead with important progress with regulations, we also had to respond to the challenges posed by the COVID-19 pandemic and its serious impact on global trade and travel, and particularly on seafarers.

The Secretariat continued to work tirelessly, together with our UN sister organizations and industry partners, to address the fall-out of the pandemic, in particular encouraging Member States to recognize seafarers as „key workers“, as also advocated by the UN General Assembly Resolution adopted in December 2020. In this regard, I would again impress on all Member States the need to designate seafarers as „key workers“. So far we have received only 60 relevant notifications, marking about a third of our membership.

Another important action, essential to facilitate the movement of seafarers across borders, is the prioritization of their vaccination, and I wholeheartedly welcome the resolution on Recommended action to prioritize COVID-19 vaccination of seafarers adopted by the Maritime Safety Committee at its 103rd session. I am confident that this resolution will move Member States to consider the vaccination of seafarers as a priority matter.

Recently, we have observed a significant reduction in the number of seafarers awaiting repatriation or joining of ships, from 400,000 to 200,000, and I am sure that the actions taken by the Organization contributed in no small measure to getting the numbers down. However, much remains to be done and I am confident that by continuing to work together we will eventually overcome this difficult and challenging situation for global shipping. Rest assured that this Organization will continue to do all it can to assist the maritime community and in particular our seafarers.

We must translate our commitment to this year‘s world maritime theme: „Seafarers: at the core of shipping‘s future“, into action. The theme provides a unique opportunity to send a clear message to the world to help protect seafarers‘ rights and raise awareness of their exceptional contribution as key and essential workers, always on the front line of delivering world trade despite the ongoing pandemic.

… One of the main topics at this session will be the finalization of the new version of the IMO Compendium, with new data sets related to the ship/port interface. The IMO Compendium is a critical instrument to accelerate digitalization in shipping business in the ship/port interface, and a matter of great importance which has gained enormously in significance during the COVID-19 pandemic.

Turning to the review of the Annex to the FAL Convention, another important item on your agenda, a dedicated Working Group will finalize the amendments to align the FAL Convention with electronic data exchange by moving away from paper forms and preparing relevant amendments to the Convention. It is expected that you will approve these amendments at this session, with a view to their adoption at FAL 46. The finalization of these amendments will undoubtedly have a positive impact on the facilitation of international maritime traffic and the acceleration of digitalization in

the maritime sector.

We are also expecting good progress regarding other relevant guidance under development, such as the guidance to address maritime corruption, the tool to measure domestic implementation of the FAL Convention and the guidance for authentication, integrity and confidentiality of content for the purpose of exchange via maritime single window…

Facilitation Committee (FAL 45), 1 to 4 June 2021 (remote session)

Facilitation Committee (FAL 45), 1 to 4 June 2021 (remote session)

Review and update of the Annex of the FAL Convention

The Committee approved draft amendments to the annex of the FAL Convention. The amendments update the provisions of the Convention on mandatory electronic data exchange in ports for ship clearance, include lessons learnt from the COVID-19 pandemic and add new and amended Recommended Practices to prevent corruption and illicit activities in the maritime sector. The amendments will now be circulated with a view to adoption at FAL 46 (to be held next year).

The amendments will also bring in updated definitions and general provisions for various terms used in the Convention, establishing agreed terminology. This means that all stakeholders, whether at a port, onboard a ship or a third party (such as a public authority etc) will now have a clear consensus on the meaning of terms such as ‚actual time of arrival', ‚estimated time of arrival', ‚authenticate', etc.

Making the Single Window mandatory

The newly approved amendments will make it mandatory for public authorities to establish, maintain and use single window systems for the electronic exchange of information required on the arrival, stay and departure of ships in ports. In addition, public authorities will have to combine or coordinate the electronic transmission of the data so as to ensure that information is submitted or provided only once and re-used to the maximum extent possible.

During the session, the Committee approved revised guidelines for setting up an MSW, updating the previous provisions, and agreed to create a new GISIS module to share information on maritime single windows implemented by Member States.

