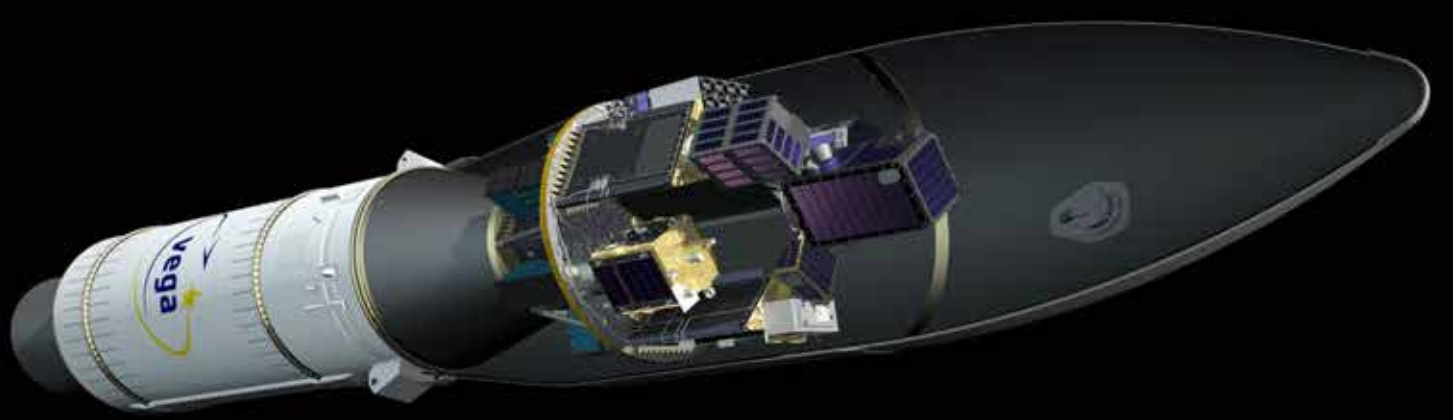
Number 32, July 2020

IFSMA NEWSLETTER

The Shipmasters' International Voice



The ESAIL maritime satellite mounted on Arianespace's new launch adapter for Small Satellite Mission Service.

See article on Page 29

International Federation of Shipmasters' Associations

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Email:HQ@ifsma.org • Website:www.ifsma.org • Facebook:www.facebook.com/ifsma • Twitter:@ifsma • LinkedIn:"Secretary General IFSMA"

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Secretary General's Report

Two months on and here we are still trying to fight the COVID-19 pandemic and attempting to get seafarers recognised as key workers and to persuade nations around the world to allow crew changes to take place. These are indeed very difficult and strange times.

As I reported in the last newsletter, I represent IFSMA as part of a group of over 20 influential maritime, international, governmental and non-governmental organisations known as the COVID-19 Maritime Industry Advisory Group (MAIG).

This unique group is very conscious that while being on a ship is a safe place compared with what is happening ashore, many of you are having your tour of duty extended yet again. However, we recognise the dangers of fatigue and I know that this is something at the forefront of your mind as a shipmaster.

Meanwhile, we are aware that just as many of you are stuck ashore waiting to get to sea to relieve your fellow shipmasters.

The Group developed and put together a 12-step Crew Change Protocol which was agreed by the UN, IMO, ILO, WHO and IATA. This was then sent to all the IMO Member States and Flag States strongly urging national governments to adopt the protocols and enable crew changes to take place.

Despite this, travel restrictions remain in place in many countries I hope you have seen the open letters that IFSMA, ICS, ITF and others have sent to governments urging them to lift the travel restrictions for seafarers as key workers. Inaction by governments forced IFSMA to write a letter to all shipmasters at the beginning of June reminding them of their obligations under international regulations and stating that if they were concerned about the safety of their crew or ship, then they had the right to refuse to sail.

The battle still goes on and the MAIG remains as strong as ever with shipowners, management companies, shipmasters and unions all working together to try and get seafarers and workers in the industry recognised as key workers and to lift travel restrictions around the world.

This unprecedented cooperation has had some success in reaching the media internationally, but only a limited number of governments have adopted the industry 12-Step Crew Change Protocols.

Currently only between 20% and 30% of the usual monthly crew changes are taking place. The MAIG has now managed to raise sufficient finances to start mounting a major worldwide public relations campaign and I will keep you

informed of its progress. The limited number of nations that have adopted these protocols are cooperating to encourage more nations to take part.

Please rest assured that we, the MAIG and all the United Nations Agencies are doing all we can to get these travel restrictions lifted.

Keep well and keep safe.

