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IFSMA NEWSLETTER

The Shipmasters' International Voice

Hutchison Ports BEST terminal

See story on page 25

International Federation of Shipmasters' Associations (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

In the middle of the November I attended the 133rd session of the IMO Council, which mainly concerned with routine administration.

However, it was specifically noted that a year had passed since the seizure of **mv *Galaxy Leader*** and its crew by the Houthi rebels, and the Council unanimously reiterated its call for their release and the cessation of attacks on commercial shipping in the Red Sea and Gulf of Aden region.

The Council praised the efforts of IMO's Secretary-General in his continuing efforts towards enhancing the safety of the transit of ships and seafarers in the Red Sea, in particular through his engagement with Member States and his recent visit to the region.

The Council also announced that the theme for World Maritime Day 2025 would be *Our Ocean – Our Obligation – Our Opportunity.* Let's hope that these words are matched with deeds by all around the world to make a difference.

At the end of November I was invited by the International Labour Organization (ILO) to take part as a panel member to help finalise the new IMO/ILO Guidelines to ensure that, '*seafarers detained on suspicion of committing a crime are treated fairly during any investigation and detention by public authorities, and that detention is for no longer than necessary, in accordance with the laws of the port or coastal states*'.

At the ILO, negotiations are undertaken with governments, shipowners and the unions having an equal say and voting rights to introduce new measures and make changes to old measures such as the Maritime Labour Convention (MLC). On this occasion, I joined the unions to represent all seafarers. It was a very fruitful week led by the Chair of the seafarers' group, Mark Dickinson of Nautilus International, who was very forthright and robust in his representations. It was notable how much support was given by the shipowners to the seafarers throughout the negotiations.

In his opening statement he said: '*It's well known that right now the industry is facing a recruitment and retention crisis. Seafarers are too often considered guilty until proven innocent, denied their fundamental rights, and this sends a terrible message which risks the future of our maritime industry and undermines the resilience of global supply chains*.' He went on to say: *The new Guidelines acknowledge the unique role of seafarers and that, due to the global operations of the shipping industry which means seafarers traverse different jurisdictions, they need special protection when it comes to contact with public authorities*'.

The Guidelines will now return to the IMO for agreement by the Legal Committee in March 2025 where I will do my best

to ensure no changes are made. As soon as they are accepted, I will ensure they are published by IFSMA for your dissemination to our Shipmasters and other seafarers.

We are approaching that time of year where many celebrations are held around the world, so I send you all my very best wishes and hope that wherever you are, you may find some time to spend with your families, loved ones and friends. For the very many of you at sea and keeping our trade moving I wish you fair winds and following seas knowing you will bring home your crews safely.

Jim Scorer

Secretary General

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 ©

IMO S-G visits Red Sea countries

Visits highlight support for freedom of navigation

Concern for seafarers

On 4 November IMO reported that Secretary-General Arsenio Dominguez had completed a series of visits to countries in the Red Sea area, to discuss the current situation and express support for freedom of navigation as well as concern for innocent seafarers, particularly those who remain captive with the MV *Galaxy Leader*.

Mr Dominguez commented: '*The continuous attacks on ships and seafarers in the Red Sea are endangering innocent human lives, affecting the entire shipping industry and therefore the global economy.*

'*International shipping carries around 80% of trade in goods in the world and the Red Sea is one of the main shipping routes. All countries are affected by disruptions to international shipping.*

'*The countries in the region have been greatly affected. Last week, I travelled to Djibouti, Egypt, Oman, Saudi Arabia and Yemen, to discuss the situation with Government representatives and consider how IMO could further support them.*

IMO Secretary-General Arsenio Dominguez visited five countries in the Red Sea area from 28 October to 1 November.

'*I will continue to engage with all IMO Member States, UN agencies and stakeholders to ensure that the principle of freedom of navigation is re-established in the interests of all parties.*

'*These visits represent a message of support from the IMO to all those who work every day to maintain international shipping.*

'*It is through discussions with all the countries that we will be able to protect seafarers and build a resilient and sustainable maritime transport system. This region has a strategic role and great potential for development to enable maritime transport to become more sustainable*.'

COP 29: Decarbonising transport

A common goal

As we well know transport propels economic growth and connects nations. It also contributes to greenhouse gas (GHG) emissions worldwide. For long UN bodies have worked to cut emissions in international shipping, inland transport and international aviation.

An official side event at the UN Climate Conference (COP 29) brought together IMO, the International Civil Aviation Organization (ICAO) and the United Nations Economic Commission for Europe (UNECE).[1] This event at COP 29[2] carried the theme: *Decarbonising Transport: Policies and Strategies For Aviation, Maritime and Land*.

Shipping's energy efficiency performance

IMO Secretary-General Arsenio Dominguez reminded participants that international shipping carries more than 80% of international trade and has already improved its energy efficiency performance by over 20% since the first IMO climate regulations came into force.

He commented: '*I wish to highlight just one aspect which I think is key in achieving ambitious strategies in all transport modes – the need for abundant, safe, affordable and environmentally sustainable fuels and energy sources*.

'*While the end-fuels may vary across different transport sectors, we can work together to scale up the demand, and thereby boost the production and supply of zero- and near-zero fuels*.'

The IMO Strategy on reduction of greenhouse gas emissions from ships[3], adopted in 2023, provides the global framework for action in the shipping sector.

According to the latest report by the Intergovernmental Panel on Climate Change (IPCC)[4], inland transport contributes more than 72% of global energy-related CO_2 emissions in the transport sector, with 69% stemming from road transport.

Aviation is responsible for approximately 2.4% of total anthropogenic emissions of CO_2 on an annual basis, whereas estimated total emissions from maritime transport correspond to 2–3%.

Progress made

The event at COP29 highlighted the recent progress made by UNECE, ICAO and IMO in addressing the impact of their transport sectors on climate change, as well as showcased how their Member States and key stakeholders are contributing to actions necessary to achieve carbon neutrality.

Enhanced cooperation needed

In the shipping panel, public and private maritime experts highlighted various aspects of shipping decarbonisation under IMO's leadership, including the development of sustainable marine fuel standards, the need for global rules, the importance of technological innovation, and the need for enhanced cooperation between governments, shipowners, charterers, shippers, fuel providers and the port sector.

For more on the COP 29 side event readers are invited to see here: https://tinyurl.com/yc5dst56

1 https://unece.org/
2 **https://cop29.az/en/home**
3 https://tinyurl.com/2xcxr2x2
4 **https://www.ipcc.ch/report/ar6/wg3/**

The Caribbean

Casualty investigation and reporting

Casualty investigation is crucial in order to learn from maritime incidents. A regional workshop on marine casualty investigation and reporting, held in Suriname from 4-8 November brought together officials from fourteen countries to enhance the rate of investigation and reporting into marine casualties and incidents and highlight the importance of cooperation at regional level.

Investigator's role

Participants were taken through the key elements of the role of marine casualty investigator, from the understanding of the notion of marine casualty, country's responsibilities, the set-up of the investigation, to mandatory standards, identifying risk, the human element, analysis and reporting.

The comprehensive course will increase the casualty investigation capacity in the region and enhance, strengthen and harmonize the efforts of IMO Member States, taking into account findings and observations which have arisen following Member State audits, including corrective action plans (CAP).

Mandatory Code

Under IMO's mandatory Casualty Investigation Code*, flag States have an obligation to investigate a very serious marine casualty and others, as defined

by relevant conventions, occurring on any of its ships and to report its findings to IMO. These investigations help determine what changes in the present regulations may be desirable and what remedial actions should be taken to enhance the safety of seafarers and passengers and the protection of the marine environment.

Comprehensive programme

The course was delivered as phase three of a comprehensive programme which was planned on the basis of two subregional needs assessment phases.

Thirty-three participants represented fourteen countries: Antigua and Barbuda, the Bahamas, Barbados, Belize, Curacao (Kingdom of the Netherlands), Dominica, Guyana, Haiti, Jamaica, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Suriname and Trinidad and Tobago.

IMO's ITCP

The workshop was organized and delivered under the IMO's Integrated Technical Cooperation Programme (ITCP)**.

* https://tinyurl.com/bddxtxtc
** https://tinyurl.com/5n8acu9w

Tuvalu

Supporting shipping's digitalization

A national seminar in Funafuti, Tuvalu held from 11 to 13 November focused on the means to support smooth, efficient shipping in the country, through maritime digitalization.

IMO organized the seminar in collaboration with the Pacific Community (SPC) at the request of the Government of Tuvalu. The event supported the country's accession to the Convention on Facilitation of International Maritime Traffic (FAL)[1] – a key IMO instrument that aims to simplify information requirements and procedures for vessels' arrival, stay and departure in ports.

The seminar highlighted the latest amendments to the FAL Convention, which entered into force on 1 January 2024, making the use of Maritime Single Window (MSW)[2] systems mandatory in ports around the world.

MSW definition

A maritime single window is a one-stop digital platform through which various agencies can share and exchange information needed to clear the arrival, stay and departure of ships quickly and efficiently. The regulations requiring MSWs in all IMO Member States mark a significant step in accelerating the digitalization of shipping.

Participants were representatives from relevant government ministries in Tuvalu (Ministry of Transport, Energy, Communication and Innovation, Tuvalu Revenue and Customs Department, Ministry of Natural Resources Development and Immigration Department) with responsibilities for the clearance of ships, cargoes and persons, along with private stakeholders.

SIDS role

Twenty participants received advice and guidance on the benefits of using Maritime Single Window and Electronic Data Interchange in facilitating ships' clearance in Tuvalu's ports. For small island developing states (SIDS) such as Tuvalu, which rely heavily maritime transport, digitalization can play an important role in maritime trade facilitation.

IMO's ITCP

This event was organized under IMO's Integrated Technical Cooperation Programme and hosted by the Ministry of Infrastructure and the Ministry of Transport, Energy, Communication and Innovation of Tuvalu.

[1] https://tinyurl.com/hacen4tc
[2] https://tinyurl.com/bdxdcrwk

Madagascar

Port security training completed

Security personnel working at Madagascar's major ports have received vital training on how to identify potential security threats and take action to prevent risks to port facilities.

EU funded

A national workshop for port workers with designated security duties was held in Toamasina, Madagascar from 4 to 8 November, as part of the Port Security Project[1] funded by the European Union and implemented jointly by IMO, the International Criminal Police Organization (INTERPOL) and the UN Office on Drugs and Crime (UNODC).

IMO model course

Training was based on IMO model course 3.24 on *Security Training for Port Facility Personnel with Designated Security Duties*, which builds knowledge and skills to enable port staff to perform their duties in accordance with key IMO safety and security instruments.

SOLAS and ISPS

These instruments[2] include the International Convention for the Safety of Life at Sea (SOLAS) Chapter XI-2; the International Ship and Port Facility Security (ISPS) Code; and related guidance.

Broad representation

Training entailed theoretical lessons and practical exercises for twenty-seven civilian and military personnel, representing Madagascar's Maritime Administration, the Gendarmerie Nationale and Immigration agencies.

Participants, which included port facility security officers, access control officers, port authority and relevant port facility managers, were able to share expertise and exchange best practices in the area of port security and safety of navigation.

