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# IFSMA NEWSLETTER

The Shipmasters' International Voice

VARD Construction Service Operation Vessels (CSOV)

See page 12

UNITY FOR SAFETY AT SEA

IFSMA

**International Federation of Shipmasters' Associations (IFSMA)**
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## Secretary General's Report

It seems to have been a very busy summer for us at the HQ again this year with both Paul and I working hard to support you and all mariners over Covid issues which continue to rage around the world and in particular in Asia. We work with the UN and the IMO, and with NGOs such as ICS and ITF and others to try and get governments around the world to treat you with decency and respect and make every effort to facilitate crew changes. Sadly most of our efforts fall on deaf ears and for some reason they just do not seem to want to understand the importance of shipping it being the key driver to facilitating trade. They have been warned on many occasions over the last two years and yet they do nothing. Now they complain that there are shortages of goods as there is not enough capacity – well they were warned. We will continue to fight on in your support in the hope we will make a break through and things will improve.

Rest assured the vast majority of shipowners and management companies are doing everything to ensure crew changes happen and it is not for the want of trying that there remains over 250,000 overdue their planned contract times although very few are up to the eleven months ILO maximum allowed. We also estimate that currently just over 25% of all mariners have received Covid vaccinations with the number increasing by the day. We thank those nations that are helping in this regard to try and keep you safe.

It is praiseworthy that IMO has kept key parts of their organisation working over the summer break to provide support to us all with the remainder taking a break and returning at the beginning of September to get back to our business of meetings keeping up and amending legislation to keep you safe. The first week in September sees the Sub Committee on Carriage of Cargoes and Containers commence, but regrettably still by virtual means. This leaves very little time to do business as we only have three hours each day over four days to do our business. There are several areas I have identified looking at bulk cargoes with the potential for liquefaction and will ensure that I bring this to the attention of the meeting. At the beginning of October we have a very full agenda for the Maritime Safety Committee and I will update you on that in next month's newsletter.

Our profile is still high amongst the international community and I have been invited to join a meeting of UN Agencies and key NGOs to discuss Seafarers' Rights and again I will update you on anything significant that comes out of this meeting.

Finally, you will be pleased to hear that IFSMA has entered into an agreement for the first time to produce a book on international law for shipmasters. There have been a number produced over the years, but most have been bogged down in legal jargon and are not easy to read or simple to use. By producing this together with ICS we hope to publish something that is easy to read and that will help all Shipmasters, Shipowners, Ship Managers, and

Designated Persons Ashore as well as trainers. We have brought together a group of international marine lawyers and serving Shipmasters to preside over the content of what is needed by the busy shipmaster. At the beginning of September this same group will decide who will win the contract to write the book from a large number of interested authors qualified in maritime law. We hope to have this published towards the last quarter of next year. I will keep you posted on progress.

The HQ passes on its best wishes to you all and your families and wishes you fair winds and following seas.

Jim Scorer

## From the News Editor

The Brotherhood of the Sea was seen in action in mid-August when Amver initiated a US Coast Guard cutter to rescue three people in waters off Costa Rica.

On 17 August US Coast Guard authorities at the Eleventh District Rescue Co-ordination Center in Alameda, California, diverted the US Coast Guard Cutter *Northland* and the Amver bulker *Avra.GR* after rescue personnel in Costa Rica requested assistance with a vessel fire and three people in the water approximately 150 miles south of Gulfito, Costa Rica.

The cutter *Northland* deployed its rescue helicopter which located the distressed vessel while the *Northland* crew launched an over the horizon rescue boat to safely embark the three survivors. The survivors were then transferred to the Marshall Island-flagged bulker *Avra.GR* for disembarkation in Costa Rica.

The 587foot loa *Avra.GR* was 58 nautical miles from the distress location when it was identified by rescue authorities and asked to assist. *Avra.GR*, managed by TMA Bulk of Hamburg enrolled in Amver in June, 2016 and has already earned two Amver participation awards.

For information on the Automated Mutual-Assistance Vessel Rescue System readers are invited to see here: www.amver.com

## The IMO Digest

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

*Illustrations per* www.imo.org ©

## IMO supporting Djibouti to prevent pollution from ships

Djibouti is the latest country to benefit from a national training workshop* (held from 2-5 August, 2021) on implementation and enforcement of the International Convention for the Prevention of Pollution from Ships (MARPOL). The workshop particularly emphasized the importance of MARPOL Annexe V, which focuses on prevention of pollution by garbage from ships and prohibits disposal of plastics and restricts disposal of other ship-generated solid wastes at sea.

Held in Djibouti City and delivered in French the workshop also underscored the importance of ratification of Annex VI regulations to prevent air pollution from ships. Full and effective ratification and implementation of the convention could help improve the air quality in and around the Gulf of Aden and the Red Sea.

An IMO representative from the Marine Environment Division gave a presentation on implementation of MARPOL Annex VI and recent developments within the IMO.

A representative from The Regional Organization for the Conservation of the Environment of the Red Sea & Gulf of Aden (PERSGA) updated participants on continuing efforts to designate the Red Sea and Gulf of Aden as a Special Area under MARPOL Annex I and Annex V.

Officials responsible for the prevention and control of pollution from ships were trained on the management and operations of ship-generated waste reception facilities at Djiboutian ports. Delegates were provided with information about port reception facilities around the world under the Global Integrated Shipping Information System (GISIS).

In addition to encouraging Port State Control to implement and enforce MARPOL more consistently, the workshop laboured to improve the overall knowledge of participants

about the MARPOL Convention and its current requirements as well as recent developments.

Participants took part in active discussion regarding factors affecting full implementation of MARPOL, including incomplete transposition of the convention and its amendments into national legislation.

Recommendations to address the existing barriers and the need for activating the Special Areas status of the Red Sea and Gulf of Aden were also on the agenda.

*The workshop was organized by PERSGA, in collaboration with the Ministry of Environment and Sustainable Development of Djibouti, through IMO's Integrated Technical Cooperation programme (ITCP).

The States represented at PERSGA are: Djibouti, Egypt, Jordan, Saudi Arabia, Somaliland, Sudan and Yemen.

## The International Maritime Prize

IMO announced a few weeks ago that the International Maritime Prize for 2020 is to be awarded to Mr Paul Sadler (*illustrated*), former representative of Government of the United Kingdom to IMO and of IACS.

The prestigious International Maritime Prize for 2020 is to be awarded to Mr Paul Sadler, former representative of the Government of the United Kingdom of Great Britain and Northern Ireland to the International Maritime Organization (IMO). Mr Sadler also represented the International Association of Classification Societies (IACS) at IMO meetings and served as a governor of the World Maritime University (WMU) for ten years.

In their nomination, the Government of the United Kingdom of Great Britain and Northern Ireland; and the International Association of Classification Societies (IACS) commended Mr Sadler for his contribution to the development of IMO regulations over many years.

Mr Sadler represented the United Kingdom Government at IMO from 1998 to 2007. Mr Sadler played a key role in bulk carrier safety and was involved in major IMO initiatives on passenger ship safety, the casualty investigation code, accelerating the phase-out of single hull tankers and the development of energy efficiency requirements which would later be adopted as chapter 4 of MARPOL Annex VI.

As IACS representative, from 2007 to 2019, Mr Sadler oversaw IACS work on major initiatives such as goal-based standards, the development of the Code for Recognized Organizations, the Enhanced Survey Programme (ESP) Code and the IMO energy efficiency requirements.

**A busy career**

Mr Paul Sadler began a career in maritime following his graduation from the University of Newcastle upon Tyne with a Bachelor of Science (BSc) in Naval Architecture and Shipbuilding.

He held roles as production manager and design and project engineer in the United Kingdom shipping industry and was instrumental in introducing quality standards at British Shipbuilders' Sunderland shipyard.

In May 1991, Mr Sadler joined the United Kingdom Maritime and Coastguard Agency in 1991 as a ship surveyor, becoming the Government's marine surveyor to the *Queen Elizabeth 2* cruise ship. He was acknowledged for his sensitive and knowledgeable approach in handling the United Kingdom response to the safety of bulk carriers following the loss of the mv *Derbyshire* and later the Thames river boat, *Marchioness*.

In December 1998, Mr Sadler was appointed Deputy Permanent Representative of the United Kingdom to IMO and he was subsequently appointed Permanent Representative in June 2005, until 2007.

In 2007, IACS appointed Mr Sadler as their Accredited Representative to IMO. He continued to attend IMO meetings in that role until his retirement in 2019.

Mr Sadler shared his passion for advancing knowledge to the next generation of marine engineers. He lectured widely on a voluntary basis to students and maritime industry organisations in the UK and overseas on the IMO and the roles of classification societies and recognized organizations.

He served as a member of World Maritime University's Board of Governors for ten years from 2010. In 2020, WMU awarded him an Honorary Fellowship in recognition of his distinguished service to the maritime world.

Mr Sadler's work at IMO and his advocacy for robust, pragmatic and effective maritime regulation was recognized with a Distinguished Public Service Award, awarded by the United States Coast Guard in 2017.

**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. (Read more here: International Maritime Prize (www.imo.org )

The Prize will be presented to Mr Sadler at an awards ceremony to be scheduled by the Secretary-General.

## IMO supports maritime security activities

**East Africa**

IMO assisted in the strengthening of maritime security governance in East Africa by participating in two regional events during August: the Strategic Maritime Security and Blue Economy course (9-13 August) held in Kenya, and the annual Cutlass Express[1] event (26 July-6 August), a United States Naval Forces Africa led, maritime security exercise conducted in the Western Indian Ocean.

For the Strategic Maritime Security and Blue Economy course, Kiruja Micheni, IMO project manager for the Djibouti Code of Conduct (DCoC)[2] facilitated a module on maritime security governance. This focused on the establishment of a National Maritime Security Committee, development of a National Maritime Risk Register and formulation of a National Maritime Security Strategy.

**Government of Japan sponsorship**

This course was organized by the Peace and Conflict Studies School (PCSS) of the International Peace Support Training Centre (IPSTC)[3] and sponsored by the Government of Japan through the United Nations Development Programme (UNDP)[4]. It has been designed to tackle the complex convergence of existing maritime security policies, implementation hurdles and the significance of an integrated approach to maritime security for the sustainable development of the regional maritime sector.

Those attending included senior officials from various stakeholder ministries/departments in Kenya, the International Conference on the Great Lakes Region (ICGLR) and the Intergovernmental Authority on Development (IGAD).

IMO also participated in the Cutlass Express maritime security exercise, which was held in Kenya, Djibouti and Seychelles this year. In addition to acting as one of the facilitators and assisting with planning, Micheni delivered a presentation on the DCoC and its Jeddah Amendment (JA) and its role in enhancing maritime security in the region.

*Illustration per www.imo.org* ©

**Improving regional cooperation**

The Cutlass Express exercise aims to improve regional cooperation in support of the DCoC JA, increase information sharing, promote Maritime Domain Awareness (MDA), push for maritime interdiction and adherence to the rule of law, as well as counter-proliferation interdiction capabilities in strengthening safety and security in East Africa.

This year's event was attended by representatives from Canada, Comoros, Djibouti, France, Georgia, India, Japan, Kenya, Madagascar, Mauritius, Mozambique, Rwanda, Seychelles, Somalia, Sudan, the United Republic of Tanzania, United Kingdom, the United States, the UN Office on Drugs and Crime (UNODC) and IMO.

[1] https://tinyurl.com/yd84eh39
[2] https://dcoc.org/
[3] https://www.ipstc.org/
[4] https://www.undp.org/

## PSA & ONE team up

**Sustainability and reduction of maritime environmental footprint**

In support of industry-wide efforts to decarbonise and to push for sustainable maritime transport, PSA Corporation Ltd (PSA Corp), a wholly-owned subsidiary of PSA International Pte Ltd, and Ocean Network Express Pte. Ltd (ONE) will work in tandem to take the lead on proactive environmental stewardship by advancing sustainable green solutions with like-minded partners.

This was reported at the end of July when it was stated that PSA Corp and ONE, one of the world's top ocean carriers, had signed a Memorandum of Understanding (MOU) to reduce greenhouses gases (GHG) emissions,

working towards a more responsible and greener maritime and shipping industry of the future, and pointing the way towards embracing mutual sustainable practices across their businesses.

It is understood that this MOU brings together two like-minded and eco-conscious organisations, both established names in their fields, to share, co-create and implement solutions to reduce GHG emissions across various branches of business. This collaboration includes areas relating to container flow

enhancement and terminal services for ONE's operations, which will lead to a reduction of carbon dioxide emissions, it was reported.