Asociacón Vizcaína de Capitanes de la Marina Mercante

Third International Maritime Congress
500 years from the First Circumnavigation
Bilbao, Spain, 18-20 May 2021

ASOCIACIÓN VIZCAÍNA DE CAPITANES DE LA MARINA MERCANTE

Introduction

After the successful 2012 and 2017 Marine Congresses, IFSMA Member the Asociación Vizcaina de Capitanes de la Marina Mercante (AVCCMM) together with Bilbao Port and the Basque Country University(UPV), have called for a new marine congress in relation to the five centuries since the first global circumnavigation. This will aim to create a meeting point where the most authorized opinions of the marine, port and public sectors can be heard. A true gathering of the minds. This event will be the third in the series.

Suggested topics

These will range from historical content, technological innovation and technical or relevant content from the maritime sector.

The Scientific Committee reserves the right to refuse documentation that does not comply with the established requirements.

Each presentation will last 20 minutes and there will be time for requests and questions.

Who should attend

The Congress will address historians, responsible ranks and professionals of the shipping industry, marine authorities, shipping companies, nautical schools, people and organisations involved in emergency services, salvage, marine pollution and prevention activities, insurance companies and those interested in studying the evolution of everything related to the maritime world from the Middle Ages to the 21st Century.

To learn more

For further information readers are invited to contact the Congress Technical Secretariat of AVCCMM by e-mail here: avccmm@avccmm.org

Deadlines

- 05 November, 2020 - Presentation of abstracts.
- 15 December, 2020 - Acceptance communication.
- 28 February, 2021 - Final version of the communication for publication.
- 30 March, 2021 - Final version of the communication for presentation.

Availability of voluntary pilotage services in the Straits of Malacca and Singapore

In the Report of the 45th Annual General Assembly of IFSMA held in Finland on 26-27 September 2019 readers will recall Annex H, Agenda Item 14: *Safety of Navigation Management in Malacca Strait*, a paper presented by Captain Dwiyono Soeyono, President of the Indonesian Seafarers' Federation, Members of IFSMA.

In order to maintain continuity and to keep the subject live there is a link to this document here:
https://tinyurl.com/yd29tktq

The subject was raised at IMO on 24 April as SN.1/Circ.338 with a request for its wide dissemination.

Editor's Note: Fast-moving waterfalls in the deep sea

New research led by the UK's National Oceanography Centre (NOC) has discovered how fast-moving waterfalls under the sea control the shape and behaviour of submarine channels. These underwater channels are the offshore equivalents of rivers, but can be much larger. Submarine channels extend for tens to thousands of kilometres offshore, providing an important conduit for the transfer of sediment, nutrients and pollutants, such as microplastics, to the deep-sea. Avalanches of sediment flow down these channels and pose a hazard to networks of seafloor cables that underpin global communications, including the Internet.

An international research team, including NOC, Universities of Durham, Southampton and Hull (UK), Geological Survey of Canada, and University of New Hampshire (USA), performed the most detailed repeated mapping of any submarine channel to date. Time-lapse surveys acquired over nine years in Bute Inlet, British Columbia, re-

vealed a dramatic series of up to 30 m-tall, steep cliffs that resemble waterfalls in rivers. Similar features migrate at a rate of less than 1 metre per year in rivers. The team observed much faster migration rates in the submarine channel - up to 450 metres per year.

See also: https://tinyurl.com/ydxtwdmj

The IMO digest

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

All illustrations (© IMO) downloaded from and with grateful thanks to www.imo.org

IMO endorses new protocols designed to lift barriers to crew changes

IFSMA participation

The need for ships to change crews and for seafarers to fly home at the end of their periods of service have emerged as two of the biggest challenges facing the shipping industry as a result of the COVID-19 pandemic.

On 7 May IMO Secretary-General Kitack Lim endorsed a series of protocols designed to address these issues.

Global spectrum considered

Drawn up by a broad cross-section of global industry associations representing various sectors of the maritime transport industry, the protocols set out general measures and procedures designed to ensure that ship crew changes can take place safely during the COVID-19 pandemic.

At their heart is a call that, provided shipping companies broadly comply with and adhere to measures applicable to them, governments and their relevant national authorities should, for their part, do everything possible to allow crew changes to happen.

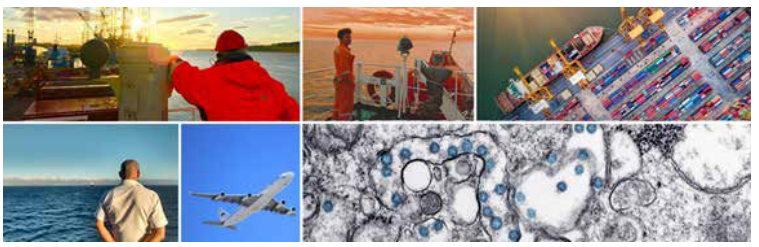
Recommendations to administrations

The wide-ranging protocols contain recommendations to maritime administrations and other relevant national authorities such as health, customs, immigration, border control, seaport and civil aviation authorities. They address the roles of shipping companies, agents and representatives, including crew agencies and seafarers, and extend to seaports, airports and airlines involved in travel operations for ship crew changes.