[1] https://tinyurl.com/2p8bk47n
[2] https://tinyurl.com/266u8c9x

IMO Council 133

S-G's opening address

On 18 November IMO Secretary-General Arsenio Dominguez addressed delegates at the 133rd session of the IMO Council. We reproduce here highlights of his opening remarks:

'*It is a great pleasure to welcome you all to 133rd session of the Council.*

'*As this is the first Council plenary session that is being live streamed to the public, I wish to welcome all those following us live online.*

'*I want to express my heartfelt gratitude for the unwavering support you have shown throughout the first year of my tenure.*

'*First, I would like to express my deep sadness over the devastation caused by the recent natural disasters around the world and in particular, Hurricane Helene, Tropical Storm Trami, and most recently the severe flooding from heavy rainfall that hit Spain. I extend my heartfelt condolences for the tragic loss of so many lives.*

'*With regard to the situation afflicting the Red Sea and Black Sea, once again, I must address the pressing concern with the continued attacks on shipping in the Red Sea. These incidents not only threaten the safety and welfare of seafarers, but also carry significant implications for the stability of international shipping.*

'*We, as part of the IMO family, understand better than most that the global economy relies heavily on international shipping and the dedicated seafarers. These individuals, simply working to earn a living, and make our lives better, should not be subjected to any form of aggression or danger.*

'*The targeted attacks on seafarers are unacceptable and must end immediately. I would like to take this opportunity to reaffirm our united condemnation of these attacks.*

'*It has already been a year without the release of the MV Galaxy Leader and its crew. As I redouble my efforts towards their immediate release, I urge all parties to intensify your own efforts, through every*

available channel, to bring this deplorable situation to its rightful conclusion.

'*I have recently visited several countries in the Red Sea region to discuss maritime security in the Red Sea and to facilitate ongoing communication and dialogue between all parties.*

'*Additionally, I am also concerned to learn of the attacks which occurred last month on ships in the Black Sea, negatively impacting seafarers and port workers. Let me repeat this, there is no justification for any attacks against international shipping regardless of motivation or cause. And I remain committed and available to facilitating dialogue among all parties involved.*

'*With regard to the work ahead this week, from the outset, I have emphasized my commitment to change – especially when it drives us toward our shared goals. I will continue to seek improvements and efficiencies both within the Organization and beyond, to better support you, the Member States, and all stakeholders.*

'*Additionally, we are making strides toward enhanced data management and preparing for a significant upgrade of GISIS*, which has been launched this September.*

'*Before I conclude, I would like to highlight that IMO, together with WISTA International, is currently conducting the 2024 Women in Maritime Survey. First launched in 2021 and held every three years, this global survey provides a comprehensive overview of women's representation across various maritime sectors, capturing their roles and identifying key trends.*

'*The insights gathered will help shape future programs and policies to increase women's participation in the industry and allow us to track progress toward gender equality across the maritime sector.*'

*Global Integrated Shipping Information System information on which is to be found here: https://gisis.imo.org/public/default.aspx

Regional maritime security strategy

Western Indian Ocean and Gulf of Aden

According to IMO reporting on 21 November Signatory States of the Djibouti Code of Conduct/ Jeddah Amendment (DCOC/JA)[1] have been working to develop a framework for regional coordination to tackle shared maritime threats.

The DCoC-JA is a regional initiative to combat piracy, armed robbery against ships and other illicit maritime activities in the Western Indian Ocean and the Gulf of Aden.

A two-week workshop from 10 to 21 November, hosted at the Jeddah Academy for Maritime Science and Security Studies brought together representatives of governments, regional maritime centres and partner organizations.

Complex maritime threats

Participants worked on developing a unified strategy to address complex maritime threats in the region. They recognized the need to harmonize coordination among regional mechanisms and addressed the wide range of maritime security challenges and threats affecting the region. This included work to create national and regional maritime security risk registers as a basis for a coordinated response.

Enhancing cooperation, communication and coordination

Delegates discussed ways to enhance cooperation, communication and coordination among maritime security entities, both nationally and across the region.

They developed terms of reference for new DCoC sub-working groups, focused on the following specific areas:

- Port and Ship Security.
- Protection of Vital Coastal Installations.
- Illegal Unreported & Unregulated (IUU) Fishing.
- Maritime Environmental Protection.

Broad representation

Workshop participants included representatives from: Djibouti, Ethiopia, Kenya, Maldives, Oman, Seychelles, Somalia, the United Republic of Tanzania; as well as from the Regional Centre for Operational Co-ordination (RCOC - Seychelles), Regional Maritime Information Fusion Center (RMIFC-Madagascar), the Information Fusion Centre – Indian Ocean Region (IFC-IOR), the Indian Navy, the UK, INTERPORTPOLICE and IMO.

This initiative was supported by the Kingdom of Saudi Arabia.

For further information

Readers are invited to learn more of the DCoC – Djibouti Code of Conduct, by using the link here which is introduced by the IMO S-G:
https://dcoc.org/secretary-general/

High-Level Meeting in Dar

Outcomes of the workshop were due to be considered by the High-Level Meeting on the Implementation of the DCoC/JA, to be held in Dar es Salaam as we closed this edition at the end of November.

It is anticipated that a final regional maritime security strategy will be presented for adoption at the 2025 High-level Meeting.

[1] https://dcoc.org/

IMO Gender Equality Award:

Karin Orsel

Ms Karin Orsel, co-founder and CEO of the MF Shipping Group based in the Kingdom of the Netherlands, has been selected to receive the 2025 IMO Gender Equality Award.

This award is bestowed on individuals who have made significant contributions to advancing gender equality and the empowerment of women in the maritime sector.

The IMO Council endorsed Ms Orsel as next year's recipient during its 133rd session held in London from 18 to 22 November. The ceremony to present the Award will take place in May 2025, alongside celebrations for the International Day for Women in Maritime (18 May).

Authenticity and courage

Members of the assessment panel for the Award emphasized Ms Orsel's '*longstanding commitment to positive change, with true authenticity and courageously standing up for what she believed was right in the face of adversity*.'

Ms Orsel began working in the industry aged 18 and co-founded the MF Shipping Group aged 23. The ship management company has since grown from managing just six ships, to a fleet of more than 55 vessels with over 1,000 seafaring crew members and 80 office staff.

As CEO for more than 20 years, she has striven to achieve an inclusive culture at her company, recruiting diverse talent, offering mentorship opportunities and actively supporting programmes and initiatives that promote diversity in maritime.

She previously served as President of the Women's International Shipping & Trading Association (WISTA International) and WISTA The Netherlands, in addition to being a member of the board of key maritime bodies, including the International Chamber of Shipping (ICS), the International Association of Independent Tanker Owners (INTERTANKO) and the Royal Association of Netherlands Shipowners (KVNR).

She currently serves as President of the European Community Shipowners' Association (ECSA) and Chair of the International Seafarers' Welfare and Assistance Network (ISWAN), leveraging her positions to advocate for gender equality, seafarer welfare and sustainability measures in the industry.

Letters of Commendation

The Council decided to award Letters of Commendation to the following nominees, to highlight their dedication to women's empowerment through best practices and various initiatives across the globe:

- **Ms Flavia Takafashi**, nominated by Brazil for her role as Director of the Brazilian National Agency (Antaq) and her contributions to the adoption of policies and initiatives to ensure that gender considerations were integrated into Antaq's regulatory framework. Her vocal advocacy for matters of diversity and inclusion, her support of quality education to help empower women and her role modelling have significantly contributed to the achievement of a more inclusive and equitable environment in an industry traditionally dominated by men.
- **Captain Chunpei Zhan**, nominated by China for her achievement as the country's first female captain of an ocean-going official vessel, her advocacy work to promote the establishment of a mechanism to secure equal employment opportunities on ships for female maritime graduates in China, and her engagement with young children in schools to promote maritime careers and a passion for the sector.
- **Ms Katy Ware**, nominated by the ICS, for her commitment to championing diversity throughout her career and her impressive leadership, promoting positive change within her teams to ensure a safe workplace, with diversity of thought and gender balance, as well as her mentoring of women within the UK and other delegations, to provide them with the skills and personal confidence to take up leading roles in IMO's work. Ms Ware was Permanent Representative of the United Kingdom to the IMO from 2011 to 2024.

- **Ms Elvia Adelina Bustavino Cedeño**, nominated by Panama, for the initiatives she spearheaded during her roles as Deputy Administrator of the Panama Maritime Authority, member of the Governing Council and subsequent President of the Network of Women of the Maritime Authorities of Latin America (MAMLa), including the creation of the *Coffee with MAMLa* events and the modification of the regulations of the Panama International Maritime University's scholarship programme, to guarantee gender parity in the awarding of scholarships.
- **Ms Jung Min**, nominated by the Republic of Korea, for the important role she played in the establishment of the Women in Maritime Association Korea (WIMA Korea) and her subsequent work as the Vice-President of the Association, as well as her efforts to implement a three-month global maritime competency enhancement training programme for female trainees who found it challenging to secure onboard employment despite holding certificates of competence. Dr Jung supported their subsequent employment as third officers or higher on international merchant vessels.

IMO Gender Equality Award

The IMO Gender Equality Award was established to recognize individuals, irrespective of their gender, who have made significant contributions to advancing gender equality and the empowerment of women in the maritime sector. The first nominations were made in 2023, for the 2024 award.

Nominations for the 2025 Award were considered by an Assessment Panel comprising of IMO Secretary-General Mr Arsenio Dominguez as Chair, along with representatives from WISTA International; the International Transport Workers' Federation (ITF); INTERTANKO; two IMO Member States who are Members of the IMOGENder Network; and the Vice-Chair of the IMO Council.

To nominate

Nominations may be made by Member States and observer organizations, specialized agencies, programmes and funds of the United Nations system; intergovernmental organizations with which IMO has established cooperative agreements or arrangements; and non-governmental international organizations in consultative status with IMO.

The IMO Council, 133rd session (C 133)

18-22 November 2024

The Council met for its 133rd session from 18 to 22 November at IMO HQ with hybrid participation. The session was chaired by Mr Victor Jimenez Fernandez (Spain), supported by Mrs Amane Fethallah (Morocco) as Vice-Chair.

Red Sea attacks

The Council recalled that a whole year had passed since the seizure of mv *Galaxy Leader* and its crew, who remain detained. The Council reiterated its call for their release and the cessation of attacks on commercial shipping in the Red Sea and Gulf of Aden region.

The Council expressed its appreciation for the Secretary-General's continuing efforts towards enhancing the safety of the transit of ships and seafarers in the Red Sea, particularly through his engagement with Member States and his recent visit to the region.

IMO Member State Audit Scheme

The IMO Member State Audit Scheme (IMSAS) requires Member States to be assessed periodically on their overall performance in complying with and implementing relevant IMO instruments. Since the scheme became mandatory in 2016, a total of 132 audits have been conducted to date.

The Council endorsed a revised overall audit schedule for 2025, with 22 countries confirmed to be audited and three awaiting confirmation. Audited Member States were encouraged to authorize the Secretariat to release their audit reports, including the audit final report, to the public.

Key lessons learned from these audits are included in consolidated audit summary reports (CASRs). The Council requested the Maritime Safety Committee and the Marine Environment Protection Committee to consider the latest CASR containing lessons learned from ten mandatory audits completed in 2022 and 2023, and to advise the Council of the outcome of their discussions.

Audited Member States were invited to provide the Secretariat with their comments on the progress of the implementation of their corrective action plans (CPICAP); and if applicable, provide information and documentary evidence requested through the draft audit follow-up reports (DAFRs), in a timely manner.

The Council encouraged Member States to ensure inclusivity and diversity in their nomination of auditors, particularly by increasing the participation of women and younger professionals.

The Council noted the report of the eighth session of the Joint Working Group on the Member State Audit Scheme (JWGMSA) and requested the Secretariat to collate the comments made in plenary for consideration at the ninth session of the JWGMSA in March 2025.

Enhancement of GISIS

The Council noted the ongoing progress being made to upgrade and improve the IMO's Global Integrated Shipping Information System (GISIS). GISIS is an online hub for the collection, processing and sharing of shipping-related data.

