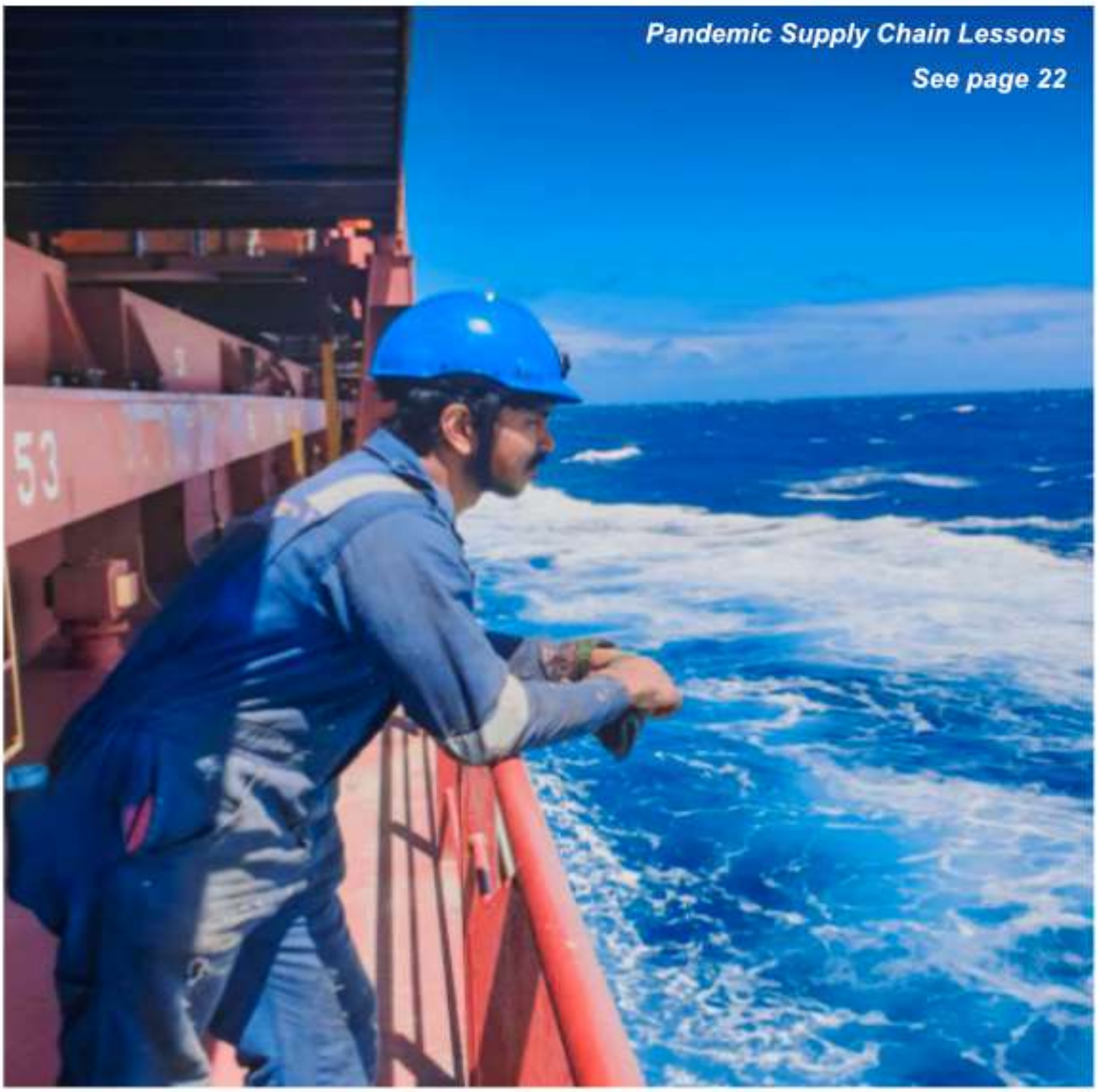
Number 63, April 2023

IFSMA NEWSLETTER

The Shipmasters' International Voice



Pandemic Supply Chain Lessons

See page 22

IFSMA

International Federation of Shipmasters' Associations (IFSMA)

ITF House • 49-60 Borough Road • London SE1 1DR • United Kingdom • Telephone: +44 (0)20 7261 0450 • Editor P. Owen • News Editor P. Ridgway Email: HQ@ifsma.org • Website:www.ifsma.org • Facebook:www.facebook.com/ifsma • Twitter:@ifsma • LinkedIn:"Secretary General IFSMA"

Contents

Secretary General's Report	2
From the News Editor	3
The IMO Digest	3
Gender equality and greater Pacific safety	4
IMO and alternative fuel use	4
Supporting sustainable blue economy development	6
Training Madagascar Port Security Officers	6
Ventilation requirements for totally enclosed lifeboats finalized	7
Marine Environment Protection of the South-East Asian Seas Project (MEPSEAS)	7
The London Protocol	7
The 2021 IMO Convention amendments	8
International Day for the Elimination of Racial Discrimination	8
Tackling marine litter	9
Black Sea Grain initiative	10
National maritime strategy Iraq	10
HAPAG Annual Report 2022	11
UN and the Black Sea Grain Initiative	12
Unsafe shipping in the Mediterranean	13
INMARSAT coverage in Asia-Pacific region	15
Ukraine-Russia	15
Ziel Terminal GmbH	16
Canada-UK digitisation project	18
YSA Design and Omega Architects	18
FAQs on the EU-ETS for Shipping	19
Bulk carrier collision	20
BWTS manufacturing to China	20
A flag to suit your pocket	21
Coast Guard medevac	22
Pandemic supply chain lessons	22
COSCO and SHI standardised data infrastructure	24
Transition to zero-carbon shipping	24
Propulsion failure off Port Kembla	25
Lithium-Ion Batteries in containers	26
Crew connectivity	27
Cloud-free Scandinavian peninsula	27
Hydra	28
Rescue boat lifting arrangement failure	29
Sallaum Lines	29

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

Secretary General's Report

During March the Secretary General was kept busy by attending three important IMO Meetings. Ship Safety and Equipment (SSE) Sub-Committee, Facilitation (FAL) Committee and the Legal (LEG) Committee. The SSE Sub-Committee was reported on in the previous Newsletter.

The FAL Committee reported status of the Black Sea Grain initiative and the 60 ships that remain stranded in Ukraine ports. The usual statements were exchanged between the Ukraine and Russian delegates. These extensive exchanges were recorded by IMO secretariat and are included in our report of this meeting, occupying 4 full pages of text, on our website.

FAL is part of the MSC-LEG-FAL Joint Working Group on MASS which has its next meeting in Mid-April. A FAL Working Group was established which considered the implication of MASS. IFSMA was represented on this WG by Morten Kviem (Norway), Andrew Higgs (UK) and Sudhir Subhedar by remote link (India). The report from this WG is published on the IMO Documents website.

Finally, we attended the LEG Committee. This was important for IFSMA as we had several papers that we had either authored or co-authored on MASS (Maritime Autonomous Surface Ships). Attending were a large IFSMA team: Jim Scorer, Charles Boyle (NautilusInt), Thomas Barker (NautilusInt), Oleg Grygoriuk (Ukraine). The Committee continued discussions on the Fair Treatment of Seafarers which also involve the ILO. A WG was established to further the work on this important subject, again their report is available on the IMO Documents website. It was agreed to establish a correspondence group to continue this work.

Our report of the LEG committee is available on the IFSMA website as usual, for members only, login required.

Members may not be aware that complete audio recordings are made of every IMO Committee and Sub-Committee meeting and that these are available on the IMO Documents website. If you need a login for access, please contact us at HQ.

The Notice for our next Biennial General Assembly (BGA) and Call for Papers were recently sent out to all members together with details of how to book a **h**otel room. The BGA will include elections for your Executive Council**.** **I**nstructions for nominations and voting will be sent to you soon.

You are reminded of Bye-Law 14 on the Resolution Committee and the need to send in proposals for IFSMA Resolutions to be considered at the BGA at least 90 days before the start of the BGA **on 25 October**.

Our suggested subjects for BGA presentations are: Automation and Digitalisation, but you can, of course, choose any subject that will be of interest to our members. **Deadline for papers is 1st July 2023**.

We wish you fair winds and following seas.

Assistant Secretary General, Capt. Paul Owen FNI

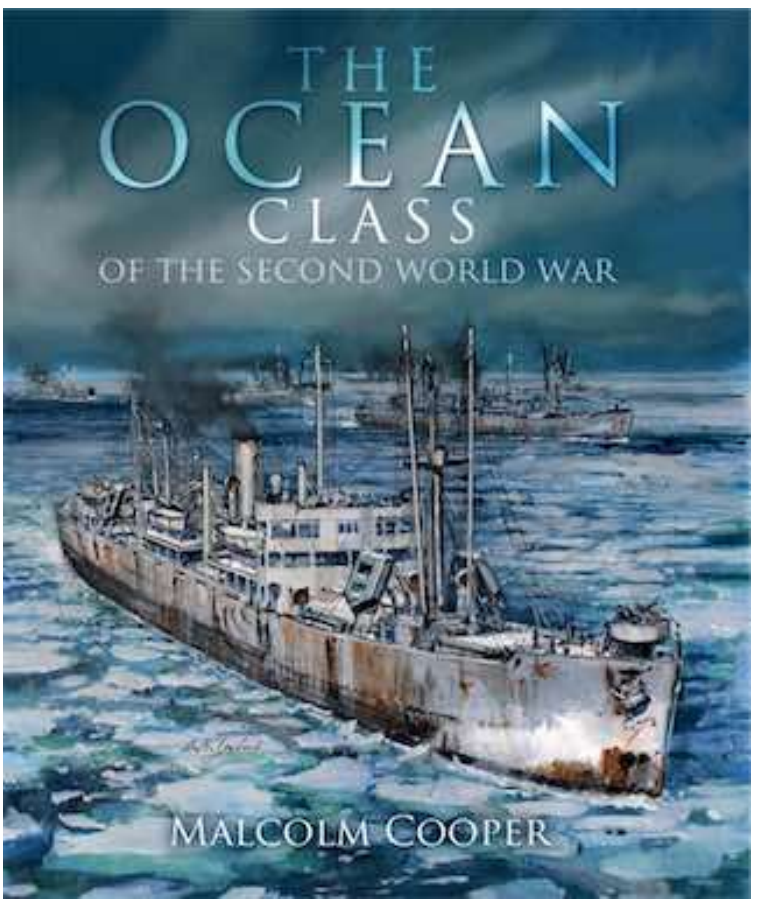
From the News Editor

Remembering the Ocean Class

The Ocean Class of the Second World War by Malcolm Cooper tells the story of the Ocean class of 60 standard cargo ships, their design, build and careers. Cooper places them firmly in the context of the Battle of the Atlantic which was raging at the time of the first launchings and lasted to the end of the war in Europe, VE-Day, on 8 May 1945. Finally, some of the class joined the invasion force making its way towards Malaya when Japan surrendered in August 1945.

Briefly, the specification was for a welded-construction vessel of 414 ft loa, breadth 57ft, of 7174gt, five hatches, coal fired, three boilers, with a service speed of 11 kts.

This comprehensive new history, based on extensive archival research and lavishly illustrated with contemporary photographs, puts the Oceans in their



Design antecedents of the ships are explained, and their ordering, financing and construction are well-analysed. Wartime operations are covered in depth, by theatre and with full details of war losses and other casualties. The book concludes with an assessment of the subsequent peacetime careers of the class and a comparison with other war-built designs.

The Oceans entered the vanguard of the Allied shipping effort at a time when the German U-boat threat was at its height, and British shipping resources were stretched to the limit. They were deployed in the North Atlantic, on the long supply routes around Africa to the Middle East, in the Russian convoys, in operations in support of the invasions of North Africa and Italy and the advance in Europe which followed, in the D-Day landings and later amphibious operations on the south coast of France.

A heavy price was paid for these accomplishments by the class, 26 out of the class of 60 were lost with nearly 200 crew, yet their robustness and welded construction probably save many lives.

Impact of the Oceans stretched far beyond the direct contribution of the ships themselves. The yards in which they were built also served as models for a series of new American shipyards, designed to mass produce cargo vessels with such speed and in such volume as to completely reverse the mathematics of attrition, which had run so badly against the Allies into 1942. Todd-California was one such yard specifically created for building the Oceans. As built each of the Oceans cost an average £515,300

Even more important, the Oceans' drawings were used as the basis for the American Liberty ship, the 2,710-strong fleet which finally tilted the balance of the war at sea decisively in the Allies' favour and went on to underpin the post-war renewal of the world merchant fleet.

With *The Ocean Class of the Second World War* the reader is able to appreciate that needs must when it come to rapid and extensive shipbuilding much of which was to replace lost tonnage in order to achieve sheer survival in war. It is also a brief chronicle of the part played by the Allied merchant fleet in all theatres. Post-war acquisitions or charters led to many Oceans flying the house-flags of Ben Line, Clan Line, Denholm, Ropner and foreign flags: Panama, Liberia, Greece, Italy, Indian and elsewhere.

Here is a splendid example of a merchant ship history of a highly significant class.

This title is also available as an e-Pub and as a Kindle.

The Ocean Class of the Second World War
By Malcolm Cooper
Published by Seaforth Publishing, Barnsley, S70 2AS UK
ISBN 978 1 3990 1553 0
Pages 216; 125 monochrome illustrations
Price £22.50

Orders may be placed at www.seaforthpublishing.com
Delivery rates to addresses outside the UK can be provided on application on that website.

The IMO Digest

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

Illustrations per www.imo.org ©

Gender equality and greater Pacific safety

Dual event promotion

A two-pronged event to address the unique maritime challenges facing the Pacific region has taken place in Cairns, Australia. A Pacific Search and Rescue (PacSAR) Workshop was held concurrently with the Pacific Women in Maritime (PacWIMA) Conference from 27 February to 3 March. This was reported by IMO on 10 March.