IMO Secretary-General Lim said he supports these protocols and urges their implementation. The full text is contained in a circular letter issued by IMO. It invites the Organization's Member States and international organizations to use the protocols and to disseminate them among relevant national authorities.

Shipping vital to global supply chains

Shipping, and seafarers, are vital to global supply chains. Each month, about 150,000 seafarers need to be changed over, to and from the ships they operate, to ensure international maritime regulations for safety, crew health and welfare, and preventing fatigue are complied with. But, due to COVID-19 restrictions, large numbers of seafarers are having to extend their service on board ships after many months at sea, unable to be replaced or repatriated after long tours of duty. This is considered unsustainable, both for the safety and wellbeing of seafarers and the safe operation of maritime trade.



Participation by a broad range of organisations

Protocols for crew change and repatriation were drawn up by ICS, IAPH, BIMCO, IFSMA, INTERTANKO, P&I Clubs, CLIA, INTERCARGO, InterManager, IPTA, IMCA, INTERFERRY, FONASBA, ITF, and WSC. They also take account of input from the International Air Transport Association (IATA).

To download the protocols

The 59-page Circular Letter No.4204/Add.14 (5 May 2020) – *Coronavirus (COVID-19) – Recommended framework of protocols for ensuring safe ship crew changes and travel during the coronavirus (COVID-19) pandemic* is available here: https://tinyurl.com/y9f3tfcd

Practical measures - IMO and protection from infection advice

Shipping is vital to the world supply chain. During the COVID-19 pandemic, it is crucial that all personnel involved are protected from infection, including those onboard ships and shore personnel who may need to temporarily go on ships or interact with seafarers.

IMO has circulated World Health Organization (WHO) guidance on the safe and effective use of personal protective equipment (PPE), to support decisions on use of PPE to minimize the risks of COVID-19 infection for seafarers, marine personnel, fishing vessel personnel, passengers and others on board ships.

This guidance also applies to shore personnel intending to go on board (such as pilots, port workers, port State control officers, ships' agents and so forth); and when any of these people interact with each other.

Guidance circulars

The PPE guidance is available here per CL.No.4204/Add.15: ***Coronavirus (COVID 19) - Personal protective equipment*** **https://tinyurl.com/ydcd5ykx**

To support decision making and risk assessment, IMO has also circulated practical measures to address COVID-19 risks for all people involved on ships and in ports when they may need to interact with each other, available here per CL.No.4204/Add.16: ***Coronavirus (COVID 19) – COVID-19 related guidelines for ensuring a safe shipboard interface between ship and shore-based personnel*** **https://tinyurl.com/yablanf6**

Recognizing that there are differences in national requirements, the guidelines propose a straightforward system to evaluate the risks and communicate the control measures that will be put in place, by mutual agreement, to reduce infection risk. They also propose simple steps and precautions to take if attendance onboard a ship is unavoidable. These include minimising the number of persons attending; using outer walkways rather than access through the crew accommodation; frequently cleaning hands and maintaining social distancing.

The COVID-19 related guidelines for ensuring a safe shipboard interface between ship- and shore- based personnel were proposed by a broad cross section of global industry associations in consultative status with IMO: ICS, IAPH, BIMCO, IACS, **IFSMA**, IMPA, INTERTANKO, P&I Clubs, CLIA, INTERCARGO, InterManager, IPTA, FONASBA, and WSC.

Account was also taken of input from the International Maritime Employers' Council (IMEC) and the International Support Vessel Owners' Association (ISOA).

Ballast water treaty boost

IMO-industry alliance for ship emission cuts

Major boost for key ballast water treaty

An important international treaty which helps prevent the spread of potentially invasive aquatic species by ships now covers more than 90% of shipping worldwide, following China's extension of the treaty to the Hong Kong Special Administrative Region.

Ships flagged to Hong Kong, China – the fourth largest flag Administration in the world by shipping tonnage – will now be required to apply the requirements of the Ballast Water Management Convention (BWM).

This was stated in a media briefing of 21 May which informed that the BWM Convention aims to protect marine ecosystems by requiring ships to manage their ballast water so that harmful aquatic organisms and pathogens are removed or rendered harmless before the ballast water is released into a new location. This helps prevent the spread of invasive species – as well as potentially harmful pathogens.

Entering into force in 2017 the BWM Convention now has 83 Parties, representing 90.98% of the gross tonnage of the world's merchant shipping, up from 81.83% previously. Since the entry into force requirements for the treaty were met in September 2016, there have been some 30 ratifications, with the percentage of world merchant shipping tonnage covered increasing considerably, from 35.14% to 90.98%.

China notified IMO on 13 May that the Government of the People's Republic of China has extended the BWM Convention to the Hong Kong Special Administrative Region, with effect from 13 August 2020.