Since September 2024, the Secretariat has engaged a company to conduct the first phase of the process to modernize GISIS. This entails an assessment of existing systems and needs, and the development of technical specifications for the GISIS upgrade as well as a data management enhancement plan.

The second phase will begin in early 2025, looking at the resources required to implement the technical and functional specification for an enhanced GISIS and data management enhancement plan. The project will continue to be financially supported by the Voyage Together Trust Fund.

Report of the Maritime Environment Protection Committee

The Council approved the report of the eighty-second session of the Marine Environment Protection Committee (MEPC 82) in general and transmitted it along with comments and recommendations, to the Assembly at its thirty-fourth session (A 34).

The Council took the following actions:

- Endorsed the change made to the title of output 1.16 to read "Experience-building phase (EBP) for the reduction of underwater noise from shipping" with the target completion year extended to 2026.
- Endorsed the inclusion of an output on *Review and development of NOx emission requirements in MARPOL Annex VI and the NOx Technical Code 2008* in the post-biennial agenda of MEPC, assigning the Sub-Committee on Pollution Prevention and Response (PPR) as the associated organ.
- Endorsed the holding of the first meeting of the Intersessional Working Group on Air Pollution and Energy Efficiency (ISWG-APEE 1), the eighteenth and nineteenth meetings of the Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG 18 and 19) and an intersessional meeting of the Technical Group on the Evaluation of Safety and Pollution Hazards of Chemicals (ESPH).

IMO Gender Equality Award

The Council unanimously endorsed Ms Karin Orsel, nominated by the Kingdom of the Netherlands, as the recipient of the 2025 IMO Gender Equality Award. Ms. Orsel is the co-founder and CEO of shipping management company MF Shipping. This is reported elsewhere in this edition.

Status of IMO Conventions

The Council noted that two IMO Conventions and three amendments that have not yet entered into force. Treaties that have not yet fulfilled the conditions for entry into force include:

- Protocol of 2010 to the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996 (2010 HNS Protocol).
- Cape Town Agreement of 2012 on the Implementation of the Provisions of the 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977 (2012 Cape Town Agreement).

The following amendments have not yet entered into force:

- 2008 amendments to the Convention on the International Mobile Satellite Organization (IMSO).
- 2009 amendment to the 1996 Protocol to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 (London Protocol) (LP.3(4)).
- 2013 amendments to the 1996 Protocol to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 (London Protocol) (LP.4(8)).

The Council endorsed and supported the Secretary-General's continuing efforts to encourage Governments to consider acceding to those IMO treaty instruments to which they were not yet party.

The Council expressed support for ongoing efforts by Member States and the Secretariat to bring the 2010 HNS Protocol and the 2012 Cape Town Agreement into force at the earliest possible opportunity.

Global maritime training institutions

The Council noted reports from the World Maritime University (WMU) and the IMO International Maritime Law Institute (IMO-IMLI) on their operations during 2023, including information on budget performance and future projections.

In 2023, WMU reported 286 graduates from 71 States and territories. Out of this total, 102 were female, representing 36% of graduates.

IMO-IMLI reported 54 graduates from 35 States and territories, for the academic year 2022-2023. That same year, there were 342 enrolments, 53% of which were female.

The Council once again urged Member States to take action to enable recognition of the degrees conferred by the two institutions, under their national legislation.

The Council strongly urged Member States, intergovernmental and non-governmental organizations and industry to continue to support the institutions through direct contributions to their budget, scholarship financing, equipment donation or any other assistance.

Relations with intergovernmental and non-governmental organizations

The Council agreed with the request by the International Organization for Marine Aids to Navigation (IALA) for an arrangement of cooperation with IMO, following its transition from a non-governmental to an intergovernmental organization.

The decision will be submitted for approval by the Assembly at its 34th session.

Secretary-General's closing remarks highlighted

At the closure of Council 133 Mr Arsenio Dominguez said on 22 November:

'*Mr Chair, distinguished delegates,*

'*As we bring this session of the Council to a close, I wish to express my heartfelt gratitude for the unwavering support you have shown throughout, from your insightful contributions on various agenda items to the forthcoming revision of the rules that govern our work.*

'*Your trust and confidence mean a great deal to me, and for my part, I restate my commitment to continue serving you with the same determination and dedication to achieve our shared goals.*

Let me reaffirm that I will continue to advocate for the safety and well-being of seafarers. In particular, addressing the critical issues of attacks against shipping in the Red Sea, detention or criminalization of seafarers, I will not relent in championing the protection of the industry's most valuable resource.

'*I remain fully committed to fostering open and meaningful dialogue with each of you, even when the discussions are complex or challenging. Together, it is our responsibility to prioritize the broader interests of the maritime community.*

'*Thank you for your dedication to these shared priorities.*

'*This meeting has provided me with a valuable platform to carefully listen to your perspectives. I deeply appreciate your thoughtful and constructive comments, particularly regarding multilingualism, enhancing GISIS, and the way forward for IMSAS.*

'*This session of the Council made history as the first to be livestreamed publicly, and in all six official languages. While we encountered some technical challenges, which are already being addressed, I firmly believe this advancement enhances our accessibility and openness.*

'Thank you all for your tremendous support.

'*As always, this is also the moment to express our gratitude to those delegates and experts who are leaving and concluding their tenure with us and for whom this marks the final session of the Council.*

'*The following representatives will leave after Council: Mr Jaegeon Kim, Maritime Attaché, Alternate Permanent Representative of the Republic of Korea to the IMO; H E Ms Saida Muna Tasneem, High Commissioner, Permanent Representative of Bangladesh to the IMO and 1st Vice-President of the Assembly; and Mr Andreas Nordseth, Director General of the Danish Maritime Authority, after more than 15 years in the role.*

'*We extend our heartfelt wishes for success in all future endeavours to those moving forward.*'

Ship recycling

Unlocking investment opportunities

Ship recycling countries are seeking stronger investments, as demands on the industry are expected to rise significantly in coming years.

During Hong Kong Maritime Week[1] held from 17 to 23 November IMO's SENSREC[2] project engaged members of the global banking and investment community to discuss the opportunity to contribute to the modernisation and sustainability of the sector.

Need for robust investments

The event titled *From Waste to Wealth* on 22 November, underscored the need for robust investments to ensure ship recycling yards meet international standards for operational safety, environmental protection and wellbeing of the workforce.

June 2025 The Hong Kong Convention

These requirements are outlined in the International Convention for the safe and environmentally sound recycling of ships (otherwise known as the Hong Kong Convention)[3], which will enter into force in June 2025.

However, in some developing countries only a limited number of yards have so far achieved the relevant certification under the Convention. Investments are therefore crucial to upgrading the sector's

infrastructural and technical capacity to meet increasing global demand.

Success stories

The event highlighted the link between ship recycling and maritime decarbonisation, while showcasing success stories in developing countries.

Permanent Secretary for Transport and Logistics at the Hong Kong Special Administrative Region, Ms Mabel Chan, announced that Hong Kong will soon launch a programme of economic incentives for shipowners to boost ship efficiency and cut greenhouse gas emissions.

As international shipping strives to decarbonise by or around 2050, the demand for newer, greener and more efficient fleets worldwide will mean older ships would have to be recycled.

Comment

Deputy Secretary of the Ministry of Industries of Bangladesh, Ms Sahela Akter, reiterated her country's commitment to a more sustainable sector, adding that her government has modernised legislation to ensure ship recycling yards comply with the Hong Kong Convention.

She stated that Bangladesh has shown it is possible to transform its industry within ten years, from one that was criticised for poor environmental performance and numerous accidents, to some yards being counted among best in the world.

Focus on Bangladesh

The event was part of the SENSREC Project's work to support developing countries in the implementation of the Hong Kong Convention. Launched in 2015 and initially focused on Bangladesh, the SENSREC project has recently expanded its support to Pakistan.

[1]The event carried the theme: *From Waste to Wealth: Unlocking Investment Opportunities in Ship Recycling*. The venue was the Hong Kong Maritime Museum and for more on this valuable educational asset readers are invited to see here: https://www.hkmaritimemuseum.org/

Details of the current exhibition *Voyage Through Time* running to 31 March 2025 will be found here:

https://www.hkmaritimemuseum.org/voyagethroughtime

[2] https://tinyurl.com/3z6eakfh
[3] https://tinyurl.com/5amy7csv

MAIB Safety Digest

No 2 of 2024

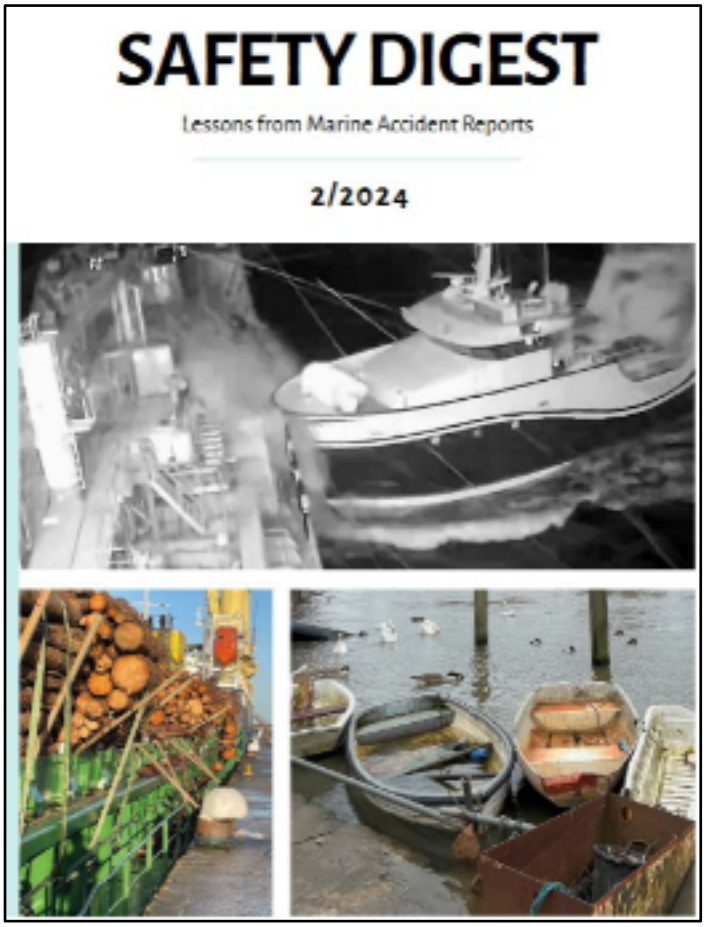
The Marine Accident Investigation Branch (MAIB) examines and investigates all types of marine accidents to or onboard UK vessels worldwide, and other vessels in UK territorial waters.

Located in offices in Southampton, the MAIB is an independent branch within the Department for Transport (DfT). The head of the MAIB, the Chief Inspector of Marine Accidents, reports directly to the Secretary of State for Transport.

Each year a Safety Digest is published in April and October and edition No 2 of 2024 has recently been issued.

It is available in pdf form by the link here: https://tinyurl.com/bdhc9998

Safety Digest draws the attention of the marine community to some of the lessons arising from investigations into recent accidents and incidents. It contains information that has been determined up to the time of issue.



This information is published to inform the merchant and fishing industries, the recreational craft community and the public of the general circumstances of marine accidents and to draw out the lessons to be learned.

The sole purpose of the safety digest is to prevent similar accidents happening again. The content must necessarily be regarded as tentative and subject to alteration or correction if additional evidence becomes available. The articles published do not assign fault or blame nor do they determine liability. The lessons often extend beyond the events of the incidents themselves to ensure the maximum value can be achieved.