For the first time since the Covid-19 pandemic, search and rescue (SAR) specialists, seafarers and senior women in the maritime sector gathered to discuss Pacific SAR priorities and the promotion of women's participation in the industry.

The dual event, involving 85 delegates from Australia and Pacific nations, was jointly hosted by the Australian Government in partnership with IMO and the Pacific Community (SPC), with additional support from SPC's Pacific Women Lead Program.

The theme of the Regional Search and Rescue Workshop was ***Reconnect Search and Rescue in the Pacific region***. Three years on from the last such event in Hawaii, it provided an overdue opportunity for industry leaders and SAR practitioners from across the region to build relationships, strengthen networks, share experiences, and learn from one another to develop best practices in search and rescue matters.

Focus on SAR capability

The workshop focused on ensuring SAR capability continues to be developed using new technology to boost efficient SAR response, coordination, and prevention, as well as through practical exercises.

Pacific SAR authorities were invited to reaffirm their commitment to the Pacific SAR Technical Arrangement for Cooperation which provides a framework for consultation and cooperation on lifesaving in the Pacific Ocean. Countries were also encouraged to become signatories to the Arrangement.

More needs to be done

Dr B Sitki Ustaoglu, Head, Asia and Pacific Section at IMO, called for more to be done in the region on ratification of, and accession to, the SAR Convention, and encouraged participation in the work of IMO commenting: '*There are still a considerable number of Pacific States that have not yet ratified the SAR Convention. We can see the progress, although there is still considerable room for improvement*.'

At the Regional Conference for Pacific Women in Maritime, Mariana Noceti, IMO's Principal Programme Assistant, Women in Maritime (WIM) Programme, addressed a session that considered that scheme and how to raise public awareness of the role of communities in the context of SAR.

Describing the benefits of having women in the workforce as obvious, she called for '*creative thinking to navigate maritime towards a more sustainable, more diverse, and more inclusive green future*.'

Ms Noceti highlighted IMO's commitment over three decades to increasing women's representation across the maritime workforce. She added: '*We have committed to this important cause - and we are seeing these efforts bear fruit*.'

The conference acknowledged progress made in implementing the 2020-2024 Regional Strategy for Pacific Women in Maritime since its endorsement at the Second Regional Conference for Pacific Women in Maritime held in Papua New Guinea in 2018.

Call on energy and transport ministers

PacWIMA members at the Cairns conference agreed to seek the endorsement of the region's Energy and Transport Ministers for the development of a new Strategy for 2025-2030. In addition, they agreed to promote the Adopt a Ship Programme which advocates for the maritime sector as a profession to primary and secondary school pupils. It also raises awareness of safety at sea and the protection of the marine environment.

IMO and alternative fuel use

Regulatory status mapped

Ammonia, hydrogen, ethane and Dimethyl Ether (DME) are among the alternative marine fuels which may need future regulatory work. This assessment reported by IMO

on 9 March is the result of a regulatory mapping exercise. This was conducted by the Alternative low- and zero-carbon fuels workstream of the GreenVoyage2050 Global Industry Alliance to Support Low Carbon Shipping (Low Carbon GIA), with inputs and contributions from the International Chamber of Shipping (ICS).

Assessment of how alternative marine fuels and energy converters feature in key IMO Conventions and regulatory instruments aims to inform and support IMO member States and the wider maritime sector in identifying and addressing potential regulatory challenges that could be encountered when considering the use of a particular alternative marine fuel.

GreenVoyage 2050

Outcome of the mapping exercise can be found on the GreenVoyage2050 website in a tabular format using a traffic light colour coding system that depicts the current regulatory readiness levels categorized as Low, Medium, and High. The categorisation was agreed by members of the Alternative low- and zero-carbon fuels workstream of the Low Carbon GIA.

The GreenVoyage 2050 website is available here: https://tinyurl.com/mvxcsu24

IMO Conventions

Principal IMO Conventions examined included the International Convention for the Safety of Life at Sea (SOLAS), the International Convention for the Prevention of Pollution from Ships (MARPOL), the International Bulk Chemical Code (IBC Code), the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code) and the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code).

Fuels and energy sources considered included the conventional fuels diesel/gas oil/fuel oil, bio/synthetic liquid diesel fuels, methanol, ethanol, dimethyl ether (DME), propane/butane (LPG), methane (LNG), ethane, ammonia and hydrogen.

This mapping exercise has identified some areas where further regulatory work may be required by IMO, but potentially also by other standardization and certification organizations. Some of these areas include the further development of safety guidelines for on-board use of alternative fuels, matters related to quality of alternative fuels, lifecycle GHG emissions and development of engine standards and assessing the possible impacts and risks of spills of alternative marine fuels.

The Low Carbon GIA, which brings together leading shipowners and operators, classification societies, engine and technology builders and suppliers, big data providers, oil companies and ports, recognizes that IMO has already initiated definite work to address a number of these matters, whereas some others require firm proposals to advance discussions in the different IMO bodies.

It should be noted that the identification of a low regulatory readiness level for a particular fuel does not necessarily indicate a potential barrier for the uptake of the fuel, but simply identifies scope for future work to be done by IMO and other stakeholders as appropriate.

Tore Longva, Lead of the Low Carbon GIA Alternative low- and zero-carbon fuels wWorkstream said: '*Under this workstream, Low Carbon GIA members from across the industry have contributed their expertise to undertake several activities to-date to support the adoption of alternative fuels for low carbon shipping.*

'*This regulatory status assessment with respect to the use of alternative fuels represents a crucial piece of work undertaken by the Low Carbon GIA to support IMO Member States in identifying potential regulatory gaps which will need to be closed in the future*.'

In the context of the recently launched Future Fuels and Technology for low- and zero-carbon shipping Project (FFT Project), IMO is addressing a number of the identified regulatory gaps in support of discussions in IMO's regulatory committees.

For more on the FFT Project see here:
https://tinyurl.com/4kadf2wk

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

Supporting sustainable blue economy development

IMO in partnership with Maritime Technologies Cooperation Centres (MTCC) Latin America co-hosted a side event during the Our Ocean Conference in Panama City on 2 March.

Here the theme was *Supporting Blue Economies through Sustainable Maritime Transport (BE SMART): Building Global Partnerships to address Climate Change and Marine Pollution through IMO's Voyage Together Initiative*.

This event highlighted the role of international shipping in supporting blue economy development and in addressing challenges related to global climate change, biodiversity protection and marine pollution. It provided an overview of IMO's partnerships efforts through its Voyage Together Initiative and long-term technical cooperation projects on Maritime Decarbonisation and Ocean Conservation, including the Global Maritime Technology Centre Network (GMN), GreenVoyage2050, GloFouling Partnerships and GloLitter Partnerships.

Opening the side event, Mr Arsenio Dominguez, Director of IMO's Marine Environment Division, called for everyone to work together towards a sustainable and prosperous ocean economy and to ensure no one is left behind.

He said: '*Protecting our oceans is essential to ensuring a sustainable future for our planet. IMO's work in regulating shipping, promoting decarbonisation and driving sustainable ocean conservation, is critical*.'

High-level policy makers

The side event was attended by several high-level policy makers from around the world including Ms Anne Beathe Tvinnereim, Norwegian Minister of International Development. In a keynote speech she said she was encouraged by IMO's scaling up of its environmental partnership programmes to support developing countries.

She stated: '*This is important to ensure the needed results in global climate action and environmental protection. It is also important to develop a sustainable ocean economy in developing countries*.'

Also discussed during the event were technological and regulatory challenges facing MTCCs in Latin America and the Caribbean; and other long term IMO projects including GreenVoyage2050 implementation in Belize; GloFouling; and GHG SMART.

Training Madagascar port facility security officers

Strengthening of port security in Madagascar was the focus of a training workshop held in Antananarivo, Madagascar from 6 to 10 March.

The event brought together 24 participants, including Port Facility Security Officers (PFSOs) from various ports in Madagascar as well as representatives of the Designated Authority (Agence Portuaire Maritime Fluviale (APMF)).

Participants improved their knowledge and skills in developing and implementing port facility security plans (PFSPs) in order to perform their duties in accordance with the relevant provisions of relevant IMO regulations – SOLAS Chapter XI-2 and the International Ship and Port Facility Security Code (ISPS Code). The training also provided a solid foundation on oversight roles and responsibilities of Designated Authorities.

The workshop was the latest in a series of activities under the European Union-funded project on Port Security and Safety of Navigation in Eastern and Southern Africa and the Indian Ocean, which involves nine beneficiary countries, including Madagascar. Under the project, IMO aims to assist participating countries to enhance maritime security and safety within the region in line with the 2050 Africa's Integrated Maritime Strategy*.

The opening ceremony was attended by representatives of the EU delegation and of UNODC as well as the General Director of the Malagasy Maritime Administration.

*For more see here: https://tinyurl.com/9e7myr8z

Ventilation requirements for totally enclosed lifeboats finalized

Draft amendments addressing ventilation of survival craft with regard to totally enclosed lifeboats were finalized by the Sub-Committee on Ship Systems and Equipment (SSE 9).

Ro-ro ship fires, diving systems and onshore power supply

The Sub-Committee also completed its review of SOLAS chapter II-2 and associated codes to minimize the incidence and consequences of fires on board ro-ro passenger ships; finalized the draft 2023 Code of Safety for Diving Systems; and finalized draft interim guidelines on safe operation of onshore power supply (OPS) service in port for ships engaged on international voyages.

To read the full SSE 9 summary readers are invited to see here: https://tinyurl.com/5frfr8ys

Marine Environment Protection of the South-East Asian Seas Project (MEPSEAS)

Cambodia Ship Registry workshop

A workshop on the establishment of a Cambodian Ship Registry was held in Phnom Penh from 27 February to 3 March. It was the final activity of the Marine Environment Protection of the South-East Asian Seas Project (MEPSEAS) which formally concluded at the end of 2022.

As part of a programme of support for Cambodia under MEPSEAS, the country committed to the creation of a register of ships to enable it to fulfil its responsibilities regarding ratification and implementation of IMO conventions pertaining to safety and marine environment protection.

Opening the event, Cambodia's Minister of Public Works and Transport Secretary of State, HE Eang Vengsun, welcomed the assistance provided through MEPSEAS – a collaboration between IMO and the Norwegian Agency for Development Cooperation (NORAD). He explained that the project had enabled the development of draft legislation on the proposed ship registry.

Topics discussed include flag and port State legal obligations and a review of relevant IMO conventions. Working groups were held on the benefits of developing relevant policies, how best to structure maritime legislation, and what should be included in the regulations.

The workshop was led by Ms Dorota Lost-Sieminska, Deputy Director, Legal Affairs Office at IMO; Ms Birgit Olsen, Legal Consultant to the MEPSEAS Project, assisted by Ms Brenda Pimentel, Regional Consultant; and Ms Josephine Uranza, IMO Regional Coordinator. Present virtually were Ms Tatjana Krilic, IMO Department for Member States Audit and Implementation, and Mr Ivan Sammut, Registrar General of Shipping and Seamen Malta. The workshop was coordinated by Ms Elaine Williams, MEPSEAS Project Assistant.

The London Protocol

IMO supports developing countries in Africa

Senior maritime and environmental officials from eight countries* in Africa have met in Morocco to discuss the benefits of ratifying and implementing the London Protocol (LP)[1] for the protection of the marine environment from pollution. This was reported by IMO on 13 March.

SIDs and LDCs considered

Through a series of presentations, group discussions and case studies the in-person regional workshop, held in Casablanca from 8 to 10 March, addressed the need to strengthen the capacity of North and West African Small Island Developing States (SIDS) and Least Developed Countries (LDCs) to enable implementation. Development of national systems for monitoring, assessment, compliance and enforcement were also discussed.

Participants were provided with an introduction to the London Protocol as a legal framework for marine pollution management and considered possible barriers to ratification and implementation of the treaty. The workshop also included a visit to the Port of Casablanca where

participants learnt about activities at the port, particularly those of relevance to the Protocol.

Next steps and opportunities for future cooperation were identified.

The regional workshop was part of IMO's continued efforts to support UN Sustainable Development Goal 14 (the conservation of life below water)[2] with a view to creating awareness and dialogue around specific ocean governance issues.

Delivered through IMO's Integrated Technical Cooperation Programme (ITCP)[3], with in-kind technical expertise provided by the Government of Canada, the workshop was delivered back-to-back with the forty-sixth meeting of the Scientific Group under the London Convention and the seventeenth meeting of the Scientific Group under the London Protocol convened from 13 to 17 March.

* Côte d'Ivoire, Democratic Republic of the Congo, Gabon, Mauritania, Morocco, Republic of the Congo, Senegal and Togo.

[1] For more see here: https://tinyurl.com/yjm8evj4

[2] See here: https://sdgs.un.org/goals/goal14

[3] For more see here: https://tinyurl.com/5n8acu9w

The 2021 IMO Convention amendments

Antigua and Barbuda, and the United Arab Emirates accept

Antigua and Barbuda and the United Arab Emirates have become the latest IMO Member States to accept amendments to the Convention on the International Maritime Organization, which will expand the size of the Council, extend the term of its Members, and recognize three additional language texts as authentic versions of the Convention.

As illustrated here IMO Secretary-General Kitack Lim welcomed HE Ambassador Dwight Gardiner, Permanent Representative of Antigua and Barbuda and HE Khalid Saud Al Qasimi, Deputy Head of Mission of the United Arab Emirates to IMO HQ, London, on 14 March to receive the instruments of acceptance.

The amendments have now been accepted by eleven States: Antigua and Barbuda, Canada, Honduras, Malaysia, Malta, the Kingdom of the Netherlands, Norway, Singapore, Spain, Thailand, and the United Arab Emirates. The amendments were adopted at the 32nd session of the IMO Assembly* held in December 2021. They require acceptance by two thirds of the IMO Membership (117 Member States based on the current number of 175 Member States) for entry into force.