In order to find out more about the BWM Convention, including frequently asked questions and an infographic on complying with the treaty, readers are invited to see here: https://tinyurl.com/yxn8fhjj

IMO-industry alliance broadens scope of action to cut ship emissions

IMO's media briefing went further. A key IMO initiative supporting ship decarbonization – the Global Industry Alliance (GIA) to Support Low Carbon Shipping – will intensify its work on the ship-port interface to reduce emissions from ships. This is one of the outcomes of a GIA task force meeting, which took place over videoconference on 14-15 May.

During the meeting, 21 participants from the industry and the IMO Secretariat discussed progress on a number of ongoing projects and set tangible goals for the GIA up to 2023. Participants agreed to continue work under the existing workstreams, including alternative fuels and validating the performance of energy efficiency technologies, and to expand these even further.

They also agreed to embark on an entirely new workstream aimed at creating a '*holistic approach to reducing emissions in the ship-port interface*'. It is understood that this will support implementation by ports of regulatory, technical, operational and economic actions to help reduce GHG emissions from ships, such as providing onshore power supply and safe and efficient bunkering of alternative low-carbon fuels.

This new workstream will also identify additional measures that could be taken to reduce emissions in the ship-port interface. This new workstream builds on the work undertaken by the GIA on the 'Just-in-Time (JIT) Arrival of Ships. JIT operation allows ships to optimise their speed so they arrive at their destination port when their berth is ready for them – cutting the time ships spend waiting outside ports with their engines on, thereby saving energy and cutting costs and emissions.

Furthermore, the group discussed as to how it could support the financial recovery of the maritime sector to COV-

ID-19. The GIA also considered in detail the aims and objectives of the IMO-Norway GreenVoyage2050 Project and discussed ideas for collaboration, in particular, how to catalyse demonstration and trialling solutions in the GreenVoyage2050[1] pilot countries.

It was the first meeting of the GIA task force since it became part of GreenVoyage2050, an IMO-executed project, funded by Norway, to initiate and promote global efforts to demonstrate and test technical solutions for reducing ship emissions. The project also aims to enhance knowledge and information-sharing to support the IMO GHG reduction strategy[2].

The GIA is an innovative public-private partnership initiative of IMO that brings together maritime industry leaders to support an energy-efficient and low carbon maritime transport system.

Set up as part of IMO's Global Maritime Energy Efficiency Partnerships (GloMEEP) project[3] in 2017, the GIA is now running under GreenVoyage2050 following a new agreement, earlier this year, signed by 14 companies, which have committed to financial and in-kind contributions, such as sharing expertise, until 2023.

1 The GreenVoyage2050 Project is a partnership project between the Government of Norway and IMO aiming to transform the shipping industry towards a lower carbon future. The global partnership is supporting developing countries, including SIDS and LDCs, in meeting their commitment towards relevant climate change and energy efficiency goals, for international shipping, through supporting the IMO Initial GHG Strategy. For more see here: https://tinyurl.com/y9atzuww

2 https://tinyurl.com/y4xuuaey

3 https://tinyurl.com/yc3grdeb

Crew changes and keyworker designation for transport workers

IMO ICAO and ILO call for urgent action

It was reported by IMO on 27 May that the heads of the maritime, labour and aviation organizations of the United Nations have issued a plea for urgent action on crew changes and for keyworker designation so that sea and air workers can be relieved and repatriated in a safe way during the COVID-19 pandemic.

In a joint statement (CL.4204/Add.18)[1], the International Civil Aviation Organization (ICAO), IMO and International Labour Organization (ILO) advised that from the middle of June 2020, around 150,000 seafarers a month will require international flights to ensure crew changeovers can take place. Half of these seafarers need to be repatriated home by aircraft, the other half will be joining ships.

Due to COVID-19 restrictions, large numbers of seafarers, as well as crews of fishing vessels, have had to extend their service on board ships after many months at sea, unable to be replaced or repatriated after long tours of duty. This is unsustainable, both for the safety and wellbeing of seafarers and the safe operation of maritime trade.

The joint statement said: '*For humanitarian reasons – and the need to comply with international safety and employment regulations – crew changes cannot be postponed indefinitely," the statement said. "We are seeking the support of Governments to facilitate crew changes, operations essential to maintain the global cargo supply chains and operations related to humanitarian aid, medical and relief flights.*'

During the unprecedented COVID-19 pandemic, travel is being curtailed to prevent spread of the disease. Some ports and airports remain closed due to travel restrictions, with ships and aircraft denied entry, and/or have introduced restrictive measures for foreign nationals travelling to or from the country. As a result, seafarers around the world are stranded onboard ships, unable to be repatriated home or replaced by relief crews

The three Organizations (IMO, ICAO, ILO) urge "key worker" designation for seafarers, marine personnel, fishing vessel personnel, offshore energy sector personnel, aviation personnel, air cargo supply chain personnel, and service provider personnel at airports and ports, regardless of nationality. Governments are urged to exempt these personnel from travel restrictions, to ensure crew changes can be carried out and that they have access to emergency medical treatment and, if necessary, to facilitate emergency repatriation.