The editor of Safety Digest, Clare Hughes, welcomes any comments or suggestions regarding the publication.

To learn more

If readers do not currently subscribe to the Safety Digest or other MAIB publications and would like to find out more, they are invited to get in touch with MAIB thus:

By email to: publications@maib.gov.uk
By telephone on +44 (0)23 8039 5500
By post to MAIB, First Floor, Spring Place,
105 Commercial Road, Southampton, SO15 1GH UK

Editorial note:

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Making progress on safety

By Michael Grey, IFSMA Honorary Member

It is good to have something positive to write about, as only disasters attract the headlines. In his introduction to the section on merchant vessels in the latest Safety Digest published by the Marine Accident Investigation Branch, Jeremy Dale, director of SeaSafe Systems, reflects on the way that attitudes to safety have changed over the years. He recalls his youth, when there was, to say the least, a cavalier attitude to any form of protective equipment. Lifejackets were never worn by those sailing, while in boatyards, ports or other places where the risk to life and limb were, in retrospect, obvious, hard hats, hi-viz clothing, safety boots and the like were conspicuous by their absence.

There was little in the way of safety training ever undertaken. Thirty years on, asserts Jeremy Dale, the commercial world has upped its game, although there is still plenty to do in the world of recreational boating, reflected in the number of sad reports of casualties in the Safety Digest pages in successive issues. There is no doubt that in the maritime safety world in general, attitudes have changed, along with regulation and oversight. Having gone to sea in 1956, this writer would wholly endorse the SeaSafe's observations. There was a complete absence of any sort of personal protective equipment – somebody wearing a hard hat would have been regarded as effete, (you wouldn't have known how to obtain one) while lifelines when working aloft, or over the side were unknown.

You knew not to step in a bight of rope, or sit on the rail, but the safety implications of any task you were expected to do were assumed and if somebody was hurt it was presumed that it was his own silly fault. There were no "toolbox talks" and if there was any sort of unofficial "safety management system," it tended to be thought of as just something you were expected to know as part of your seamanship knowledge, picked up from your elders. There was no sense of proactive safety, like painting "snap-back" zones on the deck, or highlighting hazards.

You sort of imbibed the fact that a lot of machinery was intrinsically dangerous to life and limb. It is certainly not something to be proud of, but my generation, and probably that which succeeded it, took risks routinely, and thought very little about them. When did this careless attitude, which surely had been handed down by the hard men who ran the old windships, when life really was cheap, change? It would be quite hard to point to a specific time when personal safety started to be something that was no longer ignored.

Ashore, it was a gradual societal change, a growing intolerance to workplace accidents and injuries, the costs of which started to be investigated and analysed, with the numbers aggregated and publicised, often to shock and alarm. More legal action, prosecutions, compensation claims and the involvement of insurers clearly have had behavioural consequences. In the world of ship operations, the information campaigns by the P&I clubs, in particular, have been a force for good. Education might be thought of as the real catalyst for positive change on marine safety, and the lessons that can be learned from the accidents and near-misses of others form a major part of this process.

The outreach of bodies such as the MAIB, CHIRP, The Nautical Institute's MARS scheme are all useful in spreading a gospel of good practice, while pointing out what can go badly wrong in the dynamic world of ships. Other national accident investigation bodies also must take credit. All contribute to an important dialogue on safety, that is essential, ongoing and keeps people's thoughts on what is still needed if seafaring is to become even safer. The MAIB Safety Digest is a perfect example of the role that education plays in telling seafarers and those in the industry ashore what they need to know.

There are few cases that are absolutely novel; the old lessons of complacency, taking short cuts, inadequate planning etc are to be found in every issue. Despite a recent descent into "inclusive" English, which is irritating beyond belief with its ungrammatical use of pronouns (and which must confuse foreign readers,) the beautifully produced MAIB Safety Digest continues to illuminate important safety matters we all need to know.

This article was first published in *The Maritime Advocate Online* No 868 of 1 November 2024 and appears here by kind permission of the author and of the editor.

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

NZ TAIC Report

Passenger and freight ferry Aratere, grounding, Titoki Bay, Picton, 21 June 2024

Introduction

This interim factual report presents facts and circumstances established to this point in the Commission's inquiry, which is ongoing. It draws evidence from the ship's voyage data recorder, the steering control system and interviews with crew.

Background

The *Aratere* had been in service for about 26 years. In May 2024, KiwiRail installed a new steering control system in four of the five command consoles on the bridge. It was not installed on the autopilot console, which was part of the original track pilot integrated bridge navigation system by a different manufacturer.

In the three weeks following wet docking, *Aratere* completed 83 Cook Strait crossings.

Bridge team

For *Aratere*'s 2120 Picton to Wellington sailing on 21 June 2024, the bridge team comprised:

- Pilot: Master (the Refamiliarisation Master) re-acquainting themselves with the ship after some time commanding other vessels.
- Co-pilot: the Night Master, in command.
- Helmsman: a Deck Rating at the central helmsman steering console.
- Assisting as required: Officer Of the Watch (OOW) and a Deck Rating on lookout duty

Narrative

2119: departure *Aratere* left its berth at Picton. The re-familiarisation master, piloting and controlling the engines, asked the helmsman to steer for the first waypoint off Mabel Island.

2126:01 autopilot engaged: the autopilot was engaged on the current heading of 028° in course mode. The helmsman was released from the wheel to stand by in the bridge.

2126:30 autopilot in control of steering: The re-familiarisation master pressed the execute button to initiate the Mabel Island waypoint turn. But *Aratere* had passed Mabel Island 36 seconds earlier, so the next waypoint was Snout.

Pushing 'execute' tells the autopilot to execute the next turn, so the autopilot executed the Snout turn, not the Mabel island turn, and set 9° starboard rudder for a course of 73.8°.

About 21:27: off-course identified: the night master realised from ECDIS that *Aratere* was turning towards shore, called the helmsman back to the central steering console.

- Remedy attempted Helmsman pressed the 'takeover' button and turned the wheel hard to port. No effect. Both the officer of the watch and the night master repeated the helmsman's action at the central helm, no effect. Aratere remained under autopilot control and continued its turn to starboard.
- Unawareness: The bridge team did not know (and did not know that they did not know) that the new steering system gave them two ways to transfer steering control between consoles:
  1. Align the rudder command at each console to within 2°. (But the autopilot was at 9° starboard rudder and the helmsman wheel was set to 0°).

     or
  2. 'Force takeover': push down and hold the takeover button for five seconds

2127:43 full astern: With *Aratere* heading towards shore at 13 knots and helmsman lacking steering control, the night master put both engines at full astern. It took 21 seconds for the port propeller and 38 seconds for the starboard propeller to begin turning astern.

Figure 1: Passenger and freight ferry *Aratere* aground in Titoki Bay

Illustrations per www.taic.org.nz

TAIC ©.

2128:06: autopilot disengaged. A manual steering mode was engaged using independent tillers on the centre pilot console. The port rudder moved hard to port and the starboard rudder moved to port. Around this time, the night master instructed the OOW to start a bow thruster to assist manoeuvring.

Final seconds

- 2128:34: *Aratere* crossed the 10-metre sounding at about 7 knots.
- 2128:46: speed about 3 knots.
- By 2128:50 the vessel was aground on a heading of 76.5°.

Afterwards

Aratere's hull remained watertight, but the ship did sustain damage to the internal structure of the bulbous bow that required repair. There were no injuries. In the following 48 hours, authorities worked to refloat *Aratere* using two Picton-based harbour tugs.

Next steps for TAIC

The Commission is continuing to collate and verify evidence directly related to the grounding, across multiple lines of inquiry.

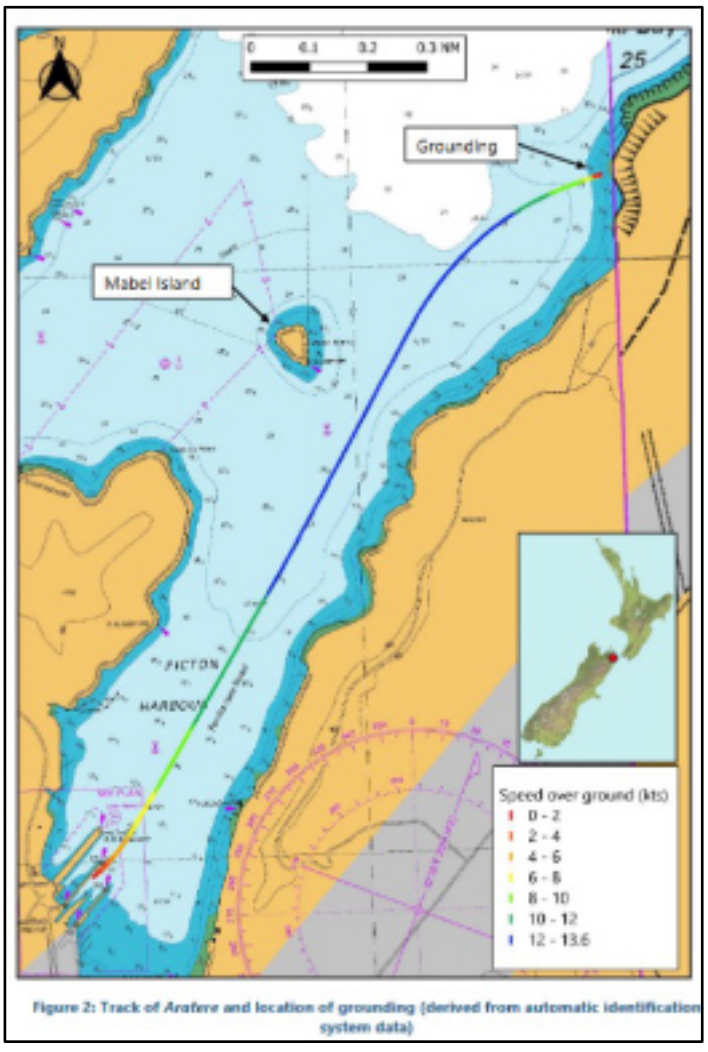

Figure 2: Track of *Aratere* and location of grounding (derived from automatic identification system data)

Upon the completion of the full investigation, the Commission will issue a final report that report will include analysis of the facts, identification of safety issues, and – if necessary -- recommendations.

No repeat accidents – ever!

The principal purpose of the Transport Accident Investigation Commission is to determine the circumstances and causes of aviation, marine, and rail accidents and incidents with a view to avoiding similar occurrences in the future, rather than to ascribe blame to any person.

TAIC opens an inquiry when it believes the reported circumstances of an accident or incident have - or are likely to have - significant implications for transport safety, or when the inquiry may allow the Commission to make findings or recommendations to improve transport safety.

The Final Report

To download the Final Report *Passenger and freight Ferry, Aratere, Grounding, Titoki Bay, Picton, 21 June 2024 MO-2024-204* from the TAIC website readers are invited to use the link here:

https://www.taic.org.nz/inquiry/mo-2024-204

About the New Zealand TAIC

The New Zealand Transport Accident Investigation Commission determines the circumstances and causes of selected aviation, marine, and rail accidents and incidents with a view to avoiding similar occurrences in the future. It does not ascribe blame.

TAIC helps New Zealand fulfil international obligations to conduct independent and impartial safety-focused investigations, as required by United Nations conventions.

The Commission pursues its goal of ***No repeat accidents - ever!*** through its investigations and findings, and, where appropriate, making recommendations to people and organisations that are able to change rules or practices to improve transport safety.

TAIC's five corporate strategic objectives are to:

1. Deliver sound, cost effective Crown entity performance.
2. Develop and maintain responsive reciprocal stakeholder relationships.
3. Share inquiry and entity information.
4. Develop and maintain capable staff.
5. Properly conduct investigations.