Ong Kim Pong, Regional CEO Southeast Asia, PSA International, commented: '*Sustainability is at the core of PSA's business strategy and we are completely en rapport with ONE to reduce GHG emissions, a global imperative, through our collective efforts. ONE has been a steadfast and longstanding partner of PSA and we are delighted to work with them to achieve carbon footprint reduction, combat climate change, and build a maritime and shipping industry that is resilient to environment-related uncertainties.*'

Managing Director of Product and Network Division of ONE, Yasuki Iwai, added: '*As ONE we regard green shipping not only as a target to meet, but more importantly, one of our key corporate responsibilities to our society and international community. The bilateral relationship with PSA has been founded on mutual open-mindedness and continues to thrive on our like-mindedness. We are very pleased to see this long-term partnership getting elevated to a higher level now, where both parties stand firm together and tackle this common challenge of GHG emission reduction in shipping.*'

**About PSA Corporation Ltd (PSA)**

PSA Singapore, a wholly-owned subsidiary of PSA International Pte Ltd, operates the world's largest container transhipment hub in Singapore, handling 36.6 million TEUs of containers in 2020. With connections to 600 ports globally, shippers have access to daily sailings to every major port in the world, operating day-in, day-out year round. Beyond port operations, PSA also offers cargo provisions to customers operating in advanced manufacturing, cold chain, e-commerce, and energy and chemicals. This value adding service is enabled by CALISTA™, a digital platform that facilitates trade and helps shippers to better manage their physical movement of goods, trade financing and compliance. For more readers are invited to see: www.singaporepsa.com

PSA ceased using the name of Port of Singapore Authority in 1997 when it

became a corporate entity. The company should be referred to as PSA Corporation Ltd, PSA Singapore or simply PSA.

**About Ocean Network Express Pte. Ltd (ONE)**

Ocean Network Express (ONE) was launched on April 1, 2018 with its headquarters based in Singapore. As of this year, ONE is the sixth largest container shipping company in the world, operating more than 220 ships at a total capacity of around 1.6 million TEU. ONE has its global business spanning across more than 120 countries. In FY2020, ONE carried nearly 12 million TEU. Meanwhile, ONE has been actively furthering its endeavours in environmental sustainability and digitalisation in its business to fulfil ONE's social responsibilities and deliver maximum satisfaction to its customers.

For more information readers are invited to see here: www.one-line.com

## ONE launches Marine Safety and Quality Campaign 2021

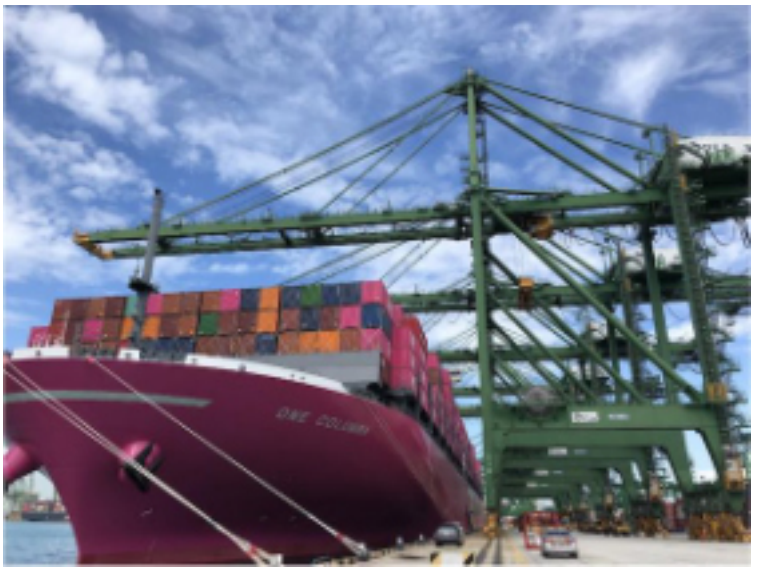
On 1 August Ocean Network Express (ONE) launched its Marine Safety and Quality Campaign due to run until 31October 2021, to emphasise once again marine navigation safety practices.

As the Covid-19 pandemic continued to affect global shipping operations, ONE remained facing difficulties conducting ONE's Vessel Quality Standard (ONE-VQS) physical inspections on board their operated vessels.

Following the success of last year's rigorous self-inspection campaign, ONE is confident in maintaining the same meticulous self-inspection practice for a second year, assuring that ONE constantly provides a safe and reliable service to their valued customers.

It is understood that the ONE–VQS self-inspection will be carried out by ships' staff to focus on three areas with the aim of encouraging crew to proactively conduct thorough checks to mitigate associated risks.

The focused areas identified are Cargo Stowage & Securing (Heavy Weather), Collision/Contact, and PSC Inspections & Fire. These three areas have been identified based on the analysis of past incidents both within and outside of the fleet and following the results of last year's campaign.



All vessels under ONE's operation must complete the self-assessment, identifying and rectifying any potential defects or areas of risk.

Through this campaign and in cooperation with the ship's crew and concerned parties, ONE aims to further raise safety awareness and quality standards of their vessels. The Group is committed to continuously deliver a reliable and quality service to their valued customers.

**According to a media brief on 30 July ONE's Marine Safety and Quality Campaign Workflow indicated the following needs to:**

**Understand**
- ONE KPIs
- Important items listed in each of the focused areas

**Identify**
- Shortcomings
- Defects
- Potential Risks

**Review & Rectify**
- Related Circulars
- Checklist/Feedback

**Report to ONE**
- Rectified Items (Before/After )
- Awareness of Potential Risk.

## Modular onshore beacons for marine infrastructure

Logistics in marine works are frequently more expensive than the equipment installed. This is certainly true with marine aids to navigation equipment in locations where access is difficult, where occasionally placing equipment with helicopters is the most cost-effective solution.

On a much smaller scale installing beacons at the end of inaccessible moles or piers poses the same challenge. The equipment may cost a few thousand €uros and the logistics tens of thousands per hour. The examples shown here indicate what Shipmasters can expect to see when they encounter new aids to navigation established in marine infrastructure.

*Almarin's ALT 3 modular beacon has been installed in the east dock of Marina Empuriabrava (Spain).*

To address this logistics issue Barcelona-based Almarin has developed modular steel towers. Each component is light enough to be transported and assembled by two persons however each is strong enough to resist the harsh marine environment.

Almarin's modular beacons are offered where resources are limited, and access is difficult. It is understood the Group's assembly team can safely carry the different modules over breakwaters without requiring the use of a crane or other means. Besides facilitating transport and installation, this type of marine aids to navigation can be prefabricated to accord with the different requirements of the customer.

*The ALT 7 modular beacon of galvanised and painted steel by Almarin, manufactured in Portugal, supplied to the Panama Maritime Authority.*

Part of the Barcelona-based Grupo Lindley, Almarin, has extensive experience in the manufacture of towers and beacons for port and coastal marking and its engineers have developed the most suitable solution: from 40-metre towers with sector lights to 3-metre beacons marking the entrance of a small harbour.

Manufactured of galvanised and painted steel Almarin's ALT 3 modular beacon was recently established in the east dock of Marina Empuriabrava, Spain..

The company provides marine aids to navigation made of stainless or galvanized steel, glass re-enforced plastics or roto-moulded materials.

Such beacons can be equipped with independent energy systems to cope with most aids to navigation power requirements.

The solutions provided by Almarin are designed and painted in accordance with IALA recommendations.

## Eco-friendly Orange Marine cable ship contract

**Norwegian design, Sri Lanka newbuild**

**Azipod® propulsion marks 300th vessel milestone**

An integrated ABB power and propulsion package order from Colombo Dockyard has brought a milestone Azipod® installation in an advanced cable-laying and repair vessel that will support offshore wind farms.

This high-tech vessel (*illustrated here by computer generated imagery*) will be delivered by Sri Lanka's leading shipbuilder in 2023, joining an Orange Marine France fleet which now accounts for 15% of the world's specialised cable laying and repair ships. At 100-metres loa the vessel will feature a full power, propulsion and automation package from ABB, including the landmark Azipod® system. Financial details of the contract were not disclosed.

It is understood that this vessel, to be used for both cable laying and cable repair, has been developed by Norway's Vard Design, a Fincantieri Company, to meet specific priorities on power consumption and performance. Station-keeping accuracy and manoeuvrability are essential for what are complex cable laying and repair operations, while the ship also needs relatively high speed to achieve rapid or urgent deployment.

In the words of DV Abeysinghe MD & CEO, Colombo Dockyard: '*We look forward to working with ABB on this highly advanced, modern vessel that will no doubt set new standards for cableships in term of superior performance and eco-friendly operations*.'

The twin 1.8 megawatt Azipod® units selected to meet the ship owner's requirements for high transit speeds with maximum fuel efficiency while providing the 360-degree manoeuvrability to ensure station-keeping performance even in challenging weather and sea conditions. Integral to the package is an ABB energy storage system enabling electrical power back-up using 500 kWh batteries, which will reduce fuel consumption during cable work and ensure continuity in the event of an unexpected shutdown.

This integrated power and propulsion contract comes as ABB celebrates 30 years of Azipod® propulsion and offers the latest example of how the concept's ingenuity continues to combine with progressive enhancements to expand its client base, three decades after launch.

Juha Koskela, Division President, ABB Marine & Ports commented: '*After 30 years of Azipod® propulsion, it is especially pleasing that the 300th ship will be a pioneer in the world's energy and communications sector. We are also delighted to be working on our second project with Colombo Dockyard, following an earlier cable layer project in 2017*.'

Azipod® technology is claimed to offer owners documented fuel savings of 20% over conventional shaftline power transmission, reduced emissions and full integration with high efficiency hybrid energy arrangements. As well as freeing up space in the vessel for other purposes, the Azipod® unit's external position permits naval architects to optimise hull form performance. Connecting the propeller directly to the propulsion motor eliminates gears and other auxiliary equipment, reducing maintenance costs, it has been shown.

Vessel types for which advanced Azipod® propulsion systems offer significant efficiency gains include cable layers, offshore construction vessels, wind farm support ships, icebreakers and ice-breaking commercial ships including LNG carriers, cruise ships and expedition vessels.

Once in commission the new Orange Marine vessel will accommodate 76 personnel and will be remotely monitored and supported by experts from ABB's global network of ABB Ability™ Collaborative Operations Centres.

**About Orange Marine**

Operating since 1860, the cable ship branch of the French Ministry of Posts and Telecommunications became a wholly-owned subsidiary of the Orange Group in 1999.

In 2010, Orange acquired Elettra, a Telecom Italia subsidiary operating in the same activity. Orange Marine is specialized in works related to submarine cables, from the study, engineering phase and surveys, to the installation of regional or inter-continental connections and the maintenance of existing cables. Orange Marine operates six cable ships and one survey ship.

## The Future of Maritime Safety

**Report by the Inmarsat Research Programme**

A new Inmarsat report analyses three years of global maritime distress call data to focus minds on true areas for concern and develop a vision for shipping's future safety.

The report may be downloaded from the link to be found here: https://tinyurl.com/3pe3c4yx

Inmarsat, a world leader in global, mobile satellite communications, has published a new report based on an exclusive analysis of Global Maritime Distress and Safety Services alerts from ships.

*Reproduced with kind permission from Inmarsat ©*

Drawing on distress calls sent free at the point of use via the Inmarsat network from vessels worldwide between 2018 and 2020, *The Future of Maritime Safety* report is published by the Inmarsat Research Programme and has been written by the team at Intent Communications.

To quote Peter Broadhurst, Senior Vice President of Safety & Security, Inmarsat Maritime: '*We believe that the creation of an online anonymised data lake of safety information will allow us to identify weak spots and solutions, allocate resources and measure progress towards enhanced safety. Where safety is concerned, data should be shared to create a level playing field for the entire industry.*'

This new report also includes significant contributions from Kitack Lim, Secretary General of the IMO; Guy Platten, Secretary General, ICS; Ashok Srinivasan, Manager, Maritime Safety and Security, BIMCO; Kuba Szymanski, Secretary General, Intermanager; and Stuart Edmonston, Director, Loss Prevention, UK P&I Club.

With the commercial vessel fleet growing by 4.1% in 2019, the report logs 834 distress calls made by Inmarsat GMDSS service users in 2020, compared to 761 in the previous year. In capturing the broadly stable relationship between ships in service and distress call numbers, the report nonetheless highlights specific areas for attention.

