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IFSMA NEWSLETTER

The Shipmasters' International Voice

Great Fish Point Lighthouse was first lit on the night of 1 July 1898.

1 July marked the 126th anniversary.

See story on page 25

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"

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Readers are reminded that the opinions expressed in the IFSMA Newsletter are those of the various authors and providers of news and are not necessarily in accord with IFSMA policy.

Secretary General's Message

I am afraid that there seems no end to the conflicts around the world. Russia has intensified the war on Ukraine in recent weeks although the situation in the Black Sea remains unchanged with Russia's Black Sea Fleet remaining in port.

The conflict in the Middle East continues and Hezbollah's intensified attacks on North Israel has not helped the situation in the Red Sea and there has been an increase in attacks on ships in the Gulf of Yemen and southern Red Sea with seven attacks on ships since the beginning of June and sadly in one case, the tanker *Prestige Falcon* capsized, with nine seafarers rescued and seven innocent seafarers lost. Our thoughts are with the families and friends of all those who lost their lives or have been injured.

Since the beginning of February, marine traffic passing through the Red Sea has now dropped by 90%. The Secretary General of the IMO is leading the efforts of the maritime community in trying to get the parties together to get this senseless campaign against innocent seafarers stopped.

Your Executive Council had a very successful meeting in early June and they were briefed that the sales of our book, *The Shipmaster's Practical Guide to Maritime Law,* continue to do well and so far we have sold more than 600 copies.

We also discussed the next BGA which will be hosted by the Faroe Isles from 20 to 22 August 2025. These are a beautiful group of small islands in the North Atlantic at 62°N, equidistant between Iceland, Norway and the United Kingdom. They have a lovely climate at this time of the year as they are in the middle of the warm Gulf Stream and because of a northerly latitude the summer months have perpetual civil twilight. We will keep you informed on the progress, please hold these dates in your diaries.

The IMO is now taking its summer break until the end of August and I hope to be able take a couple of weeks' holiday. Nevertheless, we remain available for business as usual. For those of you out at sea, may you have fair winds and following seas.

As ever,

Jim Scorer
Secretary General

From the office

We have added two new documents for members in the IFSMA Log area of the IFSMA website:

- INTERCARGO Bulk Carrier Casualty Report 2024
- IMO Analysis of Marine Safety Investigation Reports

From the News Editor

Enclosed space fatalities, A united industry response

Enclosed Space Entry – Joint Industry Workshops

Leading maritime organisations gathered for the second Enclosed Space Entry – Joint Industry Workshop on 8 July 2024 at Oil Companies International Marine Forum (OCIMF) office to discuss the ongoing challenge of reducing or eliminating deaths in enclosed spaces.

Incidents and fatalities continue

Incidents and fatalities occurring in enclosed spaces due to asphyxiation and/or poisoning in the shipping industry continue. This is despite many industry, governmental and intergovernmental bodies issuing rules, regulations, and guidance on how to avoid these deaths. There was the review of IMO guidelines on entry to enclosed spaces and the update of United Kingdom's *Code of Safe Working Practices* (COSWP).

Collective action

In response to these efforts and several individual industry initiatives, the shipping industry acted collectively to form a cohesive approach to this issue by setting up a pan-maritime industry group and Enclosed Space Entry – Joint Industry Workshop meetings.

OCIMF hosting

Two Enclosed Space Entry – Joint Industry Workshop meetings, were hosted by OCIMF this year, and brought leading organisations, governmental departments, and specialists together to undertake a root-and-branch review of this challenging issue. With more in-person and virtual meetings planned later this year and beyond.

Wide review

The group undertook a holistic review of all contributory factors across operational, commercial, technical and training functions with all parties involved in the decision-making process across the two workshops.

Intermanager contribution

The initial workshop helped to build a deeper appreciation of the issue and during the second one Intermanager provided data and analytics of enclosed space accidents and fatalities.

It was also noted that unintended pressure on seafarers or those on board from ashore, including third-party contractors could be detrimental from a Human Factors perspective on how leaders might react and perform.

Causal factors

Several break-out sessions were held to brainstorm causal factors and to think about how they can be addressed, possibly through a greater understanding and clarity on the expectations of those with a say on safe operation, commercial voyage performance and the functioning of a ship.

Training needs

Discussions covered the need for effective and comprehensive enclosed space entry training, review of existing guidance and regulations, design of enclosed spaces, human factors, psychological drivers, and other initiatives.

The output of these two workshops have led to short, medium and long-term actions. The industry group agreed to meet again in Q4 to review progress and continue to develop specific outputs for the maritime industry.

Gathering data

To undertake this work in a more inclusive manner, the group is interested in gathering data to find effective solutions for the wellbeing of our seafarers and those who work on board from ashore and make decisions for entry into enclosed spaces, while being responsible for operational and commercial voyages.

How readers can help

In support of this, Intermanager would like readers to share any incidents or data with the group.

Readers are invited to send in submission to InterManager by e-mail using the link here: enclosedspaceaccidents@intermanager.org

Details of the approximate date, ship's name and a brief description of the accident should be included in any submission.

Gathering accurate data is essential and the ship's name is needed to reduce the possibility of counting an accident several times. **The name of the ship will NOT be disclosed publicly.**

Further updates will be made in due course.

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 ©

Maritime security training on control and compliance

Mombasa

Maritime agencies in Kenya are examining critical control and compliance measures to be carried out on vessels entering the country's ports, to ensure maritime security.

A national training programme delivered by IMO in Mombasa from 24 to 28 June aimed to train officials in maritime security control and compliance, as required under the International Convention on Safety of Life at Sea (SOLAS regulation XI-2).

Fifteen participants representing the country's key maritime agencies gained the relevant knowledge and skills regarding best practices to promote and improve understanding of the requirements for an effective and adequately staffed control and compliance regime.

Broad representation

Maritime agencies in attendance included the Kenya Coast Guard Services (KCGS), Kenya Maritime Agency (KMA), Kenya Ports Authority (KPA), State Department of Shipping and Maritime (SDSM), Port Management Association of Eastern and Southern Africa (PMAESA) and Office of the Director of Public Prosecutions (ODPP).

The Global South's economic development

The initiative is part of the EU-funded project on Port Security* and Safety of Navigation in Eastern and Southern Africa and the Indian Ocean. These regions cover maritime trade routes critical to the economic development of the Global South, thus requiring strong regional cooperation, maritime enforcement institutions and rigorous compliance regimes.

Africa's Integrated Maritime Strategy

Under this project, IMO aims to assist nine participating countries to enhance maritime security and safety within the region in line with the 2050 Africa's Integrated Maritime Strategy, which is introduced here: https://tinyurl.com/ybp9fvt4

* https://tinyurl.com/2p8bk47n

Ballast water management

New IMO online course. Free-to-access

A new free-to-access course on ballast water management in international shipping is now publicly available on IMO's e-learning platform.

The course: *Introduction to Ballast Water Management and Compliance Monitoring and Enforcement*, is targeted at government staff. These are individuals working in national authorities responsible for the prevention and control of pollution from ships, particularly in relation to the control and management of ships' ballast water and sediments. This control and management prevents the introduction of invasive aquatic species, and the implementation and enforcement of the Ballast Water Management (BWM) Convention[1].

Public access

The course is open to the public, giving all stakeholders in the maritime community and beyond the opportunity to learn about IMO's work in this area.

Overview of BWM

The course provides an overview of ballast water management[2] and how it helps protect the marine environment, the BWM Convention and its associated guidelines, the role of Administrations and other stakeholders such as shipping companies and seafarers in implementing global standards, and practical information to ensure compliance with the regulations.

All stakeholders in the maritime community are invited to take advantage of the free, self-paced course, which covers the following specific topics, with an emphasis on interactive activities thus:

- Invasive aquatic species and ballast water management (BWM).
- Ballast Water Management Convention and Guidelines.
- Obligations of Parties under the BWM Convention.
- Compliance monitoring and enforcement for port State control.
- Risk assessment and management.

Why ballast water management?

Ballast water taken onboard ships to ensure stability can carry thousands of aquatic organisms. These can

potentially become invasive when carried to a new location, threatening local biodiversity and resources.

The International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention) was adopted in 2004 to introduce global regulations to control the transfer of potentially invasive aquatic species. With the treaty in force since 2017, ships are required to manage their ballast water in accordance with its provisions.

To access

To access the course readers are invited to visit IMO's e-learning platform here: https://lms.imo.org/moodle310/

[1] https://tinyurl.com/4nree4up
[2] https://tinyurl.com/2ncnb88b

IMO and support for developing countries

On 1 July IMO showcased its full range of technical cooperation projects at an informal workshop highlighting the support available to Member States.

Delegates took the opportunity to learn how they can access this assistance.

LDS and SIDS

IMO implements a portfolio* of more than twenty ongoing and pipeline technical assistance projects and programmes worth over $100 million in total, with some specifically targeting Least Developed Countries and Small Island Developing States.

Projects are financed through IMO's Technical Cooperation Fund or via bilateral partnerships with individual Member States or international institutions.

IMO Secretary-General Mr Arsenio Dominguez welcomed Member State delegations to the event in London on 27 June, saying: '*This is all about improving the way in which we deliver and provide technical cooperation, focusing a lot more on tangible results and better use of human and financial resources.*'

Mr Jose Matheickal, Director of IMO's Technical Cooperation and Implementation Division, presented an overview of projects covering areas such as marine environment protection, decarbonization, trade facilitation, digitalization and maritime security.

Most are demand-driven and aim to boost countries' maritime capabilities, whether by raising awareness about maritime obligations, developing skills among the workforce, strengthening legal, policy and institutional frameworks, or facilitating partnerships and knowledge for needed technology and infrastructure.

Benefits for Member States

Presentations showed how to access IMO technical assistance and training opportunities at the World Maritime University and the IMO International Maritime Law Institute.

Delegates then toured a vibrant exhibition and engaged with the IMO teams involved in coordinating the various IMO projects.

Quote Papua New Guinea

Ms Dinah Katryona Inape, Manager of Maritime Standards and Compliance at the National Maritime Safety Authority of Papua New Guinea commented: '*We were quite thrilled at this opportunity. We've read a lot about the various projects and programmes provided by IMO and facilitated by partners - this gave us an opportunity to speak directly with them*.'

She highlighted her country's interest in IMO's work around women in maritime, digitalization and protecting the marine environment, particularly greenhouse gas emissions reduction.

Trinidad and Tobago

Mr Ronald Alfred, Deputy Permanent Secretary at the Ministry of Works and Transport of Trinidad and Tobago singled out the GloNoise project to mitigate underwater noise from shipping, which can negatively affect marine animals.

He said: '*The Caribbean is an area where most of the economies are focused on tourism. The results of this project should assist us in preserving the marine environment, which in turn will assist us in our tourism industry… It directly impacts our economies*.'

Women in Maritime Survey 2024

The Women in Maritime programme stand highlighted the forthcoming Women in Maritime Survey 2024. This survey by IMO and WISTA International will examine the proportion and distribution of women working in the maritime sector. It will open on 2 September and close on 31 December this year.

Several Member States registered their focal points for the survey during the exhibition, needed to ensure the timely collection of data from the different entities/

departments within their government. To date, 64 States have signed up to participate in the survey.

The informal workshop was held in the margins of the 74th session of the Technical Cooperation Committee held from 24 to 28 June).

To read more

In order to read more about the workshop, including presentations readers are invited to see here: https://tinyurl.com/2s3yprt6

* https://tinyurl.com/4vbdumhs

The 74th IMO Technical Cooperation Committee meeting

IMO's Technical Cooperation Committee held its 74th session at IMO HQ in London (in-person with hybrid participation) from 24 to 28 June 2024.

The meeting was chaired by HE Ambassador Dwight C.R. Gardiner of Antigua and Barbuda, supported by Vice-Chair, Ms Anays Berrocal of Panama.

Progress on the IMO Capacity-Development Strategy

The Committee made progress towards finalizing a revised comprehensive strategy for IMO's technical support for Member States.

This draft revised comprehensive strategy combines the existing Capacity-Building Decade 2021-2030 Strategy, with both the Strategy for the long-term financing of the Integrated Technical Cooperation Programme (ITCP) and the Strategy for resource mobilization for IMO's technical cooperation (TC) activities. Contents of the brochure titled *All Hands on Deck* are also included.

The Committee approved a new title (*IMO Capacity-Development Strategy*) and structure for the document. Various aspects such as the strategy's objectives, thematic priorities, resource mobilization and monitoring and evaluation, were discussed in a dedicated Working Group.

The Committee established a correspondence group to further develop and refine the draft Strategy, with a view to finalizing the work at the next session of the Committee (TC 75).

E-learning Implementation Plan in development

The Committee discussed the use of e-learning courses and "blended learning" methodologies as innovative, high-quality and cost-effective ways to develop capacity in IMO Member States.

The Committee agreed to the continued development of an IMO e-learning Implementation Plan and the need for a holistic approach to prioritizing and selecting the development of e-learning courses.

A correspondence group was established to further develop the implementation plan and provide advice on the vehicles of adoption/approval. The Correspondence Group will report back to TC 75.

Moving forward, the Committee decided to discuss all matters related to training and development, including e-learning, under one output. In this regard, the Committee requested the Secretariat to work on a proposal for the expansion of the existing output on *Global maritime training institutions*, to be submitted to TC 75 for approval.

IMO regional presence expanded

The Committee noted the progress made on the expansion of the IMO Regional Presence Scheme, which aims to ensure grassroots implementation of technical cooperation activities, facilitation of global programmes, and extension of IMO's reach.

In addition to the four Regional Presence Offices (RPOs) operating in **Côte d'Ivoire**, **Ghana**, **Kenya** and **the Philippines**, the Committee was updated on key progress made in new RPOs in **Trinidad and Tobago**, **Egypt** and **Fiji**.