The joint statement says Governments and relevant national and local authorities should implement already-agreed guidance, issued by ICAO, IMO, ILO and the World Health Organization (WHO), including on keyworker designation. This includes permitting seafarers, marine personnel, fishers and offshore energy sector personnel to disembark and embark ships in port and transit through their territory (that is to say to an airport) for the purpose of crew changes and repatriation; and implementing appropriate approval and screening protocols.

Earlier this month, IMO Secretary-General Kitack Lim endorsed a series of protocols[2] developed by a broad cross-section of global maritime industry associations to ensure that ship crew changes can take place safely during the COVID-19 pandemic.

More than 80% of global trade by volume is moved by

maritime transport, which is the lifeblood of the global economy, and is dependent on the two million seafarers who operate the world's merchant ships.

Air transport carried about 4.5 billion passengers in 2019, according to preliminary ICAO figures, while airfreight represents 35% of the value of goods shipped in all modes combined.

The total number of licensed aviation professionals, which include pilots, air traffic controllers and licensed maintenance technicians, was 887,000 in 2019, according to ICAO personnel statistics and forecasts.

Joint signatories

The joint statement was signed by Fang Liu, Secretary General International Civil Aviation Organization (ICAO); Kitack Lim, Secretary-General International Maritime Organization (IMO); and Guy Ryder, Director-General International Labour Organization (ILO).

COVID-19 advice

Further COVID-19 advice, recommendations and information can be found here: https://tinyurl.com/tscce87

[1] https://tinyurl.com/y9kcxcqh

[2] https://tinyurl.com/y9ua6p2e

IMO Meetings 2020

Here are some of the words of IMO Secretary General Kitack Lim earlier this year.

'*The spread of the coronavirus has placed the entire world in an unprecedented situation. To slow the spread of the disease and mitigate its impacts, travel is being curtailed and borders are being closed. Transport hubs are being affected. Ports are being closed and ships denied entry.*

'*In these difficult times, the ability for shipping services and seafarers to deliver vital goods, including medical supplies and foodstuffs, will be central to responding to, and eventually overcoming, this pandemic.*

'*It is, therefore, crucially important that the flow of commerce by sea should not be unnecessarily disrupted. At the same time, the safety of life at sea and protection of the marine environment must also remain paramount…*'

He stressed the vital need to maintain commerce by sea and protect seafarers' welfare in the face of the coronavirus shut down and went on to issue a statement addressing the effect of the coronavirus pandemic on the shipping industry and the global supply chain.

This full address is available here:
https://tinyurl.com/ycajt3h6

Meanwhile IMO advised early in June the status of various meetings planned for June to September this year:

IMO Council - Extraordinary Session (by correspondence) (04/05/2020 - 17/07/2020)

POSTPONED Sub-Committee on Human Element, Training and Watchkeeping (HTW) (01/06/2020 - 05/06/2020)

POSTPONED Technical Cooperation Committee (TC) (15/06/2020 - 19/06/2020)

POSTPONED Sub-Committee on Implementation of IMO Instruments (III) (20/07/2020 - 24/07/2020)

Sub-Committee on Carriage of Cargoes and Containers (CCC) (14/09/2020 - 18/09/2020).

IMO World Oceans Day

Celebrating the oceans on World Oceans Day – a message from IMO Secretary General Kitack Lim

8 June 2020

Here the Secretary General invites a celebration of the majesty, beauty and sheer wonder of our oceans and the ships that ply their trade on them.

'*June 8th is World Oceans Day and the theme this year is "Innovation for a Sustainable Ocean". The purpose of the Day is to educate and inform about how vital the oceans are to us all, about the impact of human actions on the ocean, to help foster a worldwide movement of citizens for the ocean, and to mobilize and unite the world's population to support sustainable management of the world's oceans. It is also a day to simply celebrate together the beauty, the wealth and the promise of the oceans.*

'*So, why are the oceans so important to us? They are, quite literally, the lungs of our planet, providing most of the oxygen we breathe. They are also a major source of food and medicine and a critical part of the biosphere.*

'*Worldwide, more than three billion people depend on ma-*

rine and coastal biodiversity for their livelihoods. Oceans are the world's largest source of protein, with nearly half the world's population depending on the oceans for their primary source of protein.

'Oceans absorb about 30% of carbon dioxide produced by humans, buffering the impacts of global warming.

'Oceans also support the world's marine and coastal resources and industries – with an estimated value of $3 trillion per year, or about 5% of global GDP. We are indeed linked to our oceans in all possible aspects. The future of the oceans and our future are inseparable.