Detailed analysis during the three years shows tankers overtaking fishing vessels to generate the highest number of GMDSS alerts (122 calls in 2020). The high frequency of alerts from coastal waters is interpreted as relating to the operation of older tonnage. Alerts from deep sea tankers are relatively scarce, where charterers require higher standards and younger tonnage is deployed. Fishing distress calls remain frequent, indicating that there is still a lot of work to do in this sector to raise overall safety for fishers and fishing vessels under individual flag state control.

Distress calls from bulk carriers and container ships remained largely consistent over the period it was reported, although the former witnessed a distinct cluster in the Yellow Sea between China, North Korea and the Republic of Korea, while the latter saw a spike in East Asia as Covid-19 unfolded in 2020.

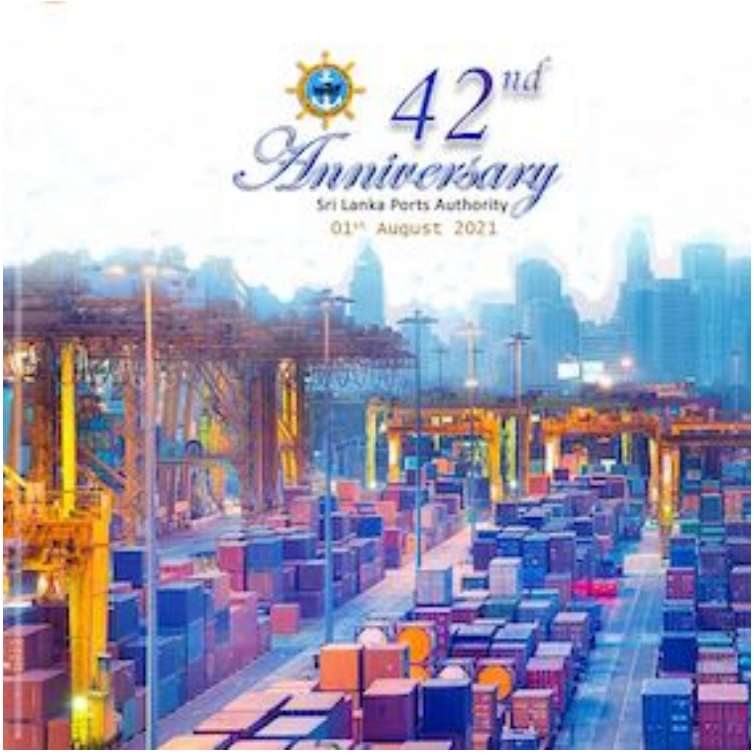
Broadhurst continued by saying: '*This report establishes significant trends that merit close scrutiny by all stakeholders and offers a powerful example of the potential for analytics and new technology to provide the basis for a data-driven and more proactive safety.*

'*Today, a ship's captain can often be seen as a single point of failure. This is in stark contrast to the 'Swiss-cheese' model of risk maritime regulators now accept, and the goal-based and proactive approach that puts rapidly evolving technology at the heart of better supporting the safety of life at sea*.'

## Sri Lanka Ports Authority at 42

From 1918, the Port of Colombo had been administered by the Colombo Port Commission responsible for the supply and maintenance of cargo-handling equipment and other infrastructure, pilotage services, docking and slipping. The government had funded all its activities. Stevedoring and shore handling were in the hands of several private wharfage companies. In 1948 Ceylon as a British Crown Colony achieved independence after 133 years of imperial rule. The change of name to Sri Lanka came in 1972.

In 1958, the Port Cargo Corporation was set up to take over these activities performed by a multiplicity of operators. The Port Tally and Protective Services Corporation was formed in 1967 in order to perform on-board tallying and watchmen services on behalf of Agents.




The Sri Lanka Ports Authority was constituted under the provisions of the Sri Lanka Ports Authority Act 1979 effecting the merger of the Colombo Port Commission Department and the two existing statutory Corporations. This resulted in a unified organization with a streamlined structure. The Ports Authority does not receive financial allocations from the government but operates on its own revenue and resources.

**2nd anniversary celebration**

On 2 August this year the Hon. Rohitha Abeygunawardena, Minister of Ports and Shipping and Captain Nihal Keppetipola, Chairman of the Sri Lanka Ports Authority (SLPA) were key speakers on the anniversary occasion attended with due religious ceremony.

Addressing the event Minister Abeygunawardena stated that on the occasion of the 42nd Anniversary, all plans should be made with a good understanding of the past, future and present activities of the institution. It was stated that from this day onwards all public servants were required to report for work with regard to the Covid-19 pandemic. In accordance with these guidelines SLPA stated that it is in the national interest to continue its operations as it did on the Covid-19 outbreak.

**Container terminal development**

The Minister also said that it is required to implement projects such as the East Container Terminal (ECT) and the West Container Terminal (WCT) of the Port of Colombo as well as the future plans of the SLPA.

Speaking on the occasion Captain Keppetipola said that although the current pandemic situation was a challenge to everyone, on the 42nd anniversary he was confident that SLPA would always be able to overcome all challenges with the able potential of the human resources in all sectors of the institution.

*Bids have already arrived for the construction and completion of the East Container Terminal (ECT) of the Colombo Port, billed for completion by 2023.*
*Illustration per www.slpa.lk ©.*

He would take all necessary steps to improve welfare and infrastructure facilities of the SLPA and commented: '*Since port operation is a global activity, we need to be competitive and work closely with the international maritime activities, paving way to making Sri Lanka the Maritime Hub of South Asia*.'

**Relations with India**

A greater synergy between India and Sri Lanka, pivotal to handling future container volume growth, was outlined by Chairman Keppetipola He recently paid a courtesy visit to the Indian High Commissioner to Sri Lanka HE Gopal Baglay. Speaking at that meeting, the Indian High Commissioner said that the development of bilateral trade between India and Sri Lanka would enhance socio-economic stability between the two friendly nations and India would always like to cordially work with Sri Lanka and the SLPA to improve the container trade and shipping connectivity.

Captain Keppetipola said that considering the forecast growth of population, industrial production and an increase in the world's ultra large container ship fleet it is important for the Indian Government to take action with regard to Indian Prime Minister Sri Narendra Modi's huge Sagaramala Project* parallel to Sri Lanka's port development projects. Captain Keppitopola said: '*We would then create a synergy between the countries to handle this huge container volume growth in the Indian Sub-Continent (ISC)*.'

Further discussions took place on the commencement of a regional cruise liner operation in the ISC region. In conclusion the Indian High Commissioner proposed to commence a joint discussion with BIMSTEC countries (Bangladesh, India, Myanmar, Sri Lanka and Thailand Economic Cooperation) in this regard.

A useful film of 05.33 duration made to celebrate the SLPA's 40th anniversary is available on the Authority's website home page to be found here: https://www.slpa.lk/

** As part of Sagarmala Programme of port led prosperity, more than 574 projects have been identified for implementation, during 2015-2035, across the areas of port modernization & new port development, port connectivity enhancement, port-linked industrialization and coastal community development. For more see: www.sagarmala.gov.in*

## Under Sail

**Cruise ships return to Harwich International**

**Hutchison Ports Harwich International has welcomed its first cruise vessel call since 2019 and the start of the Covid crisis.**

Operated by Tradewind Voyages, *Golden Horizon* is the world's largest square-rigged sailing vessel and one of very few sail-powered cruise ships.

Commenting on the call at Harwich International, Chris Lewis, Chief Executive of Hutchison Ports UK, said on 5 August: '*We are delighted to welcome Golden Horizon on its first call at Harwich International. The cruise industry has had a very difficult time during the pandemic but despite the challenges of the last 18 months we remain committed to the cruise industry and our existing and new cruise line customers. As Europe and the rest of the world begin to open up once more to UK departing passengers, we will continue to offer the same high level of service and facilities that visitors have always enjoyed at the port.*

*Illustration per www.tradewindvoyages.com Tradewinds Voyages ©*

'*This is the first of two calls for Golden Horizon this year and the start of what we hope will be a long term relationship with Tradewind Voyages. I am not sure when we last saw a sailing ship at Harwich, using wind-power harks back to an earlier time but at the same time is very much up-to-date and in tune with the drive towards greater sustainability.*'On departure from Harwich, at the time of writing the ship was due to undertake a ten-day cruise along the South Coast of England during which it was due to anchor off the Isle of Wight to allow the passengers a unique view of the world-class sailing action of Cowes Week in the first week of August.

Although the general arrangement of the sailing vessel has an historic feel its passengers enjoy all modern luxuries, it is reported, with its 140 cabins each with outside views. Passengers in the suites enjoy a concierge service and complimentary 24-hour cabin service.

## New BIMCO/ICS Seafarer Workforce Report

**Warning of serious potential officer shortage**

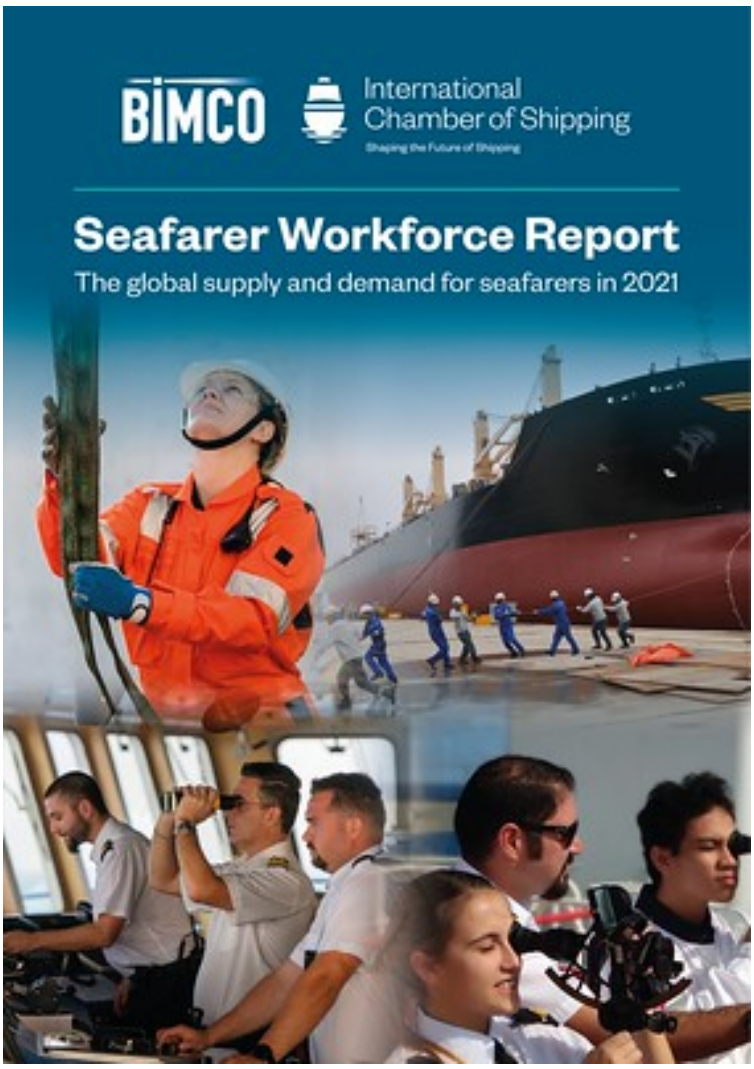
The new *Seafarer Workforce Report* from BIMCO and the International Chamber of Shipping warns that the industry must significantly increase training and recruitment levels if it is to avoid a serious shortage in the total supply of officers by 2026.

Given the growing demand for STCW certified officers, the Report predicts that there will be a need for an additional 89,510 officers by 2026 to operate the world merchant fleet. The report estimates that 1.89 million seafarers currently serve the world merchant fleet, operating over 74,000 vessels around the globe.

Trusted by ship operators, agencies and governments, the *Seafarer Workforce Report* – formerly the *Manpower Report* – is an essential management tool for those tasked with developing crewing and training strategies, delivering the market intelligence that the industry needs to plan for the future.

The new report also highlights a current shortfall of 26,240 STCW certified officers, indicating that demand for seafarers in 2021 has outpaced supply. Although there has been a 10.8% increase in the supply of officers since 2015, this shortfall could be due to a reported increase in officers needed on board vessels, with an average of 1.4 officers required per berth.