Alexandra Maersk

On 11 October Hutchison Ports Port of Felixstowe reported the arrival of *Alexandra Maersk.* She is the sixth vessel in Maersk's owned fleet to be able to sail on methanol.

A ceremony was held to herald this landmark attended by more than 200 guests including Vincent Clerc, CEO of A.P. Moller – Maersk, Paul Marchant, CEO of Primark and UK Aviation, Maritime and Security Minister Mike Kane MP.

Primark Director of People & Culture, Elaine Cordon, the vessel's godmother, christened the vessel with the words: '*As you sail the waters of the world, may your*

journeys be smooth and your tasks successful, a sentiment shared by the Port of Felixstowe.

Together with Maersk and other industry leaders, the port shares an absolute commitment to reduce the carbon footprint and continue to advance the passage to net-zero for Scopes 1&2 by 2035.

Busier rail freight

A few weeks earlier, at the end of July, the port announced that it had welcomed a second daily rail freight service between the Port of Felixstowe and Widnes (NW England) by GB Railfreight (GBRf), one of the country's leading rail freight providers.

As well as being the largest container port in the UK, Felixstowe also has the country's busiest intermodal rail freight facility with services to seventeen inland destinations. The port has three rail freight terminals and helps cut supply chain emissions by putting more containers on more trains to more destinations than any other UK port.

In 2023 the use of rail at the port saved over 500,000 lorry journeys and over 100 million HGV miles alleviating congestion and improving road safety.

Nautilus International

A call to NATO nations to strengthen merchant navies

Nautilus International, the union representing maritime professionals, has joined Nautilus Federation affiliate union leaders in voicing serious concerns over the poor condition of NATO member countries' merchant navies.

The NATO Transport Group

At a meeting of the NATO Transport Group on 5 November, the unions called on allied nations to make substantial investments in maritime capabilities, strengthen their merchant marines, and support their maritime professionals.

Mark Dickinson, General Secretary of Nautilus International and Director of the Nautilus Federation, and Captain Don Marcus, President of the International Organization of Masters, Mates and Pilots (IOMMP, a Nautilus Federation affiliate union), addressed the NATO Transport Group meeting at NATO HQ in Brussels.

NATO HQ, Brussels.

Photo: NATO ©.
Reproduced with grateful thanks.

They were invited following a statement issued by the Nautilus Federation at NATO's 75th Anniversary summit in Washington, D.C. in July 2024.

Shared concerns

In this statement, federation affiliates from NATO countries voiced shared concerns over how the rise of flags of convenience, such as those from Panama, Liberia, and the Marshall Islands, has undermined national merchant marines.

Comment

Mr Dickinson said: '*Across Europe, many states are facing historic lows in seafarer numbers and national-flagged merchant vessels.*

'*Diminished merchant marines and a shortage of qualified officers and ratings impair our collective and individual ability to support military logistics and secure essential supply chains for energy, food, and medical supplies during conflicts and health emergencies. This decline exposes our nations to severe risks, with potentially disastrous consequences.*

'*We were therefore very pleased to accept NATO's invitation to present on the crucial role of our maritime professionals to the security of NATO and to provide an update on the importance of commercial transport workforce in support of military movements.*

'*Sea blindness blights our industry, from schools unaware of career opportunities in shipping to governments that sidelined seafarers during the Covid-19 pandemic.*

'*There is widespread ignorance of the vital role of seafarers and shipping. We must work together to boost investment in and recognition of our maritime professionals.*'

Captain Marcus added: '*It is critical that NATO recognises the vital role of our mariners and the*

mercantile marine in national resilience, security and defence. NATO's attention to this issue is welcomed especially in today's volatile geopolitical landscape with the vulnerability of supply chains most graphically illustrated during Covid.

'*With rising geopolitical tensions threatening Europe, war in Ukraine, escalating violence in the Middle East, and as we witness efforts by other nations to dominate the high seas, our message is that NATO must confront the alarming decline in the numbers of qualified national merchant seafarers and national-flagged merchant vessels.*'

Dickinson and Marcus were given a warm welcome by the committee chairman who invited them to set out their concerns.

National case studies

National case studies of the UK and USA were used to illustrate lack of investment and the ongoing decline in the national fleet and national seafarers.

Dickinson emphasised the lack of investment in the Royal Fleet Auxiliary (RFA), noting that Nautilus had warned as early as 2002 about the UK's declining capacity to support military operations.

Situation of concern

He pointed out that, although the situation was concerning at the turn of the millennium, when the UK had 55,000 seafarers and 5.3% of the world fleet by gross tonnage, it has since worsened, with fewer than 5,000 UK seafarers today and a national fleet now representing less than 0.5% of the global fleet.

Captain Marcus said there are only, approximately, 180 US ocean-going merchant vessels which, if combined with US flag military charters, government-owned and operated auxiliary vessels and US Ready Reserve vessels, means a total of 320-340 vessels at most — and 12,000 US deep sea-qualified mariners with an average age of 46.

To tackle sea blindness

The unions conclude their briefing by calling for continued dialogue with NATO to tackle the 'sea blindness' affecting the industry and those serving in the merchant navy.

Stella Gothenburg

Fatal accident

Statens haverikommission (SHK) report

On 27 June 2022, a marine engineer died on board the ferry *Stena Germanica*. The marine engineer was found unconscious next to a ballast pump in the boiler room. CPR continued for over an hour without success. A doctor and a nurse among the passengers assisted the crew during the rescue operation. At first the death was assumed to be due to natural causes, a sudden cardiac arrest or similar.

On 14 July, about two weeks after the death, another marine engineer was looking for the cause of a water leak at the ballast pump where the colleague had been found unconscious. As he leaned forward to feel where the water was coming from, he received a very strong electric shock from a solenoid valve that was wet. The marine engineer did not know that it was at that ballast pump that his colleague had been found and that the colleague had also been looking for a water leak. Suspicions then arose that the live part could have had a connection with the previous death.

The shipping company hired an electrical company that came on board the day after the second incident to investigate. At the same time, the shipping company informed the police authority that the previous death could have been an electrical accident.

Several different errors caused the components to become live. In addition to the fact that the gasket that should sit between the connector and the coil of the solenoid valve was missing, there was also no protective grounding. The incoming cables had also been changed, which meant that the solenoid valve was energized the entire time the pump was in operation.

Neither individually, nor all the errors together, affected the operation and thus the crew had not received any indication that there were any errors.

The electrical circuit was designed as a solidly earthed system (TT-system), which was outside the ordinary isolated earth fault monitored electrical system. These earthed systems can produce high fault currents when transferred to ground, which in this case was the ship's hull.

Picture credit:
https://tinyurl.com/45bkumud

The accident on 14 July 2022 was caused by improperly connected components of a ballast pump becoming live when they came into contact with water, causing current to pass through when the crewman touched the components. This was probably also behind the death on 27 June 2022.

The underlying reasons for the components becoming live were probably that persons without sufficient knowledge had carried out electrical installation work.

Deficiencies may also have existed in the electrical installation already when the ship was delivered as new.

Safety recommendations

Due to the events, the Swedish Statens haverikommission (the Accident Investigation Authority or SHK) issued the following recommendations to the shipping company and the Swedish Transport Agency.

Stena Line Scandinavia AB is recommended to:

- Review the routines for familiarization of the entire crew on board, with the aim of shortening the response time from alarm until crew members arrive at the scene of the accident (see sections 1.1 and 3.4 of the SHK report).
- Draw up routines for consulting the medical services ashore, every time a person on board receives an electric shock or electrocution (see sections 1.5.2 and 3.4 of the SHK report).

The Swedish Transport Agency is recommended to:

- Within the framework of their supervision, pay attention to the risks of improperly performed electrical work on board ships, e.g. by emphasizing in dialogue with the shipping companies the importance that only people with the required knowledge in electricity and the ship's special electrical system carry out electrical work on board (see section 1.8 and 3.2 of the SHK report).

The SHK report

The Statens haverikommission report has the full title: *Slutrapport SHK 2024:04*

STENA GERMANICA – Elolycka med dödlig utgång i maskinrum den 27 juni 2022 Diarienr S-150/22 2024-04-17.

The report is in Swedish and contains a two-page summary in English.

The report is to be found with this link, English summary on page 8/9: https://tinyurl.com/73kapvn5

Editorial Note

We are most grateful to the Swedish Statens haverikommission for bringing this material to our attention.

SHK ©.

Marine fire safety

Viking global service agreement

Global safety equipment provider Viking Life-Saving Equipment and leading firefighting systems supplier Fain Co Ltd. have signed an exclusive global agreement for Viking to provide certified services for marine fire systems and equipment delivered and installed by Fain.

Fain supplies the full spectrum of firefighting systems for marine use, including CO_2, foam, dry powder, water-mist, sprinkler, alternative gases and others.

With HQ in Yangsan, Republic of Korea, the company is a major supplier to shipyards in China, Korea and Japan – the world's three largest shipbuilding countries.

The agreement sees Viking continue its ambitious growth strategy for marine fire services as the sole party approved and certified to service and maintain thousands of systems delivered and installed by Fain into the marine and offshore industries worldwide.

William Gielen, Global Service Director, Marine Fire, Viking Life-Saving Equipment, commented: '*This is a global partnership which reflects the shared vision and commitment of our companies to deliver high-quality marine fire safety worldwide, based on built-in equipment performance and unrivalled shipping and offshore service capability,*'

As one of the marine and offshore industry's leading manufacturers of high-performance lifesaving products and with support from a network including more than 280 certified service stations, Viking will offer the full portfolio of Fain spare parts for customers the world over.

Viking's global team of Marine Fire Service (MFS) technicians qualify at the Viking Safety Academy in the Netherlands before they are certified to work with systems used for marine fire safety. The agreement means Viking technicians are now approved to service, inspect and replace Fain systems around the world, while Viking is also Fain's globally-approved partner for firefighting foam system conversions. It was finalized after a team of Viking trainers and instructors completed a high-level course at Fain's head offices and were qualified to offer train-the-trainer services on Fain's behalf.

Donghoon Kim, Sales Manager, Distributors, Viking Life-Saving Equipment, added: '*This is a partnership in safety which creates a unique competitive synergy in marine fire safety by bringing together leaders in sector-specific manufacturing and service, in a combination working towards excellence and greater customer satisfaction.*'

Voices from the sea

By Michael Grey, IFSMA Honorary Member

Shipping often seems a strange sort of industry. Take the matter of expectations by its employees who crew its ships. On one hand there are those who would only sail aboard nice new ships, where they were afforded free internet connections, good promotion prospects, pension plans and medical insurance. But on other ships, with very different employers, none of these benefits would be available; a substantial proportion would struggle to get paid on time, of even what they are legitimately owed, sometimes with inadequate provisions for food and water, and no expectation of being relieved on time.

You might suggest that the sub-standard, like the poor, have always been with us, but in our supposedly well-regulated and high-tech world of 21st century shipping, it is enlightening to be shown some of the hard facts about what really goes on at sea. This week saw the annual Danica Seafarers' Survey spell out something of what some 5000 of the seafaring workforce is thinking, its mobility and expectations. It seems from these bare facts that employers are having to pay more to hire and retain good people, who will be increasingly competent at surveying the labour market and willing to move to those employers who will help them realise their ambitions. In many respects, seafarers are no different, in terms of their hopes and expectations, from their shore-side compatriots. The present generation have different concepts of loyalty than their predecessors and are far more mobile; willing and able to search out something better, with a lot more facility through social media to do just that.