- In **Port of Spain, Trinidad and Tobago**, the Office of the regional maritime adviser (RMA) for the Caribbean was upgraded to an RPO in July 2023, with recruitment for the regional coordinator ongoing.
- The RPO in **Alexandria** for the Arab countries in the Middle East and North Africa (MENA) region is expected to be inaugurated by the IMO Secretary-General in early 2025.
- The RPO in **Suva, Fiji** for the Pacific Islands is expected to become operational by the end of 2024, following the MoU signed between IMO and Fiji in March 2024.

The Committee encouraged regional-level discussions regarding further expansion of the Regional Presence Scheme in regions that are not currently served by a regional presence office.

The Committee requested the Secretariat to conduct a comprehensive review of the nature of RPOs, including the mandate, resource mobilization and deployment capabilities, and organizational structure, including diversity matters, to ensure they are well-resourced to deliver on the comprehensive IMO Capacity-Development Strategy.

Member States and observers were invited to submit proposals for a pilot p'oject in one of the four RPOs in Africa, for a model IMO Regional Presence Office.

Global maritime training institutions

The Committee received updates from the World Maritime University (WMU), IMO International Maritime Law Institute (IMO-IMLI) and other training providers, including International Maritime Safety Security and Environment Academy (IMSSEA) in Genoa and Institut Portuaire d'Enseignement et de Recherche du Havre (IPER) in Le Havre.

WMU reported 286 graduates in 2023, 36% of whom were female. This brought the total number of WMU graduates since the establishment of the University to 6,087 from 170 countries and territories.

IMLI reported 54 graduates in 2023, 53% of whom were female. This reflects the Institute's long-standing policy that 50% of the places in its Master's programmes are reserved for female candidates. Since the inception of IMLI, 1,039 from 150 States and territories have graduated from the Institute.

The Committee urged Member States to recognize, under their national legislation, the degrees conferred by the two main institutions and urged continued financial support from Member States, industry, intergovernmental and non-governmental organizations.

Capacity-development for women in maritime

The Committee was updated on the latest activities delivered through IMO's Women in Maritime programme*, as part of IMO's efforts to enhance gender equality in the maritime sector and advance Sustainable Development Goal 5.

The Committee noted activities delivered through IMO's Women in Maritime Programme over the past year, including supporting capacity-building for women in maritime, support for the IMO Women in Maritime Associations (WIMAs), and a range of specific activities implemented by the thematic long-term projects to advance SDG 5.

The International Day for Women in Maritime in 2024 was marked with a conference held under the theme *Safe Horizons: Women Shaping the Future of Maritime Safety*.

Technical cooperation related to IMO Member State Audit Scheme

The Committee noted the progress of the technical cooperation work related to the IMO Member State Audit Scheme (IMSAS). The Scheme provides Member States with an objective assessment of how effectively they are applying relevant IMO treaties.

As at June 2024, a total of 1,667 individuals, including auditors and maritime administrators from 165 Member States and Associate Members, had been trained through 80 activities under the ITCP, since the programme began in 2006. This includes more than 120 professionals who received training since July 2023.

The delegation of the Kingdom of the Netherlands pledged a donation of €20,000 in support of the IMSAS global programme.

The Committee noted that the e-learning course *Training course for auditors under the IMO Member State Audit Scheme* had been launched in October 2023 on IMO's e-learning platform. The Committee endorsed the blended learning approach and considered modalities for future development of e-learning in general, including translation into official languages of the Organization.

Technical cooperation 2023 annual report

The Committee noted the annual report of IMO's technical cooperation activities for the year 2023. These activities, which include the Integrated Technical Cooperation Programme (ITCP) as well as thematic long-term projects, aim to support countries in implementing international maritime rules and standards, in accordance with IMO's global mandate.

Implementation rate

Implementation of technical cooperation activities, delivered both in-person and remotely, increased in 2023.

Over the year, ITCP implementation rate reached 75% (compared to 70% in 2022), with 206 activities delivered out of 276 programmed. This included:

- 13 advisory and needs assessment missions
- 102 training courses and workshops, resulting in 2,590 participants trained worldwide.

IMO sponsored 176 fellows studying at the World Maritime University (WMU), the IMO International Maritime Law Institute (IMLI) and other institutions. Another 657 officials attended events focused on developing and harmonizing regional maritime strategies.

Women's participation rate ranged from 72% for fellowship activities to 21% for training activities and 44% in high-level activities, indicating room for improvement.

Financial delivery rate

The financial delivery rate of technical cooperation activities in 2023 was 68%, with a total expenditure of $19.9 million of the $29.6 million budget, covering both ITCP and thematic long-term projects.

The financial delivery rate of the Technical Cooperation (TC) Fund alone was 80%. Expenditure on ITCP activities and major projects came from 26 different sources of funding. The TC Fund provided $7.9 million, representing 40% of the total funds spent.

The Committee expressed its gratitude to all donors and partners for their contributions, both financial and in kind.

Resource mobilization for technical cooperation

The Committee noted that a total of $10.32 million was pledged and contributed by donors since the Committee's last session (TC 73) to support long-term thematic projects. This brings the overall value of the portfolio of projects (including pledges) to $160.3 million.

Partnership arrangements

The Committee noted that in 2023, IMO concluded 53 new partnership arrangements. Of these, 50 are financial arrangements totalling some $13,257,872.

The Committee noted that, as of December 2023, there were 158 current partnerships – an increase from 128 reported at the previous session (TC 73) and 97 reported at TC 72. Of these 158 partnerships, 55 were categorised as one-off financial support; 88 were financial and in-kind support or via IMO Regional Presence offices or other activity/response centres; and 13 were implementing partnership agreements (IPAs).

The Committee commended the considerable improvement in partnership activities and expressed its thanks to all donors and partners.

Financial Contribution to Technical Cooperation

The Committee noted that a total of $13,257,872 was received towards the sustainable financing of the IMO's technical cooperation during the period 1 January to 31 December 2023. This included:

- $230,355 received under new financial arrangements established in 2023.
- $619,204 received under existing partnership arrangements.
- $9,672,651 received to support long-term thematic programmes.
- $2,695,663 received to support activities of Multi-Donor Trust Funds (MDTFs).
- $40,000 in cash contributions.

The Committee welcomed the following pledges announced during TC 74:

Denmark pledged 20 million Danish Krone (approximately $3 million) over the coming years to support developing countries through the GHG TC Trust Fund, the voluntary multi-donor trust fund enabling participation from SIDS and LDCs in meetings of the Marine Environment Protection Committee (MEPC), the Intersessional Working Group on GHG emissions reduction (ISWG-GHG), and Phase II of the IMO GreenVoyage2050 project.

Norway pledged an additional one million Norwegian Krone (approximately $95,000) to support IMO technical cooperation projects; and

The Committee expressed its appreciation for all contributions and encouraged Member States, intergovernmental organizations, non-governmental organizations and the industry to continue supporting these activities and projects.

Revised approach for evaluating ITCP activities for the period 2020 – 2023

The Committee was informed that an impact evaluation of the technical assistance delivered through the ITCP and TC Fund between 2020 and 2023 is due in 2024, in accordance with the Revised Rules of Operation of the Technical Cooperation Fund.

An evaluability assessment carried out by IMO's Internal Oversight and Ethics Office (IOEO) found that the long-standing approach to conducting the impact evaluation was no longer suitable, given the fast-changing context in which IMO's technical cooperation operates.

A revised more dynamic, strategic and forward-looking approach will be used to produce the evaluation report. Member States will be able to engage and be informed throughout the process.

The evaluation report will be presented at the next session of the Committee TC 75.

* https://tinyurl.com/bdedv6ne

Rocket launch debris

IMO explores ocean threats

Debris dumped in the ocean during the launch of spaceflight activities could potentially harm the environment – and conversations around the issue are taking off. This was reported by IMO at the beginning of July.

Record amount

The fast-growing commercial space industry has seen record numbers of rockets, satellites and objects launched into outer space.

According to the United Nations Office for Outer Space Affairs (UNOOSA)[1], 2,588 satellites were launched into orbit in 2023 alone, compared to approximately 150 each year between 1957 and 2012.

Difficult to assess waste generated

However, a gap in existing international regulations means it is difficult to assess and manage the waste generated by these activities.

Addressing the meeting of the United Nations Committee on the Peaceful Uses of Outer Space

(COPUOS 67),[2] in Vienna held from 19-28 June, IMO Technical Officer Dr Andrew Birchenough commented: '*From the information gathered and available, we can assume that space launches are increasing, but we need to assess if such disposal activities currently fall outside of any regulatory system*.'

IMO implements the two main global agreements that directly address the issue of dumping wastes at sea:

- The Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 (London Convention).
- The 1996 Protocol to the London Convention, 1972, known as the London Protocol.

Seabed disturbances

Concerns about the potential marine impacts of debris falling from rocket launches were first raised at the London Convention and Protocol[3] Scientific Groups meeting in 2018. These include the release of toxic substances; disturbances to the seabed and seabed organisms; marine litter and underwater noise.

Limited information available

The London Convention and Protocol Parties have since been investigating this issue, but limited information is available in the public domain, it has been found. It has been established that more information is needed to properly assess effects on the marine environment, with a view to considering whether these activities fall within the regulatory remit of the treaties.

Crucial need

Collaboration and knowledge-sharing among agencies and Member States is crucial to advance the work.

To conclude Birchenough indicated: '*We would very much like to engage further with UNOOSA, COPUOS and its Members States to illicit more information and discuss ways forward to ensure any impacts from these activities can be considered and reduced*.'

The Parties to the London Convention and Protocol will further discuss the issue at their forthcoming meeting in London from 28 October to 1 November this year.

For the IMO presentation to COPUOS 67 readers are invited to see here: https://tinyurl.com/543syshb

[1] https://tinyurl.com/yzy6tx23
[2] https://tinyurl.com/bded7krs
[3] https://tinyurl.com/yjm8evj4

World Maritime Day theme 2025:

Our Ocean - Our Obligation - Our Opportunity

'Our Ocean – Our Obligation – Our Opportunity' has been selected as the IMO World Maritime Day theme for 2025, which will culminate in the celebration of World Maritime Day on 25 September 2025.

The IMO Council, meeting for its 132nd session from 8 to 12 July, endorsed the theme following a proposal by IMO Secretary-General Mr Arsenio Dominguez.

IMO has established a mechanism by which Particularly Sensitive Sea Areas (PSSAs) can be identified and formally designated.

The theme reflects the ocean's vital role in the world economy, with more than 80% of global trade transported by sea. The ocean is a source of jobs and food for millions of people, a home for countless marine species, and a regulator of the planet's climate, mitigating the impacts of climate change.

As the largest sector operating in the ocean space, shipping has a central role to play in the protection of the marine environment and management of ocean resources.

IMO S-G's comment

IMO Secretary-General Dominguez commented: '*Our long-standing commitment on this issue is evident in IMO's robust global regulatory framework supporting cleaner, safer seas, and a growing portfolio of technical assistance initiatives to support ocean protection in our 176 Member States*.'

Over many decades, IMO has developed and adopted mandatory rules, recommendations and guidelines to

protect the marine environment from any potential negative impact of shipping. These include binding treaties[1] applied on ships globally. The International Convention for the Prevention of Pollution from Ships (MARPOL)[2], first adopted in 1973, covers pollution from oil, dangerous chemicals, packaged goods, sewage and garbage, and harmful emissions from ships.

Other marine environment related treaties cover: the dumping of wastes at sea (London Convention and Protocol); managing ships' ballast water to prevent the spread of potentially invasive aquatic species (Ballast Water Management Convention); control of anti-fouling systems[3]; and preparedness and response[4] for spills of oil or chemicals.

These international regulations are supported by technical assistance programmes and projects that support Member States to tackle specific challenges such as marine plastic litter, greenhouse gas emissions from ships, and the spread of invasive aquatic species through ballast water and biofouling.

UN SDGs

IMO's work in these areas directly supports the UN 2030 Agenda for Sustainable Development and the Sustainable Development Goals (SDGs), particularly:

- **SDG 14** on life below water.
- **SDG 13** on climate action.
- **SDG 9** on industry, innovation and infrastructure.
- **SDG 17** on partnerships.

Of the fifteen PSSAs identified and designated they include some of the world's best known and iconic maritime locations, such as the Great Barrier Reef, the seas surrounding the Florida Keys and the Galapagos Islands.

The new theme emphasizes the link to wider global efforts to protect the ocean including the conclusion of UN Agreement on the Conservation and Sustainable Use of Marine Biological Diversity of Areas beyond National Jurisdiction (BBNJ Agreement), the negotiation of a new instrument to address plastic pollution and the third UN Ocean Conference in June 2025.

The theme will allow all stakeholders to showcase the deep interconnection of shipping and IMO in the ocean space, highlighting the importance of collaboration and coordination to ensure the sustainable and safe use of ocean resources.

To learn more

For more on IMO's work to protect the ocean readers are invited to see here: https://tinyurl.com/2p877znr

[1] https://tinyurl.com/ym5hdny3
[2] https://tinyurl.com/3v7bcvns
[3] https://tinyurl.com/482s6x5b
[4] https://tinyurl.com/2jcsxzpd

Reducing ship GHG emissions

Call for Expressions of Interest, IMO support for National Action Plans

The deadline for submitting expressions of interest is 6 September 2024

It was reported on 9 July that the IMO is inviting expressions of interest from developing countries for support to create National Action Plans (NAPs) to reduce greenhouse gas (GHG) emissions from shipping.

Green Voyage 2050 programme

This technical support, provided through the GreenVoyage2050 programme, offers a unique opportunity for eligible developing countries to develop tailored NAPs that address their specific maritime challenges.

A National Action Plan outlines a country's strategies to reduce GHG emissions from ships.

Huge range of measures

These plans can include various measures, such as enhancing institutional and legislative frameworks, promoting energy efficiency, researching and adopting low-carbon and zero-carbon fuels, accelerating port emission reduction strategies, and developing infrastructure for green shipping.