In addition, some officer categories are in especially short supply. There is a shortage of officers with technical experience especially at Management Level, and in the tanker and offshore sectors there is a reported shortage of Management Level Deck Officers.




As for good news it is reported that in the past five years the industry has made good progress in reducing officer turnover rates from 8% to 6%, retaining qualified seafarers and increasing the number of years that they serve at sea. Indeed, compared with estimates from the 2015 report, the average age of officers serving at Management Level and Operational Level has increased.

Of the report Guy Platten, Secretary General of the International Chamber of Shipping commented: '*The Seafarer Workforce report warns of a shortfall in officers by 2026. To meet the future demand for seafarers it is vital that the industry actively promotes careers at sea and enhances maritime education and training worldwide, with a focus on the diverse skills needed for a greener and more digitally connected industry.*

'*This is especially important as we recover from the effects of the pandemic, and we will need to address the real concerns that we could see seafarers turning away from careers in shipping. We must analyse and respond to trends in seafarer retention, and continue regular monitoring of the global seafarer workforce, to ensure that the supply of STCW certified seafarers continues to keep pace with demand*.'

BIMCO Secretary General & CEO, David Loosley, added: '*The Seafarer Workforce Report is not only a useful tool but also a necessary one when it comes to planning for the future and assuring that the backbone of world trade is sufficient in numbers and skills.*

'*The insight and data contributions from shipping companies, national maritime administrations, and maritime education and training institutions to the new report is invaluable in gaining a picture of what our industry must prepare for in the future of seafarer recruitment and retention*.'

**Seafarer workforce diversity**

The Report also focuses on diversity within the seafarer workforce, analysing a range of demographic data, including age, nationality and gender. The latest statistics show that there is a positive trend in gender balance, with an estimated 24,059 women serving as seafarers, a percentage increase of 45.8% compared with the 2015 report.

The percentage of female STCW certified seafarers is estimated to be 1.28% of the global seafarer workforce and it appears that there has been a significant rise in the number of female STCW certified ratings compared to STCW certified female officers, with female ratings found predominantly in the cruise ship and passenger ferry sectors. Female officer numbers are spread more evenly across the sectors, it is reported.

The *2021 Seafarer Workforce Report* delivers detailed information on the current supply and demand for seafarers for the world fleet, including country-specific data; details of the demographic composition of the supply of seafarers; forward projections for the likely supply and demand situations over the next five years; and identifies maritime training, recruitment and retention trends and their potential consequences.

For more information readers are invited to visit Witherbys, to be found here: https://tinyurl.com/s5fmfaz9

## VARD and two specialised construction service vessels

It was announced from Norway on 6 August that VARD, one of the major global designers and shipbuilders of specialised vessels, and the Norwegian shipping company Rem Offshore, had entered into contracts for the building of two Construction Service Operations Vessels (CSOVs) with an option for two additional vessels. Contracts for the firm two vessels have an indicative total value of €100 million it is understood.

These CSOVs are tailor-made for world-wide services and maintenance operations at offshore wind farms. The VARD 4 19 design, developed by Vard Design in Ålesund, Norway, is a highly versatile platform for all offshore windfarm support operations with attention paid to on board logistics, security, comfort, and superior operability.

It is reported that the first vessel will be delivered from VARD in Norway in the first half of 2023.

*VARD 4 19 Construction Service Operation Vessels (CSOV).*

The hull will be built at Vard Braila in Romania. The second vessel will be built and delivered by Vard Vung Tau in Vietnam, scheduled for delivery in 2024. VARD's specialized high technology subsidiaries will be involved with major deliveries on board, and in the shipbuilding process of the vessels.

Rem Offshore's Chairman, Aage Remøy commented: '*Rem Offshore has during the last few years increasingly focused attention on building a sustainable platform for growth in offshore wind. Our shareholders are driving this development together with our Rem colleagues onshore and offshore. We are proud to continue our newbuild programme in Norway and support the local maritime industry*.'

VARD CEO Alberto Maestrini commented: '*We are proud to be chosen as the preferred partner for Rem Offshore in this exciting project, and we are looking forward to working together with their team. These contracts confirm VARD's leadership in the CSOV market, both in terms of innovative ship design, breakthrough technologies and shipbuilding quality*.'

Of 85 metres loa and with a beam of 19.5 metres, the vessels will have a height-adjustable motion-compensated gangway with elevator system, a height-adjustable boat landing system, and a 3D-compensated crane. These CSOVs will have an accommodation for 120.

## Fire in Durban-bound container ship

**Colombo's quick and positive action**

The Sri Lanka Ports Authority (SLPA) took successful measures to quell a chemical leak from a container on board mv *Seaspan Lahore* at the Port of Colombo on 29 July.

This vessel which was sailing from the Indian port of Mundra to Colombo carrying containers detected a leak from a container carrying nitric acid in drums. This container was to be discharged at Durban after Colombo.

Detection of the hazard was found six hours after the vessel's departure from Mundra. The Master of *Seaspan Lahore*, of Hapag-Lloyd, immediately notified local agents Hapag-Lloyd Lanka Pvt Ltd., who in turn notified the Harbour Master of SLPA and the container terminal – SAGT.

*MV Seaspan Lahore's chemical leaked container being re-worked at the dangerous cargo area of the SAGT of the Port of Colombo. SLPA Chairman Captain Nihal Keppetipola; Harbour Master Captain Nirmal Silva; CEO SAGT Mr Romesh David and Mr Lalith Witanachchi, CEO, Hapag-Llloyd Lanka Pvt Ltd., are also shown.*

Thereafter, a thorough study was made of the stowage plan and the commodities in the adjacent containers on board the ship by the chairman and the SLPA harbour master.

It was decided to berth the vessel and discharge and rework the good order barrels of nitric acid into a fresh container for onward carriage. It is understood that there were 650 drums of nitric acid in the container.

Captain Nihal Keppetipola, Chairman of SLPA, commented: '*When notified of the decision to the Minister of Ports and Shipping Hon. Rohitha Abeygunawardena, he gave me his blessing to carry on and I thank him very much for the confidence placed in me*.'

Captain Keppetipola added that had the reworking been delayed by one more day, there certainly would have been a chance of a fire on board. He said the bottom of the container was already partially perished. SLPA was capable with experienced officers and geared to handle such situations and had successfully carried out similar on several occasions. In conclusion he said: '*It is only possible if the local agent of the ship informs the SLPA well in advance*.'

Reworking of the container was completed successfully with the port fire brigade standing by and with the assistance and participation of SLPA officials and crew with staff of SAGT, Hapag-Lloyd Lanka Pvt Ltd., and personnel from Hamka Shipping specialised in such an operation.

Captain Nihal Keppetipola thanked the SLPA's Harbour Master, Captain Nirmal Silva and his staff; Mr Romesh David, CEO of SAGT, and Mr Lalith Witanachchi, CEO of Hapag-Lloyd Lanka Pvt Ltd., who contributed in preventing a possible catastrophe.

**Editor's note**

**This text is based on material kindly provided by Sri Lanka Ports Authority per [www.slpa.lk/port-colombo/slpa](www.slpa.lk/port-colombo/slpa)**

## UAE and seafarers' welfare: the Supporting Our Blue Army initiative

**ITF and UAE step up co-operation**

News was received early in August that the UAE Ministry of Energy and Infrastructure had launched 'Supporting our Blue Army,' an initiative to improve the quality of life for seafarers while they are in UAE waters. This is understood to be in line with its commitment to improve welfare.

A number of reports on this topic were received from various avenues of the press and broadcasters. In order to read more readers may wish to see here, the website of GCC Business News: https://tinyurl.com/hwpraw4b

Furthermore, it is understood that this project will help seafarers overcome the challenges they experience as a result of the pandemic and travel restrictions by protecting their rights with ship owners and operating companies. Here it is understood that there is to be a national platform for government and private organisations and agencies in the building of partnerships with local and international NGOs caring for seafarers to improve the quality of their lives.

As we well know the UAE serves as a logistics centre connecting global shipping. In these waters over 21,000 ships call at the region's ports each year and the ports provide a base for over 20,000 local and international maritime businesses.

In UAE the Supporting our Blue Army initiative is a comprehensive framework through which the Minister of Energy and Infrastructure develops a strategy combining all its initiatives and achievements in support of seafarers, and protecting their rights. Within the ministry is to be found the Minister for Maritime Transport Affairs.

**ITF and UAE step up cooperation**

Early in July ITF general secretary Stephen Cotton, president Paddy Crumlin and Arab World regional secretary Bilal Malkawi met Omar Bin Ghaleb of the UAE General Civil Aviation Authority and Dr Abdullah Belheif Al Nuaimi, minister of infrastructure development and chair of the Federal Transport Authority (FTA): Land & Maritime.

*The ITF has continued its cooperation with the government of the United Arab Emirates (UAE) with a high-level meeting in Dubai.*

Among topics discussed the delegation reviewed the success of cooperation to help seafarers abandoned in UAE waters (see here[1]), They discussed areas for future work and assessed the ITF-UAE memorandum of understanding (see here[2]).

During the visit, the ITF delegation also inspected DP World's site representative one of the world's major port operators.

ITF general secretary Stephen Cotton spoke about the visit: '*When we signed the MOU with the UAE FTA we said this was only the beginning; there would be further cooperation that would show real results for transport workers. We are already seeing how seafarers are benefiting from this agreement, and now we are taking the first steps to expanding this work to other sectors and more workers*.'

**Ministerial responsibilities**

HE Suhail Mohammed Faraj Al Mazroui is an Emirati businessman and politician and has been serving as the Minister of Energy in the UAE since March 2013, when the Ministry was reconfigured as the Ministry of Energy and Industry. In July 2020, the Ministry grew even bigger when merging with the Ministry of Infrastructure Development, including the Sheikh Zayed Housing Programme, and the Federal Transport Authority Land & Maritime to become The Ministry of Energy and Infrastructure.

Furthermore, HE Al Mazroui is Chairman of the Board of Directors of Etihad Water and Electricity, Chairman of the Board of Directors of Emirates General Petroleum Corporation, Member of the Board of Directors and of the Executive Committee of Abu Dhabi National Oil Company ADNOC and Mubadala Investment Company.

[1] https://tinyurl.com/wzhabu7c
[2] https://tinyurl.com/4khmat9y

## Covid-19 jabs to seafarers at no charge

Crew services specialist Boers at: (www.boers-crewservices.nl) has launched seafarer vaccination programmes at German and Belgian ports, as shipping executives warn of onboard Covid-19 outbreaks as it is reported that seafarers are not getting vaccines quick enough.

Seafarers arriving at ports in Antwerp, Ghent and Zeebrugge can get one-shot Covid-19 jabs through Boers' scheme, which is being launched to protect key workers in the shipping industry.

The Janssen (Johnson & Johnson) vaccine will be available free of charge until further notice to all mariners of any nationality arriving in Belgium for crew changes. There is a fee for the medical services provided by the port authorities.

In the words of Hans Boers, Co-CEO of Boers, the Netherlands-based shipping crew transport services operator for Northern Europe: '*Getting as many seafarers as possible vaccinated is absolutely vital to supply chains and global markets*.

'*We have seen with the crew change crisis the challenges shipping companies face in hiring seafarers for their vessels, creating a shortage of available mariners which in turn has led to rising prices for goods, food and petrol as demand outstrips supply.*

'*For us, the most important thing is making sure crew members entering Belgian ports have access to free Covid-19 jabs. Protecting seafarers from the virus is paramount – and we have the means to help do that. The more mariners who have the vaccine, the quicker shipping and life in general can return to normal*.'

Boers recently began offering free jabs to mariners at German ports in Hamburg and Bremerhaven. The company also provides vaccinations at ports in the Netherlands, albeit for just Dutch-flagged or Dutch-owned vessels but it plans to extend this service to all seafarers, it is reported.

While Boers is supporting efforts to vaccinate all seafarers, maritime executives such as Esben Poulsson, Chairman of the International Chamber of Shipping, say the new delta strain of Covid-19 has hampered the shipping industry.

Poulsson added that crew changes were not happening quickly enough to satisfy increased demand for products, especially from the US and Europe in the lead up to Christmas, putting more pressure on already strained global supply chains. He also criticised government figures for continuing to stick their heads in the sand.

Stephen Cotton, General Secretary, International Transport Workers' Federation (ITF), expressed similar concerns about the crew change crisis. He commented: '*The situation is going from bad to worse," he said. "We need more than lip service from governments; we need concrete action that allows crew changes to be carried out in a safe manner*.'