*For more see here: https://tinyurl.com/2p8trtek

International Day for the Elimination of Racial Discrimination

IMO observes

It was reported on 21 March that IMO had joined other UN agencies in marking that day as the annual International Day for the Elimination of Racial Discrimination.

The theme of the Day in 2023 focused on the urgency of combatting racism and racial discrimination. This year sees the 75th anniversary of the adoption of the Universal Declaration of Human Rights* which enshrines a set of common values and acknowledges that rights are inherent to all human beings and are not granted by the State.

In a statement to mark the day, Secretary-General of IMO Kitack Lim, highlighted the establishment in 2020 of the Racial Equality and Equity Cross-Divisional Working Group within the IMO Secretariat. Its work culminated in the adoption in 2021 of the Racial Equality and Equity Strategy and Action Plan 2020-2030.

Calling for everyone to be empowered to build societies that are free from discrimination, Mr. Lim said: '*Within the IMO family, we must all stand up for a diverse, tolerant and respectful work environment, where each of us can enjoy equality and equity. We all have the power to advocate for anti-racism*.'

As part of IMO's commitments to raising awareness on racial equality and equity through engagement with experts, the organization invited Dr Yewande Austin, United Nations antiracism expert and honorary United States Cultural Ambassador to IMO Headquarters to deliver a lecture to staff and delegates.

Speaking on the theme ***Antiracist Leadership***, Dr Austin described the mission to combat racism as '*more urgent than ever before*.'

She went on: '*We know what to do to end inequities...but racism still exists*.'

Dr Austin spoke about the need to integrate the principle of racial equity within every policy of an organization and she recommended using a REAL approach: Representation; Education; Accountability; Leadership.

Read the Secretary-General's full statement on International Day for the Elimination of Racial Discrimination here: https://tinyurl.com/ysa3fe5p

*The Universal Declaration of Human Rights is to be found here: https://tinyurl.com/46yrcma3

Tackling marine litter

IMO / FAO guidance document issued

A new guide to support countries to put in place port reception facilities to receive marine plastic litter from ships has been published. Plastic litter has devastating effects on our oceans, marine life and human health. Some scientists warn that, by 2050, **the quantity of plastics in the sea will outweigh fish**.

With the title *Guidance Document on Conducting Techno-Economic Feasibility Studies for the Establishment of Port Reception Facilities for Plastic Waste* the document has been developed by the GloLitter Partnership team*.

The paper is by Guido Van Meel, IMO Consultant from Ostend. It is published by the IMO and Peer Reviewed by the Food and Agriculture Organization of the United Nations (FAO). It can be downloaded by clicking here: https://tinyurl.com/4ks87e4s

The document outlines the costs of operating a port reception facility and the revenue that such facilities can generate. It provides tools and guidance on conducting economic assessments and techno-feasibility studies concerning Port reception facilities for plastic waste generated on board ships, including fishing gear. Case studies of waste reception facilities in different ports around the world (large and small) are used to illustrate the relevant income and expenditure flows.

Ports need to cover the costs incurred in collecting and treating the waste received from ships by charging direct and/or indirect fees, and by selling products derived from the waste. In smaller ports with limited vessel calls, it is deemed essential that all ships contribute to the cost of provision of reception facilities, including those ships not actually using them. Reception facilities in large ports are on standby around the clock so that ships that need to discharge waste are not unduly delayed. In smaller ports this would be too costly.

IMO is taking action to address the issue of marine plastic litter from ships. In 2021 the Marine Environment Protection Committee (MEPC) adopted its Strategy to address marine plastic litter from ships. It aims to achieve zero plastic waste discharges to sea from ships by 2025. See more here.

GloLitter is an IMO partnership project with the UN's Food and Agriculture Organization (FAO) funded by Norway, The Kingdom of Saudi Arabia and The Commonwealth of Australia. It assists developing countries to prevent and reduce marine litter, especially plastic marine litter, within the maritime transport and fisheries sectors and identify opportunities for the reduction of plastic uses in both industries.

The project expands government and port management capacities, and instigates legal, policy and institutional reforms at the country level by developing mechanisms for sustainability and enhancing regional cooperation.

*For more on the GloLitter Partnership see here: https://tinyurl.com/3f3fr837

Black Sea Grain initiative

IMO S-G updated

IMO Secretary-General Kitack Lim was updated on the Black Sea Grain initiative, during a meeting on 22 March with Mr Abdullah Abdul Samad Dashti of Kuwait, United Nations Coordinator for the Black Sea Grain Initiative.

The Initiative, originally signed in Istanbul on 22 July 2022, has recently been extended for the second time. During the first two terms of the initiative, some 25 million metric tonnes of grain and foodstuffs have been moved to 45 countries, helping to bring down global food prices.

During the meeting, Mr Dashti thanked the IMO Secretary-General for the technical and legal advice provided during the negotiations to establish the Initiative, and for the secondment of senior officials from the IMO Secretariat to the Joint Coordination Centre, based in Istanbul. The seconded IMO experts are providing ongoing technical maritime, legal and operational advice to the UN Group of Experts at JCC, enabling significant progress and continuing to shape the operational elements of the Initiative.

Secretary-General Lim raised the concerns of the IMO Membership, with regard to some 60 vessels – not covered under the Initiative – which are blocked in Ukrainian ports in the Black Sea and the Sea of Azov since the start of the conflict, unable to leave.

The two confirmed their desire to see the Black Sea Grain Initiative continue as long as it is needed.

To read the IMO-SG's statement see here: https://tinyurl.com/2xmpuj9y

National maritime strategy

Iraq

A five-day needs assessment mission to the cities of Baghdad and Basra took place from 12 to 16 March as part of preparations for the drafting of an overall national maritime strategy for Iraq.

Effort here was designed to support Iraq by identifying challenges facing the country's maritime sector regarding the compliance, adoption and implementation of international conventions, agreements, instruments and codes.

It is understood that the mission also reviewed the structure of the maritime sector there and the links between different stakeholders within it.

The first part of the mission in Baghdad involved meetings with the Deputy Minister for administrative affairs in the Ministry of Transport, Dr Hazim Radhi Alhifathi, the Minister's advisor for conventions/maritime affairs, and managers of international partner organizations.

In the port city of Basra in-depth discussions were held with senior officials from the port including the General Managers of both the General Company for Ports of Iraq and the State Company for Maritime Transport.

Another key element of the Basra trip was a visit to the Arabian Gulf Academy for Maritime Studies. Discussions were attended by several maritime stakeholders including the coast guards, border force and the navy.

Other elements of the visit included a presentation outlining the institution's academic programme and activities along with a tour of its laboratory and simulator facilities. There was also a trip to see the local river taxi service, an example of the advancement of local systems used to transport thousands of passengers around the city, for example during international sporting events.

During the mission, IMO was invited to make a future visit to the ports of Um Qasr and Al-Faw in southern Iraq following completion of an important part of its first phase

of development: one of two breakwaters at the port. That on the western side is said to be the longest in the world.

The mission was undertaken by Dr Salah Selima, IMO consultant, and Mr Ahmed Kirkukli Zada who facilitated the trip on behalf of the Subdivision for Maritime Development, Technical Cooperation Division.

The Maritime Attaché from the Iraq embassy in London, Captain Mazin Salman, also travelled with the IMO delegation along with the Iraqi Transport Minister's advisor.

HAPAG Annual Report 2022

Hapag-Lloyd publishes 2022 annual report and announces forecast for the current financial year

On 2 March Hapag-Lloyd published its annual report for 2022, the year of its 175th anniversary.

According to the report, Hapag-Lloyd's EBITDA* increased to US 20.5 billion (€19.4 billion). EBIT** grew to US$18.5 billion (€17.5 billion), and the Group profit improved to US$18 billion (€17 billion).

Hapag-Lloyd is continuously investing in its fleet. The 400 metre loa Al Nefud is one of the company's largest vessels with a capacity of 19,870 TEU.

Photo: HAPAG-LLOYD ©.

In the words of Rolf Habben Jansen, CEO of Hapag-Lloyd AG: '*Overall, we look back on a very successful 2022 with exceptionally strong results. This has enabled us to strengthen our financial resilience and asset structure once again. In addition, we have improved the quality of service for our customers and invested in terminals and infrastructure as well as in the efficiency of our fleet. However, costs – such as for fuel, charter vessels and container handling – have risen significantly*.'

Increase in revenue

Revenues increased to US$36.4 billion (€34.5 billion). This can mainly be attributed to an increase in the average freight rate, to $2,863 /TEU (2021: $2,003 USD/TEU).

However, already by the end of the year, the freight rate had significantly decreased due to easing congestion in ports and lower demand. Transport volumes remained on a par with the prior-year level, at 11.8 million TEU (2021: 11.9 million TEU), due to the strained supply chains. At the same time, high inflation was clearly noticeable in the per-unit costs. Transport expenses rose by 18.5%, to US$ 14.5 billion (€13.7 billion).

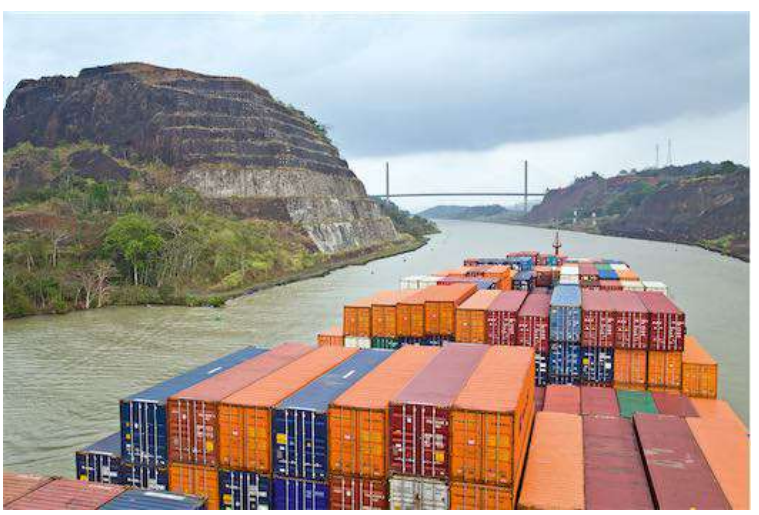
Strong group profit

Due to the exceptionally strong Group profit, equity has grown to €28 billion and the equity ratio has risen to over 70%. For these reasons, the Executive Board and Supervisory Board of Hapag-Lloyd AG have decided to propose to the Annual General Meeting that a dividend of € 63 per share be paid out for the 2022 financial year – which corresponds to a total payout of €11.1 billion.

Looking ahead, Hapag-Lloyd expects earnings to gradually normalise in the current 2023 financial year. EBITDA is expected to be in the range of US$ 4.3 to 6.5 billion (€4 to 6 billion) and EBIT to be in the range of US$2.1 to 4.3 billion (€2 to 4 billion). However, this forecast remains subject to considerable uncertainty given the ongoing war in Ukraine and other geopolitical conflicts as well as the impacts of high inflation.

A strategic course to be pursued

Jansen added. '*We have got the current financial year off to a decent start, but the economy has cooled and a significant decrease in earnings remains inevitable. So we will continue to act flexibly in the market and keep a close eye on our costs. In addition, we will be working very intensively on formulating the strategic course that we will pursue until 2030. Quality and sustainability will continue to have the highest priority for us, as will the safety and well-being of our employees*.'



The Panama Canal – one of the world's most important man-made waterways.

Photo: HAPAG-LLOYD ©.

The detailed full-year 2022 figures, including explanatory notes relating to the performance measures EBITDA and EBIT referred to herein, can be found in the download section of the digital annual report here: https://tinyurl.com/bdh4t52h

About Hapag-Lloyd

With a fleet of 251 modern container ships and a total transport capacity of 1.8 million TEU, Hapag-Lloyd is one of the world's leading liner shipping companies. The Company has around 14,200 employees and more than 400 offices in 135 countries.

Hapag-Lloyd has a container capacity of 3 million TEU – including one of the largest and most modern fleets of reefer containers. A total of 119 liner services worldwide ensure fast and reliable connections between more than 600 ports on all the continents. Hapag-Lloyd is one of the leading operators in the Transatlantic, Middle East, Latin America and Intra-America trades.

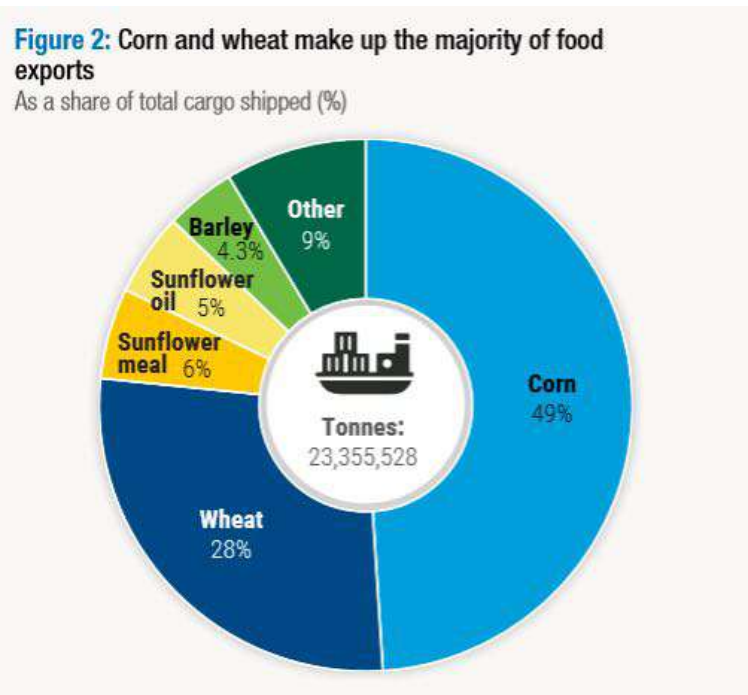
*EPITDA = Earnings Before Interest, Taxes, Depreciation and Amortization.