Implementation of NAPs and policy actions identified therein, can facilitate the step change needed to significantly reduce ship emissions and support achieving IMO's GHG mitigation commitments.

Ambitious goals

IMO's 2023 Strategy on Reduction of GHG Emissions from Ships (resolution MEPC.377(80))[1] sets ambitious goals, including achieving net-zero GHG emissions by or around, 2050 and ensuring the uptake of alternative zero or near-zero GHG emission technologies, fuels, and energy sources by 2030.

The GreenVoyage2050 programme[2] has been actively supporting partnering countries in the process of developing a national maritime emission baseline to inform evidence-based policymaking and highlight priority actions. The development of a NAP requires significant coordination across various ministries and stakeholders.

Technical assistance afforded

The GreenVoyage2050 programme facilitates these dialogues to ensure effective NAP development and implementation. Selected countries will receive technical assistance, including targeted capacity-building and training, the provision of expert personnel, assistance with data analysis, technical guidance, stakeholder dialogue facilitation, and administrative support.

Comment

Ms Astrid Dispert, GreenVoyage2050 Manager, reflected: '*National Action Plans are essential for every country looking to tackle maritime GHG emissions effectively. Our programme not only offers technical support but also promotes collaboration among stakeholders, ensuring that these plans are practical, actionable, and tailored to each country's unique needs. By supporting the development of these plans, we enable developing countries to build a sustainable and resilient maritime future*.'

Submissions of expressions of interest

Developing countries eligible for Official Development Assistance[3] are invited to submit their expressions of interest by completing an online form – more information can be found here[4]. The application process requires commitment from national stakeholders, including for the organization of local workshops and coordination of communication between public and private sectors.

More information

For more information readers are invited to visit the GreenVoyage2050 website here: https://greenvoyage2050.imo.org/

or contact Ms Astrid Dispert at: greenvoyage2050@imo.org

On National Action Plans

IMO resolution MEPC.367(79), adopted in 2022, encourages Member States to develop and submit voluntary NAPs outlining respective policies and actions to address GHG emissions from ships.

A comprehensive NAP outlines a country's strategies and actions to reduce ship GHG emissions. NAPs submitted to IMO can be accessed here: https://tinyurl.com/s783v3vx

GreenVoyage2050

GreenVoyage2050 is a major technical cooperation programme initiated by the IMO to assist developing countries in reducing GHG emissions from shipping, aligning with the 2023 IMO GHG Strategy.

Phase I of GreenVoyage2050 (2020-2023) supported partnering countries in developing policy frameworks and pilot projects to reduce GHG emissions from ships.

Phase II (2024-2030) will continue and expand this support, leveraging substantial funding from donors including Finland, France, Germany, the Netherlands, and Norway.

[1] https://tinyurl.com/mw6dve83
[2] https://greenvoyage2050.imo.org/
[3] https://tinyurl.com/mr2rk3cz
[4] https://tinyurl.com/2ysnwezn

Oil spill response in the Black Sea

IMO action plan

Countries bordering the Black Sea have outlined an action plan to strengthen the oil spill response capabilities of the region and better protect the marine environment.

Broad representation

Fifteen government officials from Bulgaria, Georgia, Moldova, Romania, Türkiye and Ukraine developed the action plan during a workshop organized by IMO in Bucharest from 10-12 July.

This event was supported by representatives of the Black Sea Commission, the Oil Spill Preparedness Regional Initiative (OSPRI)[1] for the Caspian Sea, Black Sea and Central Eurasia, and IMO.

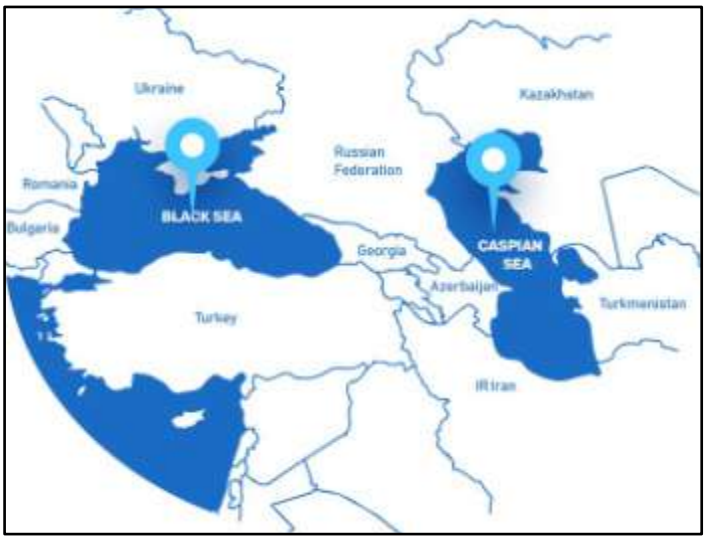
It was reported that the workshop promoted the effective implementation of the International Convention on Oil Pollution Preparedness, Response

and Co-operation (OPRC)[2] while bolstering cooperation among countries in the region.

Participants were familiarized with the Convention on the Protection of the Black Sea Against Pollution (Bucharest Convention)[3] and examined the roles of key regional and international stakeholders in effective technical cooperation around oil spill response.

Importance of regional and subregional agreement

The action plan underlined the importance of regional and subregional agreement and consistency in planning (as set out in the OPRC Convention), especially as countries in the Black Sea region share many transboundary issues.



Countries shared their experiences and good practices and discussed preparedness gaps to be addressed in future regional capacity building efforts.

IMO's ITCP

The workshop was delivered through IMO's Technical Cooperation Programme (ITCP) more information on which is to be found here:
https://tinyurl.com/5n8acu9w

[1] **https://www.ospri.online/**
[2] **https://tinyurl.com/2e9us4tk**
[3] https://tinyurl.com/4pjjnpns

Black Sea geography is to be found here:
https://tinyurl.com/4pck3333

The IMO International Maritime Prize

Captain Ian Finley to receive

Captain Ian Finley, Permanent Representative of the Cook Islands to IMO, has been selected as the recipient of the prestigious International Maritime Prize for 2023. The decision was made by the IMO Council at its 132nd session held from 8 to 12 July.

Captain Finley was nominated for the award by the Government of the Cook Islands.

As a delegate to IMO, representing Panama and latterly the Cook Islands, he has been an active participant in the development of virtually all safety, environmental and legal legislation adopted by the Organization since 1995.

In its statement supporting his nomination for the prize, the Government of the Cook Islands cited Captain Finley's longstanding work as a delegate to IMO for more than three decades.

He is '*a stalwart of Diplomatic Conferences, always striving for consensus and, when necessary, helping to facilitate the compromises required*'. He is an ex-mariner with '*an understanding of and empathy for the challenges that continue to be faced by seafarers and the obligations of all to ensure their training, safety and wellbeing*'. He has '*championed the cause of the Small Island Developing States (SIDS), promoting enhanced technical cooperation and capacity building*.'

Captain Ian Finley, a Master Mariner, first sailed from the Port of Liverpool, United Kingdom in 1961 as a Midshipman with Alfred Holts, the Blue Funnel Line. In 1966, he transferred to the Athel Line and the fledgling Chemical/Parcel tanker industry rising to the rank of Captain. He came ashore in 1982, to work in ship operations, moving into chartering and thence Senior Management. In 1987, he was a founder member of the International Parcel Tankers' Association.

Captain Finley was advisor to the delegation of Panama since the early 1990s and was later

appointed Head of Delegation for Panama, stepping down in 2006. He was then engaged to navigate the Cook Islands to membership of IMO (it became a Member State in 2008). Captain Finley was subsequently appointed as the Cook Islands' Ambassador and Permanent Representative to IMO, a role he has held with distinction and through which he has championed the cause of the SIDS, promoting enhanced technical cooperation and capacity building and encouraging their engagement in the Organization's safety and environmental technical committees.

He has been Permanent Representative to the International Mobile Satellite Organization (IMSO), the International Oil Pollution Compensation Funds (IOPC) and the Organization for the Prohibition of Chemical Weapons (OPCW).

Captain Finley has served as a Governor of the World Maritime University (WMU) since 2016 and was awarded an Honorary Fellowship of WMU in 2023.

In 2023, Captain Finley was honoured by the United States Coast Guard as a recipient of their highest public recognition, the Distinguished Public Service Award.

The International Maritime Prize

The International Maritime Prize is awarded annually by IMO to the individual or organization judged to have made a significant contribution to the work and objectives of the Organization.

The Prize is marked by the presentation to the winner of a dolphin sculpture and includes a financial award, upon submission of an academic paper written on a subject relevant to IMO.

The Prize will be presented to Captain Ian Finley at an awards ceremony to be held later in 2024.

The IMO 2024 Award for Exceptional Bravery at Sea

The 2024 IMO Award for Exceptional Bravery at Sea is to go to two sets of nominees: the Captain and crew of the oil tanker *Marlin Luanda*, for containing a fire after the ship was struck by an anti-ship missile; and the Captain and crew of the tugboat *Pemex Maya*, for their rescue of six shipwrecked persons from four different vessels, during a hurricane.

Two individuals will receive certificates of commendation for their acts of bravery and 15 letters of commendation will be sent to their recipients.

Nominations were initially reviewed by an Assessment Panel and their recommendations were considered by a Panel of Judges, who ultimately selected the recipients of honours. The recommendations of the Panel of Judges were endorsed by the IMO Council, meeting for its 132nd session held from 8 to 12 July.

A total of 41 nominations were received from 15 Member States and three non-governmental organizations in consultative status with IMO.

Recipients of the 2024 Exceptional Bravery at Sea Award

Captain Avhilash Rawat and the crew of the oil tanker *Marlin Luanda*

Captain Avhilash Rawat and the crew of the oil tanker *Marlin Luanda*, nominated by the Marshall Islands, for their extraordinary courage, determination and endurance demonstrated while coordinating firefighting and damage control efforts to combat the fire that broke out after an anti-ship ballistic missile struck their vessel.

On the evening of 26 January 2024, the *Marlin Luanda*, carrying 84,147 tons of naphtha, was en route from Suez to Incheon when it was struck by an anti-ship ballistic missile. The explosion ignited a cargo tank, creating a significant fire hazard with flames exceeding five metres. Despite the damage, Captain Avhilash Rawat swiftly organized firefighting efforts, ensuring the crew's safety and maintaining the ship's navigability amidst the chaos. With the starboard lifeboat destroyed, the remaining crew mustered at the port lifeboat station, ready for potential evacuation. Despite the extreme danger and the constant threat of further attacks, the crew fought the fire using fixed foam monitors and portable hoses. The fire continued to spread, particularly affecting an adjacent tank, but the crew managed to contain it using seawater after foam supplies were exhausted.

After four and a half hours fighting the fire on their own, assistance arrived from the merchant tanker *Achilles*, and later from the French frigate FS *Alsace* and the United States frigate USS *Carney*, which provided additional firefighting foam and support, followed soon after by the Indian warship INS *Visakhapatnam*. Despite relentless efforts by the *Marlin Luanda* crew, the fire reignited multiple times. The situation remained critical, and expert consultations suggested abandoning the vessel. However, Captain Rawat and his crew persisted. The turning point came when professionally trained firefighters from the Indian Navy boarded the ship. They managed to get closer to the fire due to their superior equipment and their efforts, combined with those of the *Marlin Luanda* crew, finally succeeded in extinguishing the fire and sealing a significant hull breach. Twenty-four hours after the missile strike, the *Marlin Luanda* sailed to safety under naval escort.

Captain Jorge Fernando Galaviz Fuentes and the crew of the tugboat *Pemex Maya*

Captain Jorge Fernando Galaviz Fuentes and the crew of the tugboat *Pemex Maya*, nominated by Mexico, for their outstanding courage, seamanship skills and resolve displayed in the rescue of six shipwrecked persons from four different vessels, in extreme weather and heavy seas caused by a hurricane.

On 25 October 2023, hurricane Otis struck Mexico's Pacific coast as an unprecedented category 5 storm. It rapidly intensified from a tropical storm to a major hurricane in just a few hours, hitting Acapulco with winds exceeding 300 km/h and waves over 5 meters high. As the hurricane approached, the crew of the tugboat *Pemex Maya*, led by Captain Galaviz, prepared for the storm by securing their vessel in the Bay of Santa Lucia. The extreme conditions prompted the crew to navigate away from the coast and assist others in distress.

During the peak of the hurricane, the crew of the *Pemex Maya* remained vigilant, searching for survivors amidst the chaos. At 0230 hours, they navigated towards light signals from three people in lifejackets fighting the turbulent waters and managed to rescue them carrying out complex rescue manoeuvres in darkness. Shortly after, they rescued another survivor, who was found clinging to a piece of wood without a lifejacket. Continuing their rescue efforts, two more shipwrecked persons were spotted an hour later adrift with lifejackets. The crew had to execute again risky manoeuvres to rescue them with the help of lifebuoys. All six survivors were found to be in shock, exhausted, and suffering from bruises and scratches but fortunately without life-threatening injuries. At dawn, with the worst of the hurricane over, the *Pemex Maya* anchored in Acapulco and the survivors were later transferred for medical attention. Hurricane Otis caused extensive damage to infrastructure and numerous fatalities in Acapulco.

The IMO Council endorsed the decision of the Panel of Judges to bestow the Award on Captain Avhilash Rawat and the crew of the oil tanker *Marlin Luanda*. The Panel was of the view that the exceptional bravery, leadership and determination of Captain Rawat and his crew, along with the crucial support from the assisting naval forces, were pivotal in ensuring the safety of the crew, saving the ship and preventing a potential environmental disaster.

The Council further endorsed the decision of the Panel to also bestow the Award on Captain Jorge Fernando Galaviz Fuentes and the crew of the tugboat *Pemex Maya* for their courageous and timely actions which ensured the survival of six shipwrecked persons, while exposing themselves to great personal risk.