Whether we are talking about a ship manager or a second engineer, a technical superintendent or a chief officer, they will be always looking for something better and the employer who wishes to retain them needs to realise this. The best always do, while keeping an eye on the markets and unemployment figures. But some of the welfare concerns highlighted in the Danica survey should worry everyone. The Maritime Labour Convention – the "Third Regulatory Pillar" it was proudly advertised – ought by now to be thoroughly embedded and ingrained in the maritime world. And yet 35% of those surveys returned to Danica suggested that they were not being paid on time. Some 25% commented on issues with food and drinking water. You might suggest that the sort of ships aboard which such conditions apply represent the bottom of the maritime food chain, which just will never be eradicated. The welfare agencies and the inspectors of the ITF are always coming upon these horrors.

These reports however suggest that the sort of regulatory oversights which were put in place by port state control to maintain surveillance over MLC compliance are still inadequate. The reality is probably that, as they always have been, they remain patchy; properly implemented in those ports and countries where you expect them to be implemented, ignored or treated as optional in those ports and countries where, for all sorts of reasons, they are corrupt or plain incapable. As long as these substandard operators remain beneath the radar, trading between substandard ports, they go unremarked; only when they stray into better regulated waters, they hit the headlines. This is, as cynics might observe, the way of the world.

There is nothing this time around in the Danica headlines about shore leave and the lack of it, but it is interesting that the Australian Maritime Safety Authority has recently published a stern reminder that this not an optional extra to be grudgingly conceded. AMSA, which obviously has good reason for this reminder, points out that the Maritime Labour Convention 2006, Regulation 2.4, paragraph 2 specifies that shore leave should be given to crew members "consistent with the operational requirements of their positions," but should not be based on financial implications. And while it might be pointed out that this provides a certain latitude, the intention seems sufficiently clear.

Mind you, there are plenty of places where they just make it so very difficult, through visa restrictions, practical logistics or simple bloody-mindedness by the port or terminal operators, for anyone to stretch their legs ashore for a few hours. And it cannot be ignored that there are often just so few people aboard a ship and time in port so frenetic and harassing, that shore leave is impractical. But that is another story.

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

Capsize and sinking of the tug *Biter*

While assisting *Hebridean Princess* February 2023

MAIB report

At about 1527 on 24 February 2023, the twin screw conventional tug *Biter* (built 1982, 16.25loa) girted and capsized off Greenock, Scotland while attached to the stern of the passenger vessel *Hebridean Princess* (UK-flag, LR Class,built 1964, 72m loa, 2113 gt), which was making its approach to James Watt Dock. *Biter*'s two crew were unable to escape from the capsized vessel and lost their lives.

The investigation found that *Biter* girted and capsized because it was unable to reverse direction to operate directly astern of *Hebridean Princess* before the tug's weight came on to the towing bridle and, when this happened, the tug's gob rope did not prevent it being towed sideways. The investigation also found that *Hebridean Princess*'s speed meant that the load on *Biter*'s towlines was between two and five times more than at the port's recommended speed range. Thereafter, given the tug's rapid capsize, it was unlikely that *Biter*'s crew had sufficient time to operate the tug's emergency tow release mechanism. Once the tug was inverted, the open accommodation hatch might have prevented air being trapped inside the

wheelhouse, potentially limiting the crew's chance of survival.

Furthermore, the investigation also found that the master/pilot and pilot/tug information exchanges were incomplete and that the opportunity to correct the pilot's assumption about *Biter*'s intended manoeuvre was lost. Further analysis indicated that the training provided had not adequately prepared the pilot for their role and that it was likely that the tug master did not fully appreciate the risks associated with the manoeuvre.

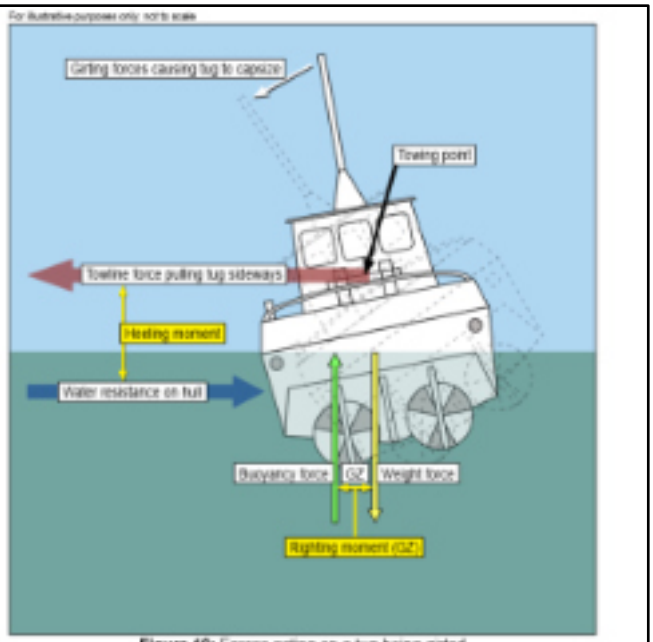

Figure 10: Forces acting on a tug being girted

Two safety issues that did not directly contribute to the accident have been examined in the report: the guidance to seafarers on what medical conditions need to be reported to their approved doctor; and that the tugs were not required to be fitted with automatic identification systems while operating in confined waters covered by a local port service that used this equipment to monitor marine traffic within the port.

Recommendations

Recommendations have been made to the parties involved in this accident.

Clyde Marine Services Limited is recommended to:

- Review the company's safety management system to provide clear guidance on the safe speed for conducting the peel off/drop back manoeuvre and the rigging of tug gob ropes.
- Adopt an appropriate training and qualification scheme for its tug masters that is demonstrably equivalent to those specified in the following (UK MCA) Marine Guidance Notes MGN 468 (M) and MGN 495 (M+F).

Clydeport Operations Limited is recommended to:

- Commission an independent review of its tug training for pilots within the port.
- Formalise the conduct of pilot/tug information exchanges and ensure that they are routinely carried out within its port.
- Conduct a risk-based review of the Pilot Grade Limits and the Tug Matrix within its waters.
- Consider requiring all tugs and workboats, that routinely operate within its statutory harbour area, to be fitted with and operate AIS transponders.

The UK Maritime Pilots' Association, in conjunction with the British Ports Association, UK Harbour Masters' Association, British Tugowners' Association and The Workboat Association, is recommended to:

- Develop guidance for inclusion in the Port Marine Safety Code's Guide to Good Practice and other appropriate publications that emphasises the importance of conducting a pilot /tug exchange, in addition to the master/pilot exchange, to ensure that the pilot, bridge team and tug crew have acommon understanding of the intended arrival/ departure manoeuvre, the potential hazards and their respective roles in managing them.

The UK Harbour Masters' Association, in conjunction with the UK Maritime

Pilots' Association, British Tugowners' Association and The Workboat Association is recommended to:

- Develop for inclusion in the Port Marine Safety Code's Guide to Good Practice, best practice guidance on matching the capability of the tug to the intended task to ensure that the most appropriate tugs are assigned.
- Develop for inclusion in the Port Marine Safety Code's Guide to Good Practice, guidance that harbourmasters require tugs and workboats that routinely operate within their statutory harbour area to be fitted with and operate Auto Identification System transponders.

British Tugowners Association and The Workboat Association are recommended to:

- Develop guidance on the testing of gob ropes and towlines used during harbour towage.

Report

The document's full title is: *Report on the investigation of the capsize and sinking of the tug Biter with the loss of two lives, while assisting the passenger vessel Hebridean Princess off Greenock, Scotland on 24 February 2023*.

The report is available using this link: https://tinyurl.com/2pwwhpmj

Under the United Kingdom Merchant Shipping (Accident Reporting and Investigation) Regulations 2012 – Regulation 5: '*The sole objective of the investigation of an accident under the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012 shall be the prevention of future accidents*

through the ascertainment of its causes and circumstances. It shall not be the purpose of an investigation to determine liability nor, except so far as is necessary to achieve its objective, to apportion blame.'

All MAIB publications can be found on our website: www.gov.uk/maib

MAIB has pointed out that safety recommendations shall in no case create a presumption of blame or liability.

Editorial note:

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Ulstein Verft's newbuild CSOV *Olympic Notos*

Vestdavit provision

Advanced boat-handling systems supplied by Vestdavit have been installed on the newbuild CSOV* *Olympic Notos* delivered for Olympic by Norway's Ulstein Verft, which is making advances in terms of sustainability and operational efficiency for such vessels employed in the offshore energy sector.

Vestdavit provided a total package of five davits for the vessel including two H-9001 davits – one dedicated lifeboat davit and the other a combination of MOB (man overboard) and lifeboat davit. Additionally, it supplied two L-3500 liferaft davits and a dedicated PL-3600 MOB davit.

Tailored for operational needs

The davits were manufactured and tested at Vestdavit's advanced production facility in Redziokowo, Poland, with components sourced from its network of trusted European suppliers.

Each davit has been tailored to meet the specific operational needs of the vessel and delivered in full compliance with the latest standards and regulations, ensuring an efficient installation process at the Norwegian shipyard to facilitate a smooth-running delivery on schedule.

Olympic Notos and *Olympipc Boreas*

Olympic Notos, together with the previously delivered sistership *Olympic Boreas*, are the first CSOVs designed with Ulstein's pioneering TWIN X-STERN® system** with four main propellers, two each located fore and aft. This allows precise dynamic positioning with minimal use of thruster power to achieve a reduction in fuel consumption of close to 50% versus other operational vessels, resulting in a significant cut in emissions.

The innovative CSOV concept, developed by Ulstein and Olympic to set a new standard for such vessels, incorporates a hybrid diesel-electric propulsion system – allied with variable speed, battery storage and smart energy management – and a unique dual-stern hull shape. It is understood that the result is a significantly lower environmental footprint, enhanced operability, and reduced fuel and maintenance costs.

Compact solution

According to Ulstein, the main reason for selection of Vestdavit was that its davit solution was the only one compact enough to fit on *Olympic Notos*.

The H-9001 supplied for *Olympic Notos* is an advanced davit system engineered with adaptability for lifeboats and rescue boats of different sizes, providing multi-functional capability to support diverse marine operations.

Vestdavit has supplied a total of five advanced davits for the newbuild CSOV Olympic Notos.
Photo: Ulstein

The precision-designed L-3500 is a highly specialised and robust system for efficient launch of liferafts while the PL-3600 is a versatile davit that can be adapted for various types of boats and equipment, including rescue boats and workboats.

Sophisticated davit features

Vestdavit has been able to meet strict client requirements for safety and flexibility of such systems through its offering of high-specification davits capable of reliable launch-and-recovery of a wide range of craft in variable sea states demonstrated through decades of operations worldwide across the naval, coast guard and offshore sectors.

Its systems have sophisticated features as well as Programmable Logic Control for automated operations. This is based on many years of innovative product development in collaboration with clients.

About Vestdavit

Vestdavit is a leading Norwegian supplier of advanced boat-handling systems, with a strong track record of more than 2200 davit deliveries mainly to navies and coast guards worldwide, as well as the offshore energy sector, over the past forty years. HQ is in Bergen with subsidiaries in the US and Netherlands, a production facility in Poland and global support network.

*Construction Service Operation Vessel

**For more on this system readers are invited to see here: https://ulstein.com/innovations/twin-x-stern

Indonesia: Papua Barat the Tangguh UCC project

bp and partners give go-ahead

bp, on behalf of the Tangguh production sharing contract partners, last month announced a final investment decision on the $7 billion Tangguh Ubadari, CCUS, Compression project (UCC), which has the potential to unlock around three trillion cubic feet of additional gas resources in Indonesia to help meet growing regional energy demand.