Accelerating digitalization of shipping and ports through capacity building

Member States were updated on the progress of a number of MSW projects, including two IMO MSW technical cooperation initiatives launched during 2021: the „Single Window for Facilitation of Trade" (SWiFT) project implemented in cooperation with Singapore and the „World Bank Group/IMO maritime single window for SIDS". The latter project is funded by the China-World Bank Partnership Facility (CWPF) and will see IMO provide the authorities in Fiji with technical support to adopt and implement an MSW.

They were also briefed on Singapore's MSW platform called digitalPORT@SGTM (Phase 1), operational since October 2019, and Colombia's Integrated Maritime Traffic and Transport System (SITMAR), operational since 2009. The Committee also noted the efforts underway in China and Chile to implement digital platforms under the FAL Convention. The IMO-Norway GreenVoyage2050 project on decarbonisation was mentioned as a good model that could inspire a similar capacity-building project to accelerate digitalization of the ship-port interface.

Revised compendium approved

Further on digitalization, the Committee approved a new version of the IMO Compendium on Facilitation and Electronic Business (the IMO Compendium). The new version includes a new IMO data set on reporting of stowaways, additional data elements linked to port services timestamps to support the JIT approach and an IMO data set on acknowledgement receipts. The revised Compendium is now available in Excel and HTML formats from the IMO website.

By harmonizing the definitions and formats of the data elements required during a port

call and by standardizing electronic messages, the IMO Compendium facilitates the exchange of information ship to shore and the interoperability of single windows, reducing the administrative burden for ships linked to formalities in ports.

Developing further guidance for the digitalization of shipping and ports

The Committee approved the terms of reference of the Correspondence Group on Developing Guidelines on Electronic Signature Systems and Operational Port Data for the Purpose of Digital Information Exchange. The group has been tasked with developing the following two sets of guidelines that will support further digitalization of shipping and ports, for consideration by FAL 46:

- Guidance for authentication, integrity and confidentiality of content for the purpose of exchange via maritime single window
- Guidelines for harmonized communication and electronic exchange of operational data for port calls

Lessons learned from the COVID-19 pandemic

The updated annex to the FAL Convention includes provisions derived from lessons learned during the course of the COVID-19 pandemic. In a new section addressing a public health emergency of international concern (PHEIC), the revised Facilitation Convention will require Contracting Governments and their relevant public authorities 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. The 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.

The update contains a number of recommendations for Contracting Governments about best practice to support unhindered transport of maritime cargo and support for global supply chains. In addition to advising national authorities against introducing obstacles to crew movement for repatriation, crew changes and travel, the updated annex also encourages dissemination of information about public health matters and expected protection measures by ship operators.

The updated text for arrival and departure of persons requires public authorities to inform passengers about vaccination requirements sufficiently in advance of departure and vaccinators to use the International Certificate of Vaccination or Prophylaxis in order to assure uniform acceptance.

The Committee also agreed that the FAL Convention should be consistent with other instruments such as the World Health Organization‘s International Health Regulations (IHR), particularly regarding terminology used in any public health emergencies.

Addressing corruption related to ships‘ calls in ports

The updated text of the Convention takes a systemic approach to addressing the issue of corruption associated with the ship-shore interface in ports. Contracting Governments are now required to encourage public authorities to assess the risks of corruption and address them by developing and implementing preventive measures to strengthen integrity, transparency and accountability.

Public authorities are also required to coordinate efforts to detect, investigate and sanction corruption related to ships‘ calls in the port, including through national and international cooperation.

The Committee also discussed setting up a new GISIS module to report cases of alleged maritime corruption. A Correspondence Group was established to consider the matter, taking into account issues like legal and financial implications.

Combatting wildlife trafficking by ship

The revised Convention annex includes a reference to trafficking wildlife aimed at enhancing

arrangements and cooperation between ship owners and public authorities with a view to combat illicit activities in international maritime traffic.

Detailed guidelines on the prevention and suppression of the smuggling of wildlife on ships engaged in international maritime traffic will be discussed at FAL 46. The illegal wildlife trade is estimated to be worth between USD 7–23 billion making it an extremely lucrative global crime.

Guidelines for creating a tool to measure domestic implementation of the FAL Convention

Intersessional Working Group on MASS established

In May of this year, IMO‘s Maritime Safety Committee (MSC 103), approved the outcome of a regulatory scoping exercise (RSE) that analyzed relevant ship safety treaties, in order to assess how maritime autonomous surface ships (MASS) could be regulated (read more here.)