Awards ceremony

The annual awards ceremony will be held at IMO Headquarters in London on 2 December 2024 during the 109th session of the Maritime Security Committee.

Madagascar

Intensive port security training

Comorian and Malagasy national authorities gained essential skills and knowledge to help ensure the security of their ports, following a series of IMO training activities held in Antananarivo, Madagascar from 9 to 19 July.

Tabletop exercise and National Maritime Security Committee (NMSC) workshop

Twenty-four personnel representing a range of government departments, ministries and agencies in Madagascar took part in an initial tabletop exercise followed by a National Maritime Security Committee (NMSC) workshop held from 9-12 July.

Participants were trained on action to be taken in high-risk scenarios such as entry of a ship in a port (ship reception), arrival of a ship with drugs, hijacking of a ship in transit at port, sabotage of a port facility and dealing with stowaways.

The aim was to promote multi-agency collaboration and a whole-of-government approach in addressing national maritime security risks and strategies. The session supported the Madagascar maritime authority in developing a National Maritime Security Committee structure to support such collaboration.

ISPS Code self-assessment and audit

The tabletop exercise and the NMSC workshop were followed by a regional workshop from 15-19 July which focused on effective implementation of the International Ship and Port Facility Security (ISPS) Code, through self-assessments and audits.

The ISPS Code contains mandatory maritime security measures required for international shipping. The workshop covered both theoretical and practical training on how to carry out audits and self-assessments to evaluate how effectively a Member State is fulfilling its obligations under the Code.

Broad attendance

The 24 participants included Port Facility Security Officers and representatives of the respective Designated Authorities of Comoros and Madagascar (*Agence Portuaire Maritime Fluviale* for Madagascar and *Agence Nationale des Affaires Maritimes* for Comoros).

Audits

They discussed how to plan, prepare and conduct audits as well as draft audit reports. This is to ensure that ISPS Code requirements are implemented effectively within the port facilities in Madagascar and Comoros, while promoting a coordinated and standardized approach across the region.

Both training activities were delivered under the Port Security Project funded by the European Union. For more on this scheme readers are invited to see here: https://tinyurl.com/2p8bk47n

Maritime security training Ethiopia

Ethiopian maritime security officials enhanced their knowledge and skills around flag State control and compliance through an IMO workshop held in Addis Ababa from 1 to 5 July.

The Red Sea Project

This was the latest in a series of workshops delivered by IMO under the EU-funded Regional Programme for Maritime Security in the Red Sea Area (Red Sea Project)*.

UNCLOS duties

The workshop covered control and compliance measures related to the different obligations and duties of a flag State, in line with the United Nations Convention on the Law of the Sea (UNCLOS)** and various IMO instruments.

Broad representation

With 25 participants engaged from a range of government departments, the training promotes multi-agency collaboration and a whole-of-government approach towards meeting Ethiopia's maritime security obligations as a flag State.

Participants received training on the implementation of IMO instruments, recognition and monitoring of Recognized Organizations (ROs), and regional regulations and codes for non-SOLAS ships which are not covered by regulations under the SOLAS treaty (International Convention for the Safety of Life at Sea, 1974)§.

EU-funding

The Red Sea Project, funded by the European Union, is delivered by IMO, the United Nations Office on Drugs and Crime (UNODC), INTERPOL and the Intergovernmental Authority on Development (IGAD).

2050 Africa's Integrated Maritime Strategy

Through the project, IMO aims to assist participating countries in the Southern Red Sea and Gulf of Aden, to enhance maritime security and safety in the Red Sea Area, in line with the 2050 Africa's Integrated Maritime Strategy.

* https://tinyurl.com/yt2e2m78
** https://tinyurl.com/3pbd3v86
§ https://tinyurl.com/mryd93vf

A day we forget

By Michael Grey,

IFSMA Honorary Member

The 25th June, was the "Day of the Seafarer", just in case you forgot to put out the bunting and crack open something non-alcoholic to drink a toast to this invisible and silent global workforce. It scarcely helps that such days of so-called celebration in some cause or another have become so prevalent, that one which might actually mean something, has had any impact long leached away from it. Every damned day has been captured by some group of activists, so most sensible people have long given up, with a yawn, thinking of something rather more relevant.

It used to vaguely annoy me in church services that prayers are regularly said for the "doctors and nurses and caring professions" as if they had some special requirement of such intercessions, when the rest of us just had to get on with life.

It was not just me either, as I recall overhearing one of our parishioners complaining to the vicar about this prayerful exclusiveness; she was a lawyer and felt that her profession was being wilfully neglected. I think the vicar said that he would try and widen his ambit in the future. If I had not been less of a coward I should have put in a strong word for seafarers, except that these days it is so rare to meet a seafarer, that one would have to spend half an hour explaining what such professionals did. In the UK these days, seafarers, like people who work in sewage treatment or supply

drinking water, would only ever be noticed if their services suddenly stop. Or in the case of seafarers, when a ship sinks, oil is liberally spread, or a bridge knocked down.

One can hardly say that the twelve months since the last Day of the Seafarer have seen any great improvement in their lot, or any signs that the essential service which seafarers perform for society is better recognised. The day will be no cause for celebration for the families of the 21 crew members of the car carrier Galaxy Leader, who have now spent more than six months as hostages of the Houthi pirates who captured them with their ship in the Red Sea. There will be no celebration for anyone whose loved ones are bound through these waters and have seen the sinking of the bulk carriers Tutor and Rubymar, the five deaths which have occurred to date, and the 100 plus attacks that have taken place since these dangerous rebels began their horrible campaign.

There might be a small amount of jubilation in the case of the crew of the containership Dali, with the authorities, three months after they had survived the trauma of their allision with the Baltimore bridge, permitting them to set foot ashore on dry land. Eight of them may just possibly be able to return home, but the ship's officers, naturally, must stay in the US, while legal processes run their tortuous course. That is unlikely to be a speedy matter. My American friends will be angered if one suggests that they might also be considered hostages, but that is probably what it feels like, no matter what sort of accommodation is provided ashore for them.

Then we should perhaps use the Day to remember all the other hazards which seafarers face in their passages through the Black Sea, the Gulf of Guinea, off the Horn of Africa and other places, where the hazards are other than those natural to their profession. If we only knew about them, we might sympathise with the impoverished crews of the record number of abandoned ships that have cropped up around the world this year.

But would the man or woman on the proverbial Clapham omnibus even know about the lives lived by the unseen people who crew the ships upon which they unknowingly depend? They might complain about the fact that their Chinese made furniture has not been delivered as it must take the long route around the Cape of Good Hope, being shipped aboard a vessel operated by one of the more responsible companies, that will not subject their crews to dangers of death from Houthi hazards. We could have celebrated their decency, if nothing else, on a day few will have remembered.

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Michael Grey is former editor of Lloyd's List

MSC Michigan VII

Loss of Speed Control

NTSB Preliminary Investigation

In recent weeks the US National Transportation Safety Board published preliminary information regarding a loss of speed control in *MSC Michigan VII* in Charleston, South Carolina.

Information here below is preliminary and subject to change.

On 5 June, 2024, about 1217 local time (eastern daylight time), the 997 ft loa Liberian-flagged containership, *MSC Michigan VII*, was transiting outbound on the Cooper River from the North Charleston Terminal in Charleston, South Carolina, when the bridge team discovered that the ship was unable to answer throttle commands.

The MSC Michigan VII docked after the accident.
Photo NTSB
NTSB ©.

The pilot onboard contacted the Charleston Harbor Pilot dispatch and advised them the ship was transiting at a high and uncontrollable rate of speed. The pilot dispatcher notified local authorities, who cleared traffic on the Ravenel Bridge and in the Cooper River channel. The vessel transited through the Ravenel Bridge without incident, and the ship's crew was eventually able to regain control of the engines, stop the vessel, and anchor. The vessel's wake caused damage to vessels and facilities along the Cooper River. Two persons on a recreational vessel were injured. No pollution was reported. Damages are estimated to exceed $500,000.

The US Coast Guard has declared this incident a major marine casualty. The Coast Guard will lead the investigation, and the NTSB will investigate and determine the probable cause.

On 26 June the US Coast Guard presented a Meritorious Public Service Award to Christopher Thornton with the Charleston Branch Pilots Association for his commendable actions related to the uncontrolled acceleration of the MSC Michigan VII on 5 June.

The award recognized Thornton's commendable actions to safely pilot the runaway ship for over 20

nautical miles, five major turns and under the Arthur Ravenel Jr. Bridge without major incident at nearly twice the normal speed of ships through the harbour.

IKEA partnership with The Mission to Seafarers

The Mission to Seafarers (MtS) has entered into a three-year partnership with IKEA Supply AG, furniture manufacturers.

Through this initiative, unveiled on the IMO Day of the Seafarer 25 June, IKEA will work with the Mission to build knowledge and awareness of the integral role of seafarers within the IKEA supply chain, with the goal of enhancing the well-being of seafarers.

This partnership will centre around a training programme for IKEA employees, called: *All you need to know about Seafarers*. The inaugural session of this course took place in May this year and is designed to assist IKEA in its due diligence when procuring ocean shipping services, helping to ensure that the seafarers on board are properly protected and supported.

Post-pandemic relevance

The partnership originated from discussions during the pandemic when the shore leave crisis was at its peak. Since then, IKEA has proactively prioritised seafarer welfare, setting a commendable standard for other cargo owners to follow, it is reported.

Mission's comment

Ben Bailey, Director of Programme at The Mission to Seafarers, commented: '*We are thrilled to partner with IKEA in this ground-breaking initiative to enhance the welfare of seafarers. This collaboration reflects our shared commitment to ensuring that seafarers, who play a critical role in sustaining global trade, receive the recognition, support, and protection they deserve, and we applaud IKEA for taking this step. By helping to educate the IKEA team about the unique challenges faced by seafarers, we aim to foster a deeper understanding and drive meaningful change in the maritime industry. This partnership is a significant step towards fostering greater awareness for seafarers and sets a powerful example of corporate social responsibility while highlighting the importance of seafarer welfare in sustaining the global economy*.'

IKEA's comment

Elisabeth Munck af Rosenschöld, Global Sustainability Manager at IKEA Supply Chain Operations added: '*The wellbeing of seafarers is a priority to us in IKEA and they play an essential role in ensuring that our goods reach our customers. We are committed to improving working conditions and protecting their human rights at sea. Recently we introduced additional requirements on ocean shipping in the IKEA supplier code of conduct (IWAY) to put the spotlight on the wellbeing of seafarers. By collaborating with specialists who bring their deep knowledge of maritime welfare, we aim to positively impact seafarers' everyday lives and contribute to a better industry standard*.'

The bespoke training programme has been designed by the Mission for IKEA, and covers a wide range of topics, including the realities of life at sea, seafarers' welfare needs, their family life, and the legal frameworks and regulations that protect and safeguard their rights in recruitment and employment. IKEA participants gain meaningful insights into the challenges faced by seafarers, which is invaluable for an organisation that relies heavily on seafarers within its supply chain but does not have direct interactions with them.

About Day of the Seafarer

The IMO Day of the Seafarer was first observed in 2010 following the publication of the revised set of international laws under the Maritime Labour Convention that should see all seafarers receive the same levels of training, general welfare, and safety standards.

By celebrating this day, the Mission to Seafarers and IKEA also hope to raise public awareness about the vital role of seafarers and encourage all those who rely on international shipping within their supply chains to use their influence to ensure seafarers' rights are protected, and their wellbeing prioritised.

IMRF at 100

On 1 July the International Maritime Rescue Federation (IMRF), the world's leading non-governmental organisation for the development and improvement of maritime search and rescue (SAR) capacity and operational effectiveness, celebrated its centennial; it was founded in July 1924.

Founded as the International Lifeboat Federation at the first-ever International Lifeboat Conference in London the IMRF has evolved to become the world's leading charity that focuses on the development and improvement of global maritime SAR capacity in order to further reduce loss of life at sea.

For the past 100 years, the IMRF has brought together the world's leading maritime SAR organisations to provide a critical forum for the development of some of the biggest issues impacting maritime SAR operations, including vessel design and operation, lifesaving equipment and training, and personnel safety.

NGO consultative status at IMO

In 1985 it was granted non-governmental consultative status with the IMO in recognition of the good work being undertaken and the growing need for an organisation to act as a global focal point for maritime SAR. In 2003, it was registered as an independent charity and in 2007 the organisation was renamed the IMRF, reflecting the broader scope of modern maritime SAR activity.

A leading voice

Today, the IMRF continues to have a leading voice in some of the biggest issues impacting maritime SAR organisations in 2024. These include inclusivity, mental health and climate change through various initiatives. These are subject matter expert courses, as well as in-person and online training sessions that focus on mass rescue operations' training and awareness amongst other leading issues.

Caroline Jupe, Chief Executive Officer of the IMRF, commented: '*For more than 100 years, the IMRF has been a leading voice in the improvement of maritime SAR capabilities globally and I am incredibly proud to continue the work of so many of my predecessors as we continue to ensure we remain a vital part of the maritime SAR community for another 100 years and beyond*.'

Jacob Tas, Chair of the IMRF, added: '*Having the IMRF bring together the world's maritime SAR organisations and enable them to learn and collaborate with one another is imperative. The world's oceans continue to be a challenging environment for personnel that put their own safety at risk and maritime SAR organisations are continuously improving and adapting to the challenges they face. We celebrate the IMRF spending 100 years driving this collaboration and ensuring the maritime SAR community can learn from one another*.'

Vice Admiral Sir Timothy Laurence, Patron of the IMRF, said in conclusion: '*The maritime SAR community around the world plays a vital role in keeping people safe at sea and the IMRF has been a leading voice in that community for 100 years now. It is my honour to support the Federation during its centenary year. We will continue to champion the safety and security of all those who travel at sea over the next hundred years, including those SAR personnel who so courageously provide such important rescue services in every ocean*.'