'Here at IMO, ensuring safe, secure, sustainable shipping is our core mission, recognising that shipping itself is the carrier of world trade and vital to sustainable development.

'IMO's vision is to eliminate, or reduce to the barest minimum, all adverse environmental impact from ships, including that on the oceans. The International Convention for the Prevention of Pollution from Ships (widely known as MARPOL) is the bedrock for these efforts, setting out mandatory rules and regulations covering ocean pollution by oil and other harmful substances, including chemicals, sewage and litter. It also contains measures to tackle air pollution and emissions from ships.

'MARPOL is backed up by a wide range of other IMO measures and projects designed to protect the oceans, prevent or reduce pollution and promote biodiversity – in all, IMO has adopted more than 20 international treaty instruments which protect the environment, and especially the oceans.

'And we have developed tools to protect the most sensitive parts of our oceans even further. Through the establishment of Particularly Sensitive Sea Areas, or PSSAs, some of the world's most important and iconic marine areas have been given extra protection from shipping activities, from the Great Barrier Reef to the Galapagos Islands. But IMO's work and mandate to protect our oceans is actually much wider than that. We also regulate the prevention of pollution from dumping of wastes at sea, the discharge of ship's ballast water that could lead to the spread of invasive species and we address climate change mitigation options such as carbon capture and storage and marine geoengineering.

'All our work to protect the ocean is rooted in the firm belief that our marine environment and the ocean-based industries are intrinsically linked. We therefore work closely with our IMO Member States, but also all other UN agencies whose mandates cover ocean related areas, such as the Food and Agriculture Organization (FAO), the United Nations Environment Programme (UNEP), and many others.

'2020 was set to be a "super year for the oceans", with the conclusion of a new treaty to protect biodiversity on the high seas, and the second UN Ocean Conference to progress work on SDG 14, to mention a few. Although these processes have slowed down due to the impact of the COVID-19 pandemic, IMO remains committed to our important role as one of the main stakeholders in the governance of our oceans.

'We are also committed to continuing our capacity building programmes to make sure no one is left behind – with a focus on Small Islands Developing Countries. 'This is particularly important as we look ahead to supporting post-COVID recovery efforts. Last week, I had the opportunity to take part in several high-level meetings on ocean matters, and I was very encouraged by the energy and determination that the ocean community showed.

'So today, on World Ocean Day I invite you to learn more about our work and initiatives to protect the oceans by visiting our website; and join us in celebrating the majesty, beauty and sheer wonder of our oceans and the ships that ply their trade on them.'

Invasive species

UN entities and private sector join forces to tackle invasive species and reduce emissions

A ground-breaking Global Industry Alliance (GIA) has been launched to tackle two of the most pressing environmental issues of our time: invasive species and greenhouse gas (GHG) emissions. The GIA brings together stakeholders in the private sector and the GloFouling Partnerships, a project led by United Nations entities to address the transfer of harmful aquatic species through biofouling. This was announced by IMO in a briefing on 8 June.

The new GIA will accelerate the development of solutions to improve the management of marine biofouling, which is the build-up of aquatic organisms on ships' hulls or submerged structures such as platforms and aquaculture installations.

Biofouling can lead to the introduction of potentially invasive species to new environments, where they may threaten native species and cause irreversible damage to biodiversity. It also has measurable impacts on a number of economic sectors such as fisheries, aquaculture and

ocean energy. Once established in a new ecosystem invasive species are extremely difficult, if not impossible, to eradicate.

Bringing together many elements

The new Global Industry Alliance (GIA) for Marine Biosafety brings together private sector companies from various industries affected by biofouling, including shipping, aquaculture, offshore oil and gas and ocean renewable energies. These maritime champions will work together with the GloFouling Partnerships Project, a joint initiative between the Global Environment Facility (GEF), the United Nations Development Programme (UNDP) and the International Maritime Organization (IMO). The key aims of the GIA are to leverage human, technological and financial resources; facilitate industry input into policy developments and a positive pull for reform processes; and the development and dissemination of technological solutions to improve biofouling management.

The work of the GIA will also contribute to a significant reduction in greenhouse gas emissions. Biofouling increases the drag of ships, forcing them to burn more fuel to maintain speed. The new global alliance is expected to promote solutions to improve the hydrodynamic performance of ships and thereby contribute to a significant reduction of the carbon footprint of the shipping industry.

The GIA was officially inaugurated on 8 June during an online meeting attended by representatives of the founding industry members as well as IMO and UNDP.

A gathering of industry talent

IMO Secretary-General Kitack Lim said the new alliance will, for the first time, bring together all maritime industries in finding solutions to two key environmental issues affecting our planet – protecting marine biodiversity and reducing greenhouse gas emissions. He said: '*Under this new initiative, these industry champions, from different sectors, are coming together to address common challenges and move towards a more sustainable use of ocean resources*.'