As there was limited time to discuss a similar process for the FAL Convention, the Committee established an Intersessional Working Group to consider the matter and report on the outcome to FAL 46.

Cargo declaration

The Committee discussed the matter of cargo declaration and explored combining FAL Form 2 (which carries a maximum defined data set) with the ship‘s manifest, which is more widely relied upon than FAL Form 2 and includes more data. The Committee instructed a Correspondence Group to consider the options and report back to FAL 46.

Definition of passenger

With regard to the definition of the term ‚passenger‘ for the purposes of facilitation, Member States and international organizations have been invited to submit proposals for a new output on this topic. During the session it was highlighted that certain definitions under the FAL Convention differ from those set out in the International Convention for the Safety of Life at Sea (SOLAS).

New output on Advance Passenger Information (API) and Passenger Name Record (PNR)

The Committee added a new output on the introduction of Advance Passenger Information (API) and Passenger Name Record (PNR) concepts in maritime transport in its work programme.. This new output relates to developing measures for passenger facilitation and control in the maritime environment in general, and for cruise ships and ferries in particular, in collaboration with WCO. It was included in the 2022-2023 biennial agenda of the Committee and the provisional agenda for FAL 46, with a target completion year of 2023.

5. A „Smart“ Assistant on Board

The decision-making and logic that is already helping ports reduce collision risks will soon be used onboard to help ship operators plot safe paths through busy waters.

By **Wärtsilä Voyage** 04-26-2021 04:54:00

Humankind’s giant leap to the moon is usually summarized as one man’s foot on the lunar surface. When, in fact, it was made possible with many successive small steps. But, like most

technological breakthroughs, we tend to omit the details when telling that story.

Shipping's autonomy story is somewhat similar. Our eyes are glued to the future, when unmanned fleets can sail safely, while crucial developments are taking place today — commercially viable smart solutions for current challenges that also forge the way forward.

"Autonomy isn't black and white — it's a series of small steps," says Alexander Ozersky, Deputy director, Intellectual systems integration, Wärtsilä Voyage. "We're not trying to make ships fully autonomous tomorrow, but we can retrofit systems that bring new possibilities moving towards less work onboard, less human error and better performance."

Already today, there are systems onboard ships that can hold a steady course, detect navigational anomalies, optimize routes for weather or fuel consumption, and send accurate estimated times of arrival. And if the shipowners want it, the fully self-sailing vessel will be an evolution of these available systems.

This stepwise approach is the lynchpin of Wärtsilä's vision for vessel autonomy, detailed in a recent white paper. Since the ability to gauge a situation and make decisions is one of the primary conditions for autonomous navigation, it is also one of the building blocks in Wärtsilä Voyage's smart autonomy route map.

Developing a vessel's brain

Moving a vessel from point A to B involves two fundamental steps: One, understanding and interpreting a situation, and two, based on these inputs, deciding the best course of action.

The technology, therefore, involves hardware and software working in tandem: navigation and situational awareness solutions (the senses) such as dynamic positioning system, ECDIS (Electronic Chart Display and Information System), radar and sensors feed data to the intelligent algorithms (the brain) that apply machine learning to interpret the scenario and suggest safe and effective actions.

With new technology and better data exchange, decision-making algorithms have also become increasingly sophisticated, leading to more intelligent systems that have increased autonomous capabilities.

"ECDIS and radar were designed to prevent collisions," says Ozersky. "Navigation became more advanced with the arrival of ARPA (Automatic Radar Plotting Aid), which could show vessel course and time to collision. Then came a function called 'trial maneuver' where you could enter your maneuver, and the system would tell you if it was safe."

This function — essentially collision avoidance — is part of Wärtsilä's Advanced Intelligent Maneuvering (AIM) technology. So far, AIM has only been deployed by ports as part of the Vessel Traffic Management (VTM) system. But if AIM could be connected to ECDIS, it could steer the vessel.

For instance, the smart navigation collision avoidance system developed for Singapore's IntelliTug project was able to take the tug from A to B while dynamically navigating around collision risks. This was made possible with Wärtsilä Voyage's collision avoidance algorithms that made decisions based on a digital model of the environment created by an advanced situational awareness solution.