For more material on the IMRF history readers are invited to see here: https://tinyurl.com/53fcsccz

Personal perils of decarbonisation

By Michael Grey, IFSMA Honorary Member

Are you suffering from "technostress?" It is an interesting term, which perfectly encapsulates the mentality of modern mankind, with manifold anxieties which were unknown to our predecessors. I thought of this worrying state of mind after reading a report provided by ISWAN and the Shipowners' Club on "The impact of maritime decarbonisation on wellbeing" which surveyed mental health and job satisfaction of the seafarers who find themselves on the front line of environmental change. Undertaken last year, the survey, which gave rise to 400 valid responses from 29 different nationalities of seafarers, may not have been large, but its responses might be considered wholly authentic. While everyone supports the principle of decarbonisation (isn't the science settled?) and probably would not confess to a less enthusiastic reaction, there is a lot of concern about what it really means for those who will be fronting up to the regulators and officials demanding the data when a ship reaches port. There are worries about the consequences of errors made by people with a lot of other conflicting responsibilities and not enough hours in the day to do all the work. The possibilities of criminal sanctions were clearly in the minds of some, who have maybe read about or seen bad things happen to those who have broken environmental regulations, and the terrifying penalties exacted in some parts of the world.

The survey suggested that marine engineers, in particular, believe that they will be most vulnerable as the regulatory burden is rolled out. It also appeared that those in tramp shipping, with their wandering schedules, have reason to be more worried than those aboard ships on regular liner trades. Are these seafarers (and some shore managers) becoming stressed for no good reason? There will be plenty of people who will tell them that the urgency of decarbonising the maritime world needs zeal and focus and individuals just need to "crack on." More

thoughtful folk will point out that the development of regulations is invariably a lot easier than their implementation, especially when it depends upon new and untried technology, and very different ways of working. We have all sorts of new fuels, some with barely understood hazards, coming along to purify the emissions of ships. We have a lot of fanciful talk about artificial intelligence and the reality of remote technical supervision from control centres ashore. Mutterings about harnessing this clever stuff to reduce still further the number of human beings rattling around in ever bigger and more sophisticated ships. And anyone with half a brain knows that with all these new environmental requirements comes the need for more reporting, more intrusion, more inspections by more officials, stamping up the gangway looking to find something wrong.

Seafarers can scarcely be reassured by what has taken place in the past. Older engineers will probably recall equipment that was mandated by new regulations, but which was just not up to the job. They may have had experience with oily water separators that didn't, ballast water management systems that couldn't manage and the troubles they got into when trying, like generations of seafarers before them, to work around the problems. These include emission mitigation systems - scrubbers which were a lot of additional trouble from corrosion and poor design, provoking new regulatory restrictions in their use. Crew mustn't discharge over the side, can't land waste, or blow through the boilers. Also, endless surveillance of ships in port waters, windfarms stretching out into the sea in every direction, pipelines and undersea cables criss-crossing erstwhile anchorages.

It is perhaps not surprising that seafarers are apprehensive. They will also know very well that new environmental rules, like those in the past, will be subject to all sorts of imaginative interpretations with a sort of global patchwork of regulations that may differ from one port to another (sometimes even in the same country). The only common factor will be that the ship, and some wretched responsible officer aboard her, will inevitably be in the wrong. It will be surely suggested that technology will produce soothing answers to the seafarers' concerns. But we already have machinery with a mind of its own, systems and controls that are hugely sophisticated but effectively "dis-empower" those who will be judged responsible when it goes wrong. And the reporting will grow like Topsy, because you can guarantee that whatever clever data collection systems will be in place, there will be no letting up in this particular burden, with its opportunities for making errors. Call me a cynic, but I keep thinking back many years to the picture of that hard pressed cruise ship officer desperately trying to complete the vital Garbage Reporting Form, as the minutes before the collision with the container ship ticked away. A phrase comes to mind, as we consider the joys of decarbonisation. Process before practicality … perhaps.

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

Shell to invest in Ruwais LNG

Abu Dhabi

On 10 July Shell Overseas Holdings Limited, a subsidiary of Shell plc, announced that it had signed an agreement to invest in the Abu Dhabi National Oil Company's (ADNOC) Ruwais liquefied natural gas (LNG) project in Abu Dhabi through a 10% participating interest.

The Ruwais LNG project is located some 240 kilometres west of Abu Dhabi, United Arab Emirates (UAE).

To quote Shell's Chief Executive Officer Wael Sawan: '*This investment decision builds on our long-standing partnership with ADNOC. In line with our strategy to create more value with less emissions, we are investing in additional LNG capacity and further growing our world-leading LNG portfolio, with energy-efficient and carbon-competitive projects*.'

The Ruwais LNG project will consist of two 4.8 million metric tonnes per annum (mmtpa) LNG liquefaction trains with a total capacity of 9.6 mmtpa.

Shell, through its subsidiary Shell International Trading Middle East Limited FZE, has also signed an agreement to offtake 1 mmtpa of LNG produced by the project. The Ruwais LNG facility is set to have an electric-powered liquefaction system and will utilise access to a renewable power supply. This design supports lower operational emissions compared to traditional gas-powered LNG facilities.

ADNOC will hold a majority 60% share in the project and serve as the lead developer and operator of the facility, while Shell, BP, Mitsui and TotalEnergies will each hold 10%.

ADNOC has awarded an engineering, procurement and construction (EPC) contract to a Technip-led joint venture and will soon start construction in Al Ruwais Industrial City, Abu Dhabi.

LNG deliveries are expected to start in 2028.

Shell has a history of more than 80 years in the UAE. Shell's current activities with ADNOC include a 15% interest in ADNOC Gas Processing (AGP) with associated technical and manpower support services.

The capital investment related to Shell's 10% participating interest in the Ruwais LNG project will be absorbed within Shell's cash capital expenditure guidance, which remains unchanged.

The deal is in excess of the internal rate of return (IRR) hurdle rate for Shell's Integrated Gas business, delivering on its 25-30% growth ambition in liquefaction volumes, relative to 2022, as outlined during the 2023 Capital Markets Day.

Global demand for LNG is estimated to rise by more than 50% by 2040, as industrial coal-to-gas switching gathers pace in China, South Asian and South-east

Asian countries. These countries are expected to use more LNG to support their economic growth, according to Shell's LNG Outlook 2024.

Shell believes LNG will play a critical role in the energy transition, replacing coal in heavy industry. It also has a continued role in displacing coal in power generation, helping to reduce local air pollution and carbon emissions. LNG helps to provide the flexibility the power system needs, at a time when renewable generation is growing rapidly.

To learn more of Shell's Energy Transition Strategy 2024 readers are invited to see here: https://tinyurl.com/4cmpzkmr

Seafarers and their families in a digital era

Reinventing relationships

Spending long periods away from family and friends is one of the inherent challenges of a career at sea. Even when all is well at home, being apart from loved ones, potentially for several months, can be hard to endure. However, the stress of being at sea when life at home is challenging can have a major impact on seafarers' health and wellbeing.

At ISWAN, over recent years the charity has seen a steady increase in the number of seafarers who turn to its helplines for support to cope with difficult situations at home.

Helplines

In 2023 ISWAN's helplines supported 92 seafarers who were experiencing problems in their personal life, slightly below the 99 contacts received in 2022 but substantially higher than 39 contacts in 2020 and 73 in 2021.

Following the recent launch of ISWAN's new Family Outreach Programme for the families of seafarers in the Philippines, the charity explores the crucial role of family members in supporting seafarers' mental health at sea.

Difficulties in their relationship with their partner or the ending of a relationship was the issue that seafarers raised most frequently with ISWAN's helpline officers. Many seafarers also contacted the helplines with concerns about the health of close family members, often sharing their sense of powerlessness about feeling unable to provide practical help and support in the way that they would if they were able to be physically present.

Mental health impact

ISWAN's helpline data bears out the significant impact on seafarers' mental health of coping with the stress of difficult family situations, at the same time as managing an extremely demanding and intense workload at sea. In recent years, almost 60% of seafarers who contacted ISWAN for help with family and relationship issues have also sought support for the detrimental impact on their mental health.

The nature of the relationship between seafarers and their families has been revolutionised in recent years by the arrival of high-speed internet at sea. For previous generations of seafarers, news from home – whether good or bad – arrived only sporadically, via infrequent phone calls at port visits, or, prior to that, periodic letters.

Smartphone use

Today, however, many seafarers are in daily connection to family life via video calls, instant messaging and other social media platforms. A recent study by maritime research firm Thetius found that 98% of seafarers rely on their smartphones during leisure time, with 80% saying that they spend their rest time communicating with family and friends.

What helps to maintain strong family relationships at sea?

ISWAN asked seafarers to share their ideas about cultivating strong relationships when a family member is away at sea and making the most of time together at home.

Their suggestions include:

'*We have specific traditions that only my husband does with our children. He takes our boys for their haircuts and takes them shopping for their trainers. That's his thing. That's a dad thing*.'

'*We always do everything together as a family when he's home*.'

'*We always send a good morning and night message to him*.'

'*We recognise that he needs decompression time after being cooped up in a small cabin.*'

'*Internet connection, free of use, to call home regularly, especially to videocall with young children.*'

'*Smooth communication with the crewing department of the shipping company about planning, family affairs that need cooperation, feedback and evaluation of job satisfaction.*'

'*Life onboard is tough but with the huge help of our technology these days it feels like your family is right next to you, such as video calls, message and SMS are great, every single day of our life at sea*.'

'*Maintaining strong family relationships while navigating a seafaring career can be challenging. Open communication, regular check-ins, and creating special moments when together can help bridge the distance. Utilising technology for video calls, sharing experiences, and understanding each other's roles can also foster understanding and connection.*'

Importance of internet connectivity

ISWAN consistently hears from seafarers and their family members how important internet connectivity has become to life at sea. The ability to maintain closer connection with loved ones can undoubtedly have a very positive impact on seafarers' wellbeing, as it can be an invaluable source of support and strength during long months of separation. However, despite its many benefits, it is nonetheless clear that the advent of high-speed connectivity on ships represents a major transformation and one that is not always seamless, just as is the case in many aspects of life at shore.

Negative impact of the internet

In recent years, maritime employers have begun to raise concerns to ISWAN about the challenges of reinventing life and work at sea in the digital age. Some fear that the internet is having a negative impact on crew cohesion, as seafarers are spending increasing amounts of rest time in their cabin rather than socialising with colleagues.

Distraction of social media

Others raise the possible safety implications of crew being distracted by social media whilst on duty. Perhaps the concern that we hear from ship owners and crewing agents most frequently, however, is that the advent of online connectivity has led to seafarers being much more acutely aware on a day-to-day basis of the difficulties and challenges that their loved ones are experiencing thousands of miles away at home.

For some seafarers, the sense of powerlessness that can result from being unable to provide practical, on-the-ground support to family members can have a significant impact on their health and wellbeing.

Using the internet responsibly

At ISWAN they are firm advocates for free internet access onboard and believe that seafarers should be trusted to use the internet responsibly and in their own best interest, in the same way as those of who are shore based. ISWAN also believes that there is considerable scope for the technological revolution to have a positive impact on seafarers' health and wellbeing, by enabling them to maintain close and supportive relationships with their loved ones whilst at sea.

Family Outreach Programme

In order to help maximise the potential for technology to support seafarers' wellbeing, ISWAN has developed a new Family Outreach Programme (FOP) to empower family members to make effective use of the internet to maintain healthy relationships with their seafaring relatives.

The programme aims to help to bridge the gap between family members' perceptions of what life at sea is like and the day-to-day realities and stressors that their loved ones face at sea. This includes supporting family members to understand how to take advantage of the potential of the internet to alleviate the loneliness and homesickness that so many seafarers can experience, for example, by finding creative ways to include them virtually in family events or cultural or religious celebrations.

The programme also, however, encourages families to understand the potential impact on seafarers' wellbeing of over-involvement in challenges of daily life that they have limited capacity to resolve, and explores what effective communication channels between sea and home might look like in a digital age.

Furthermore, the programme sets out to equip family members with resources that will help them to protect their own health and wellbeing during periods of separation, including financial planning, self-care and sources of support in emergencies.

As high-speed internet makes its entry on an ever greater number of ships, maritime employers have the opportunity to make use of the rapid proliferation of communication possibilities to help to reimagine a career at sea in a digital era. In order for these benefits to be fully realised, however, employers will need to take proactive steps to harness their potential.

One way that they can do this is to empower seafarers and their families to make constructive use of the internet to navigate the emotional and practical challenges of prolonged separations in a mutually supportive way.

ISWAN's Family Outreach Programme (FOP) launched in the Philippines in July 2024 and will be rolled out to India later this year.

For more information

Readers requiring further information about the FOP are invited to get in touch with ISWAN at: seas@iswan.org.uk.