**EBIT = Earnings Before Interest and Taxes.

UN and the Black Sea Grain Initiative

A report by UNCTAD

The war in Ukraine sent shock waves throughout the global economy, in particular through trade disruptions of food and fertilizers from two of the world's main breadbaskets, Ukraine and the Russian Federation. This left millions of people in developing and least developed countries at the frontline of a food and price crisis.

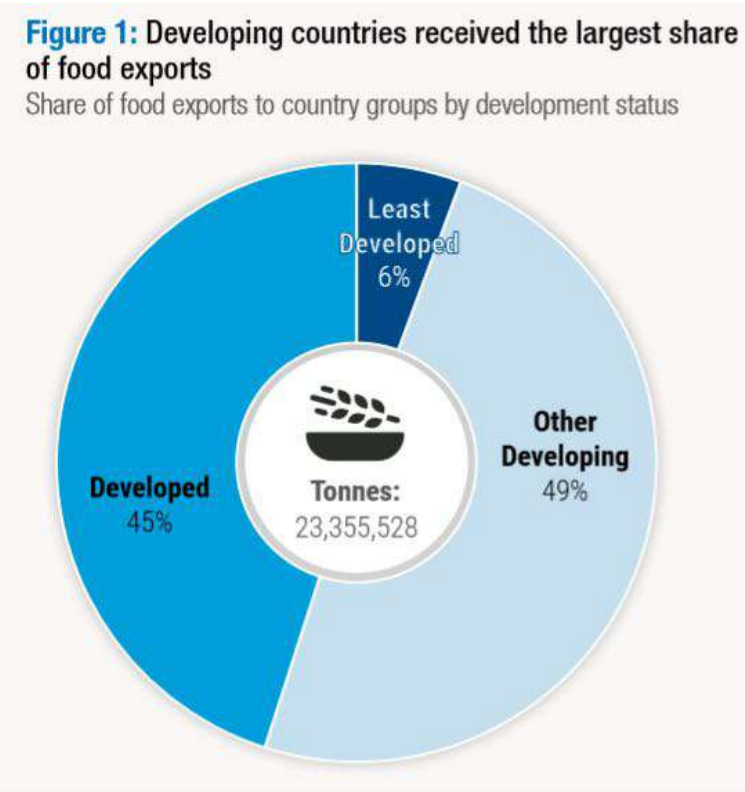


Source: UNCTAD secretariat based on data from the Joint Coordination Centre as of 5 March, 2023.
Note: Cargo may be processed and re-exported from the primary destination

In July 2022, two agreements were signed: one is the memorandum of understanding between the UN and the Russian Federation to facilitate the unimpeded access for their food and fertilizers exports to global markets. The second is the Black Sea Grain Initiative (BSGI), signed by the Russian Federation, Türkiye, Ukraine, and witnessed by the U N to allow the safe export of grain, fertilizers and other foodstuff from Ukrainian ports in the Black Sea.

These agreements have helped to bring down the cost of food, stabilize global markets and keep them open.

However, this progress is fragile and price pressures remain. While food prices have gone down from their all-time high at the start of the war, they remain high compared to pre-crises levels. Moreover, currency depreciations prevent many developing countries from benefiting from global price decreases, and, in the most severe cases, prices have even gone up. Additionally, as is so often the case, the most vulnerable bear the brunt, particularly women.



Source: UNCTAD secretariat based on data from the Joint Coordination Centre as of 5 March, 2023.
Note: Cargo may be processed and re-exported from the primary destination

The UN remains committed to both agreements, and to remove all remaining impediments that constrain access of food and fertilizers from the Russian Federation and Ukraine to global markets.

In early March 2023 the Geneva-based UN Conference on Trade and Development (UNCTAD) issued a 16-page document: *A Trade Hope. The impact of the Black Sea Grain Initiative*. This is available in pdf form here: https://tinyurl.com/bde793rp

This report concentrates on showing the benefits of one of the agreements, the Black Sea Grain Initiative, and its contribution to ease market pressures and avert the worst impacts of the food crisis.

The continuation and effective implementation of both agreements are vital for global food security.

As at 5 March 2023, according to UNCTAD, a total of 23,000,000 tonnes of grain were exported under the Initiative.

Wheat and corn are among the world's most used food staples. Under the Initiative, corn and wheat accounted for 77% of exports.

Developing countries have benefitted the most from the Initiative, supporting food security among the most vulnerable.

Unsafe shipping in the Mediterranean

ITF targets four worst flags:

Cook Islands, Palau, Sierra Leone, and Togo

Up to a thousand ships flagged to the Cook Islands, Palau, Sierra Leone, and Togo will be targeted for safety, maintenance and seafarer welfare inspections across the Mediterranean Sea in the coming eight weeks (from 16 March) by an army of inspectors from the International Transport Workers' Federation (ITF), seafarers' unions and port authorities.

According to ITF Inspectorate Coordinator Steve Trowsdale: '*Substandard shipping in the Mediterranean Sea is driving down seafarers' wages and conditions, its endangering the lives of crew and risking our environment.*

'*These flags take money from shipowners to register ships that other countries wouldn't touch. Many are old vessels and are poorly-maintained by their owners. Many of these ships are dangerous and should not be trading*.'

Credit ITF

Four Flags of Convenience registries

The blitz comes off the back of new analysis showing the four Flags of Convenience registries together accounted for more than 100 crew abandoned in the last two years, with millions of dollars of wages not paid to crew by the flags' shipowners that the ITF then had to recover on seafarers' behalf.

Trowsdale said often when the ITF or its affiliated unions called on the flags to fix problems caused by irresponsible shipowners, such as in cases of abandonment: '*…that is when these flags are nowhere to be seen – they take the money and run.*'

In just three years, the Cook Islands, Palau, Sierra Leone, and Togo flags were responsible for:

- Thirty-three cases of crew abandonment, affecting more than a hundred seafarers, leaving many without pay, food, water, or a way to get home.[1]
- Over US $5,500,000 in unpaid wages cheated from crew, that the ITF then had to recover from the flags' shipowners on seafarers' behalf. [2]
- A total of 5,203 deficiencies or detentions issued by European Port State Control enforcement agencies.[3]

The ITF inspectors' efforts will be bolstered in France by the country's Port State Control agencies, which are organised regionally, Trowsdale said.

They will be also targeting the four flags. A decision which makes sense given both the Paris and Tokyo MOUs have banned or cautioned against ships bearing the flags from being admitted to the ports of most countries in Europe and Asia-Pacific, respectively.

Togo, Cook Is, Palau and Sierra Leone flags now 'Worst in Sea'

According to Seddik Berrama, General Secretary of Algeria's transport union FNTT and ITF Vice President for the Arab World region: '*These are now the worst flags operating in the Mediterranean Sea.*'

Berrama said it was revealing that the four flags did not appear on the annual quality White Lists issued by the Paris and Tokyo MOUs.[4]

Berrama added: '*The world's major Port State Control agency groupings have said these flags are not quality. They have said they are high- or very-high risk. That is unacceptable for crew safety just as it is unacceptable for those of us who rely on a clean sea, like our port communities here in Algeria*.

'*Our goal is to expose the substandard shipping examples that we see regularly in our ports. If we are able to spread word of the abuses experienced by crew onboard are too often ignored by these flags, then we will send a strong message that substandard shipping is unacceptable*.'

ITF Inspector based in Haifa, Assaf Hadar

Credit ITF

Berrama's union is not alone in having members concerned about the race to the bottom that Togo, Cook Islands, Palau and Sierra Leone were engaged in across the Mediterranean.

Along the Sea's northern coast, the Seafarers' Union of Croatia (SUC) has for some years expressed growing frustration with the risks that some flags were creating for crew. The ITF's 2018 Congress endorsed a motion from SUC declaring the body of water a Sea of Convenience and tasked the ITF with developing a targeted campaign to clean up the Mediterranean Sea from the scourge of substandard shipping.

Case study: Crew left without food in Haifa onboard Sierra Leone-flagged *Kassandra*

A Sierra Leone-flagged general cargo vessel was recently detained for 23 days by Israel's Port State Control in Haifa after it was discovered that 46 structural, navigation, fire safety and crew welfare defects existed with the vessel *Kassandra* at the time.

The crew were left without working freezers, meaning they had no way to keep food safely chilled in the scorching Mediterranean heat.

Credit ITF

ITF Inspector Assaf Hadar of the inspection said: '*It was in the month of August, when it is very hot and humid. Food supply was short with only a few vegetables on board. It was insufficient to continue their voyage. Things like this are typical for this flag*.'

Hadar is one of two dozen ITF inspectors who will be taking part in the rigorous sea-wide checks of all vessels registered to the Cook Islands, Palau, Sierra Leone, and Togo.

Added Hadar: '*These flags are a big problem for the seafarers who work on the Mediterranean. In my experience, the worst shipowners use these flags because they think this way they will be able to act bad to crew or cut safety corners. Well, they can't – not while the ITF is here*.'

[1] ILO abandonments database; ITF Inspectorate abandonment data

[2] ITF Inspectorate wages recovery data

[3] Paris MOU, 2020-22

[4] According to the Paris MOU: '*Each year a new White, Grey and Black lists published in the Paris MoU Annual Report. The "White, Grey and Black (WGB) list" presents the full spectrum, from quality flags to flags with a poor performance that are considered high or very high risk. It is based on the total number of inspections and detentions over a three-year rolling period for flags with at least thirty inspections in the period*.'

Inmarsat coverage in Asia-Pacific region

New Australian ground stations

It was reported in mid-March that Inmarsat's I-6 F1 satellite has connected to new ground stations in Perth and Merredin, Western Australia, as the company aims to provide a revolutionary upgrade in communications availability for the region.

This marks a crucial milestone as the company upgrades its communications availability in the fast-growing Asia-Pacific (APAC) region.

I-6 F1 launched in December 2021 and spent seven months travelling to geostationary orbit above the Atlantic, using its all-electric propulsion system. After rigorous in-orbit testing in the second half of 2022, the spacecraft is now at its final orbital slot above the Indian Ocean. It is understood that the company will begin increasing its capacity and transition services to the new satellite throughout 2023, beginning with the first customers from Q2.

Jatinder Singh, Asokan Nallasivam, and Brett Schipp (L-R) - Inmarsat's Perth Launch team, who supported both Inmarsat's I-6 F1 and F2 satellites during launch and early orbit.

This announcement follows the successful launch of I-6 F1's twin – I-6 F2 – which lifted off from Cape Canaveral in February. Like F1, I-6 F2 will reach its geostationary orbital slot later this year, where it will undergo in-orbit-testing.

The satellite will enter operational service over Europe, Africa, and much of the Americas in mid-2024.

Built in the UK, the I-6 satellites are said to be the most technologically advanced commercial communications satellites ever launched. They are also the company's first hybrid satellites, featuring both L-band (ELERA) narrowband and Ka-band (Global Xpress) high-speed broadband communications payloads.

Each of the I-6 satellites offer 50% more L-band capacity than Inmarsat's entire 1-4 generation of ELERA satellites, effectively doubling its total ELERA capacity. They also provide 20 Ka-band spot beams that can be directed to meet customer demand second-by-second.

This announcement, we learn, adds further capabilities to Inmarsat's ORCHESTRA communications network; a unique, global, multi-dimensional, dynamic mesh network that will redefine connectivity at scale with the highest capacity for mobility worldwide. ORCHESTRA enables Inmarsat's partners and customers to keep pace with their growing data demands and enables them to empower emerging technologies in the future, like autonomous vehicles or flying taxis.

Peter Hadinger, Chief Technology Officer, Inmarsat, commented: '*We are seeing rising demand for our services across the board, as airlines offer faster services for passengers, shipping companies use automated navigation, and industries aim to decarbonise through the Internet of Things*.

'*Our I-6 satellites are designed to meet that demand into the 2040s over two of the busiest regions in the world, as we enable a smarter, more connected society.*'

Ukraine-Russia

Grain export deals vital to global food security

Extension to BSGI granted

The war in Ukraine has had very significant implications for global food insecurity, the top UN humanitarian official told the Security Council on 17 March, underscoring the critical need to extend landmark agreements to export grain and fertilizer from the region. This was reported by the UN news service later the same day.

Martin Griffiths, the UN Humanitarian Affairs and Emergency Relief Coordinator, briefed ambassadors on the eve of the expiration of the Black Sea Grain Initiative, (BSGI) which has allowed nearly 25 million metric tonnes of foodstuff from Ukraine to reach global markets. A total of 1600 secure vessel voyages were made through the Black Sea with 55% of food exports going to developing countries.

The accord was signed in Türkiye in July 2022, in parallel with a Memorandum of Understanding on Russian food and fertilizer exports.

Griffiths said: '*It is vital for global food security that both of these agreements continue and will be fully implemented*.'

Feed the world

Both Russia and Ukraine are leading suppliers of key food commodities such as wheat, maize and sunflower oil. Russia is also a top global exporter of fertilizer.

Griffiths said the world relies on these supplies and has done so for many years.

He added: '*And so, too, does the United Nations to help those in need: The World Food Programme (WFP) sources much of the wheat for its global humanitarian response from Ukraine*.'

Griffiths told the UN Security Council: '*The signing of the two agreements represented a critical step in the broader fight against global food insecurity, especially in developing countries. Markets have been calmed and global food prices have continued to fall*.'

Stepping up engagement

The UN Humanitarian Affairs and Emergency Relief Coordinator said the UN is doing everything possible to make sure that the Black Sea Grain Initiative can continue, and is engaging with all the parties.

The first commercial vessel carrying grain under the Black Sea Grain Initiative set sail in August 2022.
© UNOCHA/Levent Kulu.