Recognizing reality for local maneuvers

AIM can predict vessel movements 30 minutes into the future and suggest maneuvers to avoid collision. This intelligence is based on two primary inputs. First, are obviously the IMO's traffic codes, or COLREGs (collision regulations), which guides how vessels 'should' behave. But these are designed to be human-centric, calling for 'reasonable' judgements, for example. So, they are not very computer friendly.

"There are always some 'local' driving behaviours to consider. For instance, many of the

smaller crafts in Singapore may not comply with COLREGs," says Ozersky. Hence, the need for the second input — real-life experience of how vessels behave, is crucial for predicting traffic habits and thus guiding local maneuvering.

This 'real-life experience' — or more properly, the telemetry data — that feeds into AIM's machine learning comes from the ports that are already using AIM in their traffic management. Data also comes from vessels that have installed Wärtsilä's connected ECDIS and intelligent navigation system, Fleet Operation Solution (FOS). One of the FOS modules, Anomaly Detection, logs navigational incidents and recommends corrections. This is all valuable experience to help AIM learn how COLREGs are applied or otherwise in different situations.

The next step towards vessel autonomy is for AIM to be tested for use on vessels. However, before these algorithms can be let loose for physical sea trials, they need extensive digital testing.

Testing waters digitally first

Comprehensive digital testing ensures that the algorithms respond appropriately to any given situation before sea trials can be conducted.

To do this, Wärtsilä Voyage has developed the Steering Control and Autonomy Lab Simulator (SCALab). It is one of the world's first simulators designed specifically for the testing of autonomous vessels. The SCALab simulator allows users to test the autonomous navigation algorithms using a highly accurate digital twin of the vessel and its sensors within a safe digital environment.

As always, anything digital comes with its inherent advantage – it is much cheaper, faster. It also ensures higher accuracy as a plethora of different permutation and combination of scenarios can be created and tested. This also makes it an enabler for getting regulatory approvals.

"It would have been much more difficult to get approval for IntelliTug if sea trials were our only option," says Thomas Brightwell, Software Manager, SACA (Situational Awareness Collision Avoidance) at Wärtsilä Voyage. "With simulators, we did not have to wait for regulation to be approved; we could demonstrate the safety of the system to the regulators."

For the IntelliTug project, SCALab was used to conduct batch testing of thousands of test cases, some of which would have been impossible to create in the real world safely. This meant the project could proceed to sea trials within months rather than years with the confidence and support of regulators and customers. The simulator also acts as a platform for operators and crew to get used to new interfaces, which is critical before sea trials.

Assist, not replace humans

Although an algorithm, AIM learns and replicates human-like decision-making. And humans can make mistakes. The first use case for deploying the system commercially is, therefore, not looking to replace the operator on board but act as an advanced assistant.

Hussain Quraishi, Manager, Strategic Innovation, Wärtsilä Voyage, believes there is a clear demand for AIM in some segments. "The value of AIM's collision avoidance algorithms really comes into play in coastal shipping, inland waterways and ports," he says. "We've seen a normalization of risk for some customers, for example, ferry operators in busy ports experiencing lots of near misses. They see this as normal, but it will eventually lead to loss."

Quraishi expects AIM to be commercialized as a decision-support tool this year. This will mean that Wärtsilä Voyage will then be able to offer all three of the building blocks to full autonomy – decision making and logic, situational awareness, and action and control. However, he stresses though that full autonomy is not necessarily the goal.

"Our step-wise approach means customers may adopt the building blocks independently of each other, allowing them to start with whichever brings them the greatest real-world benefits first."

To break it down even further, the scale of 'manual' to 'autonomous' vessel control can have

different ranges, where system:

• *Level 1 - Manually operated function, with no autonomous systems.*

• *Level 2 - decision supported function, where all actions are taken by human operator, but decision support tool provide options or otherwise influence the actions chosen.*

• *Level 3 - decision support function with conditional system execution capabilities, where some decisions and actions are taken by the system but need human supervision and acknowledgement before execution.*

• *Level 4 - self-controlled function, where system executes most of the operation with 'human in the loop', who can always override a decision or action.*

• *Level 5 - a fully autonomous function, which is completely unsupervised, and decisions are made and actioned by the system.*

"And even within vessels, different systems can have different levels of autonomy. For instance, a system that alerts users about collision risks is level 2, whilst a system which autonomously steers the vessel to evade such risks would likely be at level 4 or higher," explains Brightwell.