CEO's meeting with HE The President

This announcement was made by Murray Auchincloss, bp's Chief Executive Officer, during a meeting with Indonesian President HE Prabowo Subianto in London on 21 November. Here is a major investment highlighting bp and partners' strong confidence in Indonesia's investment climate and strengthening their business activities in the country.

Comment

Auchinloss commented: '*This project not only unlocks a fantastic gas resource, it also represents an Indonesian first through the use of CCUS to maximise gas recovery. bp has operated in Indonesia for more than fifty-five years, and the strength of our relationships enables us to bring deep technical experience in helping to deliver this innovative development. We deeply appreciate the continued support of the Government of Indonesia and partners and look forward to helping the region meet its growing energy needs*.'

Production to commence 2028

The UCC project, which comprises the Ubadari gas field development, enhanced gas recovery through carbon capture, utilization and storage (CCUS) and onshore compression, expands and utilizes existing infrastructure at the Tangguh LNG facility in Papua Barat, Indonesia. Production at the Ubadari field is expected to start in 2028.

Illustration per bp news service Bp©.

Tangguh CCUS aims to be the first CCUS project developed at scale in Indonesia, with potential for sequestering around 15 million tonnes of CO_2 from Tangguh's emissions in its initial phase.

A national strategic project

The UCC project has been designated as a national strategic project by the Government of Indonesia and represents the continued development of Tangguh, following the addition of the third LNG train which began operation in 2023 and brought total plant liquefaction capacity to 11.4 million tonnes per year.

It is understood that his investment meets bp's returns hurdle rates (the minimum return expected) and is fully accommodated within bp's disciplined financial framework, reflecting bp's drive to focus on value and returns.

Near to high value regional markets

Tangguh is said to be in a strategic location to access high value regional markets, and the investment reflects bp's commitment to continue to meet energy demand for Indonesia and the region.

Furthermore, Tangguh continues to support local workforce development, with 99% of its operations workforce being Indonesians, including 70% Papuans, and is on track to achieve 85% Papuan workforce in Tangguh by 2029,

Partners

bp is the operator of Tangguh LNG, acting on behalf of Tangguh Production Sharing Contract Partners. bp operates Tangguh with 40.22% participating interest, with partners MI Berau BV (16.30%) CNOOC Muturi Limited (13.90%), Nippon Oil Exploration (Berau), Ltd. (12.23%), KG Berau Petroleum Ltd (8.56%), KG Wiriagar Petroleum Ltd (1.44%), Indonesia Natural Gas Resources Muturi Inc. (7.35%).

The plan of development (POD) for Tangguh UCC Project was approved by the Government of Indonesia in August 2021.

MAIB investigation *Mona Manx*

Fatal accident during mooring operations

Bulk carrier *Mona Manx* 26 August 2021

Puerto Ventanas, Chile

On the morning of 26 August 2021, the Second Officer of the Isle of Man registered bulk carrier *Mona Manx* (35,606gt, NKK Class, 199.9m loa, built 2017) was fatally injured when he was struck by a recoiling mooring line while the vessel was berthing at Puerto Ventanas, Chile.

The line had become entrapped between the vessel and the berth, probably in way of a fender, then suddenly released as the vessel manoeuvred astern under its own power.

The investigation concluded that the officer was struck because he was standing in the danger zone of the tensioned mooring line when it released.

Conclusions

Safety issues directly contributing to the accident that have been addressed or resulted in Recommendations

Mona Manx's 2/O was fatally injured when he was struck on the head by the aft spring line, which became trapped, tensioned, and released when the bulk carrier manoeuvred astern along the berth under its own power.

It is highly probable that the 2/O moved forward to the side deck and ducked underneath the accommodation ladder to improve his view of the aft spring line, and this placed him in the danger zone of the tensioned mooring line.

Mona Manx was manoeuvred astern under its own power in contravention of the port's procedures.

Mona Manx's manoeuvre astern with mooring lines deployed was neither the subject of a toolbox talk nor risk assessed by the vessel's crew or port operator and hazards associated with mooring line recoil were not mitigated.

The port's berthing procedures were neither provided to *Mona Manx*'s master or pilot nor discussed during the Master-Pilot Exchange (MPX), thereby reducing the effectiveness of the MPX to assist a safe berthing operation.

Other safety issues directly contributing to the accident

The risks associated with mooring lines detailed in the COSWP did not include the hazards associated with vertical recoiling lines or line entrapment.

It is possible that congested radio communication reduced the ability of *Mona Manx*'s crew at the mooring stations and on the bridge to safely conduct the berthing operation.

Other safety issues not directly contributing to the accident

Despite a rapid emergency response, the severity of the 2/O's injuries were unsurvivable and he was declared deceased at the scene.

Actions taken by other organisations

The UK Maritime and Coastguard Agency published the COSWP 2015 edition*

Amendment 7, October 2022, which included amendments to the Anchoring, Mooring and Towing Operations chapter summarised below:

- Risk assessment and control measures should consider the mooring equipment at the berth, with consideration given to the snagging of lines on shoreside fixtures, such as a fender, that then come under tension and suddenly release.
- A snagged line under tension that then releases without breaking, might recoil in the horizontal or vertical plane, or a combination of both. Risk assessments should consider the possibility that lines under tension suddenly releasing or the recoil of a parted line might have a vertical component.
- Personnel should steer clear of lines under tension and avoid snap-back areas and entrapped lines due to the risk of a sudden release under tension.
- There may be danger areas that have not been identified as snap-back zones.
- Risk exists in any area, including side decks, where there is the potential for lines to come under tension or snap-back.

Union Marine Management Services Pte. Ltd, the vessel's managers, has:

- Shared information about this incident fleetwide and instructed every master to discuss it with all staff, briefing them again about the hazards of mooring line snap-back and to stay away from snap-back areas.
- Reiterated the importance of toolbox talks; the mooring plan discussion with all station heads before starting mooring operations; and a buddy culture (behaviour-based safety) where all staff monitor actions and stop any unsafe acts.
- Instructed that training videos on effective mooring are screened for all staff on board.
- Started a review of its port arrival checklist, which will be amended to include briefing mooring station leaders on the correct mooring deck arrangement, fittings and mooring pattern to use for various berthing scenarios.
- Added the OCIMF Effective Mooring publication** to the fleet standards library for all ships.
- Reviewed and updated its SMS procedures to provide clear instructions for:
  - vessels manoeuvring alongside using their engines; and
  - the risk of mooring line entrapment/release under tension during mooring operations.
- Updated its SMS procedures to include the requirement to conduct a dynamic risk assessment before starting an operation that is not covered by its generic risk assessments.

Puerto Ventanas S.A has completed a series of toolbox talks with its shore staff detailing the safety lessons learned from this accident.

Recommendations by MAIB

Puerto Ventanas S.A has been recommended to:

Review and update the information made available to masters and pilots before a port call, including:

- Instructions that engines are not to be used to conduct manoeuvres while moored alongside.
- Guidance on the risks associated with line entrapment on shore fixtures and fittings, such as fenders.

Quintero Port Authority has been recommended to:

Ensure that the master/pilot exchanges conducted by its pilots consider the risks associated with mooring line entrapment and recoil and vessels manoeuvring alongside using their engines.

The MAIB report

The full title of the MAIB document 19/2024 issued in November is: *Report on the investigation of a fatal accident during mooring operations on board the bulk carrier Mona Manx at Puerto Ventanas, Chile on 26 August 2021*.

* https://tinyurl.com/v4y4478s
** https://tinyurl.com/25xu6vz5.

Editorial note:

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Maersk: dual fuel ethanol engine conversion

Maersk announced from Copenhagen on 18 November that the first large vessel in the industry, the container ship *Maersk Halifax* has been converted into a dual-fuel vessel able to operate on methanol.

Maersk Halifax, one of eleven vessels in Maersk's Hong Kong-class, departed anchorage at the Zhoushan Xinya yard on 4 November.

It is understood that the retrofit operation was conducted at the Zhoushan Xinya Shipyard in China over 88 days with completion at the end of October.

In the words of Leonardo Sonzio, Head of Fleet Management and Technology at Maersk: '*We are happy to announce that Maersk Halifax successfully has been retrofitted into a dual-fuel methanol vessel. Following the completion of the sea-trials, Maersk Halifax has returned to operation and is now servicing our customers on the Trans-Pacific trade.*'

The engine conversion has been done by MAN Energy Solutions. Besides replacing machinery parts and thereby making the engine able to operate on methanol, the retrofit operation at the yard has involved adding new fuel tanks, a fuel preparation room and a fuel supply system.

It was reported that the hull has also been expanded to accommodate the fuel tanks. With this change, the length of the ship was extended by 15 metres to 368 metres, increasing the capacity from around 15,000 to 15,690 TEU.

Sonzio added: '*Since we set the ambitious climate goal of reaching net zero emissions by 2040, we have explored the potential in retrofitting existing vessels with dual-fuel engines. In the coming year, we will take learnings from this first conversion of a large vessel. Retrofits of existing vessels can be an important alternative to newbuilds in our transition from fossil fuels to low-emission fuels.*'

Net zero by 2040

Maersk reports that it is aiming to reach net zero emissions by 2040 across the entire business with new technologies, new vessels, and low-emission fuels.

South Africa's uMhlanga Rocks Lighthouse

Seventy years of service

On 24 November it was announced from Cape Town that one of South Africa's most recognisable sites, uMhlanga Rocks Lighthouse, celebrated its seventieth anniversary. The Lighthouse was first lit by Transnet National Ports Authority (TNPA) on the night of 25 November 1954.

The uMhlanga Rocks tower was built soon after the opening of nearby Cooper Lighthouse in Durban, which was commissioned on 31 July 1953. It took just four days and 19 hours to construct and was commissioned a year later. The original site for the uMhlanga Rocks Lighthouse was in the grounds of the Oyster Box Hotel. When 33 centimetres of rain fell in less than 24 hours in January 1953 and caused erosion close to the proposed site, the current location was chosen because it had a rock foundation.

Situated on the uMhlanga Promenade, approximately 15 kilometres from Durban Central, the 21-metre cylindrical concrete tower is painted white, with a red top and red lantern house. The rotating lens system produces three flashes every 20 seconds.

The lighthouse is automated and TNPA carries out scheduled maintenance. It is one of the two lighthouses built to replace the Bluff Lighthouse; Cooper Lighthouse is the other. Bluff Lighthouse was in operation from 1867 until 1940 and was demolished in 1941 to make way for the placement of heavy artillery guns for the Second World War.

The beautiful uMhlanga Rocks Lighthouse, one of South Africa's most recognisable and photographed lighthouses. The rotating lens system produces three flashes every 20 seconds.

Photo TNPA ©.

Other lighthouses in KwaZulu-Natal are Cape Vidal (1985), Cooper (1953), Durnford (1916), Green Point (1905), Ifafa (1980), Jesser Point (1986), North Sand Bluff (1968), Port Shepstone (1906), Richards Bay (1979 original concrete structure, 2018 current structure) and Tugela (1972).

The (South African) National Ports Act, 2005 (Act No.12 of 2005) mandates TNPA 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.

About Transnet National Ports Authority

Transnet 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. It operates within a legislative and regulatory environment and is governed by the National Ports Act (Act No. 12 of 2005).

For more information readers are invited to visit this link: www.transnetnationalportsauthority.net

The Lean and Green Award

Hutchison Ports BEST receives

Outstanding emissions reduction

It was announced from Barcelona on 20 November that Hutchison Ports BEST* has been awarded the prestigious Lean and Green award, earning four stars for its outstanding performance in reducing emissions in logistics processes.

This European recognition is awarded to companies that have demonstrated an exceptional commitment to sustainability and reducing their carbon footprint through the optimization of their logistics and transport processes.