Additionally, Secretary-General António Guterres and the head of the UN trade agency, UNCTAD, Rebeca Grynspan, are sparing no effort to facilitate the full implementation of the Memorandum of Understanding with Russia.

Griffiths added: '*We have made meaningful progress. Impediments remain, however, notably with regard to payment systems. There is more to do and our efforts to overcome these remaining impediments will continue unabated*.'

Staggering humanitarian needs

The UN relief chief also warned of the threat to sustainable development in the face of an unstable global economy and growing poverty, and with humanitarian needs outpacing resources.

This year aid agencies will require an unprecedented $54 billion to support nearly 347 million people in 69 countries. Last year, donors gave an historic $38.7 billion for their operations.

Griffiths said it was uncertain that this level of financing can be achieved so that humanitarians can deliver for the world's most vulnerable people.

End the war

Griffiths also highlighted the need for closer collaboration between the humanitarian and development communities, and financial institutions, to seek sustainable solutions in the face of spiralling global needs, and new crises on the horizon. '*More than ever, in this context do we need a political solution to the war in Ukraine. The people of Ukraine deserve peace, first and foremost. They deserve to turn the page on this terrible war, as do we all*.'

At the outset of the meeting, Council members declined Russia's proposal to allow Daria Morosova, reportedly an ombudsperson of the Donetsk People's Republic, to brief as a civil society representative. The UN Security Council comprises 15 members. Four countries voted in favour, eight against, and three abstained.

Extension of the Black Sea Grain Initiative

The Black Sea Grain Initiative, signed in Istanbul on 22 July 2022, has been extended. This was reported by the UN on 18 March.

The Initiative allows for the facilitation of the safe navigation for the exports of grain and related foodstuffs and fertilizers, including ammonia, from designated Ukrainian seaports. During the first two terms, some 25 million metric tonnes of grain and foodstuffs have been moved to 45 countries, helping to bring down global food prices and stabilizing the markets.

The UN expressed its gratitude to the Government of Türkiye for the diplomatic and operational support to the Black Sea Grain Initiative.

The Black Sea Grain Initiative, alongside the Memorandum of Understanding on promoting Russian food products and fertilizers to the world markets, are critical for global food security, especially for developing countries.

The MV Brave Commander berthed in Hodeidah port in Yemen carrying Ukrainian wheat flour milled in Turkiye, October 2022.
© WFP/Mohammed Awadh.

In a closing statement by the UN a spokesman indicated that the UN remains strongly committed to both agreements and urges all sides to redouble their efforts to implement them fully.

Ziel Terminal GmbH

TX Logistics, Samskip and Duisport joint operating company

It was reported on 20 March that Samskip, Duisport and TX Logistik AG will jointly operate the combined transport terminal at Logport III in Duisburg-Hohenbudberg.

For this purpose, the three partners have founded the new company Ziel Terminal GmbH. Samskip will hold 49.8% of the shares, Duisport and TX Logistik each will hold 25.1% respectively. The terminal will be leased on a long-term basis by Duisport to the joint venture.

The terminal partnership signed by the three owners is currently still subject to approval by the European competition authorities. Approval is expected in the next few weeks, it is understood.

Samskip Arnafell operates between the Faroe Islands and Iceland.

Gianpiero Strisciuglio, CEO Mercitalia Logistics commented: '*TX Logistik is on course for growth. In order to continue this development and to be able to shift even more transports to rail in the future, the company needs terminal capacities that it can safely fall back on*.'

He added: '*Currently TX Logistik, which is responsible for international rail freight transport within the Mercitalia Group (Gruppo FS Italiane), already operates two round trips per week between Duisburg and Katrineholm in Sweden for Samskip*.

Duisport Hafen, part of the world's largest inland port.

'*The Duisburg terminal is located in a strategic geographical position, in the heart of Germany, in an important industrial zone, along the main trade interchange axis of Europe.*

'*Being part of the shareholding structure that will manage it means guaranteeing customers an expansion of geographic targets, improved service quality, synchronization of traction and access slots to terminal areas, and greater transport efficiency, all activities preparatory to a door-to-door service*.'

Duisport CEO Markus Bangen added: '*The long-term partnership not only strengthens our location, but also paves the way for sustainable growth and the expansion of our business model. By jointly exploiting the potential of the three strong players Duisport, Samskip, and TX Logistik, we can continuously develop the terminal and be successful together. This will create additional handling capacities at the Duisburg location*.'

Samskip CEO Kari-Pekka Laaksonen reflected: '*We are delighted with the idea of taking our long-standing partnership with TX Logistik and the Port of Duisburg to a new level. The decision is clearly a win-win-win scenario as the benefits for all parties is substantial. As Samskip is extremely committed to deliver its sustainability targets, this will also further cement the usage and the growth of rail modality in the location*.'

The 140,000-square-metre terminal facility in Duisburg-Hohenbudberg has seven transshipment tracks, each 720 metres long, two shunting tracks and two high-performance gantry cranes for transshipment between road and rail. The annual handling capacity is up to 250,000 loading units.

In addition, terminal operations can rely on modern IT and communications technology such as a control tower system for the pre-planning of terminal activities and exception management. Other high standards include high-tech gate functions, OCR scanning for registration, security, order prioritization and truck parking allocation. In addition, various facilities are available, such as cross-docking or railcar repair.

Gianpiero Strisciuglio concluded by saying: '*This offers us opportunities to offer further services in the future – for example, a photo lock can be used to generate data on the condition of truck tarpaulins or tires, which can then be transmitted to customers in terms of preventive maintenance management*.'

About Duisport

Duisburger Hafen AG is the owner and management company of the Port of Duisburg, the largest inland port in the world.

The Duisport Group offers full-service packages for the port and logistics location in the areas of infra- and supra-structure including settlement management. In addition, the subsidiaries provide logistic services such as the establishment and optimization of transport and logistics chains, rail freight services, facility management, contract and packaging logistics, and the management of the port.

About Samskip

Samskip offers pan-European, environmentally responsible combined transport services via shortsea, road, rail and inland waterway routes. It is committed to cost-effectiveness, operational excellence and best practice in sustainable transport. High frequency services connect destinations across Europe, the Baltic States, Iceland and Faroes Island, both door-to-door (including collection) and quay-to-quay, transported using a wide range of owned vessels, containers, trucks and trailers.

Canada-UK digitisation project

To support fleet operators achieve emissions targets

Leading Canadian maritime operations platform provider, Helm Operations, is partnering with Bristol-based Reygar to harness the benefits of digitisation as part of the global effort to reduce the maritime sector's carbon footprint.

The collaborative research and development initiative, jointly funded via Innovate UK's 2022 Canada-UK Zero Value Chains – Transportation call and the National Research Council of Canada, will pave the way towards lower carbon emissions and reduced operating costs for tug and workboat fleet operators worldwide. This was reported on 21 March.

Seafarer using Helm CONNECT Logbook.
Credit: Helm Operations.

The partners aim to achieve this by further developing the integration between Reygar's BareFLEET vessel performance monitoring technology and the Helm CONNECT fleet management modules, with an on-vessel link up between Reygar's telematics unit and the Helm CONNECT user interface.

It is understood that the project builds on existing co-operation between Reygar and Helm, who partnered in 2022 to support the roll out of BareFLEET to global marine, energy and logistics provider, Crowley. Crowley worked closely with Reygar and Helm on system integrations to generate essential maintenance, fuel and emissions data that empowers crews and fleet managers to adopt more efficient, fuel saving operational practices. Since then, other mutual customers have successfully adopted Helm CONNECT and BareFLEET integration for more streamlined and effective fleet management.

Chris Huxley-Reynard, Reygar CEO, reflected: '*This project takes our work to date with the team at Helm to the next level. By enhancing the integration between these two widely used systems, we can enable fleet operators and busy workboat crews to tap into greater efficiency gains.*

'*This will involve live data and feedback, generated onboard by BareFLEET and available directly from the familiar Helm CONNECT interface. This data can be used to reduce the environmental impact of offshore tasks in real time, without adding to anyone's workload*.'

The project addresses a key technological challenge for the global marine sector, which has tough targets to meet in its drive towards net zero emissions. The initial scope of work is expected to be completed by May 2024.

About HELM

Since 1999, Helm Operations has been developing software to help maritime companies better manage their vessel maintenance, compliance, personnel and operations. Its flagship product, Helm CONNECT, has emerged as a leading software platform for maritime operations and fleet management. Today, more than 300 customers and 5500 vessels around the world use Helm CONNECT, including top operators in industries such as passenger vessel, harbour towage, barge operations, and offshore support.

YSA Design and Omega Architects

A cruise ship with luxury yacht DNA

Award-winning design companies Omega Architects and YSA Design have combined their respective expertise in yachts and cruise ships to create an eye-catching Boutique Cruise-liner concept which promises the exclusivity of luxury yachting to high-end cruise clientele. This was reported by the companies on 21 March.

YSA Design has been at the heart of multiple award-winning cruise ships, with references including distinctive river cruisers for Viking Longships, MSC Europa, NCL's Norwegian Prima and Holland America Line's flagship *Rotterdam*, as well as other household names.

Omega's 40 exterior design awards include an Invictus Award for the most innovative yacht, a World Superyacht Award and Showboats Design award (*Sibelle*) and an International Superyacht Society Design Award for Best 65m+ Power Class yacht (*Galactica Star*).

In a challenging business period for largest yachts and small cruise ships, Omega Architects founder and lead architect, Frank Laupman, says the unique concept is the timely result of a long-running conversation between the two companies. The Dutch company has already

developed an exterior concept for the Boutique Cruise-liner, with Oslo-based YSA Design taking responsibility for GA development, cabin and suite lay-outs, guest flow-through and SOLAS compliance.

In Laupman's words: '*There is an exciting market opportunity for a small cruise ship with the characteristics of a luxury yacht in its DNA.*

'*A strict division of public and private spaces provides the key to ensuring that the attractions of the yachting experience are available to premium-end cruise guests*.'

The Boutique Cruise-liner concept.

It is understood that the new concept locates all cabins and suites in a mid-section where an individual fire zone 2 provides the limit for the length of the hotel block and which also includes a separate block for power. Meanwhile, the 'yacht DNA' is embodied in the public spaces aft, from the sun deck, down to a beach club deck near the water level, in what Laupman describes as a 'blanket of entertainment'. He added: '*Designs for the bow and stern will be tuned to the philosophy and revenue model of the ship*.'

In combination, the bow, hotel block, power block and stern will define the ship's exterior but YSA Design's 3D modelling will bring refinements. The company has modelled a first variation – an eight-deck ship accommodating 200 guests. Other variations could include ships with smaller capacity for a mixed business model of corporate charters interspersed with seasonal direct bookings.

Design work will also focus on sustainability, and how best to accommodate lower carbon fuels, power sources including batteries and fuel cells.

FAQs on the EU-ETS for Shipping

From Tokyo on 23 March ClassNK released *FAQs on the EU-ETS for Shipping*, an overview and necessary preparation of the European Union Emissions Trading System (EU-ETS), which is expected to be introduced to the maritime industry.

The European Union (EU) has set a goal of reducing greenhouse gas (GHG) emissions by at least 55% by 2030, compared to the 1990 levels, with the aim of achieving net zero emissions by 2050.

A comprehensive climate policy package presented *Fit for 55* announced in 2021 to achieve the 2030 target, includes a legislative proposal to extend the EU-ETS to the shipping sector. This proposal is being finalized by the European Parliament and the Council of the European Union with a view to implementing it from January 2024, it is understood.

To assist the preparation of shipping stakeholders required to respond to the EU-ETS, ClassNK has developed *FAQs on the EU-ETS for Shipping* based on information currently under review. The FAQs provide an overview of the EU-ETS and introduce the necessary preparations in a Q&A format.

It is reported that ClassNK will update the information promptly in accordance with deliberations in the EU.

FAQs on the EU-ETS for Shipping is available on the following page of the ClassNK website to be found here: https://tinyurl.com/mr2c6wee

For information here below is the Table of Contents of *FAQs on EU-ETS for Shipping*:

Q1 What is the EU-ETS?

Q2: What is an overview of the EU-ETS for shipping?

Q3: How can I check the GHG emissions?

Q4. What is the "port of call" under the EU-ETS for shipping?

Q5: What should I do for the EU-ETS for shipping?

Q6: Who will purchase allowances under the EU-ETS for shipping?

Q7: When, where, and how can I purchase/surrender allowances?

Q8: What are the penalties for non-conformities?

Q9: How are the revenues from the EU-ETS for shipping used?

Other Relevant Information

Bulk carrier collision

Importance of bridge resource management

An Australian Transport Safety Bureau (ATSB) investigation into a bulk carrier's collision with two tugs in Tasmania in 2022 highlights the importance of bridge resource management and the design of bridge systems to reduce the risks of human error.

On 28 January 2022, the Australian-flagged bulk carrier *Goliath* was turning in the swing basin to berth at the Port of Devonport, Tasmania, when it collided with two moored tugs, which subsequently sank.

Fortunately, there were no personnel on board the tugs at the time. *Goliath* sustained minor damage.

Preliminary report

As the ATSB detailed in its preliminary report, *Goliath*'s master had moved from the wheelhouse to the port bridge wing conning station to complete the turn.

In the words of ATSB Chief Commissioner Angus Mitchell: '*During this transfer of manoeuvring controls, the correct steering mode was not selected*.

'*Subsequently, the master's manoeuvring orders, issued in the belief the ship was in joystick steering mode, had the unintended effect of increasing the ship's speed as it closed on the tugs*.'

BRM training

The ATSB found that neither the master nor the second mate on *Goliath* had undertaken the required bridge resource management (BRM) training, that BRM on board was not effectively implemented and effective BRM was not evident during the incident.

Mitchell added: '*This was found to be a contributing factor to this incident – a safety issue which has now been addressed by the ship's operator*.'