Right now, we are very far from level 5. However, there are many functions which are already on Level 3 and 4. Like AIM and those in IntelliTug.

The decision making and logic driving these systems are key components of Wärtsilä Voyage's stepwise approach to vessel autonomy. And while these systems promise significant efficiencies for operators choosing to use it for decision support, there may be several steps yet before they can steer completely crewless vessels.

This post is sponsored by Wärtsilä Voyage.

6. Maritime risk Focus: Drug Trafficking on Ships

Ships are attractive to drug traffickers. Security is usually lighter than the airline industry and they travel the world. Smuggling by sea has been a problem for years, but in recent years there have been some high-profile cases and evidence that the methods used are constantly evolving.

A conservative estimate values the illicit drug trade at over US$400 billion per year. In Colombia it's cheaper to produce cocaine than coffee per gram. Match this with a huge global dependency on drugs, then it presents a low-cost, high-risk and potentially high-reward business model.

The main players

The potential for high profits attracts major international criminal organisations and terrorists. Those at the top are not the ones transporting the illicit goods. So, who is?

Couriers and mules

If a vessel is being used to smuggle drugs, it is very plausible that the crew have no idea whatsoever that drugs are on board. In such cases, it is possible that port staff may be involved, such as a stevedore who has access to parts of the vessel and can move around without raising suspicion. Or smugglers can board the vessel (or attach drugs to the hull) from the seaside or at

anchorage. There are numerous opportunities.

Targeting crew

Crew are vulnerable, however. Professional traffickers have been known to target crew, either by befriending them during shore leave or taking advantage of any money worries they might have or indeed a drug addiction. Blackmail might also be a factor.

Crew are attractive to traffickers. They have specific access to suitable hiding places on board, for example tanks, enclosed spaces and storerooms. Machinery spaces are ideal for secreting illicit material. Even if the crew member is not the actual courier, they can facilitate the passage of drugs on and off the ship.

In some cases, a courier might not be aware of the presence of a 'minder', whose purpose is to ensure nothing prevents the courier from doing their job even if it means interrupting the operation of the ship.

Crewmembers need to look after each other to stop an individual falling into a position where they become vulnerable and therefore a target. Companies should have confidential reporting systems that crew can trust.

Ports and passages – new concerns

Over 90% of goods are transported globally by sea and constantly changing trading patterns between emerging and developing countries create new opportunities to shift illicit goods.

Recent incidents have highlighted a notable increase in the finding of cocaine on vessels trading from Colombia to Mexico. One particular route is Barranquilla to Altamira. Another recent spike in incidents concerns the smuggling of cocaine from Ecuadorian ports. Drugs have also been found at discharge in ports in Turkey and Algeria.

Drugs are sometimes transported via indirect routes. As main routes become better policed, traffickers will select countries with weaker enforcement or corruptible officials.

Location of smuggled drugs

There are too many locations on board of vessels where drugs could be smuggled to list them all. But below we list some of the areas where drugs are commonly found:

Concealment in bulk cargo: packages are hidden within the stow of a bulk cargo, which could be a clean grain cargo or a dirty one such as coal or ore. Drugs have been found close to ladders within the hold.

Containers: Common methods include breaking into the container (and replacing the security seal afterwards) and secreting the drugs with the cargo within. Reefer containers are targeted because the technical space that houses the refrigeration equipment can prove to be a handy hiding place.

Ro-Ro: drugs can be hidden in the cargo of cars, freight vehicles, trailers or coaches

Carry-on: Visitors or crew can quick simply walk on board and leave a package behind

External: Drugs can be attached to ship's hull. Typically, the rudder trunk and in some cases divers stash drugs on to the underwater area of the hull of a stationary vessel.

On the move: Speedboats are sometimes used to attach drugs to moving vessels.

Preventing drugs getting onto your vessel

Trading in certain parts of the world will put a vessel and its crew at risk of being victims of drug trafficking. There is no magic solution in preventing a determined trafficker. However, there are measures that can be taken to keep safe.