Meanwhile, IMO Secretary-General Kitack Lim has urged IMO member states to support a fair global distribution of Covid-19 vaccines, to ensure seafarers have access to jabs.

He said: '*No seafarers should be left behind or forced to forgo their careers because of limited resources in their home country.*'

He added that shipping companies needed to provide testing, appropriate PPE and access to medical and sanitation facilities, to protect crew members and prevent the virus spreading.

At Belgian ports, seafarers who want the Covid-19 vaccine must apply at least 48 hours before their ship is berthed. Application forms, which should include the vessel information, expected time of arrival and details of the mariner wanting the vaccination, must be sent to info@boers-crewservices.nl.

On receiving the application, the port's maritime medical centre will either confirm or refuse the request. Vaccinations on vessels are available for five or more crew members, with groups of four or fewer having to go to the medical centre. Any Covid-19 jab will be recorded in the seafarer's vaccination booklet.

In Germany, Boers offers around 30 shots on Tuesdays and Thursdays and approximately 40 shots on Saturdays to seafarers at Hamburg's port. Details for the number of vaccines available in Bremerhaven and on what days are being finalised.

Shipping companies wanting vaccines for their seafarers at German ports need to provide Boers with a crew list, vaccination passport, the vessel's contact details and a patient agreement and information sheet signed by the crew member.

## UN Climate Change news

**IPCC report shows that climate change is rapid, widespread and intensifying**

A landmark new report by hundreds of the world's top climate scientists is a clarion call for immediate action to slash greenhouse gases in the face of unprecedented and accelerating climate change, the World Meteorological Organization (WMO) said in a statement on 9 August.

The Intergovernmental Panel on Climate Change (IPCC[1]) Working Group I report, *Climate Change 2021: the Physical Science Basis*, provides the clearest and most

comprehensive assessment to date of warming of the atmosphere, oceans and land.

**The document at nearly 4000 pages and 250MB in size may be downloaded through the link to be found here: https://www.ipcc.ch/report/ar6/wg1/**

UN Secretary-General Antonio Guterres described the evidence as: '*… a code red for humanity…The internationally agreed threshold of 1.5 degrees Celsius is perilously close*.'

Of the IPCC Working Group I report WMO Secretary-General Professor Petteri Taalas said: '*The harsh reality of climate change is playing out in real time before our very eyes. It is a foretaste of what faces future generations. Some of the negative changes are already locked into the climate system but others still can be addressed if we make strong, rapid and sustained reductions in emissions now. However, greenhouse gas concentrations, especially carbon dioxide, remain at record levels*.

'*As co-founder of the IPCC, WMO pays tribute to the remarkable achievement of the scientists involved for their dedication and tireless work. We are united in our science. Science has spoken. Now it's time to act*.'

**More Extreme Weather**

The IPCC report projects that in the coming decades climate changes will increase in all regions. For 1.5°C of global warming, there will be increasing heat waves, longer warm seasons and shorter cold seasons as well as changes in precipitation patterns affecting flooding and drought occurrences. At 2°C of global warming, heat extremes would more often reach critical tolerance thresholds for agriculture and health, the report shows.

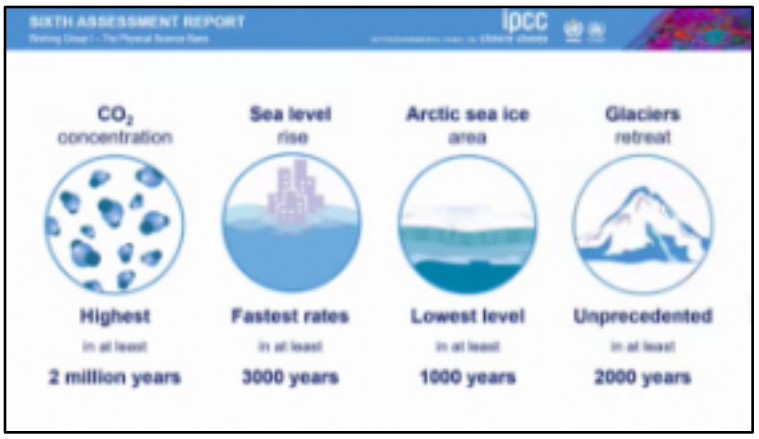
Professor Taalas added: '*The extreme heat we have witnessed in 2021 bears all the hallmarks of human-induced climate change. British Columbia in Canada IPCC Working Group I report recorded an incredible temperature of 49.6°C – breaking all previous records - as part of an intense and extensive heatwave in North America.*

In conclusion Professor Taalas remarked: '*Many countries this year are bearing witness to this. For example, in the month of July alone, up to two months' worth of rainfall fell in two days in Germany, whilst parts of the central Chinese province of Henan received more accumulated rainfall in the space of four days than the annual average. This resulted in hundreds of casualties and many millions of dollars in economic losses*.'

A transcript of Professor Taalas's remarks is available here: https://tinyurl.com/9hjmx53z

**Regional emphasis**

A major advance of this report, of recent climate science, is the new information on regional climate change, both what is being seen now and what will be seen in the future with additional warming. This helps us understand how the effects of global warming play out on a regional scale, helping policymakers make more regionally informed decisions about climate.




More detailed regional climate impact information has been published in a new AR6 WG1 Interactive Atlas (https://interactive-atlas.ipcc.ch )

A Summary for Policymakers of the Working Group I contribution to the Sixth Assessment Report (AR6) as well as additional materials and information are available at https://www.ipcc.ch/report/ar6/wg1

The report was based on input from 234 authors from 66 countries (31 coordinating authors, 167 lead authors, 36 review editors plus 517 contributing authors).

[1] *The Intergovernmental Panel on Climate Change (IPCC) is an intergovernmental body of the United Nations that is dedicated to providing the world with objective, scientific information relevant to understanding the scientific basis of the risk of human-induced climate change, its natural, political, and economic impacts and risks, and possible response options.*

*Founded in 1988 with HQ in Geneva, Switzerland its parent organization are the World Meteorological Organization and the United Nations Environment Program*.

## Maritime Executive podcast

**An interview with Dr Cleopatra Doumbia-Henry**

**President of the World Maritime University and Mother of the MLC**

**Published 10 August 2021 at 0900**

In an episode of the *Maritime Executive* magazine podcast, editor-in-chief Tony Munoz spoke with Dr Cleopatra Doumbia-Henry, President of the World Maritime University.

She is WMU's first woman president and a distinguished lawyer recognised for her work at the International Labor Organization. In her interview she speaks at length on activities in ILO (www.ilo.org ), at IMO (www.imo.org ) and the WMU (www.wmu.se ).

World Maritime University is the world's most prestigious university, founded by the IMO and based in Malmö, Sweden to grant postgraduate degrees in maritime studies, sustainable ocean education, maritime law and transportation logistics.

*Illustration per www.maritime-executive.com* ©

Dr Doumbia-Henry is referred to as the Mother of the MLC (Maritime Labor Convention), which consolidated 68 or 72 international labor conventions into a single Convention. It is considered the seafarers Bill of Rights, and credited with creating a level playing field for ship owners. She is also known for empowering women in the maritime and oceans industries, especially from developing countries like herself.

**To learn more about the MLC readers are invited to see here:** https://tinyurl.com/2crebydd

**To appreciate the 35 minute-duration video conversation between Tony Munoz and Dr Cleopatra Doumbia-Henry readers are invited to see here:** https://tinyurl.com/rhxksew

## From Stella Maris

***Life at Sea Report 2020: a world in lockdown***

Early in August the seafarers' charity Stella Maris published its Life at Sea Report to demonstrate seafarers' need for human contact. This timely document highlights the vital need for personal, human contact for seafarers in a world operating amid the Covid-19 pandemic.

In the words of Stella Maris CEO Martin Foley: '*Our latest Life at Sea Report observes that, in a maritime world of increased digitalisation and automation, smaller crews and faster port turnaround times, the need for basic human contact remains paramount*.

*Life at Sea: a world in lockdown* at 16 pages examines the response by Stella Maris to many of the enduring crises faced by seafarers and shows how the charity has adapted its services during the pandemic to ensure that seafarers continue to be supported.

Case studies included in the report cover:

(i) The growing pace of abandonment of ships;

(ii) Continued human rights abuses and modern slavery;

(iii) Death and increasing cases of suicide at sea;

(iv) Contractual issues of wages, shore leave and repatriation;

(v) Piracy; and

(vi) Impact of all these issues, allied to the added privations, pressures and challenges of the pandemic, upon the worsening mental health of many seafarers.

The strength of the Stella Maris global network of 1,000 chaplains and volunteers in 334 ports across 60 countries gives it an unparalleled ability to provide continuous care to those who need it.

'*We cannot do it alone*,' said Ian Stokes, the charity's Head of Corporate Engagement and Partnerships. He continued: '*The increasing contributions by, and partnerships with, industry, allied to the steadfast donations of individual supporters and the strategic support of several trusts and foundations, have enabled Stella Maris, in its centenary year, to maintain and increase its crucial service to the people of the sea.*'

A memorable phrase here from the Stella Maris website: '*When everything stopped, seafarers didn't*.'

The report is available at no charge here: https://tinyurl.com/9ej5mrfh

## AMSA National Compliance Plan 2021-22

In mid-August the Australian Maritime Safety Authority (AMSA) National Compliance Plan 2021-22 was announced to provide practical guidance and a clear view of AMSA's five compliance focus areas over the next year.

This National Compliance Plan gives regulated maritime industries and AMSA's compliance partners' insight into the compliance areas that will focus efforts during 2021-22.

Outlining AMSA's priorities in advance will allow industry to review their operations to ensure compliance with relevant legislation.

AMSA's commitment is for a consistent, intelligence-led, and risk-based approach to compliance that underpins its decision-making and allows for better collaboration with maritime communities. The compliance programme will be constant and informed by compliance trends and safety data to encourage voluntary compliance, continuous improvement, and greater confidence in safety outcomes.

In its introduction AMSA has indicated that it will be open, transparent and accountable for its actions and will report on regulatory performance and where the focus has been adjusted focus reasons will be explained in the National Compliance Plan annual report.

Detailed compliance performance reporting can be found in the following annual reports.

- Port State Control annual reports.
- Australian Maritime Labour Convention annual report.
- Domestic commercial vessel annual incident report 2019.
- Regulated Australian and foreign flag vessels – annual overview of marine incidents 2019.

**Of particular interest to the international shipping industry are Focus Areas 1 and 2**

**Focus Area 1 — Port State and Flag State Control**

- AMSA will continue to meet port state control inspection rates based on vessel priority rating.
- AMSA will also focus efforts on safe navigation procedures and training, in addition to ensuring vessels are carrying out planned maintenance.

**Focus Area 2 — Maritime Labour Convention (MLC)**

- AMSA will continue to follow up on 100% of maritime labour convention complaints.
- AMSA will also continue to enforce the maximum continuous service onboard requirements, in addition to a focus on the hours of work and hours of rest in accordance with the MLC.

According to AMSA it is hoped that the provision of this information will help members of the shipping industry ensure their operations are compliant with Australian requirements.

Readers are invited to see the full compliance plan for all five focus areas here: https://tinyurl.com/3aayz8cu

## New collaboration on satellite-based VDES

**Danish lead**

Sierra Leone with one of Africa's busiest territorial waters wants to improve its capabilities for digital implementation of key IMO instruments for navigation and safety at sea.

VHF Data Exchange System (VDES) is an extension of the mandatory AIS technology and has been developed as a means for maritime digitalisation as specified in the IMO e-Navigation Strategy Implementation Plan.

In mid-June an online ceremony was held in which the Sierra Leone Maritime Administration signed a Letter of Intent with Sternula for the use of its VDES capacity.

According to Acting Executive Director of the Sierra Leone Maritime Administration, Sama Gamanga: '*There is a great potential in implementing this satellite-based e-Navigation technology to boost the entire country's maritime sector. The new relationship will help the country gain a better and more accurate picture of the traffic in our waters, which in these time of maritime insecurity is an urgent necessity*.'

CEO at Sternula, Lars Moltsen commented: '*We are very pleased to start this second collaboration in West Africa in just a few months. At Sternula, we are currently building a satellite network for VDES, which is going to be a shared infrastructure for all nations in the World who wants to be part of it. In parallel, we are working closely with the first-movers, like Sierra Leone, to implement our systems and capacity to best meet your needs, and I am looking much forward to meeting you soon in Sierra Leone to discuss these needs in more detail*.'