Since the incident, operator CSL Australia arranged for all deck officers serving on board *Goliath* to attend BRM training ashore and has added BRM training to its fleet crew training schedule.

Mitchell concluded by saying: '*The various concepts, techniques, and attitudes that together comprise BRM remain among the most effective measures available to identify and eliminate, or rectify, human error.*

'*Training in the various elements that comprise effective BRM provides a foundation upon which competency may be built through experience and practice."*

'*Along with BRM, the design of bridge systems can play a part in mitigating the risks of human error by incorporating intuitive and conspicuous indications of correct operation and, conversely, of errors or incorrect settings.*'

Additionally, the final report notes the ship operator had modified *Goliath*'s joystick panels to incorporate a positive visual indication that joystick steering mode was selected.

To read the report: *MO-2022-002 Collision involving the bulk carrier Goliath and tugs York Cove and Campbell Cove, Devonport, Tasmania on 28 January 2022* readers are invited to see here: https://tinyurl.com/26ssnezk

Editorial note:

Illustrations reproduced by kind permission of ATSB ©.

We acknowledge the kind provision by Australian Transport Safety Bureau of documents in connection with this article.

BWTS manufacturing to China

Optimarin expansion

Towards the end of March it was reported that Optimarin is establishing a manufacturing base in China to boost the availability of its well-proven ballast water treatment system (BWTS) for the Asian shipbuilding market as it also targets further retrofits of the existing fleet.

The Norwegian BWTS supplier is now pursuing partnerships with several Chinese suppliers to focus on high-quality production of BWTS components at reasonable cost for delivery to regional yards, according to Optimarin's Executive Vice President Sales & Marketing Tore Andersen.

Andersen commented: '*We are conducting due diligence when selecting new suppliers to verify that components meet our required high-quality standards and thereby ensure the proven reliability of our robust system is maintained, while making it available at a reasonable price as we expand in this market*.

Timely delivery and low cost are important in supplying ballast water treatment systems for newbuilds, according to Optimarin.

Photo: Adobe Stock.

'*In addition, we are keeping our dual-supplier strategy in place to mitigate the risks of potential delivery issues, and make sure we can get systems and components to our customers on time*.'

Compact modular solution for ease of installation

Andersen believes Optimarin is well-placed to secure newbuild orders for its BWTS as the flexible modular

system can be easily installed on all types of vessels – with installation costs in many cases around half of other systems – and typically has minimal commissioning issues.

The so called Optimarin Ballast System, which can be delivered as a compact skid-mounted solution, comes with a full documentation package and verified compliance with the IMO's Ballast Water Management Convention, as well as with US Coast Guard type approval.

As we are well aware the shipbuilding industry has seen a resurgence of ordering activity as global trade has rebounded in the wake of the coronavirus pandemic, with an increasing shift towards green-fuelled newbuilds due to new environmental regulations.

Lower-cost Asian yards – mainly in China, Republic of Korea and Japan – have secured between 70% and 80% of orders for vessels in various segments including containerships, bulkers, tankers and LNG carriers that are currently under construction, with scheduled delivery in the 2025-27 timeframe.

Andersen points out that these newbuilds will have to be delivered with an IMO-compliant BWTS installed to meet regulatory requirements.

China presence: a big market advantage

China has emerged as the dominant player among the big three shipbuilding countries, having secured nearly half of all newbuild orders in recent years.

Andersen believes having a local supplier presence in China will give Optimarin a big market advantage in terms of competitive price and short delivery time for yards, while it also provides expertise in the project development phase and can assist with a ballast water management plan.

Optimarin has been further enhanced with OptiLink, a cloud-based digital application that enables real-time monitoring of the BWTS, data generation for improved planning of ballasting operations and remote connectivity for online software updates of the system, as well as data-sharing for compliance.

The company is meanwhile still focusing on the busy retrofit market where it aims to sell as many as 700 systems over the next two years, backed up by a fast-track delivery model to meet the IMO deadline, according to Andersen.

A flag to suit your pocket

By Michael Grey, IFSMA Honorary Member

"Quick registration of ships and mortgages – within 24 hours subject to receipt of all documentation." That is the claim of one of the more thrusting ship registration organisations currently in the market and actively looking for more tonnage. I have never really been quite sure why there is this tremendous emphasis on speed when you need to register a ship, other than as a reaction to some of the old-fashioned and rather slower acting flags.

Some years ago there were complaints about maritime administrations that shut down at weekends and failed to take the slightest interest in time-zone differences, leading to charges of inefficiency. Hence the emphasis, led by the convenient or open registers (terminology depends upon your point of view) upon speed, offering services 24/7 – every day of the year, and registering your vessel well before your sailors have drawn the paint from the locker, slung a stage over and roughed out the port of registry on the stern.

If you keep an eye on the world's waterfronts, it cannot have escaped your notice that there are rather more flags available for international shipping than there were, with ports of registry that will defy the knowledge of even the most advanced students of geography. There is no mystery as to why governments of remote island archipelagos and African micro-states have entered the ship registration business. It produces revenue, much in the way they may have made money in the past from the publication of postage stamps, except there will be more of it.

It might be suggested that there will be a requirement for some relevant expertise when entering the ship registration market, but there will be lawyers and shipping experts readily available to undertake the necessary administration. And you can argue that in a free market, such opportunities should be open to every nation state, with the caveat that the services made available must be aligned with the requirements laid down by the IMO and ILO. Indeed, the former organisation makes available extensive technical assistance to help the less experienced entrants conform with their convention obligations, and qualify them for inclusion on the various "white lists" of approved flags.

Bearing all this in mind, what are we to read into the news that the ships of four of these convenient flags; Cook Islands, Palau, Sierra Leone and Togo have been identified as having what might be described as an excessive number of abandonment issues, with all the misery of unpaid crews, after the owners have walked away? Specifically, their ships are going to be inspected around the Mediterranean by port state control authorities in France and elsewhere by the International Transport Workers Federation, to check for compliance with the Maritime Labour Convention.

Without wishing to be "elitist" (which can get you cancelled these intolerant days), we maybe ought not to be too surprised that flags in which there will be a greater proportion of smaller and older ships will be populated by owners who might run into trouble and who might struggle to pay their crews. An engine breakdown requiring spare parts, an unexpected drydocking, an arrest engineered by a creditor, or a failed inspection might be all it takes to stop the ship trading with all that will mean to the owner's finances. People used to talk about these marginal operators of ships in the autumn of their lives as running "on the smell of an oily rag" and you might argue that the industry is better off without them. But because of their parlous financial state, they will be drawn to the cheapest flags that can keep them legal at the lowest possible cost. Inspecting them more regularly and thoroughly, wherever they are, will encourage better practice and force the worst out for good.

And it is possible for a ship register to move from poor quality to a good international standard in a surprisingly short time. Many will recall the way in which, some years ago, the Belize registry redeemed itself, by adopting high standards, implementing a rigorous inspection regime and, almost overnight, ridding itself of a lot of floating rubbish that had been sheltering under its flag. There is such a thing as "reputation", and while this is earned and may come with a price, it is worth it in the end.

And while on the subject of peculiar flags, it is also fairly unsurprising that this astonishing tonnage of "dark" and sanction-busting tanker tonnage which is now alleged to be carrying oil sourced from Russia is registered in that ancient traditional maritime country of Cameroon. As the old saying goes – if you ask no questions, you will be told no lies.

Michael Grey is former editor of Lloyd's List

The item first appeared in The Maritime Advocate Issue 826 of 24 March 2023 and appears here by kind permission of the author and the editor.

Coast Guard medevac

Offshore of Corpus Christi, Texas

On 17 March US Coast Guard Sector Corpus Christi watchstanders received a medevac request on 17 March at 1301 from the Master of the tanker *Atlantic Loyalty* stating a 33-year-old crew member was experiencing stroke-like symptoms. Watchstanders consulted with the duty flight surgeon, who recommended a medevac.

US Coast Guard photo courtesy, Air Station Corpus Christi.

USCG ©

A Coast Guard Air Station Corpus Christi MH-65 Dolphin helicopter crew was launched to conduct the medevac while an Air Station Corpus Christi HC-144 Ocean Sentry aircraft crew launched to assist with communications and oversight

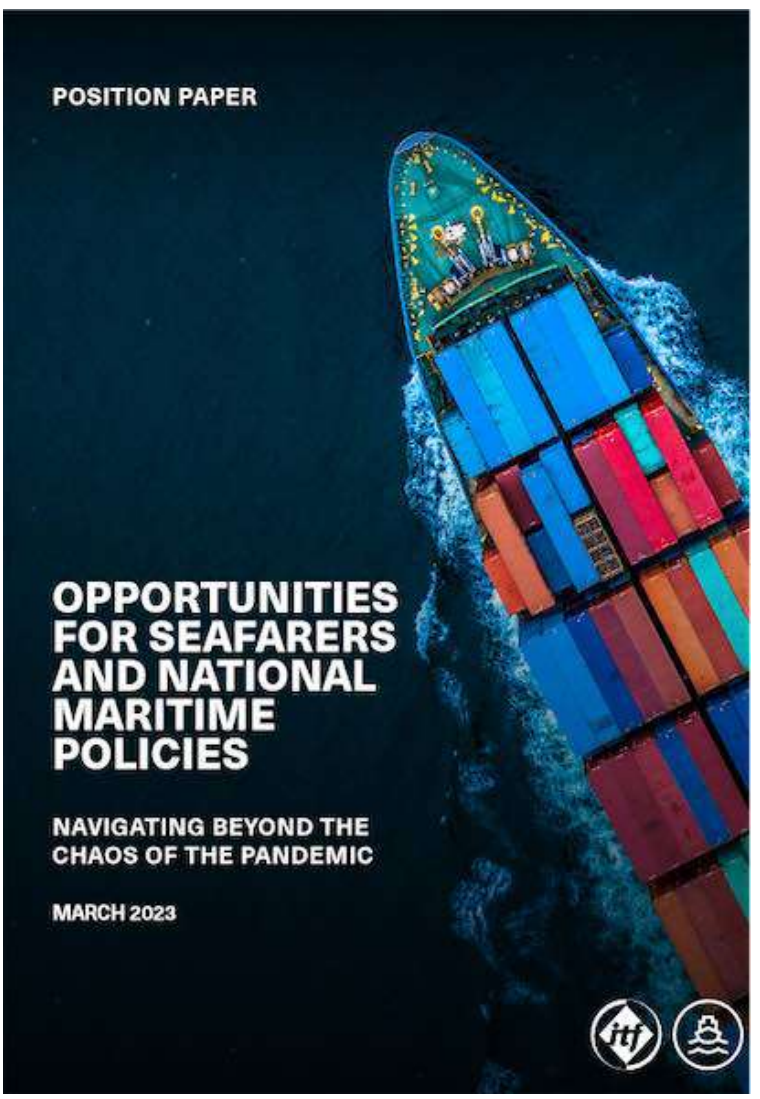
The helicopter crew arrived on scene, brought the ailing man aboard and transferred him to awaiting emergency service personnel at CHRISTUS Spohn Hospital in Corpus Christi. The man was reportedly in stable condition.

Pandemic supply chain lessons

ITF maritime report

Governments should learn lessons from the pandemic and its aftermath to secure reliable maritime supply chains for their citizens and the climate, the International Transport Workers' Federation (ITF) has argued in a new report issued towards the end of March.

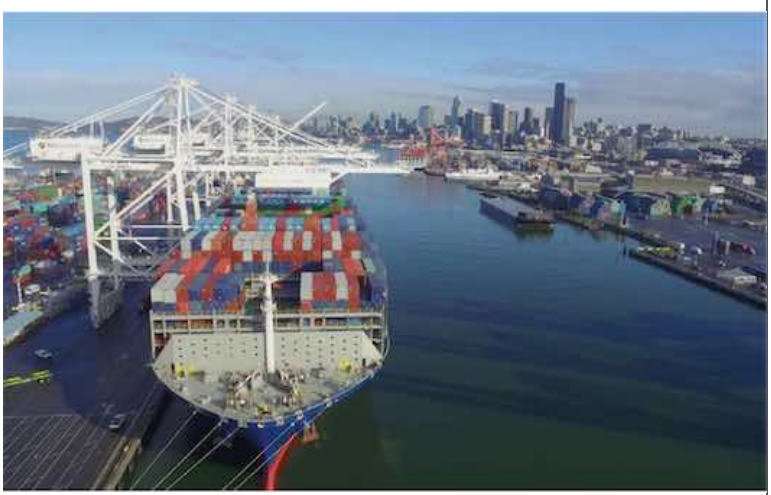
In the publication titled *Opportunities for Seafarers and National Maritime Policies: Navigating beyond the chaos of the pandemic*, industry experts identify crucial lessons coming out of the Covid-19 crises, proposing sensible ways for governments to secure supply chains.



In the words of Chris Given, Secretary–Treasurer of the Seafarers' International Union of Canada (SIU Canada), who is one of the report's authors: '*During the pandemic, in many countries consumers and businesses experienced shortages, including of critical goods like medicines and fuel supplies*.
'*But what we see is that in other countries, specifically those with robust national maritime policies, governments were able to harness well-laid policy levers to get their people fed, fuelled and on a quicker path back to economic and health recovery*.'

Why some countries proved resilient

Throughout the pandemic, much of the world's shipping containers were scattered, dislocated far from where they were needed. Record-high shipping prices and intractable port congestion then resulted, which quickly led to mass shortages of finished goods and left consumers at the mercy of overstretched supply chains.



At the same time, up to 400,000 seafarers were trapped aboard vessels due to pandemic restrictions landside, unable to return home and be relieved by fresh crew. Tired and weary, some seafarers were stuck on board for more than a year at the crew change crisis' peak.

Given added: '*Amidst the chaos, some countries were able to use national flag fleets to shift critical cargo and get supply chains moving again. We have to remember that these are supply chains that remained logjammed elsewhere*.'