The measures employed by a shipowner and the crew depend on the risk. A voyage from certain South American countries to North America or Europe is clearly higher risk. However, there are plenty other drug routes around the globe and this check should be part of a vessel's voyage risk assessment.

Assessing the risk

Check the level of port security. Secure fences, gates and lighting as well as CCTV and security patrols are just some of the important measures which need to be in place. If a port has poor security measures, the risk to the ship will increase. This requires close co-operation between the ship's security officer and the port security officer so that an increase in vessel security can be arranged.

A strong security presence on the gangway is paramount. A vessel that looks like it takes security seriously is a less attractive proposition to a smuggler.

Access points should be restricted and kept to a minimum. A single gangway under close watch is preferable where possible. Pilot ladders should always be raised after use.

The ISPS code states that an effective gangway watch is always required with a list of all crew and expected visitors. It's also very important to check the ID of any personnel embarking your vessel.

Restricting access around the vessel and maintaining good lighting on deck are good effective measures. Locking doors that lead into the accommodation, storerooms and technical spaces removes an easy opportunity to hide packages.

Locks, code-locks and other devices used to restrict entry should be regularly checked to ensure they are still working.

Be aware that stores, spares and repaired or serviced equipment are another easy route for smuggling drugs.

If CCTV is fitted on the vessel then make sure it works and covers the right areas.

Monitor all around the vessel – including the sea side – for any suspicious behaviour or approaches. If a port has a history of smugglers attaching drugs below the waterline, periodically turn the engine.

Searching a vessel for small packages of drugs is a huge undertaking for a small number of crew. But high-risk easily accessible areas can be checked before sailing.

Encourage a strong security culture on board your vessel. Crew should be aware of the risks and know the importance of reporting suspicious activity. The more alert and secure crew appear to be then the more they may prevent drug smuggling happening on your vessel.

It is very likely that where a substantial quantity of drugs is found on board a ship (rather than small quantities found on crew members) the ship will at the very least be detained so that a forensic investigation can take place. The master and the crew are also likely to be detained. In many jurisdictions, the authorities have power to seize the ship and sell it where illegal drugs are found on board.The level of fines and the extent of the powers of the port and criminal authorities to detain ships on which illegal substances have been found varies from jurisdiction to jurisdiction, leaving shipowners vulnerable to loss of hire and, in extreme cases, high fines or forfeiture orders that result in the loss of the ship. We consider below the approach of various jurisdictions and the steps shipowners and their lenders can take to mitigate the risk of losses.

Fines and detention of ships in the US

Large fines can be imposed in the United States under the Maritime Drug Law Enforcement Act, of up to US$25m. These fines can be imposed against both US and non-US flagged vessels. In addition, the courts can also order the civil or criminal forfeiture of assets that enabled the crime to be committed. The judicial process for civil forfeiture may be brought before or after criminal charges are filed and may also be brought in the absence of criminal charges. The purpose of the civil trial would be to establish the US Government's title to property that is traceable to the offence and property that facilitated its commission.

Seized assets can be temporarily released prior to initiation of forfeiture proceedings. Under forfeiture laws, a court may issue a restraining order permitting the release of property

(including a ship) the subject to forfeiture, prior to the commencement of a judicial forfeiture proceeding. Upon a showing of probable cause, a court is authorized to enter a restraining order or injunction "or take any other action to preserve the availability" of property subject to forfeiture. Accordingly, a ship may, under certain conditions, be able to return to commercial service prior to forfeiture proceedings. These conditions typically include a large bond, consent to the court's ongoing jurisdiction over the ship, and agreement by the ship's owners, charterers, and managers to cooperate fully with authorities.

If civil forfeiture proceedings are initiated, the shipowner can try to use the "innocent owner" defence in which case the burden of proof will be on the shipowner. Under the Civil Asset Forfeiture Reform Act of 2000, an innocent owner can prevent their interest in property from being forfeited if they can prove that: (i) they did not know of the illegal conduct giving rise to the forfeiture or (ii) that upon learning of the criminal conduct (i.e. drug smuggling), they did everything within their reasonable power to stop the illegal conduct.