**Increased collaboration and harmonisation**

A significant proportion of ships in Sierra Leone waters are sailing under Danish flag. Denmark has always been a strong maritime nation and is working for increased global collaboration on the maritime sector.

Tom Nørring, the Danish Ambassador to Ghana, Liberia, Sierra Leone, Côte d'Ivoire, Guinea-Conakry, and Togo, who took part in the signing ceremony reflected: '*At the Danish Embassy in West Africa, we are very pleased with this new collaboration between a local maritime administration and a Danish tech company, and we congratulate both sides. We would like to invite the Sierra Leone government to collaborate with Denmark on a zero-emission strategy for the maritime sector, which is a top priority for the Danish government*.'

Development of the VDES technology into an ITU and IMO standard has been underway in IALA for the past decade.

Omar Frits Eriksson, Deputy Secretary General at IALA added: '*IALA is working with the goals of international harmonisation of marine aids to navigation and supporting systems and capacity building. We congratulate the Sierra Leone Maritime Administration and Sternula with this collaboration which is great step towards harmonization and capacity building on top of the new VDES standard.*'

**The Result of Years of Research and Development**

The VDES technology is an extension to the popular AIS system which is today installed in more than 200,000 vessels worldwide. VDES adds more than thirty times extra data capacity than AIS, much better security, and two-way communication via satellite.

Jens Dalsgaard Nielsen, Associate Professor at Aalborg University remarked: '*At Aalborg University, we have been working on space technology and AIS for the past 25 years. It is very exciting for me to be part of this development towards VDES, which is the future standard for maritime digital communication, in particular as a cost-effective tool for the maritime authorities globally*.'

Lars Moltsen concluded with: '*In Sternula, we know that we stand on the shoulders of those who have built the existing standards and communication systems. We are proud to take a leading role in working towards new and better standards that enables maritime administration to implement effective systems for a higher level of safety at sea. Sternula will be offering its VDE-SAT infrastructure enabling VDES on a global scale from 2023*.

**About Sternula**

Sternula is Denmark's first commercial satellite operator. The company offers global VDE-SAT connectivity for maritime authorities and industries using its own fleet of advanced micro-satellites in Low Earth Orbit (LEO) which will be operational from 2022.

At Sternula an active role is taken with global maritime stakeholders to standardize VDES under IALA, IMO, and ITU.

## The new greening of shipping

**ABS Whitepaper *Hydrogen as Marine Fuel***

Developing a hydrogen economy has been seen by policymakers and regulators, as well as leaders in the energy and transport sectors, as the potential long-term solution to provide a sustainable and clean energy future.

One may ask what are the top three factors to consider when using hydrogen as marine fuel?

With the able assistance of the American Bureau of Shipping (ABS) we publish here a link to an appropriate video introducing hydrogen as a ship fuel:
https://tinyurl.com/583mn69j

For more information on hydrogen as marine fuel readers are invited to download the *ABS Sustainability Whitepaper: Hydrogen as Marine Fuel* here: https://tinyurl.com/y6jzxr7a

The IMO set ambitious targets in April 2018 in the Marine Environmental Protection Committee (MEPC) Resolution MEPC.304(72) to decarbonize the global fleet. The IMO strategy includes initial targets to reduce the average carbon dioxide emissions per transport work from 2008 levels by at least 40% by 2030, and 70% by 2050. These targets also seek to reduce the total annual greenhouse gas (GHG) emissions from shipping by at least 50% by 2050.

Many technologies are being considered to reduce carbon emissions from shipping. Hydrogen offers ship owners and operators a low-carbon and low-emission fuel option for potential use in internal combustion engines and fuel cells.

Through a series of sustainability whitepaper publications, ABS is providing additional information to highlight the fuels being considered by the marine industry to meet the IMO GHG goals. This whitepaper provides information for the consideration of hydrogen as marine fuel in both the near-term and long-term. It is to be noted that the information provided in this document is generic. For specific guidance on hydrogen as marine fuel, readers are invited to contact their local ABS office: https://www.abs-group.com/About/Global-Reach/

**ABS Whitepaper *Carbon Capture, Utilization, and Storage***

Climate change has taken centre stage globally. Requirements are constantly emerging from regulatory bodies, financial institutions as well as several other organizations, driving companies to not only account for their carbon footprint but to also find ways to reduce it. One of the methods that many companies are exploring is carbon capture, utilization and storage (CCUS).

Through the good offices of ABS we are able to provide a link to enable readers to download the ABS Whitepaper *Carbon Capture, Utilization and Storage*.

This will enable readers to appreciate the potential of CCUS including the current technology, the opportunities for the use of carbon, its storage, as well as the vessels required to carry the liquified product. See here: https://tinyurl.com/662r542a

As we well know climate change is a serious issue and projected greenhouse gas (GHG) emissions present a serious concern for the environment in the near future.

The Paris Agreement, adopted by the United Nations Framework Convention on Climate Change (UNFCCC) in 2015 by 196 international Parties, aims to limit global warming to well below 2°C, preferably limited to a safer 1.5°C, above pre-industrial1 levels. To achieve this ambitious target, a global effort to stabilize and sharply reduce GHG emissions has been initiated.

The Intergovernmental Panel on Climate Change (IPCC) presented four scenarios for limiting global temperature rise to 1.5°C in their Special Report issued in 2019.

All the scenarios included carbon capture and three required the involvement of major use of carbon capture. Thus, Carbon Capture and Storage (CCS) projects have recently gained renewed momentum for expanding development. In this context, the main carbon substance of concern is carbon dioxide ($CO^2$), produced as a by-product of combustion.

## Support to help seafarers cope with piracy attacks

Ocean Technologies Group supports industry initiatives which equip seafarers with the necessary skills to manage merchant ships transiting through high risk areas

Piracy attacks on vessels in the commercial shipping sector are a continuing problem with particular hotspots in areas such as the Gulf of Aden, the Gulf of Guinea and the South China Sea.

In a recent declaration, BIMCO and 99 other maritime organisations including flag states agreed to work towards the suppression of piracy attacks in the Gulf of Guinea. The declaration has highlighted the need for interested parties to work together with regional states to create active anti-piracy operations. It is believed that this will lead to an 80% reduction in piracy attacks in the area by 2023.

**Learning modules**

In an effort to support seafarers to meet their responsibilities with regards to their fellow crew mates, vessels and cargo, Ocean Technologies Group has created a series of learning modules to help prevent seafarers falling victim to these types of attacks.

Modules provide detail how a vessel can be hardened and how crew should be prepared for passage through a high-risk area by identifying some strategic principles of vessel defence to prevent unauthorised boarding.

Many shipping companies employ armed security guards to be on board vessels as an extra line of defence. However, there are legal and safety risks associated with their use and so it is vital that a reputable Private Maritime Security Company (PMSC) is chosen with competent and professionally trained guards.

Ocean Technologies Group's Working with Maritime Security Guards gives seafarers guidance on how to engage and work successfully with armed guards from selecting the PMSC through to the guards' disembarkation at the end of their deployment.

In the words of Manish Singh, CEO of Ocean Technologies Group: '*Knowing how to deal with piracy attacks is vital for our seafarers especially if they are in waters where such instances are commonplace. Companies are under so much additional strain at the moment with the pressures of crew change, but they must not fail to ensure that Masters and their crews are fully conversant with key anti-piracy protocols to give them every chance of avoiding and even repelling unwanted attention*.'

*A seafarer calls for assistance*.

**Recognition of PTSD**

The psychological fall-out from a piracy attack can lead to seafarers suffering from post-traumatic stress disorder (PTSD).

Marlins, part of the Ocean Technologies Group, has created an e-learning course to help seafarers recognise the specific signs and symptoms of PTSD, explain how it can be treated and offer guidance on the support options available to seafarers.

Catherine Logie, Business Development Director for Marlins commented: '*As well as piracy events, seafarers can be exposed to many types of distressing situations such as on board fires, medical emergencies, collisions or even witnessing the death of a colleague, which is why it is so important to recognise the early symptoms of PTSD and understand how this differs from stress, depression or anxiety so the right help and support can be offered*.'

She added: '*Seafarers have been through so much during the past seventeen months, with the additional burdens placed on them due to the pandemic and the uncertainty around crew changes, so it is inevitable that there will be an increase in mental health issues amongst crew. Ship owners and managers can help address this by raising awareness of a range of mental health issues and having systems in place to support those who are struggling*.'

Further information on the comprehensive range of e-Learning courses provided by Ocean Technologies Group can be found on its website here: www.oceantg.com

## New tonnage: UECC's second LNG battery hybrid PCTC

It was reported on 19 August that United European Car Carriers (UECC) is engaged in an ambitious effort to upgrade its fleet with low-carbon vessels and remains on track with the launch in mid-August of the second in a series of three LNG battery hybrid new builds at a Chinese yard.

This latest new build pure car and truck carrier (PCTC) was launched at Jiangnan Shipyard just over a year after the first steel was cut as the yard and ship owner have overcome manpower and logistical challenges due to the Covid-19 pandemic to maintain the delivery schedule.

Hull number H2664 entered the water in a launch ceremony at the Shanghai yard on 16 August and is due for final delivery along with the third vessel in the first half of 2022, while the first unit launched earlier this year is set to be delivered later in the autumn.

**Front-runner**

UECC has been a leader in adapting hybrid technology for the car carrier shipping segment in pursuit of lower $CO^2$ emissions, building on a pair of pioneering dual-fuel LNG-powered PCTCs that have now been in commercial operation for the past four years.

Explained head of ship management and newbuilding Jan Thore Foss: '*The intention was to further improve on these two E-class vessels, Auto Eco and Auto Energy, by rationalising fuel consumption through the use of hybrid battery power*.'

He said the yard '*responded to the challenge*' by employing Jiangnan Shipyard Group's internal design firm to carry out engineering work to adapt the hybrid technology, supplied by WE Tech of Finland, for the advanced new build project.

**Technical challenges**

Foss added: '*There have been a number of technical challenges to overcome, such as streamlining the shaft generator for a dual-fuel engine and determining whether the bow thruster could run on battery power when entering and leaving port*.'

The shaft generator enables the vessel to recharge its batteries while at sea so it can run the bow thruster in/out of port solely on battery power, contributing to reduced emissions in line with port authority requirements.

Battery power on the new vessels will improve operational efficiency and further reduce emissions through peak shaving, in addition to handling partial accommodation load and driving auxiliary equipment.

The use of a battery hybrid power source will enable UECC to exceed the IMO target to reduce carbon intensity by 40% from 2008 levels within 2030.

It is understood that emissions of carbon dioxide will be reduced by around 25%, SOx and particulate matter by 90% and NOx by 85% from the use of LNG, while the new builds will also meet the IMO's Tier 3 NOx emissions limitations for the North Sea and Baltic Sea.

*The second of UECC's newbuild LNG battery PCTCs on the water after being launched this week at Jiangnan Shipyard.*

*Picture kindly provided by UECC©.*

**Pandemic issues**

Foss commented that the new build programme remains on schedule despite significant logistical hurdles due to lockdown and travel restrictions that have led to difficulties in procuring equipment from global suppliers and hit manpower capacity for construction work, which requires hundreds of workers.

He concluded by saying: '*The new builds were contracted in 2019 just before the pandemic broke out so fortunately we had equipment vendors in place, but the main challenge has been getting service engineers into China*.

'*We were initially forced to set up a temporary site team comprising solely of Chinese nationals to get the new build project moving as flights into the country were cancelled. It has also been necessary to use digital tools such as conferencing apps to supervise the project remotely.*

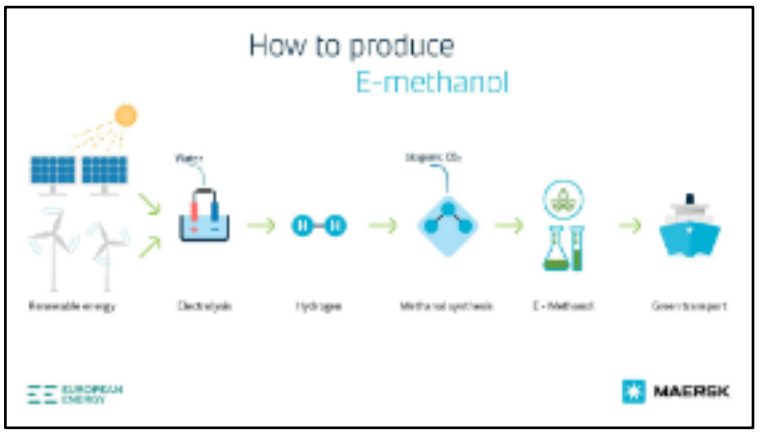
'*The yard has though performed exceptionally well to re-allocate labour resources to maintain progress on the project*.'