Andrew Hudson, Head of UNDP's Water & Ocean Governance Programme, added: '*At UNDP we are very pleased to witness the creation of a new GIA that can help us all to work together to remove key barriers, whether they be informational or technical, to transform maritime industries and channel their contribution towards achieving the targets of the Sustainable Development Goals and the reduction of greenhouse gas emissions from shipping*.'

Founding members

Four companies have become the founding members of the Global Industry Alliance for Marine Biosafety: CleanSubSea, ECOsubsea, HullWiper and Sonihull. It is expected that more companies will join the GIA.

Jose Matheickal, head of IMO's Department for Partnerships and Projects, commented: '*This alliance is about the collective pioneering efforts by all maritime industries in undertaking the fight against invasive species and all the creativity and innovations that are being brought to the table to develop technological solutions. Forging such an alliance among the current four founding partners lays the foundations of a potentially very large global partnership among maritime industry players*.'

The GIA is open to new members. To learn more readers are invited to see the

Glofouling Partnerships Project website here:
https://www.glofouling.imo.org/

The GEF-UNDP-IMO GloFouling Partnerships is a five-year global project aimed at protecting biodiversity by tackling the transfer of harmful aquatic species through biofouling in some of the developing regions of the world. The project encourages the sharing and adoption of technologies and innovative solutions that can improve biofouling management across all maritime industries and the energy efficiency of ships.

UNDP, the United Nations Development Programme, partners with people at all levels of society to help build nations that can withstand crisis, and drive and sustain the kind of growth that improves the quality of life for everyone. On the ground in nearly 170 countries and territories UNDP offers global perspective and local insight to help empower lives and build resilient nations. See also here: www.undp.org

The Global Environment Facility (GEF) was established on the eve of the 1992 Rio Earth Summit to help tackle the planet's most pressing environmental problems. Since then, the GEF has provided over US$17 billion in grants and mobilized an additional US$ 88 billion in financing for more than 4000 projects in 170 countries.

Today, the GEF is an international partnership of 183 countries, international institutions, civil society organizations and the private sector that addresses global environmental issues. See also: www.gef.org

IMO and UNCTAD urge keeping ships moving, ports open and cross-border trade flowing

The world's reliance on maritime transport makes it more important than ever to keep ships moving, ports open

and cross-border trade flowing, and to support ship crew changeovers, the United Nations maritime and trade entities said in a joint statement issued on 8 June 2020.

The IMO and the United Nations Conference on Trade and Development (UNCTAD), which tracks world trade, reiterated calls for Governments to promote crew well-being by allowing crew changes and ensuring seafarers and other maritime personnel have access to documentation and travel options so that they can return home safely.

Huge demand for seafarers' flights

It is estimated that starting in mid-June 2020, as many as 300,000 seafarers a month would require international flights to enable ships' crew changeover: about half will travel home by aircraft for repatriation while the other half will join ships, and 70,000 cruise ship staff are waiting for their repatriation. This process is currently hampered by travel restrictions imposed due to the COVID-19 pandemic. But, to comply with international safety and employment regulations, and also for humanitarian reasons, crew changes cannot be postponed indefinitely. Access to medical care for sick or injured crew and to medical prescriptions must also be provided.

Key worker designation

IMO and UNCTAD also reaffirmed the urgent need for "key worker" designation for seafarers, marine personnel, fishing vessel personnel, offshore energy sector personnel, and service personnel at ports. Governments and relevant national and local authorities must recognize that these workers provide essential services, regardless of their nationality and should exempt them from travel restrictions when in their jurisdiction. '*Such designation will ensure that the trade in essential goods, including medical supplies and food, is not hampered by the pandemic and the associated containment measures*,' the joint statement said.

It continued: '*We emphasize that, for trade to continue during these critical times, there is a need to keep ships moving, ports open and cross-border trade flowing, while at the same time ensuring that border agencies can safely undertake all necessary controls. International collaboration, coordination and solidarity among all is going to be key to overcoming the unprecedented global challenge posed by the pandemic and its longer-term repercussions*.'

Collaborative efforts by governments

Looking beyond the current situation, IMO and UNCTAD urged governments to pursue collaborative efforts to identify and remove any unnecessary regulatory obstacles to post-pandemic recovery and to facilitate maritime transport and trade in these difficult times.

They encouraged pragmatic approaches, such as granting exemptions and waivers where necessary and appropriate. Efforts should be made to facilitate electronic means for ship-shore, administrative and commercial interactions. There should be effective sharing of pre-arrival information and other COVID-related reporting requirements for ships; and provision of adequate equipment and resources to customs and border control stations in ports.

Future lessons

Lessons could be learned for the future. The joint statement points out that, in the longer term, some of the measures to confront the COVID-19 crisis may offer other important benefits, for instance encouraging further investment in digitalization and advancing efforts to improve ships' energy efficiency and reduce greenhouse gas emissions from shipping.