Criminal forfeiture can only be pursued following a criminal conviction. In these circumstances only the defendant's asset can be forfeited since this penalty is part of the defendant's sentence. The purpose of criminal forfeiture under US law is to punish the defendant for his wrongdoing. The state must prove the connection between the property and the defendant's criminal conduct. There is also an ancillary hearing that determines which portion of the property is forfeitable as to the defendant and what property is not forfeitable if a third party petitioner has an interest in the property (such as where the bank owns the ship and leases it).

A recent example of how US authorities deal with ships found with drugs on board is the MSC Gayane case. The ship was raided on June 17, 2019 by the US Customs and Border Patrol (CBP) in Philadelphia. The raid follows the detention of MSC Desiree in March 2019 after 1,200 pounds of cocaine was found on board, again in the port of Philadelphia.

In the case of MSC Gayane, the ship was detained for nearly one month and released from US Custody on bail following the payment of $50m to the US Government. Its operator and the US Department of Justice have agreed that, in the event a judge decides to impose forfeiture on the ship, the ship will have 90 days to return to a US port. A major issue for the owners of ships in these circumstances is that the ship will be seized and held by the government until the legal processes are complete, which could be a matter of weeks, months or years, or until an interested party (such as the ship operator or shipowner) posts bail.

Detention of ships in the UK

Ships will undoubtedly be detained following drug seizure in the UK in order to investigate the crime.

The ship can also be forfeited under the Proceeds of Crime Act 2002 (POCA). POCA provides for a civil forfeiture regime under which the prosecutor may seize the proceeds of crime if the shipowner was found to be complicit in the drug-related offence.

In a situation where the shipowner is a defendant in the drug-related criminal conduct and is subsequently convicted, the prosecutor can apply to Court for a Confiscation Order ordering the owner to pay the amount of his benefit from his crime. Unlike US civil forfeiture proceedings, the Confiscation Order would not be directed towards a particular asset although the ship would be one of the various assets which could potentially be confiscated.

In a 2015 case the tugboat mv Hamal was stopped on the High Seas offshore Scotland and was found to be carrying 3.2 tonnes of cocaine. The master and the second in command were convicted of drug smuggling and the ship was forfeited and sold at auction.

Although there is no maximum fine under the Misuse of Drugs Act 1971 for shipowners who are found with drugs on board, they would have to be found to be complicit in the crime for a fine to be levied, and the amount of the fine would be likely to be far less than in the US.

Detention of ships in other countries

In 2014 the small tanker Noor 1 was found to be smuggling two tonnes of heroin into Greece. The owner of the ship and the broker received heavy prison sentences and the NOOR 1 was confiscated by the State. Three attempts were made to auction it with a starting price of €60,000, but all repeated auctions were unsuccessful. Noor 1 was then returned to its owners, a decision that surprised the market. An appeal is now pending before the public prosecutor against the decision of the court of appeal.

In the B Atlantic case, 132 kg of cocaine was found strapped to the ship's hull ten metres below the waterline. It was accepted that unidentified third parties were responsible for the concealment of the drugs. On discovery, the ship was subject to a provision in the Venezuelan Anti-Drug law that the property, including ships employed to commit the investigated offence, will in all cases by seized as a preventative measure and that when there is an final and definitive judgment, an order will be made to confiscate the property.

Mitigating the risk of losses from fines or detained or confiscated ships

Before entering into any mortgage, a bank would be well advised to review the security arrangements of the manager to ensure that proper vetting of the crew takes place and that there are security measures in place to prevent drug smuggling. Some trading routes will be higher risk than others. Furthermore, containerships are particularly vulnerable. It is notable that in the B Atlantic case, before the drugs were discovered, the master was warned to seal an underwater grille behind which a grappling hook, a saw, a rope and other tools had been found by divers. The master declined to do so because he thought it would delay the ship, with calamitous consequences for both him and the owners.

The main method of mitigating the risk of losses is by obtaining insurance that would cover the owners and/or their financing bank if the ship were confiscated.

7. Spanish Authorities Divert and Detain Tanker for Discharging Petroleum

Smithsonian file image

Published Jun 17, 2021 8:16 PM by **The Maritime Executive**

Spanish authorities have diverted and detained a tanker for discharging petroleum on the high seas about 150 miles off Las Palmas, and its operator may be facing a record-setting fine.