Once delivered, the new build trio will give UECC five eco-friendly PCTCs out of its 17-vessel fleet as its focus on sustainable operations is set to give the leading shortsea carrier a commercial edge in a green shipping future.

## Maersk secures green e-methanol

**World's first container vessel on carbon neutral fuel**

Towards the end of August it was announced from Copenhagen by A P Moller - Maersk that it had identified partners to produce green fuel for its first vessel to operate on carbon neutral methanol. This introduces REintegrate, a subsidiary of the Danish renewable energy company European Energy.




REintegrate and European Energy will establish a new Danish facility to produce the approx. 10,000 tonnes of carbon neutral e-methanol that Maersk's first vessel with the ability to operate on green e-methanol will consume annually. Maersk will work closely with REintegrate and European Energy on the development of the facility.

Henriette Hallberg Thygesen, CEO of Fleet & Strategic Brands, A P Moller – Maersk commented: '*This type of partnership could become a blueprint for how to scale green fuel production through collaboration with partners across the industry ecosystem, and it will provide us with valuable experiences as we are progressing on our journey to decarbonise our customers' supply chains.*

'*Sourcing the fuels of the future is a significant challenge, and we need to be able to scale production in time. This agreement with European Energy/REintegrate brings us on track to deliver on our ambition to have the world's first container vessel operated on carbon neutral methanol on the water by 2023*.'

It is understood that this methanol facility will use renewable energy and biogenic $CO^2$ to produce e-methanol. Fuel production is expected to commence in 2023, we understand, with energy needed for the power-to-methanol production provided by a solar farm in Kassø, Southern Denmark.

REintegrate has a proven track record for producing green e-methanol in its test laboratory in Aalborg. The new facility will be its third e-methanol facility, as they are constructing an e-methanol facility in Skive with commissioning planned in 2022.

Knud Erik Andersen, CEO, European Energy added: '*We are proud to be a part of the first large scale e-methanol production in Denmark. While renewable energy is becoming more and more common in the energy mix of electricity consumption, this is one of the first steps in heavy transportation towards using 100% renewable energy. This agreement marks a milestone in the journey towards green transition in the shipping industry*.'

While the renewable energy will be produced in Southern Jutland it is yet to be decided where in Denmark the power-to-methanol facility will be located, we understand.

Maersk announced the dual fuel vessel, an industry first, in February 2021. In June this year, Maersk announced that Hyundai Mipo Dockyards will be building the 2100 TEU feeder vessel.

It is understood that the world's first methanol feeder vessel will be 172 metres loa and it is expected to join the Maersk fleet in mid-2023. It will sail in the network of Sealand Europe, a Maersk subsidiary, on the Baltic shipping route between Northern Europe and the Bay of Bothnia. It will fly the Danish flag.

## San Marino sets up business as a ship registry despite being landlocked

*Tiny, landlocked San Marino on the Italian peninsula has no clear maritime connections, until now.*
*Credit: Max Ryazanov - Wikipedia Commons.*

Tiny, landlocked San Marino on the Italian peninsula has no clear maritime connections, which are usually the basis for a country setting up a flag registry. Furthermore, ITF investigations using global shipping data could not identify any ship owners from San Marino who have registered vessels with other countries' flags.

So why is a country with no coast setting up a commercial ship registry?

Experts at ITF ask why.

The news comes in the same month the ITF added seven new countries to its list of Flags of Convenience — that register of ships with no genuine link to the country.

**Q&A**

Many States have a poor record in protecting the seafarers who work on ships flying their flag. However, San Marino is new to this arena so the ITF thought it would be fair to allow them to speak for themselves.

ITF wanted to know why a landlocked country is registering ships, so they asked the Registry and its questions, and the answers from the marketing team at San Marino Ship Register (SMSR) are shown below.

**ITF**: Why have you set up this Registry? Given that San Marino has no coast or maritime links, is it fair to conclude that this is a purely commercial venture?

**SMSR**: San Marino opening its international ship register has exercised a recognised right according to the International Convention. In particular, San Marino offers an open registry which allows the country to gain international visibility. This fosters commercial collaborations, the creation of new

businesses, and broadens the international network of the country.

**ITF**: On your website, you mention Italian investors. How does investment in a government agency work?

**SMSR**: San Marino Ship Register is a private company which supports the San Marino Maritime Authority in the management of the registry with technological solutions, know-how, fleet management, and staff training. There is no investment in the Maritime Authority, which is the government agency and flag administration of the country.

**ITF**: What are the advantages for ship owners of registering in San Marino over, say, Italy?

**SMSR**: We offer fast registration procedures and quick response times, digital online applications, electronic certificates, reduced paperwork, and global access thanks to a register which is fully online.

**ITF**: Is it your plan to register all types of commercial shipping? Are there any limitations on what you will register?

**SMSR**: We do not currently have limitations based on vessel type. Special discounts will be applied to ships less than ten years old. We would like a young and green fleet.

**ITF**: Does San Marino plan to ratify the Maritime Labour Convention? Are there regulations to protect the freedom of association of crews on San Marino registered ships?

**SMSR**: San Marino ratified the Maritime Labour Convention on 26 February 2021. The national government is in the process of submitting said ratification to the ILO. Freedom of association of San Marino maritime crews will be guaranteed.

**ITF**: What financial and other provisions have you put in place to deal with, for example, crew repatriation in cases where ships are abandoned by their owners?

**SMSR**: This and other provisions for the implementation of the MLC convention will be drafted in the period following the submission of the ratification to the ILO, in the preparatory phase to fully implement the convention.

Commenting on SMSR's response, David Heindel, ITF Seafarers' Section chair said: '*San Marino's rhetoric sounds positive. We are especially glad to hear that it is taking its responsibilities as a flag State seriously because for a landlocked nation with no maritime links, the San Marino registry has all the tell-tale signs of a flag of convenience*.

'*The ITF and our network of inspectors globally will be watching the San Marino registry with bated breath. We hope that San Marino lives up to its promises to protect seafarers and guarantee their fundamental rights*.

'*Robust structures must be put in place, not only to fast-track registration of ships, but also to ensure proper inspections of seafarers' rights and grievance procedures to respond to seafarers' complaints in line with the MLC. If they do this it will put them ahead of other registers that are clearly driven purely by commercial interests alone*.'

## Preventable death of seafarer during crew change offshore

### Need for national approach highlighted

The Australian Government must urgently implement a nationally-consistent best-practice plan for crew changes on international trading vessels following the preventable death of a seafarer during a high-risk transfer off Queensland's Sunshine Coast in week ending 14 August. This was the view held by the International Transport Workers' Federation (ITF) in a press release issued the same week.

Apparently the man died after reportedly falling from a ladder being used to transfer seafarers between the Liberian-flagged bulk carrier *Formosabulk Cement* and a small vessel.

As the incident occurred in Australian territorial waters, approximately five nautical miles off Mooloolaba, the vessel was detained by the Australian Maritime Safety Authority to allow an investigation into the death to occur.

### Lack of national policy

The ITF said the lack of a nationally-consistent policy on international seafarer crew changes, along with restrictive state-based health orders, appeared to be the reason the high-risk offshore transfer was undertaken rather than occurring in port.

In the words of ITF Australia coordinator Ian Bray: '*Currently, Queensland is one of the only states in Australia facilitating crew changes on international vessels — which in many cases have seafarers that have been effectively trapped onboard for more than a year due to the Covid crisis*.

'*Formosabulk Cement was reportedly sailing to a New South Wales port, where a crew change could have safely occurred at the berth, but because of that state's restrictive health orders it appears the vessel operator instead decided to replace the crew while sailing down the Queensland coast*.

'*After spending the last year at sea, this seafarer was looking forward to finally returning home to his family, but instead they have received the tragic news that he died during the crew change.*

'*Our deepest sympathies are with his family, friends, and fellow crew members.*

'*It is essential that the Australian Government learn from this completely preventable death and take the urgent*

*steps needed to address the crew change crisis that caused it.*

'*Australia is failing to live up to its legal obligations as a signatory to the Maritime Labour Convention, which outlines the nation's responsibility to the health and welfare of the seafarers that keep the nation's supply chains moving.*

'*State and Federal Governments are complicit in any fatalities that occur because crew changes are being undertaken in an unsafe manner due to their prescribed health orders.*

'*The Australian Government needs to urgently address this issue, working with State and Territory Governments to put in place a nationally-consistent, best-practice crew change policy that allows the safe transfer of crew members while vessels are in port.*

'*The current situation is seeing risky off-shore transfers take place, while some vessels are diverting to Queensland ports because it is the only Australian state with a comprehensive approach to crew changes*.'

**About the ITF**

The International Transport Workers' Federation is a democratic global union federation of 670 transport workers' trade unions representing over 20 million workers in 140 countries. The ITF works to improve the lives of transport workers globally, encouraging and organising international solidarity among its network of affiliates. The ITF represents the interests of transport workers' unions in bodies that take decisions affecting jobs, employment conditions or safety in the transport industry.

The ITF Inspectorate is a network of 147 Inspectors and Contacts, based in ports all over the world, whose job is to inspect ships calling in their ports to ensure the seafarers have decent pay, working conditions and living conditions on board. They conduct routine inspections and also visit ships on request of the crew. If necessary they assist with actions to protect seafarers' rights as permitted by law.

## US Lighthouse re-dedication

**New Point Loma, San Diego**

On 20 August the US Coast Guard held a rededication ceremony at New Point Loma Lighthouse in San Diego, California.

Rededication is the official recognition of the light station's service career and honours its history as a Coast Guard aid to navigation.

The Honorable Scott Peters, US House of Representatives, and Rear Admiral Brian K Penoyer, the Eleventh Coast Guard District commander, cut the ribbon during the rededication ceremony at the New Point Loma Lighthouse in San Diego, 20 August.

*(US Coast Guard photo by Petty Officer 3rd Class Alex Gray. USCG ©)*

Captain Timothy J Barelli, the Coast Guard Sector San Diego commander commented: '*Every time you see this light flash, know that lives are being saved, trade and travellers are flowing through our marine transit system, illegal drugs are prevented from entering our great nation and sailors are welcomed home*.'

The lighthouse was placed on secondary power in April 2017 while contractors and Coast Guard staff conducted renovations. This restoration cost over $2 million and took approximately three years to complete. Coast Guard staff spent more than 30 hours rewiring the light during the final stages of construction, and the main light was formally re-lit in March of 2020.

*The Coast Guard held a rededication ceremony at the New Point Loma Lighthouse in San Diego, 20 August2021.*
*(US Coast Guard photo by Petty Officer 3rd Class Alex Gray. USCG ©)*

The ceremony was attended by Congressman Scott Peters, Rear Admiral Brian K Penoyer, the Eleventh Coast Guard District commander, local Coast Guard members, the San Diego mayor and the National Park Service Cabrillo National Monument superintendent.

The event was initially scheduled last year (2020), but was postponed due to Covid-19.

The Eleventh US Coast Guard District encompasses the states of California, Arizona, Nevada, and Utah, the coastal and offshore waters out over a thousand miles and the offshore waters of Mexico and Central America down to South America. Coast Guard operational units are located throughout the state of California, with the District and Pacific Area headquarters located on Coast Guard Island in Alameda, California, along the east side of San Francisco Bay.