Newsletter Backissues

Back issues fo the IFSMA Newaletter can be read online or downloaded from our website free of restriction here:

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

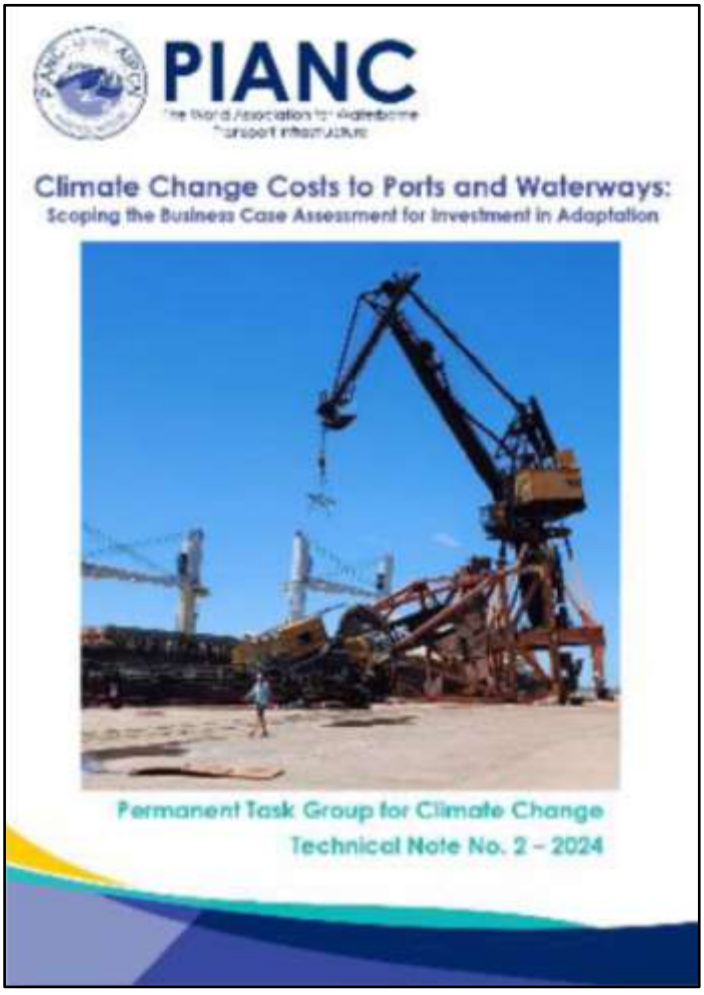
Climate Change costs to Ports and Waterways

Scoping the business case assessment for investment in adaptation

As the climate changes, port and waterway assets and operations are increasingly exposed to changes in temperature, precipitation, and sea level. They also face more frequent atypical or extreme hydrometeorological and oceanographic events.

It is apparent that climate change is a major business risk. Failing to act to address the risk can be costly. Yet recent industry surveys confirm that relatively few port and waterway operators have taken the urgent action needed to strengthen resilience and adapt.

PIANC (https://www.pianc.org/) has a Working Group into guidance on climate change adaptation planning. In 2020 it published a paper which showed two main barriers to adaptation: (i) how to manage climate change uncertainties, and (ii) how to make the business case for adaptation investment.



A recent technical note by PIANC tackles the business case for investment.

Section 1 summarises how ports and waterways may be impacted by climate change. Section 2 discusses the main findings of several recent surveys reviewing the effects of atypical conditions or extreme events on port and navigation infrastructure and operations. Section 3 highlights some of the factors identified as potentially limiting adaptation action in the sector, along with the conditions needed to enable such interventions.

Section 4 of the Note explores existing and evolving drivers for action to strengthen resilience and adapt. These include understanding the impacts of projected increases in extreme events on port and waterway activities, and on economies and societies via supply chain issues.

Section 5 of the Technical Note brings all this information together to help the reader determine the scope of a business case assessment. It explains how potential costs and benefits can be identified and quantified to support the case for investment in adaptation action. It discusses the concept of climate change inaction; the 'triple dividend' benefits that can be realised by adapting and strengthening resilience; and the role of the losses-avoided principle in supporting the business case.

Finally, Section 6 provides an overview of the costs and benefits of improved climate change preparedness and of the assessment scoping process, via a series of questions intended to provoke discussion.

PIANC is the global organisation providing guidance and technical advice for a sustainable waterborne transport infrastructure to ports and waterways.

Established in 1885 the organisation unites the international experts for technical, economic, and environmental topics related to waterborne transport.

Contact with jetty by chemical tanker

UK MAIB report

At 0436 on 25 October 2022, the Malta-registered oil and chemical tanker *Ali Ka* made contact with the westernmost section of Oikos Jetty 2 at Canvey Island on the River Thames.

The vessel was departing the berth under compulsory Port of London Authority (PLA) pilotage and without a tug in attendance.

The impact caused minor damage to the ship but severe damage to the jetty. *Ali Ka* grounded close to the pier. Two tugs were deployed and *Ali Ka* was successfully recovered to Oikos Jetty 1. No one was injured and there was no pollution. It took eleven months for the Oikos facility to return to pre-accident capacities.

The Oikos fuel storage facility was part of the national infrastructure for the import and distribution of distillate fuel in the UK. It was regulated by the Health and Safety Executive under the Control of Major Accident Hazards Regulations 2015 (COMAH).

Safety Issues

- Control of *Ali Ka* was lost because the pilot's plan missed key information, was compromised by

incoherencies in documentation, there was no tug used, and the pilot was highly likely to have been severely fatigued.

- The master/pilot exchange was ineffective and did not result in the bridge team fully participating in an appropriately modified and agreed plan.
- Several interventions were made to change the plan, but none were effective, and no one dealt well with the challenges presented.
- Previous accidents were not recognised as warnings and risk controls were not reappraised in time to inform the approaches employed for *Ali Ka*, for example in tug provision.
- The PLA and Oikos Storage Limited risk management processes did not combine to mitigate the risk of vessel collision with shore infrastructure at a COMAH site.

Recommendations

MAIB has made eight safety recommendations, including:

The PLA was recommended to:

- Conduct collaborative risk assessments of all COMAH and high-risk berths in the statutory harbour authority area, in particular by reconsidering tug use over a range of environmental conditions.
- Provide guidance to their pilots and operational staff on dealing with the recognition, escalation, and safe resolution of challenges.
- Review the risks to safe pilotage from pilot fatigue, informed by an independent, specialist review of current working practices and, as necessary, implement focused mitigations in a comprehensive fatigue risk management system.

Transka Tankers was recommended to:

- Review and revise its Bridge Resource Management training to include agreeing and assigning roles and responsibilities, support to embarked pilots, diligent exercise of the master/pilot exchange, and challenge and response procedures specific to working with an embarked pilot.
- Review and revise the policy for the accurate setting of safety contours in its Electronic Chart Display and Information System (ECDIS) to best support pilotage and the appreciation of risk during manoeuvring to and from the berth.

Oikos Storage Limited was recommended to:

- Conduct collaborative risk assessments of its berths and give specific consideration to assurance mechanisms where the safety of Oikos infrastructure is dependent on mitigations delivered by external organisations. Particular regard was to be given to pilotage and tug use over a range of environmental conditions.

The International Chamber of Shipping was recommended to:

- Include bridge team roles and responsibilities to be agreed during the master/pilot exchange in the next iteration of the Bridge Procedures Guide.

The MAIB Report

The MAIB document: *Report on the investigation of the contact of the chemical tanker Ali Ka with Oikos Jetty 2 on the River Thames at Canvey Island, England on 25 October 2022* is available here: https://tinyurl.com/4v9dsbmb

Red Sea and Gulf of Aden shipping disruption

Commentators around the world have pronounced on the above and the consequences are far reaching, as readers will have been able to appreciate.

Thirty per cent of the global container trade was passing through the Suez Canal. The Red Sea and Gulf of Aden shipping crisis has certainly disturbed supply chains and increased shipping costs which will inflate prices.

It was reported by the International Monetary Fund (IMF) that in the first two months of 2024, Suez Canal trade dropped by 50 % from a year earlier.

Attacks on vessels in the Red Sea and Gulf of Aden reduced traffic through the Suez Canal with several shipping companies diverted their vessels around the Cape of Good Hope with a resultant average ten-day increase in steaming times.

Marco Forgione, director general of the Chartered Institute of Export & International Trade said of the disruption to international trade: '*Ships have been rerouting, adding up to two weeks transit time and significant additional fuel costs, not to mention logistical headaches for supply chains to manage. Demand for rail and air freight has increased as businesses look for alternative ways to move their goods*.'

Furthermore, the UN Conference on Trade and Development (UNCTAD), warned in its global trade update that the Red Sea crisis was threatening an otherwise positive outlook for 2024, as the crisis continued to drive up the costs and passage time of moving goods.

Maersk

Maersk CEO Vincent Clerc explained that the coming months will be challenging for carriers and businesses alike, as the Red Sea situation stretches into the third quarter of 2024.

Speaking at a recent online event with customers, Vincent Clerc talked about the challenges the continuing attacks on ships in the Red Sea and Gulf of Aden have created for logistics and supply chains. For the time being, Maersk ships are continuing to divert around Africa via the Cape of Good Hope. He acknowledged the situation is difficult for both carriers and businesses needing their cargo transported.

'*We are faced with these challenges together and we need to make sure that we stay close to them as we handle the new set of circumstances that continues to unfold in front of us. These disruptions, and the impact they are having on your business, is not something that I, nor any colleagues at Maersk, take lightly. We know it is hard. We know it is difficult for you. We know it puts you under a lot of pressure.*'

Maersk podcast

Maersk has produced a 11.02 podcast, known as EP14 with the title *The ongoing ripple effects of the Red Sea situation.* A link is available here: https://tinyurl.com/4ec9usyf

300th anniversary of Casquets Lighthouse

Casquets Lighthouse was built in 1724 upon the dangerous '*Rocks called the* Casketts' off Alderney in the English Channel after shipowners petitioned the proprietor of the rocks

Trinity House granted Thomas Le Cocq, the proprietor of the dangerous rocks, a lease to build a lighthouse on 3 June 1723, with the requirement that a light of particular character was needed to distinguish it from those on the opposite shores of England and France.

Three separate lights in the form of a horizontal triangle were proposed, and three towers containing closed fires (coal fires burning in glazed lanterns) were erected.

These three lights—called St Peter, St Thomas and Dungeon—were first exhibited on 30 October 1724.

The three original towers at the Casquets are still in use, although only the north west tower still exhibits a navigational light.

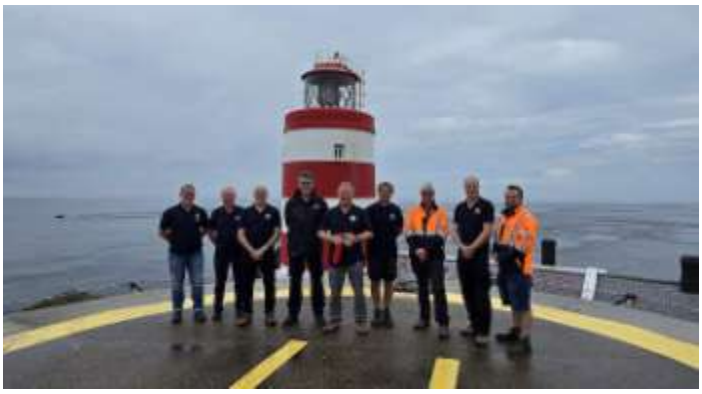
The changing times

Over the course of three centuries, Trinity House has made sweeping changes to the technologies and working practices at Casquets Lighthouse, making the station a strong example of the balance between heritage and modernity that is key to managing a lighthouse estate across England, Wales, the Channel Islands and Gibraltar.

From the original coal fire lights, Trinity House introduced metal reflectors and Argand lamps in 1790 after assuming operation of the lighthouse in 1785; in 1818, Trinity House fitted revolving apparatus to each tower. The three towers were raised by 30ft (9.14m) in 1854.

Today, the station is run solely from renewable energy, provided by the solar system, a wind turbine and a solar thermal heating system.

Both the main and standby navigation lights are now LED; the main light still uses the historical revolving optic. The emergency lantern is a self-contained flashing unit mounted on the roof providing an 18 nautical mile range.



A rainwater catchment and treatment system processes and produces drinking water, removing the requirement to fly it to site by helicopter.

Since converting the lighthouse to automatic operation in November 1990, Trinity House monitors and controls the station around the clock from the Planning Centre in Harwich, Essex.

The anniversary

To mark the impressive tercentenary of service to mariners, Trinity House's annual Visiting Committee of Inspection team unveiled a plaque at the lighthouse on 13 July 2024, with special guest Lieutenant General Richard Cripwell CB CBE, the Lieutenant Governor of Guernsey.

Remarking on the occasion, Trinity House's Deputy Master Rear Admiral Iain Lower CB said: '*It was a great pleasure to be able to unveil the plaque at Casquets Lighthouse along with the Lieutenant Governor.*

'*A tercentenary is a fantastic milestone and it tells quite a story about the timeless utility of lighthouses; three hundred years of evolution and day-and-night service to mariners, made possible by lighthouse keepers, technicians, boat handlers, helicopter pilots and everyone at Trinity House, past and present. I extend my gratitude to all of them, and look forward to many more years of Casquets Lighthouse providing a crucial safety service*.'

About Trinity House

Trinity House is a maritime safety and welfare organisation that works for the benefit and safety of all mariners as a General Lighthouse Authority and maritime charity.

As a General Lighthouse Authority, it operates marine aids to navigation that are critical to the safety of ships and seafarers, providing an essential service for the prosperity of our island nation.

As a self-funding maritime charity, it provides education, support and welfare to the seafaring community.

Great Fish Point Lighthouse anniversary

In South Africa 1 July marked the 126th anniversary of the first illumination of Great Fish Point Lighthouse, the Eastern Cape's fifth oldest lighthouse. The occasion coincided with World Marine Aids to Navigation Day, which is observed annually on 1 July.

Great Fish Point Lighthouse is situated 25 kilometres east of Port Alfred, on a ridge at 85 metres above sea level. The nine-metre octagonal masonry tower is painted with vertical black and white stripes, and the white lantern has a red roof.

The rotating lens system produces one flash every ten seconds. It is one of few lighthouses with a lightkeeper. Martin Peterson, a second-generation lightkeeper with a wealth of knowledge and a treasure trove of tales, looks after the day-to-day maintenance of the lighthouse and the grounds.

The lighthouse is automated, and scheduled maintenance is carried out by teams from Transnet National Ports Authority (TNPA) in Gqeberha.

During scheduled maintenance visits, TNPA employees will check and service the optic, the electrical drive system that turns the optic, and the control panel. They will check and service the standby diesel engine, which starts automatically when there is a power failure. They will also maintain the tower and other buildings on the premises, including two self-catering cottages.