On Monday, Spain‘s Ministry of Transport, Mobility and Urban Agenda (Mitma) announced that its General Directorate of the Merchant Marine (DGMM) had ordered the master of the tanker *Aldan* - which was under way in the Mediterranean, bound for Piraeus - to divert to Almeria. A Spanish naval vessel escorted the tanker into port in order to „supervise compliance with the order at all times.“

10 days earlier, a satellite operated by the European Maritime Safety Agency (EMSA) observed the Aldan allegedly carrying out an illegal discharge of hydrocarbons at a position about 150 miles to the northwest of La Palma - within Spain‘s EEZ. According to the ministry, the spill contaminated about 20 square miles of the sea.

The Maritime Captaincy of Almería has opened an investigation into the vessel‘s activities and is holding the ship in detention pending the deposit of a bond. Given the size of the pollution

event, the agency said that the operator could face „one of the highest sanctions imposed so far by the General Directorate of the Merchant Marine."

Upon the vessel's arrival in Almería, port state control inspectors recorded issues with her sewage plant, radio log, charts, compass, emergency generator, EPIRB, SART, railings, liferafts, drills and ISM code compliance, giving additional grounds for detention.

The 2003-built *Aldan* is owned and operated by a single-vessel company in the UAE, Muhit Maritime, which took possession of the ship in December. *Aldan* has no prior history of detentions.

Discharging untreated oily waste is an unlawful cost-saving practice, and it has been banned since MARPOL entered into force in 1983. However, it still occurs on a regular basis, particularly in certain regions. Indian government researchers have suggested that intentional discharges from tankers are so common in the Arabian Sea that they are a source of chronic tarball pollution on the shores of Goa.

8. Sri Lankan Police Arrest Captain of Sunken Boxship X-Press Pearl

Still smoking, the X-Press Pearl partially sinks off Colombo, June 2 (Sri Lankan Navy)

Published Jun 14, 2021 10:14 PM by **The Maritime Executive**

The master of the sunken container ship *X-Press Pearl,* Capt. Vitaly Tyutkalo, has been arrested by Sri Lankan authorities and released on bail in connection with the disastrous fire aboard the ship.

Local police told the AFP that Tyutkalo has not been charged, but he may yet face charges under Sri Lanka's Marine Pollution Prevention Act. At the hearing, he was released on a personal bond of about $10,000 and banned from traveling; his passport has already been seized by the authorities.

The newly-built container feeder *X-Press Pearl* caught fire while at anchor off the coast of Colombo, Sri Lanka on May 20. The fire started belowdecks in Hold 2, and despite initial signs of success in firefighting efforts, it spread to the deck cargo and engulfed the ship.

On June 2, as salvors attempted to tow the burned wreck further away from the coast, its stern slowly sank and came to rest on the bottom. The bow remained afloat and stable.

The events of the fire and sinking released a portion of the vessel's cargo, including large quantities of plastic pellets. So far, responders have cleaned up about 1,200 tonnes of debris and filled 45 shipping containers with the detritus, according to Sri Lankan media.

After the casualty, Sri Lanka's Criminal Investigation Department (CID) questioned Capt. Tyutkalo, the chief engineer and second engineer about the events leading up to the disaster. The crew was aware of a leaking container of nitric acid in the hold before the ship called at Port Hamad, Qatar on May 11, according to the Sri Lanka Sunday Times. Port Hamad refused to allow the leaking container to be offloaded, and Port Hazira - the next port of call - made the same decision. Nine days later, cargo in the affected hold caught fire as *X-Press Pearl* was waiting for a berth at Port Colombo.

(abridged)

New CESMA adds – CESMA tie, CESMA bow tie and 25-years CESMA pin

AIMS OF THE ORGANISATION

- **TO WORLDWIDE PROTECT THE PROFESSIONAL INTERESTS AND STATUS OF EUROPEAN SEAGOING SHIPMASTERS.**
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- **TO RETAIN AND DEVELOP THE HIGHEST MARITIME KNOWLEDGE AND EXPERIENCE IN EUROPE.**
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- **TO ASSIST MEMBER SHIPMASTERS WHO ENCOUNTER DIFFICULTIES IN PORTS WITHIN THE REACH OF NATIONS REPRESENTED BY CESMA MEMBER ASSOCIATIONS**
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