The District's Strategic Framework for the period 2019-2021 at 24 pages is available here: https://tinyurl.com/y2u74h6x

## VLCC Fuel Ready design

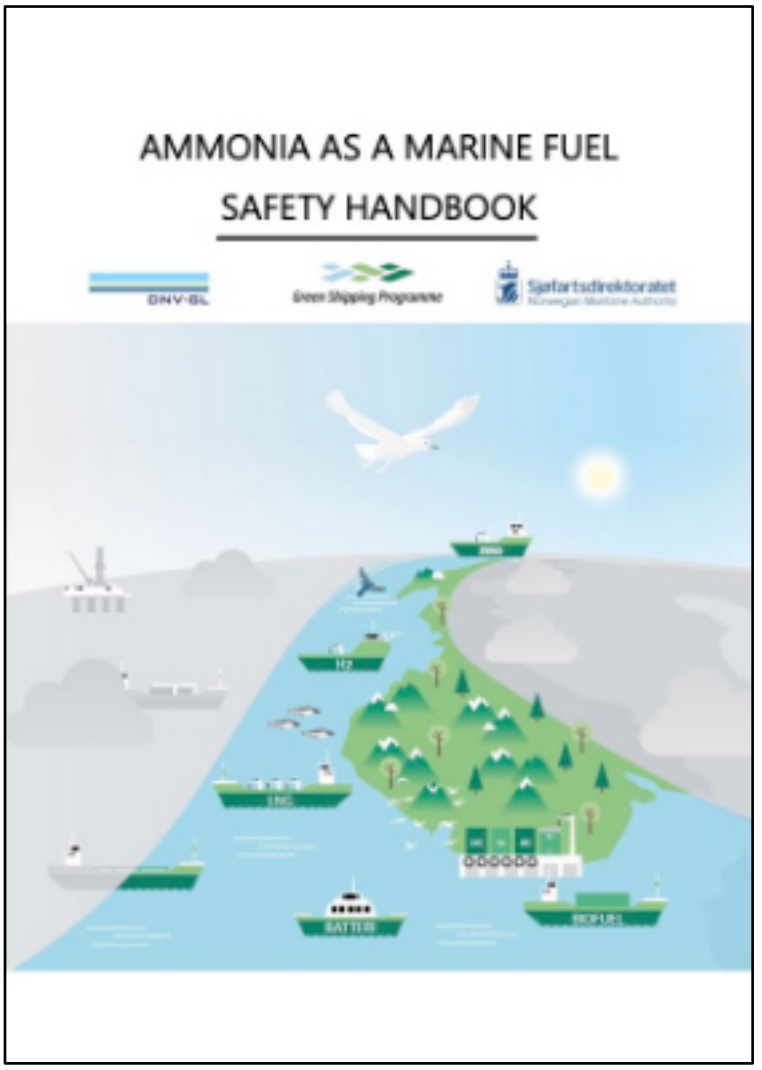
**DNV awards AiP to Samsung Heavy Industries**

It was announced jointly from Høvik, Norway and Geoje, Republic of Korea, on 20 August that DNV had awarded an Approval in Principle (AiP) to Samsung Heavy Industries (SHI) for a Fuel Ready (ammonia, D, S, Ti) class notation for their 300,000 dwt LNG-fuelled very large crude carrier (VLCC) design.

SHI has developed a fuel ready concept for a VLCC with dual fuel diesel/ammonia as a potential fuel combination after conversion from dual fuel diesel/LNG. The AiP award confirms the general feasibility of the design. It was found that there are no showstoppers in realizing the DNV class notation 'Fuel Ready' after examining the shipyard's drawings. The newly released 'Gas Fuelled Ammonia' notation has also been applied in the process.

According to Ho-hyun Jeong, EVP and Head of SHI's Engineering Operations: '*The global maritime industry is at a critical juncture in terms of being ready to respond with low-carbon ship design. Through DNV's AiP for ammonia 'Fuel Ready' design, SHI is making an effort for commercialisation of alternative fuel solutions for global ship owners considering new buildings or converting ammonia-fuelled ships in the future*.'

Knut Ørbeck-Nilssen, CEO of DNV Maritime added: '*We are very happy to work with SHI in this innovative 'Fuel Ready' VLCC concept. DNV has been pioneering the research and development of viable future marine fuels, including ammonia. As a trusted voice to tackle global transformations, our role is to support the industry in bringing new low-carbon ship designs to life in a safe and sustainable manner*.'




The AiP incorporates the attributes S (structure) and Ti (tank installed). A high-level verification of ammonia applicability for the C-tanks installed onboard the VLCC was also performed. At the time of construction, the vessel will still be subject to a full review of documentation requirements pertaining to the applied rules.

In addition to 'Fuel Ready, DNV also offers a dedicated 'Gas Fuelled Ammonia' class notation, aimed at ship owners looking to build ammonia fuelled vessels.

The new notations were launched on 1 July, 2021 and will enter into force on 1 January, 2022.

**Class rules and links**

A full description of the rules and links can be found here: https://tinyurl.com/2mtskrup

An 'Ammonia as a marine fuel' white paper is available here: https://tinyurl.com/yhfj9k4v

In February 2021 DNV published a 'Marine Fuel Safety Handbook' in collaboration with the Green Shipping Programme. For more information readers are invited to see here: www.dnv.com

## On board oxygen provision

**InterManager members double stocks**

Ship managers have pledged to go above and beyond international maritime regulatory requirements in their on board provision of medical oxygen – to be better able to save the lives of crew at sea.

This move follows a life-threatening scenario when a seafarer suffering from Covid-19 almost died during a long ocean crossing due to a shortage of oxygen. InterManager members discussed the situation and agreed unanimously to double their on board provision of oxygen from the standard one 40 litre cylinder to two. They also recommend stocking oxygen concentrators which can provide a continuous flow.

Announcing the new measure, InterManager President Mark O'Neil, who is also President of Columbia Shipmanagement, explained: '*This distressing incident highlighted the short comings of the existing requirement for onboard oxygen, particularly when dealing with Covid-19 which can have very serious respiratory effects.*

'*Crossing the Pacific Ocean can take twelve days, and it is seven to eight days to cross the Atlantic. One cylinder of oxygen would not last that long in a medical emergency, which would result in crew members having to ration a patient as they desperately tried to keep them alive until shore could be reached or a medivac arranged*.'

He continued: '*I am very grateful to Anglo Eastern for highlighting this issue. It was a matter InterManager members took very seriously and responded to immediately with decisive action. We believe the regulations are not adequate and we need to do more to safeguard the lives of our crew*.'

Working with the procurement platform GenPro, Columbia has secured a low price for InterManager members to obtain oxygen concentrators and cylinders on a bulk-buy no-profit deal. InterManager members are advised to contact the InterManager Secretary General or speak with GenPro directly for further details.

**About InterManager**

InterManager is the international trade association for the ship management industry and is the only global organisation dedicated to representing the ship management industry. Its members are in-house or third party ship managers, crew managers, or related maritime businesses and organisations.

Collectively InterManager members are involved in the management of more than 5,000 ships and responsible for in excess of 250,000 seafarers.

The current President is Mark O'Neil of CEO of Columbia Shipmanagement, See also: www.intermanager.org

## A P Moller-Maersk accelerates fleet decarbonisation

**Eight large methanol-powered ocean-going vessels proposed**

In the first quarter of 2024, AP Moller-Maersk will introduce the first in a ground- breaking series of eight large ocean-going container vessels capable of being operated on carbon neutral methanol fuel.

It is understood that the vessels will be built by Hyundai Heavy Industries (HHI) and have a nominal capacity of approx. 16,000 TEU each. The agreement with HHI includes an option for four additional vessels in 2025. This series of new builds will replace older vessels, generating annual $CO^2$ emissions savings of around one million tonnes. As an industry first, the vessels will offer Maersk customers truly carbon neutral transport at scale on the high seas. This was reported from Maersk in Copenhagen on 24 August.

**Maersk's customers' commitment to zero carbon solutions**

More than half of Maersk's 200 largest customers have set – or are in the process of setting – ambitious science-based or zero carbon targets for their supply chains. As part of Maersk's ongoing collaboration with customers, corporate sustainability leaders including Amazon, Disney, H&M Group, HP Inc., Levi Strauss & Co., Microsoft, Novo Nordisk, The Procter and Gamble Company, PUMA, Schneider Electric, Signify, Syngenta and Unilever have committed to actively use and scale zero carbon solutions for their ocean transport, with many more expected to follow.

**Dual fuel**

The vessels come with a dual fuel engine setup. Additional capital expenditure (CAPEX) for the dual fuel capability, which enables operation on methanol as well as conventional low sulphur fuel, will be in the range of 10-15% of the total price, enabling Maersk to take a significant leap forward in its commitment to scale carbon neutral solutions and lead the decarbonisation of container logistics.

In the words of Soren Skou, CEO, A.P. Moller - Maersk: 'The time to act is now, if we are to solve shipping's climate challenge. This order proves that carbon neutral solutions are available today across container vessel segments and that Maersk stands committed to the growing number of our cu~~stomers who look to decarbonise their~~ supply chains. Further, this is a firm signal to fuel producers that sizeable market demand for the green fuels of the future is emerging at speed.'

**Sourcing the fuel**

Maersk will operate the vessels on carbon neutral e-methanol or sustainable bio-methanol as soon as possible, it is understood. Sourcing an adequate amount of carbon neutral methanol from the first day in service will be challenging, as it requires a significant production increase of proper carbon neutral methanol, for which Maersk continues to engage in partnerships and collaborations with relevant players.

These vessels will be designed to have a flexible operational profile, enabling them to perform efficiently across many trades, and add flexibility regarding customer needs. They will feature a methanol-propulsion configuration developed in collaboration with such manufacturers as MAN ES, Hyundai (Himsen) and Alfa Laval which represents a significant scale-up of the technology.

**ABS class and Danish-flagged**

The new vessels will be classed by the American Bureau of Shipping and sail under the Danish flag.

Henriette Hallberg Thygesen, CEO, Fleet & Strategic Brands, AP Moller-Maersk added: 'We are very excited about this addition to our fleet, which will offer our customers unique access to carbon neutral transport on the high seas while balancing their needs for competitive slot costs and flexible operations. To us, this is the ideal large vessel type to enable sustainable, global trade on the high seas in the coming decades and from our dialogue with potential suppliers, we are confident we will manage to source the carbon neutral methanol needed,'

Replacing Maersk tonnage reaching end-of-life

The new vessels come as part of Maersk's ongoing fleet renewal programme and will replace tonnage of more than 150,000 TEU which is reaching end-of-life and leaving the Maersk managed fleet between 2020 and Q1 2024.

CAPEX for the announced vessels is included in current guidance for 2021-2022 of US$7 billion. Maersk further emphasise its strategy of maintaining a fleet capacity in the 4.0 to 4.3 million TEU range, as a combination of Maersk managed and time-chartered vessels.

As for customers' comments Unilever's Michelle Grose, Head of Logistics and Fulfilment reflected: 'Unilever is committed to accelerating the transition to clean transport solutions, not just in our own operations but along global value chains as we work to achieve net zero emissions by 2039. With logistics and distribution accounting for around 15% of our greenhouse gas emissions footprint, it's important that we work with partners shifting to lower carbon fuels. We are proud to partner with Maersk as they pioneer carbon neutral transportation on the high seas.'

## Captain Eezmaira Sazzea binti Shaharuzzaman

**Eaglestar's first Malaysian female ship master**

Eaglestar Marine Holdings (L) Pte. Ltd. (Eaglestar) announced in mid-August the appointment of Captain Eezmaira Sazzea binti Shaharuzzaman as the company's first Malaysian female ship Master.

Captain Eezmaira Sazzea was among the first group of Malaysian women selected to pursue professional maritime training in Akademi Laut Malaysia (ALAM, also known as the Malaysian Maritime Academy) when the academy first opened its door to female cadets' intake back in 2006. She graduated from ALAM in 2011 with a Diploma in Nautical Studies and has been sailing as an Eaglestar officer for the past ten years.

Her maiden voyage as a ship master began on 13 August this year as she took over the command of *Seri Bijaksana*, a 153,000 cbm LNG carrier.

Expressing her pride, Captain Eezmaira Sazzea views this appointment as a recognition of her capability and professionalism. '*I am very grateful and honoured to be the first Malaysian female Master Mariner in Eaglestar and it will certainly be an exciting journey for me in this new role. I hope that this will inspire my fellow women seafarers, to strive for greater accomplishments as we continue to add value to the global maritime industry.*'

Captain Peter Liew, Managing Director & CEO of Eaglestar added: '*We are incredibly proud to have appointed Captain Eezmaira Sazzea as our first-ever female Captain for Malaysia. Eaglestar believes in fostering a dynamic and inclusive workplace for all our employees at sea and shore, and this includes providing equal opportunities and empowering our female seafarers to rise*

*together with the workforce and realise their fullest potential. We look forward to her future successes in leading her crew in the years ahead and we hope that this accomplishment will pave the way for more female seafarers to follow in her footsteps*.'

With her latest appointment, Captain Eezmaira Sazzea is now part of an exclusive global community of female seafarers who are currently making waves as ship masters commanding merchant vessels of various types across the world.