Two examples of shipping operations taken from the report.

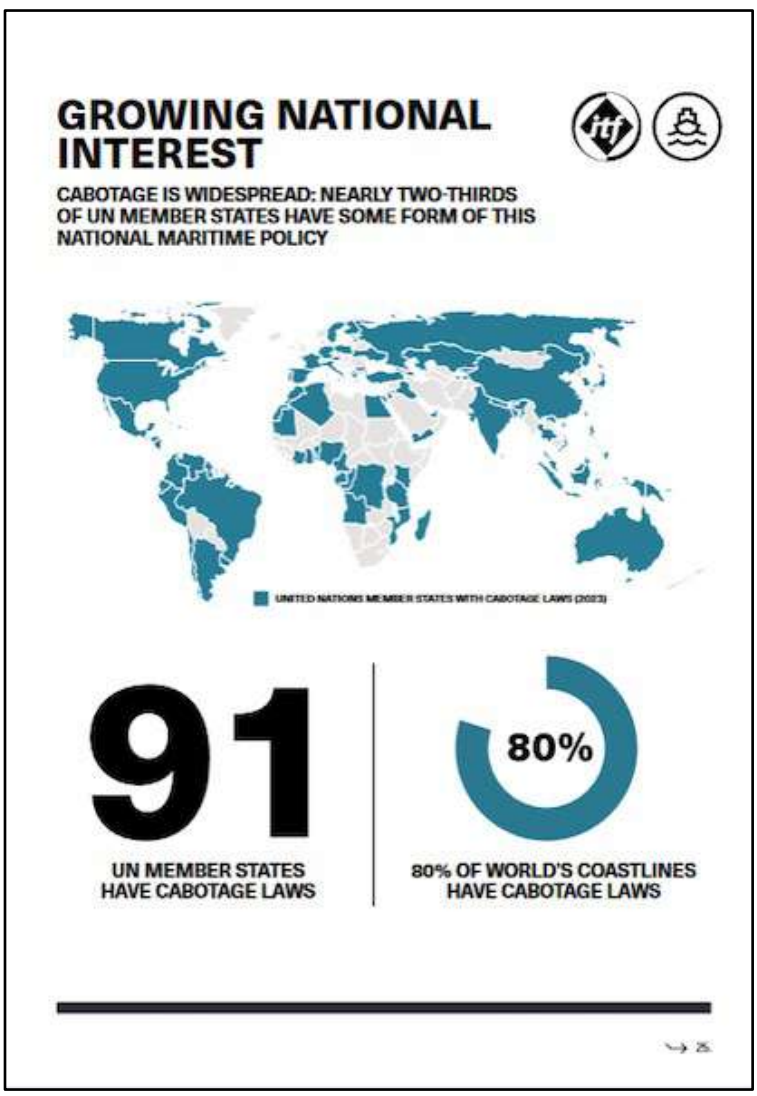
Illustrations ITF 2023 ©.

The lack of a strategic fleet in Australia meant that its federal government could only look on as the country's businesses and consumers became hostage to an incredibly volatile global market for shipping services. Firms, households and the public sector were at mercy of the markets and their record-high prices, even for cargo critical to the nation's economic or physical health.

David Heindel, ITF Seafarers' Section Chair and President of the Seafarers International Union of North America (SIU) added: *'Covid-19 and the supply chain shocks which followed laid bare just how fragile our global supply chains are*.

'*Sensible national maritime policies are an important insurance to safeguard a country's economic, health, security, and environmental interests. After what the world has been through, what kind of government wouldn't want that insurance for their people*?

'*In the absence of sensible national maritime policies, governments put their economies and their communities at extreme – and unnecessary – risk. There is another way*.'



Planning for a better future

Heindel said some countries were already showing they had taken note of the pitfalls of an unprepared national maritime sector. The report highlights recent moves by Brazil, Canada, New Zealand, Norway, Panama, South Africa, the UK and the USA, to strengthen support for cabotage and other sensible national maritime policies in their domestic legislation and planning.

ITF Maritime Coordinator Jacqueline Smith agreed: '*The world is to step up to the collective challenge of cutting carbon emissions to a safe level, then shipping needs to do our part. We can't do that, however, if there aren't*

seafarers coming through with the right skills to handle the fuels and ships of the future.

'*Now is the time for governments to invest in a secure future by putting in place sensible national maritime policies. They should do this not only for people, but also for planet*.'

Smith said that up to 800,000 seafarers would require some form of retraining or

familiarisation by 2030 as the industry rapidly decarbonises.

The report

The report itself is available here:
https://tinyurl.com/4ppjxdfr

Chris Given is also chair of the ITF's Cabotage Task Force, a forum for the world's seafarers' unions to discuss and advance appropriate national maritime policies

COSCO and SHI standardised data infrastructure

DNV awards type approvals

It was announced from Oslo on 27 March that COSCO and SHI have received the world's first D-INF(S) type approvals from DNV for their data collection systems.

The D-INF rules provide guidelines for the design, construction, and maintenance of a ship's data infrastructure. By implementing the class notation, COSCO and SHI demonstrate their commitment to providing a standardised data sharing solution to their customers and ambition to lead in the digital transformation of the maritime industry.

A standardised data infrastructure system can, through improved connectivity, data sharing, analysis, and real-time monitoring, enhance safety, improve operational efficiency, and reduce maintenance costs. DNV's data collection infrastructure and vessel connectivity (D-INF) rules can help ensure that a vessel's data network is reliable, secure, and supports the increasing demand for data-driven decision-making in navigation, communications, and safety systems.

Samsung Heavy Industries' (SHI) data collection infrastructure, SVESSEL® BIG will be a key component of the digitally enabled vessels they offer to their customers. With D-INF(S) type approval of the smart vessel system, SVESSEL®, customers can have confidence that the key data pipeline onboard their vessels has been verified to meet state-of-the-art standards for reliable, safe, and efficient information sharing.

COSCO Shipping has implemented data collection infrastructure through its subsidiary Shanghai Ship and Shipping Research Institute (SSSRI) and developed the Intelligent Integrated Platform System (IIPS). This vessel-to-cloud data collection system is set to be installed on a series of COSCO Shipping's newbuild container vessels at the COSCO Shipping Heavy Industry shipyard in YangZhou.

The D-INF(S) notation for standardised solutions, verifies that the data collection infrastructure systems can collect data from a range of different systems and supports input and output according to a standardized ISO19847/19848 format which facilitates collection, exchange, trust, and use of data.

Transition to zero-carbon shipping

Data-sharing and transition

From Oslo on 28 March DNV announced that it had enhanced its Alternative Fuels Insight (AFI) data platform as part of an effort to accelerate the decarbonisation of shipping. It is understood that the upgrade includes the addition of new fuel types, improved fuel price monitoring supported by Argus, and a crowdsourcing feature to gain input from its users.

It is reported that the AFI platform allows maritime stakeholders to evaluate and analyse uptake of alternative fuels and technologies for ships and bunkering facilities through the use of data visualization tools. The platform displays alternative fuels usage trends, including the number of vessels in operation, on order or contracted using said fuels. Overview and information on bunkering infrastructure and as data insights into the various fuel technologies are also available.

Full spectrum of fuel data

The range of fuel types featuring on the platform has been expanded to include detailed insights for methanol, ammonia, hydrogen and LPG – in addition to the existing data on LNG, batteries and scrubbers – as these emerging low-carbon fuels gain traction to meet the IMO's goal to cut CO_2 emissions from shipping by 50% by 2050.

DNV's Alternative Fuels Insight (AFI) platform aims to support the shipping industry's decarbonization journey.

Through collaboration with Argus on marine fuel prices, AFI's fuel price module has been enhanced to provide new information on alternative fuel prices on a weekly and monthly basis with regional and benchmarking for comparisons with conventional fuels. Among the price information, overview for selected biofuels, including bio-methanol as well as green ammonia can be found.

Widening collaboration

Until now most of the information on the platform has been updated by DNV's own team. However, by expanding the data provision and gradually increasing the scope of the

data, the company sees the platform as a great enabler for industry collaboration. Through participating in crowdsourcing of information verified by DNV, contributing entities such as research institutes and universities will receive access to premium content on the AFI platform.

Propulsion failure off Port Kembla

ATSB interim report

A timeline of events detailing a bulk carrier's loss of engine power in heavy seas off Port Kembla, New South Wales, and the subsequent emergency response efforts to prevent the ship stranding on the coastline, is outlined in an Australian Transport Safety Bureau interim report issued on 28 March.

The ATSB's investigation into the incident is continuing, and the interim report contains no analysis or findings, which will be detailed in a final report.

Interim report

The interim report notes that the Hong Kong-flagged bulk carrier *Portland Bay* was berthed at Port Kembla's outer harbour when, shortly before 1100 on 3 July 2022, it was directed by vessel traffic services to depart and get a safe distance from the coast, due to heavy winds and swells in the region.

Early the following morning, the ship was in bad weather off the coast when smoke from the one of the main engine's auxiliary blowers activated fire detectors.

Main engine failure

After the crew stopped the blower, the master found that the engine rpm was unable to go above dead slow ahead (about 42rpm), irrespective of requested engine setting for higher loads. Subsequently, the master notified the ship's managers of the situation as a 'main engine failure'.

ATSB Director Transport Safety Stuart Macleod commented: '*After attempts to increase engine rpm proved unsuccessful, just before 7am Portland Bay's master notified Port Kembla VTS (vessel traffic services) via VHF radio that the ship's main engine had 'failed', that it was drifting towards the coast and requested tug assistance*.

'*After one tug arrived from Sydney and struggled to assist, with tow lines parting on multiple occasions, another two tugs arrived later in the day as the ship drifted closer to the coastline*,'

Portland Bay's master deployed both its anchors to anchor the ship about 1.4 miles from the coast south of Sydney at about 2045.

A fourth, larger tug with greater towing capabilities arrived from Newcastle at about 1300 on 5 July. It was able to work with the other tugs to tow *Portland Bay* to berth in Port Botany the following day.

ATSB investigation commenced

Following the incident, a team of ATSB investigators attended *Portland Bay* in Port Botany to collect relevant documentary and recorded electronic evidence, and to interview the master and the chief engineer.

The ATSB also obtained relevant evidence from Pacific-Basin Shipping, the Australian Maritime Safety Authority (AMSA), Port Authority of New South Wales, Engage Marine, Svitzer Australia and the Bureau of Meteorology.

MacLeod continued: '*As the investigation continues, we will review the ship's activities and movements in relation to calling at Port Kembla and conduct further analysis of data from the voyage recorder to verify key event times*.

'*Emergency response, both on board the ship, and by authorities with respect to the State and National Plans, will also be reviewed*.

'Should a critical safety issue be identified during the course of the investigation, the ATSB will immediately notify relevant parties so appropriate safety action can be taken.'

It is understood that the investigation will also review and assess the ship's main engine maintenance and performance, including auxiliary blower operation.

Final report due

A final report, containing analysis, findings, and any potential recommendations or safety actions, will be released at the conclusion of the investigation.

Interim report available

To read the interim report: *MO-2022-006 Propulsion failure of Portland Bay, off Port Kembla, New South Wales, 4 July 2022* readers are invited to see here: https://tinyurl.com/3pkfrwbd

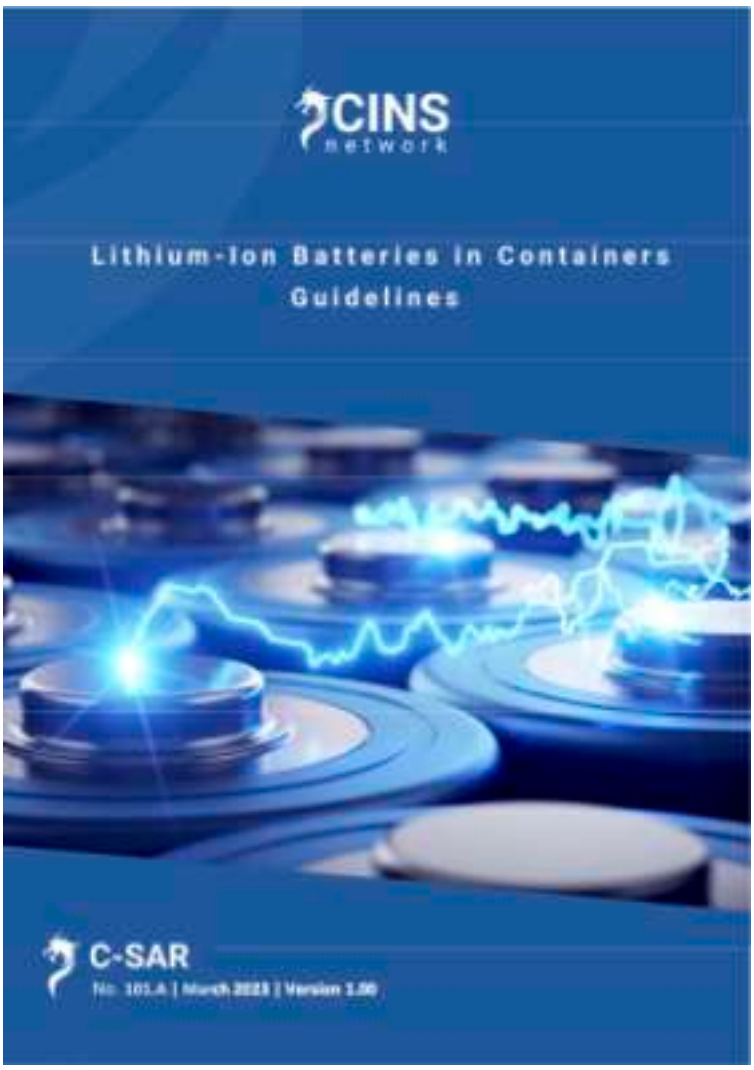
Illustrations per ATSB ©.