Great Fish Point Lighthouse is the fifth oldest of ten lighthouses along the Eastern Cape coast. The others are: Deal (1973), Cape Morgan (1964), South Sand Bluff (1931), Mbashe (1926), Cape Hermes (1904), Hood Point (1895), Seal Point (1878), Bird Island (1852) and Cape Recife (1851).

TNPA is mandated by the National Ports Act, 2005 (Act No. 12 of 2005) to provide, operate and maintain lighthouses and other marine Aids to Navigation (AtoNs) to assist the navigation of vessels within commercial port limits and along the coast of South Africa.

Great Fish Point Lighthouse was first lit on the night of 1 July 1898.

A marine AtoN is defined as: '*A device, system or service, external to vessels, designed and operated to enhance safe and efficient navigation of individual vessels and/or vessel traffic*.'

Lighthouses, beacons, and buoys are the most common types of visual AtoNs.

Virtual aids to navigation

Virtual AtoNs are new technology that use digital signals to warn of dangers in specific locations, without the need for physical buoys or lighthouses. The digital signals are transmitted from Automatic Identification System (AIS) stations and are received by AIS units onboard vessels. Large vessels are

required to carry AIS in terms of IMO regulations, but smaller vessels are not.

IALA www.iala-aism.org

World Marine AtoN Day was established by the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), to highlight the importance of marine AtoNs.

South Africa, represented by TNPA, is a founder member of IALA.

About Transnet National Ports Authority (TNPA)

The National Ports Authority is responsible for the safe, effective, and efficient economic functioning of the national port system, which it manages in a landlord capacity. It provides port infrastructure and marine services at the eight commercial seaports in South Africa: Richards Bay, Durban, Saldanha, Cape Town, Port Elizabeth, East London, Mossel Bay and Ngqura.

Inside the 1st Order, two-panel Chance Brothers dioptric rotating optic, with the 400-Watt metal halide lamp.

TNPA operates within a legislative and regulatory environment and is governed by the National Ports Act (Act No. 12 of 2005). For more information visit www.transnetnationalportsauthority.net.

WISTA UK celebrates 50 years

On 19 July it was announced from London that the Women's International Shipping & Trading Association UK (WISTA UK) marked its fiftieth anniversary with a celebratory event highlighting five decades of progress and continuing efforts to promote diversity and inclusion within the maritime industry. The event, which included an insightful conference and a grand evening reception, brought together industry leaders, members, and supporters to honour achievements and set the stage for future advancements.

The conference started with a welcome by Monica Kohli, President of WISTA UK, followed by a welcome address by Arsenio Dominguez, Secretary- General of the IMO.

The first session, *Nurturing Diverse Voices in Maritime Media*, focused on the role of media in helping women elevate their profiles. Discussions emphasised the importance of representation, including stories from all backgrounds, such as women, trans, and non-binary individuals. Panellists also explored women's challenges in the industry, particularly the fear of failure and stepping out of their comfort zones. They also highlighted the need to overcome these fears for personal and professional growth.

The second session, *ESG, to or not to be?* thoroughly examined the current state of Environmental, Social, and Governance (ESG) practices. The debate underscored the business sense behind ESG initiatives and the necessity for companies to report their progress to identify areas for improvement and demonstrate their advancements. The panel concluded that it doesn't matter whether we call it ESG or not; doing things right is the only way forward.

A presentation on decarbonisation by IMO and BP followed, offering a state-of-the-industry overview.

The third session, *Navigating Alternative Fuel Options for Decarbonisation Risks and Hazards – What's the Fuel?* discussion highlighted future fuels and the industry's decarbonisation amidst evolving regulations like the EU ETS and FuelEU.

The panel emphasised the need for accurate data and proactive planning in shipping's digitalisation. It concluded with a call for the IMO to provide global regulations on ESG, fuel standards, and reporting requirements.

Guy Platten ICS

The conference concluded with a closing address from Guy Platten, Secretary General of the International Chamber of Shipping. He congratulated WISTA UK on their significant work in promoting maritime diversity. He discussed the ICS's efforts to bring more women into seafaring roles, especially given the predicted shortage of 90,000 seafarers.

At the evening reception, Monica Kohli reflected on WISTA UK's journey and milestones: '*From our numerous successful events and mentoring programmes to our new focus on establishing regional events across the UK, we continue to expand our reach.*

'*This year, we will join the Women in Transport mentoring programme, which is set to formally launch in September. Additionally, we are actively seeking recruits and funding for our cadet sponsorship initiatives*.'

A key highlight of the evening was the IMO Secretary General's pledge not to participate in all-male panels, emphasising the importance of gender diversity. He said: '*Enhancing the role of women in everything that we do is essential. With continued support of all allies and the media, we can achieve even greater progress together*.'

WISTA UK's Women and Man of the Year Awards

The evening also celebrated the recipients of the prestigious WISTA UK's Women and Man of the Year awards. Nusrat Ghani was honoured as *Woman of the Year* for her significant contributions to promoting diversity and inclusion in the maritime sector.

Guy Platten received the *Man of the Year* award, recognising his efforts to support and advocate for gender equality within the industry.

Additionally, Katy Ware, the Director of Maritime Safety & Standards and Permanent Representative of the UK to the IMO, received a Special Commendation for her impactful work.

Members of the WISTA UK Executive Board (left to right) Gina Panayiotou, Sue Terpilowski, Jucilla Walters, Monica Kohli (President WISTA UK) and centre, the Secretary General of the IMO, Arsenio Dominguez.

Monica Kohli expressed her gratitude to all those who contributed to the success of the event: '*Thank you to Gina Panayiotou, Nicola Porter, Jucilla Walters, Sue Terpilowski, Emily Dove, and everyone who attended and worked behind the scenes to make this conference and celebratory evening unforgettable*.'

As WISTA UK celebrates this milestone, the organisation remains committed to fostering an inclusive environment and championing the contributions of women in maritime. The progress made over the past fifty years serves as a testament to the collective efforts of its members and supporters, and the organisation looks forward to continuing its mission in the years to come.

About WISTA UK

Established in 1974 Women's International Shipping & Trading Association UK, WISTA UK's purpose is to help promote networking, provide educational activities and events, and exchange experiences among women who are working in the shipping, maritime, and international trade sectors.

With this in mind, WISTA UK organises activities, including site visits, seminars, workshops, and industry-related events, during which members have the opportunity to meet and form relationships with other professionals working within the shipping industry.

Members include naval architects, maritime lawyers, ship engineers, insurance and sale and purchase brokers, claims adjusters, and many others working directly in the industry and providing services to the industry.

WISTA UK is a member of WISTA International.

For more information about WISTA UK readers are invited to see here: www.wista-uk.net

Hunt for lost containers continues

South Africa east coast: SAMSA news

It was reported by the South African Maritime Safety Authority (SAMSA) on 18 July that efforts were in hand to locate more than three dozen cargo containers that fell from *CMA CGM Benjamin Franklin*, while on passage in the Indian Ocean in the region of Gqeberha, Eastern Cape, a week before.

SAMSA confirmed that the new generation ultra large Maltese-flagged container vessel had departed from Algoa Bay where it had sought shelter from adverse weather, and to have her cargo hold strengthened for the remainder of her passage to western Europe.

CMA CGM Benjamin Franklin had anchored in Algoa Bay on 12 July after a harrowing bad weather experience on the Indian Ocean during which she reported a loss of forty-four containers overboard.

According to SAMSA, the incident occurred in the Indian Ocean on the morning of 9 July and during which she reported a collapsed container stack. The vessel then diverted to Algoa Bay, where she anchored in sheltered waters to undergo a comprehensive damage assessment inclusive of the remaining cargo still onboard.

A ship navigation warning was later issued by the Maritime Rescue Coordinating Centre (MRCC) based at SAMSA's Centre for Sea Watch & Response in Cape Town.

On 18 July in a statement, SAMSA said: '*The ultra-large container vessel, the CMA CGM Benjamin Franklin has left Algoa Bay. She sailed on the evening of Tuesday, 16 July 2024. She had been anchored in sheltered waters in Algoa Bay since last week, undergoing a comprehensive assessment while her cargo was being secured. The vessel had reported a collapsed container stack and the loss of 44 containers at sea.*

'*The vessel was cleared to sail, after the South African Maritime Safety Authority (SAMSA) assessed a cargo securing plan that was received from the Owners, to secure the damaged cargo stacks. After the cargo stacks were secured in Algoa Bay, the Owners identified a suitable weather window to conduct the passage around the Cape of Good Hope.*

'*To ensure that any settling of cargo during the sea passage is dealt with, the Owner has opted to keep a Cargo Securing Specialist and a team of Rope Access Technicians (RATs) on board for the voyage northward.*

Maltese flagged new generation ultra large container vessel CGM Benjamin Franklin departed from South Africa on 16 July after a weekend of cargo hold examination and strengthening following to a week of adverse weather at sea and during which dozens of containers were lost overboard in the Indian Ocean.
Photo: SAMSA©

'*By Wednesday, 17 July 2024, at noon, the vessel was reported making good speed towards Cape Agulhas and on Thursday morning (18 July) she was passing St Helena Bay.*'

To quote SAMSA: '*The next phase of the operation is to understand the fate of the containers that are on the seabed. It is highly probable that these containers are located on the seabed outside of South African waters in depths of more than 500 metres. SAMSA and the Department of Forestry, Fisheries and the Environment (DFFE) will be working closely with the owner and their insurers to chart a way forward regarding the containers on the seabed.*

'*A navigation warning to all vessels operating in the area remains active, advising them to navigate with caution. Vessels and the public are urged to report any sightings of the lost containers to the relevant authorities by contacting the Maritime Rescue Coordinating Centre (MRCC) on telephone number 021 938 3300 with the position, number, and colour of the containers if observed*.'

Wreck of *mv Noongah*

Discovered and identified 55 years after loss

CSIRO, Australia's national science agency, has helped confirm the resting place of mv *Noongah*, a 71-metre coastal freighter lost at sea in 1969 in one of the nation's worst post-war maritime disasters.

Noongah was on passage between Newcastle and Townsville carrying steel when it encountered a storm and sank in heavy seas on 25 August 1969.

Loss of *Noongah* led to one of the largest searches for survivors in Australian maritime history, involving navy and merchant vessels, aircraft, helicopters and shore-based searches of beaches along the coast.

Tragically, 21 of the 26 crew on board lost their lives in the incident. Only one body was ever recovered and the wreck of *Noongah* had never been found.

However, the location of the wreck has now been confirmed through a collaborative project between CSIRO, Heritage NSW and The Sydney Project.

Several members of the public also contributed to the project, including by pinpointing and reporting the location of the suspected shipwreck off the NSW coast.

CSIRO research vessel *Investigator* completed an investigation of the unidentified shipwreck in June 2024, collecting high resolution bathymetry (seafloor mapping data) and video footage of the wreck.

RV Investigator is part of the Marine National Facility, national research infrastructure operated by CSIRO, Australia's national science agency, and funded by the Australian Government.
CSIRO ©

CSIRO Voyage Manager, Margot Hind, said the investigation showed the wreck is sitting upright on the seafloor and is largely intact. She commented: '*We were lucky to have favourable sea conditions for the survey and our CSIRO technical teams were able to gather excellent bathymetry and drop camera vision of the wreck*.

'*The bathymetry data shows the wreck is sitting at a depth of 170 metres and is approximately 71 metres long, with the vessel dimensions, profile and configuration matching mv Noongah*.'

The data and vision collected by RV *Investigator* was provided to project partners to enable them to confirm the identity of the wreck and support planning for a dive by The Sydney Project to collect additional vision from the site.

CSIRO's Matt Kimber, who informed key stakeholders of the outcomes of the RV *Investigator* survey, said those conversations offered a poignant reminder of

the significance of such maritime heritage discoveries. He reflected: '*This tragedy is still very much in the memory of many in the community and we offer our condolences to families and descendants of the crew who were lost*.'

Kimber added: '*Our thoughts are also with the surviving crew members from mv Noongah, and we hope that knowing the resting place of the vessel brings some closure for all*.'

Mr Samir Alhafith from The Sydney Project said the discovery of *Noongah* has been twenty years in the making but it was only recently that the technology and diving knowledge allowed wrecks at such depths to be more easily identified.

He said: '*Not only is the discovery of these significant wrecks important for the surviving sailors and families of those that perished during the tragedy but also it allows us to investigate the mystery behind the sinking*.

mv Noongah of Australian National Line seen here arriving in Hobart sometime after1956.
Illustration supplied by the Australian National Maritime Museum. ©

'*We would like to express our gratitude to the founders of the wreck, Paul and James Wright, and to Heritage NSW and CSIRO for their assistance to identify the wreck as the Noongah. These collaborations are more important than ever when dealing with challenging deep sites*.'

Mr Tim Smith, Director Assessments from Heritage NSW said the dangers of coastal shipping have led to many tragic losses of life: '*We hope this discovery of the ship's final resting place offers the survivors and families of the crew some closure*.'

Kimber added: '*We're so pleased to continue our strong collaboration with the maritime heritage community to assist in making these important discoveries*.'

CSIRO recognises the Indigenous Custodians of the Sea Country in which the mv *Noongah* now rests, the Dunghutti People, and it pays its respects to Elders past and present.

Near grounding in Great Barrier Reef

Pilotage competency assurance safety recommendation

A bulk carrier came within 200 metres of grounding in the Great Barrier Reef after a GPS unit onboard the ship began providing false information to the pilot and crew on board, an ATSB final report details.

The near grounding occurred early on the morning of 4 May 2022, when the 225 metres loa Hong Kong-flagged bulk carrier *Rosco Poplar* was transiting Hydrographers Passage under the conduct of a coastal pilot.

GPS and incorrect positional data

Unknown to the pilot and crew, one of the ship's three GPS units began outputting incorrect positional data during the early stages of the pilotage, likely due to an antenna malfunction.