Lean and Green

Lean and Green is the largest European collaboration platform specifically aimed at reducing emissions associated with the supply chain. It is an international initiative whose objective is to help companies in all sectors reduce their greenhouse gas emissions from logistics activities to achieve the goals defined at the Paris Climate Summit (COP21) of carbon neutral emissions by 2050. In Spain, the Lean and Green Award is awarded by the Association of Manufacturers and Distributors (AECOC).

In 2023, Hutchison Ports BEST achieved a reduction in greenhouse gas emissions of 58.73% in logistics processes compared to 2021. The environmental and energy efficiency measures implemented include the purchase of electricity from renewable sources, the installation of solar panels, the optimization of the terminal's operating system, the change to LED lighting, and the acquisition of electric and hybrid machinery. This achievement underscores the company's ongoing commitment to sustainability and its leadership in the port industry.

Comment

In the words of Guillermo Belcastro, CEO at Hutchison Ports BEST: '*We are very proud to receive this award. It is a testament to the hard work and dedication of our entire team to make Hutchison Ports BEST the most sustainable terminal in Southern Europe and the* Mediterranean.'

'BEST's *current emissions reduction is being amplified with the recent use of On Shore Power by eliminating*

GHG emissions from ships during their stay at the terminal, thus contributing to improved air quality.'

Strategy of sustainability

This initiative is part of the company's sustainability strategy, which is seen as the heart of logistics, as it is concerned with being a clean container terminal and pumping sustainable supply chains. The emission savings for each 20ft container that passes through the terminal is 67% compared to a conventional terminal.

BEST's decarbonisation plan in the Port of Barcelona aims to reduce GHG emissions by 80% by 2030 and reach net zero emissions before 2040.

*Barcelona Europe South Terminal.

Gathering nuts in November

By Michael Grey, IFSMA Honorary Member

As the thousands of sleep-deprived delegates to the latest edition of the COP Saga clambered aboard their aircraft last weekend to burn their way through the atmosphere back to their respective homelands, the real world was getting on with saving the planet. The latest huge windfarm in the North Sea off the Belgian coast was being planned, although there were some concerns being expressed by the citizens of Ostend, who pointed out that access to their port was going to be seriously inhibited by the gigantic array. Doubtless they will be sharply told not to make a fuss, as more important issues need to predominate and there are plenty of alternatives up and down the coast.

As those who operate ships for a living are constantly reminded – sacrifices need to be made in the vital cause of saving the planet. Some selfish navigators have already pointed out that what with the ever-expanding areas reserved for offshore wind turbines, special nature reserves and a complex mesh of undersea cables and pipelines, where anchoring is no longer possible, there is not a great deal of sea left. They had better keep such remarks, at such variance to the climate of our times, to themselves.

There was exciting news from Norway, which was suggesting that its new oil and gas discoveries (Norway has not decided, unlike the UK government, to grovel to the "Just Stop Oil" brigade) would be exploited in a wholly green fashion. And even more encouragement came from an announcement to the effect that two new ships were to be built with "fossilfree" steel. Maybe they are not exactly behemoths – some 300 tonnes of this new wonder material, made from recycled steel entirely with clean electricity and welded up with biogas, will be fashioned into the pair of workboats, but it is an illustration as to what might be possible.

Perhaps shipbuilding will become an industry that will be fawned over by environmental activists as a sort of green exemplar, rather than being blackguarded by their nose-ringed friends. From little acorns ……. It would be surprising, however, if some of these startling initiatives to make the maritime world a more sustainable place, did not get off on the wrong foot. A clever scheme to replace dirty old fossil fuel with a tremendously green bio-alternative seems to have come to a somewhat sad conclusion with warnings issued in Singapore and Rotterdam that the use of a biofuel made of waste cashew nut shells should be discontinued. Although this stuff seemed to tick all the boxes in the shape of CO2 emissions and the engine room smelling, if not of roses, a well-run health food emporium, time and experience has found a rather less pleasurable outcome.

According to the official warning to those who might be tempted to use these vegan alternatives, it produces fuel sludging, choked-up injectors, blocked filters, filthy deposits and worse still, it also appears to cause corrosion. The estimable Editor of the G.Captain website got in first with his headline "Nut Allergy", for which he deserves congratulations. But the question arises about why these problems were not discovered before ship operators were persuaded to pour this exciting new green fuel into their bunker tanks and set off to sea? It is not the first time that the use of biofuels has been found to do harm to ships or their machinery. A consignment of biofuel caused all sorts of trouble to a fleet of small ships in New Zealand some years ago, while far wider alarm was occasioned with growth of various organisms in aircraft fuel tanks.

You just have to wish that those so desperate to show themselves at the forefront of sustainability ensure that there is proper research to back it all up. There is, after all a huge amount of work going into the development of alternative fuels, because the political will is firmly behind it. But perhaps they should look before they leap and ensure that nasty shocks do not emerge just when they are starting to congratulate themselves for their sustainability.

This article was first published in *The Maritime Advocate Online* No 870 of 29 November 2024 and appears here by kind permission of the author and of the editor.

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

EMSA latest: AIS; Safety of fuels

AIS spoofing

From the European Maritime Safety Agency (EMSA) Newsletter No 233, November 2024 it is noted that a section each considers the topics of synthetic fuels and spoofing of the Automatic |Identification System (AIS).

Here below we publish suitable extracts kindly made available by EMSA.

Synthetic fuels and safety of hydrogen

EMSA has released a new report on the potential of synthetic fuels for shipping, and the second part of a study into the safety aspects of hydrogen as a fuel for shipping.

The new report on synthetic fuels analyses the potential of e-diesel, e-methane, and e-methanol, which are renewable e-fuels, across a range of areas and indicators, including production of renewable e-fuels, sustainability, availability of renewable e-fuels for shipping, techno-economic aspects, and the regulatory landscape, including at international level.

This is the latest report in a series on the potential of alternative fuels for shipping which has already included bio-fuels, ammonia, hydrogen, and wind propulsion.

The report is available to download here[1]. At the same time, EMSA has released the second part of its study investigating the safety of hydrogen as fuel on ships. This report[2] presents a comprehensive examination of three topics: the reliability of hydrogen equipment, the reliability of safety-critical systems, and a safety analysis of hydrogen ships

Overall, the project aims to carry out a structured set of safety assessments and reliability analyses, with the eventual aim of delivering a Guidance document addressing ships using hydrogen as fuel. This report series is part of a wider series of studies on the safety aspects of alternative fuels, including ammonia and bunkering with biofuels.

AIS spoofing working group

The High-Level Steering Group for Governance of the Digital Maritime System and Services (HLSG) has taken a significant step forward in enhancing maritime security, adopting the Terms of Reference of a dedicated Working Group on *Automatic Identification System (AIS) spoofing*.

EU Member States have nominated experts to join this initiative, and the Working Group convened its second meeting in a hybrid mode on 19 November in Lisbon.

Participants shared insights and best practices for detecting and assessing AIS spoofing, as well as GPS and GNSS jamming, aiming at strengthening resilience against these growing threats.

This collaboration underscores the importance of collective action from all stakeholders to protect maritime operations and ensure the reliability of critical digital systems at sea.

[1] https://tinyurl.com/3me7j2zn
[2] https://tinyurl.com/yytu65nf

Maritime cyber security training

At the end of November it was announced from Tokyo that ClassNK focusing on maritime cyber security topics had introduced new e-learning courses in its training and education service known as the ClassNK Academy,

Increasing risk

As ships become smarter and the further development of the maritime industry is expected, the risks of unauthorized system intrusions, information leaks, and data falsification due to cyber-attacks are increasing in proportion.

Sample of the course material from ClassNK's Maritime Cyber Security Onboard Basic Course.
Credit: ClasssNK©

Under these circumstances, the first step to prevent cyber-attacks on ship systems is to acquire a sound knowledge of cyber security for those who are involved in ship operations.

Three new courses

At ClassNK the three new courses are as below.

All of the courses are useful for deepening students understanding of cyber security.

- Maritime Cyber Security Onboard Basic Course – for Crews and Officers.
- Maritime Cyber Security Onboard Advanced Course – for Responsible Officers.
- Maritime Cyber Security Technical Course (Countermeasures against Cyber Attacks) – for Responsible Officers Ashore.

Registration and prices

Registration and prices for the courses are now available, with pricing set to ensure accessibility for all interested parties.

This initiative reflects ClassNK's commitment to supporting the maritime industry's professional development needs. The dedicated website can be found here:

https://academy-en.classnk.or.jp/

Resilience of undersea cables

Promoting submarine cable protection

It was announced from Geneva on 29 November that the International Telecommunication Union (ITU), the United Nations Agency for Digital Technologies, and the International Cable Protection Committee (ICPC), the leading industry organisation promoting submarine cable protection, have formed the International Advisory Body for Submarine Cable

Resilience to strengthen vital telecommunication infrastructure.

Backbone of global communications

Submarine telecommunication cables form the backbone of global communications, carrying most of the world's Internet traffic and enabling critical services across the globe, including commerce, financial transactions, government activities, digital health and education.

The Advisory Body will address ways to improve cable resilience by promoting best practices for governments and industry players to ensure the timely deployment and repair of submarine cables, reduce the risks of damage, and enhance the continuity of communications over the cables.

Comment

In the words of ITU Secretary-General Doreen Bogdan-Martin: '*The Advisory Body will mobilize expertise from around the world to ensure this vital digital infrastructure remains resilient in the face of disasters, accidents, and other risks.*

'Submarine cables carry over 99 per cent of international data exchanges, making their resilience a global imperative.'

Recognizing the vital role of subsea infrastructure

Damage to submarine cables is not uncommon, with an average of 150 to 200 faults occurring globally each year and requiring about three cable repairs per week, according to the ICPC.

Illustration per www.itu.int

ITU ©

The primary causes of damage include accidental human activity, such as fishing and anchoring, alongside natural hazards, abrasion and equipment failure.

ICPC Chair, Graham Evans, added: '*The formation of this International Advisory Body with ITU marks another step toward safeguarding our global digital infrastructure.*

'*By working together, we can promote best practices, foster international collaboration, and create a consistent approach to protect the vital submarine cable networks that underpin global connectivity*.'

Supporting digital resilience globally

The Advisory Body's forty members include Ministers, Heads of Regulatory Authorities, industry executives, and senior experts on the operations of telecommunication cables.

Members come from all world regions, ensuring diversity and inclusion from countries ranging from small island states to major economies. The membership captures the perspectives of those whose livelihoods and digital futures depend on the operation of submarine telecommunication cables, as well as those who work to deploy, maintain and protect this vital infrastructure.

The Advisory Body is co-chaired by HE Minister Bosun Tijani, Minister of Communications, Innovation and Digital Economy of the Federal Republic of Nigeria, and Prof. Sandra Maximiano, Chair of the Board of Directors of the National Communications Authority of the Republic of Portugal (ANACOM).

Tijani said: '*Submarine cables are essential to the functioning of our connected world, but they face risks that require coordinated, proactive action.*

'*Therefore, we are happy to host the inaugural Submarine Cable Resilience Summit to be held in Nigeria in early 2025*.

Prof. Maximiano added: '*This initiative underscores the global community's commitment to strengthening these networks and advancing international cooperation for digital resilience*.'

Biannual meetings

The Advisory Body will meet at least two times a year. It will consult with experts on telecommunications, digital resilience infrastructure development, infrastructure investment and international policy to provide strategic guidance and encourage sector-wide collaboration.

The first virtual meeting is scheduled for this month (December 2024). The first physical meeting is currently scheduled to take place during the Submarine Cable Resilience Summit, planned for late February 2025 in Abuja, Nigeria.