Lithium-Ion Batteries in containers

Guidelines

CINS, Cargo Incident Notification System, is a shipping line initiative, launched in September 2011, to improve safety in the supply chain, to reduce the number of cargo incidents on board ships and on land, and to highlight the risks caused by certain cargoes and/or packing failures.

Membership of CINS comprises over 80% of the world's container slot capacity, together with the members of the International Group of P&I Clubs.



CINS provides analysis of operational information on cargo and container incidents which lead to injury or loss of life, loss or serious damage of assets, environmental concerns.

Data collected

Data relating to any cargo incident onboard a ship is uploaded to the CINS database. The data includes information on cargo type, nature, packaging, weight; passage (with ports of loading or discharge); type of incident and the root cause.

In March CINS issued 46-page guidelines titled: *Lithium-Ion Batteries in containers* (otherwise Listed as C-SAR 101.A).

From the document's executive summary we learn that there is general recognition in the maritime industry of the need for a greater commitment to health, safety, security, and the environment.

Pressing issues

The need for business, government, and non-governmental organisations to work together to tackle the most pressing issues and societal challenges has never been clearer. There is an urgent need to develop new sources of energy and energy storage methodologies to reduce environmental impact and dependency on fossil fuels.

Development and use of Lithium-Ion Batteries is crucial in this context. However, these batteries can present a significant risk to people, property and the environment if not handled, packaged, classified, and declared properly. Consequently, one of the main obstacles restricting the wider application of Lithium-Ion Batteries is safety issues.

Highlighting the risk

These Guidelines produced by the global carrier CINS Network is intended to highlight the risks that Lithium-Ion Batteries can present and provide suggestions for identifying those risks and ensuring the safe carriage of Lithium-Ion Batteries.

All stakeholders involved in the carriage of Lithium-Ion Batteries in containers are asked to carefully review these Guidelines to determine if they can be implemented and applied to their specific operations and requirements.

To review safe carriage; communication needed

In particular, shippers and stakeholders handling, offering and providing storage or transport of Lithium-Ion Batteries should review, according to CINS, the safe carriage of Lithium-Ion Batteries. This should be done in conjunction with customers, suppliers, manufacturers and producers, to apply and plan the supply chain transport in order to comply with international safety, health and environmental legislation and communicate the relevant information and documentation to all stakeholders in the supply chain including, but not limited to:

- International Maritime Dangerous Goods (IMDG) Code, Code of Practice for Packing of Cargo Transport Units (CTU Code) and Cargo Stowage and Securing (CSS) Codes, amongst others.
- National applicable legislation.
- Training and knowledge of the associated risks and hazards when a Lithium Ion Battery fails and goes into thermal runaway.
- Fault / failure detection and related required actions
- Suppressing, extinguishing and post-fire management.

The CINS executive summary concludes by indicating that technology is constantly evolving, and risk control factors also require constant updates to deal with both risks and opportunities. Human risk control factors are particularly unpredictable, which is why any system must constantly take account of both the technological and human elements, new technologies, systems and devices and human judgement and behaviour.

These Guidelines have been jointly published by CINS with ICHCA, the International Cargo Handling Coordination Association, IGP&I the International Group of P&I Clubs and TT Club. The document addresses both the technological and human aspects of risk control for the carriage of Lithium−Ion Batteries.

Download the report here: https://tinyurl.com/ycyd57y9

Crew connectivity

Seafarer internet by Inmarsat

A commitment to crew welfare has seen the New York-based shipping company Sealift Incorporated emerge as one of the leading users of Inmarsat's dedicated seafarer internet provision. This was reported at the end of March.

Established in 1975 in New York Sealift Incorporated is a privately held shipping company. The corporation's owned fleet of six container ships relies on services from Inmarsat with its global, mobile satellite communications, to meet connectivity requirements at sea.

mv Sagamore of Sealift Incorporated.

In 2021, Sealift extended its existing agreement with Inmarsat by signing five of its vessels up to the award-winning Fleet Hotspot, with installations taking place in late 2021 for the first two vessels and in mid-2022 for the remaining three.

Powered by Inmarsat's Fleet Xpress, a valuable connectivity service, Fleet Hotspot is a dedicated crew internet provision that is said to deliver reliable, high-speed onboard connectivity without interfering with vessel bandwidth. It is understood that crew can access the solution using their personal devices and top up their accounts, whether on board or ashore, via a user-friendly platform.

In the words of Charles Worledge, Fleet and IT Management, Sealift Incorporated: '*Today, fast and reliable onboard connectivity is crucial to a happy and healthy crew, and as an extension to our existing Fleet Xpress contract, Inmarsat's Fleet Hotspot allows us to meet this requirement with no impact on our business-critical communications*.'

Following the installations in 2021 and 2022, Sealift has emerged as one of the leading users of Fleet Hotspot among Inmarsat's extensive maritime client base, with the solution experiencing particularly high demand on board three of the vessels – *Major Richard Winters*, *Sagamore* and *LTC John U.D. Page*.

Feedback from both the fleet manager and crew has been positive, and the solution will soon go live on the sixth Sealift vessel, *Captain David Lyon*.

In addition to Fleet Hotspot, Sealift's contract with Inmarsat includes a subscription to Fleet Care. This ensures that the company's Fleet Xpress service can be maintained, repaired and supported anywhere in the world, maximising availability for both business and crew communications.

Sealift's commitment to improving seafarer welfare through the provision of high-quality onboard internet access reflects an industry-wide trend that has been accelerated by the pandemic as well as by recent amendments to the Maritime Labour Convention 2006, which made crew connectivity a regulatory requirement.

Inmarsat's contribution to seafarer welfare was officially recognised in October 2022 when it won the Mission to Seafarers Innovation Award at the Seafarers Awards Singapore.

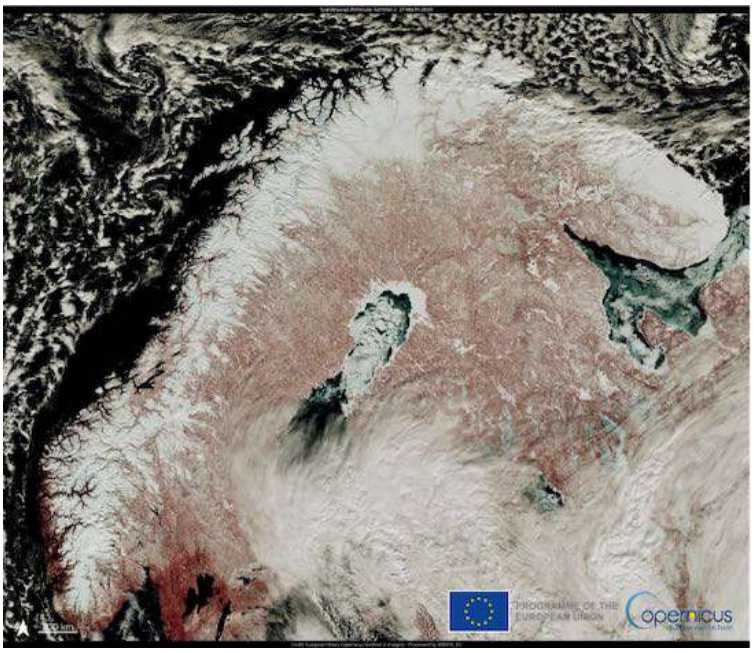
Cloud-free Scandinavian peninsula

March 2023

As the spring season arrives, the clouds slowly dissipate, offering a crystal-clear view of the high latitudes and their awe-inspiring natural landscapes.

On 26 March, one of the EU's Copernicus Sentinel-3 satellites captured an almost cloudless image of the Scandinavian peninsula, showcasing the region's breathtaking natural beauty still covered with snow.

Notably, the image emphasises the striking shapes and formations of the Norwegian fjords, contributing to the stunning view.



European Union, Copernicus Sentinel-3 imagery ©.

Copernicus Sentinel-3 satellites allow for monitoring of the snow cover and ice in the region, providing valuable information for climate and environmental studies.

About Sentinel 3

The main objective of the Sentinel-3 mission is to measure sea surface topography, sea and land surface temperature, and ocean and land surface colour with high accuracy and reliability to support ocean forecasting systems, environmental monitoring and climate monitoring.

The Sentinel-3 Mission Guide provides a high-level description of the mission objectives, satellite description and ground segment. It also covers an introduction to heritage missions, thematic areas and services, orbit characteristics and coverage, instrument payloads and data products.

The Sentinel-3 mission is jointly operated by ESA and EUMETSAT to deliver operational ocean and land observation services.

Hydra

Zero-emission liquid hydrogen ferry

The Norwegian Public Roads Administration (NPRA) has contributed to making public procurement an instrument in developing and implementing new technology, and thus provide better facilities for road users. This was indicated by Anders Sæternes of NPRA Ferry Management last month.

On 31 March MF*Hydra* was put into operation running on zero-emission hydrogen. In addition to a major technology development, a great deal of work was involved to develop rules and regulations to enable Norwegian passenger vessels to run on hydrogen. Clearly Norway is a leading player in the green shift within maritime transport.

Twenty years of green ferry innovation predates the current efforts. In the year 2000, MF*Glutra* became the first car ferry to run off liquified natural gas (LNG). The use of LNG leads to reduced greenhouse gas emissions, as compared to traditional diesel operation. Eleven years ago, the NPRA issued a tender which resulted in the MF *Ampere*, the world's first electrical ferry with propeller drive.

Since the turn of this year Norled, the vessel's operator has been carrying out system tests at the quay in Hjelmeland. In recent weeks, they have been running sea trials and received the final approvals from the Norwegian Maritime Authority (NMA), it is reported.

After much development and testing those taking part are looking forward to welcoming passengers on board for a zero-emission passage between Hjelmeland and Nesvik.

Paving the way

Norled focuses on innovation and sustainable solutions. In 2015, the company launched the world's first battery-operated, propeller-driven ferry, the MF *Ampere*. This led to an electric ferry revolution in Norway. Today, the country has around 70 electric ferries in operation.

When the work on the MF *Hydra* commenced, both technology and regulations from classification societies and the Norwegian Maritime Authority were considered inadequate, it was reported. These facilities are now in place.

Hydra with the white hydrogen tank visible.

Liquid hydrogen may be playing an important role in the green maritime transition. The pilot project in Hjelmeland is therefore very important for global shipping. The Maritime CleanTech business cluster works closely with the maritime industry and encourages the use of new zero-emission technology.

Leading collaboration

Norled has been the leader of the project to develop the technology needed for MF *Hydra*.

Linde Engineering in Germany has supplied the hydrogen systems on board. Danish Ballard has developed the fuel

cells that produce electricity from hydrogen. Westcon in Ølensvåg has been responsible for equipping and completing the vessel together with system integrator SEAM from Karmøy. Seam has also supplied the automation scope for the hydrogen system.

Corvus Energy supplied the batteries for MF *Hydra* and the vessel has been approved by the Det Norske Veritas (DNV).

Director General of Shipping and Navigation Knut Arild Hareide said that it is very important for Norway as a maritime nation to have companies investing in new green technology, the way Norled is doing with this hydrogen project.

Video introduction

There is a 01:29 video showing the liquid hydrogen-powered *Hydra* under way here:
https://tinyurl.com/yztx6s9v

Rescue boat lifting arrangement failure

The Republic of the Marshall Islands (RMI) Maritime Administrator (the "Administrator") has recently been notified of a marine casualty which occurred aboard an RMI-registered ship that resulted in the injury of two crewmembers.

During a planned drill, the ship's rescue boat was being lowered to the water with two crewmembers aboard when the release hook support post failed. The rescue boat and two crewmembers fell about 9 metres to the water. The two crewmembers were quickly recovered from the water and transported ashore for medical treatment. Immediately prior to the incident, the rescue boat had been hoisted, swung over the side, and lowered several meters without anyone on board.

Figure 1: Photo of the rescue boat release hook support structure taken after the incident, showing significant deterioration of the post.

During the investigation, it was found that significant deterioration of the lower end of the support post for the release hook had occurred due to corrosion (see Figure 1). The lower side of the release hook support post was below the deck and only visible following removal of a portable fuel tank.

The Jiangyin Wolong model "JY40KR" rescue boat involved in this incident was manufactured in 2008. No defects or issues were noted when the boat was tested in 2019 or in November 2022 during the last annual inspection.

The Administrator recommends that owners, operators, and Masters of RMI-registered vessels fitted with Jiangyin Wolong "JY40KR" rescue boats thoroughly inspect the release hook and entire support post, including mounting hardware, for signs of deterioration.

Additionally, the Administrator recommends that owners, operators, and Masters ensure monthly inspections of life-saving appliances include thorough inspections of lifting arrangements for all onboard lifeboats and rescue boats with specific emphasis on hidden or hard to access components.

This text is based on Marshall Islands Marine Safety Advisory No 03-23.

At IFSMA we are most grateful to IRClass for bringing this matter to our attention.

Sallaum Lines

Dual-fuel LNG Pure Car and Truck Carriers on order

MacGregor, part of Cargotec, announced at the end of March that it had received a large order for comprehensive packages of ro-ro equipment for a total of two dual-fuel LNG Pure Car and Truck Carrier (PCTC) vessels.

These PCTC vessels will be built at Fujian Mawei Shipbuilding Ltd. in the PRC for Sallaum Lines. Sallaum Lines specializes in global ro-ro cargo shipping, and these two newly ordered vessels will be the company's very first newbuildings.

It is understood that the order was booked into Cargotec's 2023 first quarter orders received. The vessels are scheduled to be delivered to the shipowner between the fourth quarter of 2024 and the second quarter of 2026.

MacGregor's scope of supply encompasses design, supply and installation support of ro-ro and car deck equipment to the ordered vessels. This includes electrically operated external and internal ramps, liftable car decks, covers and doors for the two new PCTC vessels.