The ship's position was then incorrectly displayed on the ship's navigational equipment, including the electronic chart display and information system, radars and automatic identification system.

As the ship came within 200 metres of Bond Reef, where normal clearance was about 1,500 metres, the pilot suddenly noticed a reef sector light indicating red. This was followed by the activation of an alert from the ship's electronic navigational equipment.

The pilot ordered a heading change and the ship's course was altered away from the reef, and the remaining pilotage was conducted without further incident.

Reliance solely on GPS

The investigation found the pilot and bridge team relied solely on GPS positioning to monitor the ship's progress, and the pilot failed to correctly configure their portable pilot unit to be independent of the ship's position sensors.

The ATSB also determined ineffective bridge resource management and ineffective pilotage contributed to the occurrence.

ATSB Chief Commissioner Angus Mitchell outlined: '*An inadequate master-pilot information exchange did not establish individual roles and responsibilities for watchkeeping and communication, while the second mate was given tasks which distracted them from their duties for monitoring the passage plan, and maintaining a proper lookout.*

'*This occurrence demonstrates the importance of the various concepts, techniques and attitudes that together comprise effective bridge resource management.*'

In the course of its investigation the ATSB also identified that the coastal pilotage check pilot system

did not provide the intended competency assurance to the Australian Maritime Safety Authority (AMSA).

While this did not contribute to the near-grounding incident, the ATSB identified significant variations in the application of assessment standards between individual check pilots, indicating assessment outcomes were not a valid and reliable indicator of competency.

Review of coastal pilotage underway

AMSA has advised that a review of coastal pilotage under the current legislation is underway, however the ATSB has issued AMSA with a safety recommendation to address factors limiting the effectiveness of its check pilot framework as a system for coastal pilot competency assurance.

Comment

Mitchell added: '*Compulsory coastal pilotage remains an essential defence against serious shipping accidents in the Great Barrier Reef*.

'*It is therefore important that coastal pilots are up to standard – and any assessment system that assures those standards must produce consistent and accurate outcomes.*

'*If sufficient measures are not implemented to ensure assessment standards are interpreted and applied consistently – irrespective of the assessor – the outcomes are unreliable.*'

The investigation also identified that the vessel traffic services operator assessed an unusual grounding alert display associated with the *Rosco Poplar's* GPS malfunction as erroneous.

Mitchell concluded: '*Consequently, the pilot and ship's crew were not provided with timely advice of the indicated proximity to Bond Reef*.'

To read the final report, titled: *Near grounding of Rosco Poplar, Bond Reef, Hydrographers Passage, Queensland on 4 May 2022* published on 26 July readers are invited to see here: https://tinyurl.com/j732tfh6

An ATSB video on this case is available here: https://tinyurl.com/3ee9hfw7

Port of Bunbury bulk carrier grounding

Ineffective bridge resource management

ATSB report

Ineffective bridge resource management contributed to the grounding of a bulk carrier in the Port of Bunbury, Western Australia, an ATSB investigation has found.

The grounding occurred on 22 April 2023 as the 229 metre loa Isle of Man-registered bulk carrier *World Diana* was departing Bunbury under the conduct of a harbour pilot, with two tugs assisting.

After being moved off its berth, the ship had to be turned in the swing basin before exiting the harbour.

Comment

ATSB Chief Commissioner Angus Mitchell commented: *This turn was started earlier than planned, reducing the amount of room available*.

'*The ship's speed was then allowed to increase until there was no room to safely turn, and the bow of the ship grounded on a shallow bank to the east of the harbour entrance*.'

The ship sustained minor hull damage, but was able to be manoeuvred off the bank. Fortunately, there was no pollution reported.

The ATSB's investigation found bridge resource management during the pilotage was ineffective.

Mitchell added: '*Bridge resource management is an important part of safe pilotage*.

'*Effective use of available resources reduces the chance of single-person errors and minimises their impact*.'

In this case, the report notes, proper use of the available portable pilot unit, effective communication, and active involvement of the *World Diana*'s bridge team and the tug masters, would have allowed the deviation from the plan to be detected in time to prevent the grounding.

Mitchell: '*Specific information and limits for the departure plan were only known to the pilot, which*

made it difficult for the bridge team to raise concerns during the event.

'*Nevertheless, had the ship's master – an experienced ship-handler familiar with the ship's movement characteristics – been actively monitoring the pilotage, the early turn and ship's increasing headway should have become evident*.'

While not found to have contributed to the grounding, in the course of the investigation the ATSB also found the Port of Bunbury had not developed adequate procedures for arrival and departure plans for larger ships berthed on their starboard side alongside Berth no. 3.

Michell concluded by saying: '*This reduced the information available to pilots for these ship movements, and to share with bridge teams and tug masters to ensure a common understanding of how manoeuvring would be conducted*.'
Readers may read the report titled: *Grounding of World Diana, Port of Bunbury, Western Australia, on 22 April 2023* here: https://tinyurl.com/335a55ph

Grounding of the bulk carrier *American Mariner*

US NTSB report

On 7 January 2023, at about 0734 local time, the bulk carrier *American Mariner*

had begun transiting outbound in the Vidal Shoals Channel, near Sault Ste. Marie, Ontario, en route to Superior, Wisconsin, when the vessel grounded and sustained damage to three ballast water tanks. No pollution or injuries were reported. Damage to the vessel was $600,000.

NTSB determined that the probable cause of the grounding of the bulk carrier *American Mariner* was the master manoeuvring the vessel away from the dock and into the channel while alone on the bridge, which required him to multitask (navigation, steering, and lookout duties) and resulted in the vessel overshooting the turn into the channel and running aground on the shoals on the opposite side of the channel.

Determining Bridge Team staffing

While manoeuvring in confined waters, it is difficult for a single bridge crewmember to effectively drive, lookout, and monitor and use available bridge equipment. The composition of a bridge team may vary based on the complexity of the manoeuvre or operation being carried out.

Typically, manoeuvres like docking or undocking, transiting in or out of port, or operating in areas of high traffic density require additional personnel to handle navigation-related duties.

In a summary of the incident NTSB advised that owners, operators, and vessel masters are responsible for ensuring that bridge teams are staffed with a sufficient number of certified/credentialed mariners who are familiar with all bridge navigation equipment and able to independently take immediate action.

Additionally, the effective use of all available resources by a bridge team, including visual scanning, radars, electronic charts, and an automatic identification system, increases collective situational awareness and contributes to a safe navigation watch.

The NTSB report indicated: '*While manoeuvring in confined waters, it is difficult for a single bridge crewmember to effectively drive, lookout, and monitor and use available bridge equipment.*

'*Owners, operators, and vessel masters are responsible for ensuring that vessel bridge teams are staffed with a sufficient number of certificated/credentialed mariners who are familiar with all bridge navigation equipment and able to independently take immediate action*.'

Marine Investigation Report 24-16 of 9 July 2024, titled *Grounding of the Bulk Carrier American Mariner*, is available online here: https://tinyurl.com/yuacv66e

About the NTSB

NTSB investigators worked closely with counterparts from Coast Guard Sector Sault Ste. Marie (renamed Sector Northern Great Lakes in 2023) throughout this investigation.

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space.

The board determines the probable cause of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, it conducts transportation safety research studies and offers information and other assistance to family members and survivors for any accident or event investigated by the agency.

NTSB also serves as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard.

IMB mid-year piracy report

Call for sustained vigilance

ICC's International Maritime Bureau (IMB) is calling for sustained vigilance to protect seafarers amid increasing violence despite an overall drop in the number of incidents reported in IMB's mid-year report for 2024, released on 11 July.

Sixty incidents of piracy and armed robbery against ships were recorded in the first half of 2024, a

decrease from 65 incidents for the same period in 2023.

Comment

International Chamber of Commerce Secretary General John W H Denton commented: '*While we are reassured to see a fall in the number of overall reported acts of piracy, the concerning rise in incidents of a violent nature underscores the need for continued vigilance from the international community to ensure the safety of all seafarers — especially at this time of heightened uncertainty for maritime transport*.'

Of the 60 incidents reported, 46 vessels were boarded, eight reported attempted attacks, four were hijacked and two were fired upon. Perpetrators successfully boarded 84% of targeted vessels.

Violence continues

Violence towards crew continues, with 85 taken hostage compared to 36 in the same period last year, 11 kidnapped and two threatened. Guns and knives were reported in 34 of the 60 incidents, a worrying increase from the same period last year.

IMB Director Michael Howlett added: '*While the decline in reported incidents is welcome, sustained and continued regional maritime cooperation remains essential to safeguard seafarers, global shipping and trade. There is no room for complacency*.'

Caution urged around Somali waters

Despite the decline in global reported incidents Somali piracy still poses a threat, with eight reported incidents in the first half of 2024, including three hijackings.

Somali pirates' thousand mile radius

Recent incidents demonstrate the continued capability and capacity of the Somali pirates to target vessels up to 1,000 nautical miles (nm) off the Somali coast.

In conclusion Howlett said: '*We continue to urge caution around Somali piracy incidents and call on all vessel owners and Masters to harden their vessels and follow all recommended guidelines in the latest Best Management Practices while transiting Somali waters*.'

Concern for crew in Gulf of Guinea

Incidents have dropped from 14 to 10 in the Gulf of Guinea but threats to crew safety and wellbeing continue to be a cause of concern.

The region accounts for the 11-crew kidnapped globally in the first half of 2024 in two separate incidents and 21 of the crew taken hostage in one incident.

IMB reiterates the need for a continued and robust regional and international naval presence to respond to these incidents and safeguard life at sea.

Low reporting in Singapore Straits

There is a noticeable decrease of reported incidents in the Singapore Straits from 13 in the first half of 2024 compared to 20 the same period last year. However, the targeting and boarding of large vessels transiting through these waters remains worrying.

While considered low level opportunistic crimes, 10 crew were taken hostage in six separate incidents with guns and knives reported in 10 incidents.

Unreported incidents

Despite the decline of reported incidents, IMB is aware of incidents not being reported.

Rising incidents in the Indonesian archipelagic region and Bangladesh

IMB has recorded 12 incidents in the Indonesian archipelago, the highest since the first half of 2020 when 15 incidents were reported.

Two crew were reported as taken hostage and one threatened during these incidents. Knives were reported in six incidents and guns in one incident. This year, six incidents occurred at Dumai anchorage compared to one in the first half of 2023.

Low-level incidents have increased in Bangladesh, up from one in the first six months of 2023 to ten in 2024. This is the highest reported number of incidents in the first half of a year since 2015. All vessels were at anchorage with nine incidents reported at Chattogram (Chittagong).

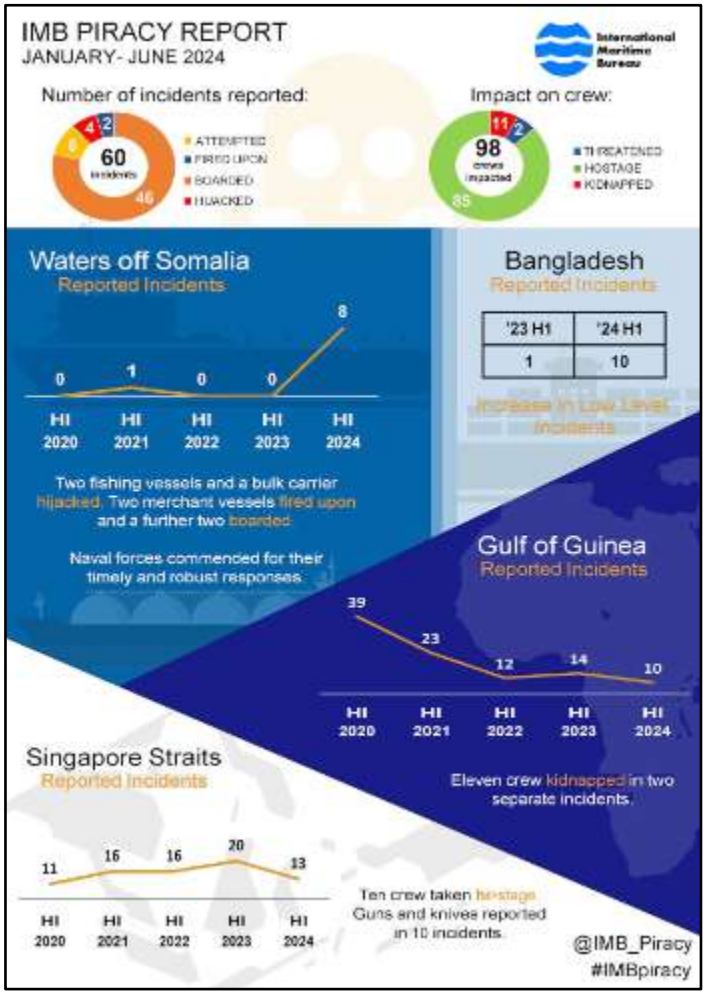
To request a copy

Request a copy of the 2024-January to June- Piracy and Armed Robbery Against Ships report readers are invited to apply with the link here:
https://tinyurl.com/44n98cu3

About IMB Piracy Reporting Centre

Since its founding in 1991, IMB's Piracy Reporting Centre serves as a crucial, 24-hour point of contact to report crimes of piracy and lend support to ships under threat. Quick reactions and a focus on coordinating with response agencies, sending out warning broadcasts and email alerts to ships have all helped bolster security on the high seas. The data gathered by the Centre also provides key insights on the nature and state of modern piracy.

IMB encourages all shipmasters and owners to report all actual, attempted and suspected global piracy and armed robbery incidents to the Piracy Reporting Centre as a vital first step to ensuring adequate resources are allocated by authorities to tackle maritime piracy.



To learn more

For more information readers are invited to contact:

Michael Howlett,
Director, ICC International Maritime Bureau
Tel: +44 207 423 6960,
Email: mhowlett@icc-ccs.org