Maritime transport is dependent on the two million seafarers who operate the world's merchant ships, which carry more than 80% of global trade by volume. Sea transport moves the world's food, energy and raw materials, as well as manufactured goods and components, and is vital to sustainable development and prosperity.

Continuity of shipping

Crew changeovers are essential for the continuity of shipping in a safe and sustainable manner. IMO Secretary-General Kitack Lim has endorsed a series of protocols developed by a broad cross-section of global maritime industry associations to ensure that ship crew changes can take place safely during the COVID-19 pandemic.

The joint statement was signed by Kitack Lim, Secretary-General of IMO and Mukhisa Kituyi, Secretary-General of UNCTAD.

For further information and guidance on coronavirus readers are invited to see here:
https://tinyurl.com/tscce87

UN Secretary-General speaks out on seafarers

We are privileged to publish here a statement on the repatriation of seafarers issued on 12 June and attributable to Stéphane Dujarric, Spokesman for the Secretary-General of the UN.

The Secretary-General is concerned about the growing humanitarian and safety crisis facing seafarers around the world. As a result of COVID-related travel restrictions, hundreds of thousands of the world's two million seafarers have been stranded at sea for months. Unable to get

off ships, the maximum sea time stipulated in international conventions is being ignored, with some seafarers marooned at sea for 15 months.

Shipping transports more than 80% of world trade, including vital medical supplies, food and other basic goods that are critical for the COVID-19 response and recovery. This ongoing crisis will have direct consequences on the shipping industry. The world could not function without the efforts of seafarers yet their contributions go largely unheralded; they deserve far greater support at any time but especially now.

The Secretary-General calls on all countries to formally designate seafarers and other marine personnel as “key workers” and ensure crew changeovers can safely take place.

United Nations agencies, including the International Labour Organisation and the International Maritime Organization, have worked with the International Chamber of Shipping and the International Transport Workers Federation to develop protocols for crew changeovers, taking full account of public health concerns. The Secretary-General calls on all governments to urgently implement these protocols, allowing stranded seafarers to repatriate and others to join ships.

IMO – Crew changes and certificate renewals

Port State control regimes cooperate

Port State control (PSC) regimes have expressed their willingness to be part of the solution to the urgent issue of crew changes and repatriation of seafarers. This is a key outcome of the second virtual meeting of all PSC regimes (17 June), organised by IMO in cooperation with the International Labour Organization (ILO) to address issues surrounding surveys and certificates renewals during the pandemic.

Even though crew changes and repatriation are not directly under the realm of Port State Control authorities, they can still play an important role, as they are in charge of carrying out inspections onboard ships to monitor and enforce compliance with international regulations.

For example, safety issues resulting from crew fatigue may be examined by Port State Control, especially when extensions of seafarers’ contracts violate the maximum stipulated in ILO’s Maritime Labour Convention (MLC). PSC regimes can also help IMO’s Seafarer Crisis Action Team resolve individual cases by providing valuable information about specific situations

Opening the meeting, IMO Secretary-General Kitack Lim praised the collaboration and cooperation demonstrated by PSC regimes, since the beginning of the crisis.

PSC regimes shared their appreciation of the release by IMO of Guidance regarding surveys and renewals of certificates during the COVID-19 pandemic, developed in cooperation with the International Association of Classification Societies (IACS) (CL.No.4204/Add.19,) They also welcomed the dissemination by IMO of the Singapore Crew Change Guidebook (CL.No.4204/Add.22).

The second video meeting for the Port State Control (PSC) regimes during the COVID-19 pandemic was attended by ILO and IACS, as well as representatives from all ten PSC regimes.

Readers wishing to study a full summary of the meeting are invited to see here: https://tinyurl.com/y8gqn5rn

Governments must act to bring seafarers home

An IMO webinar

IMO on the occasion of the Day of the Seafarer, hosted a webinar which highlighted the essential role of seafarers on the frontline of the global supply chain, while urging Governments to grant them key worker status so they are able to travel and transit to and from ships.

Governments have the power to solve a growing humanitarian crisis and must take action to bring seafarers home and allow their relief crews to join ships. ‘*Get our seafarers home*’ was the plea from panellists during a webinar on 26 June, hosted by IMO on the occasion of the Day of the Seafarer. IMO, the International Chamber of Shipping (ICS) and the International Transport Workers Federation (ITF) urged countries to implement protocols on safe crew change developed by the maritime industry and circulated by IMO.

The 2020 Day of the Seafarer campaign has highlighted the essential role of seafarers on the frontline of the global supply chain, while urging governments to grant them key worker status so they are able to travel and transit to and from ships. Hundreds of thousands of seafarers are stranded on ships and desperate to go home. In many cases, their contracts have been extended for several months beyond the maximum time at sea permitted under international regulations.

Unique and essential employment

In his opening remarks, IMO Secretary-General Kitack Lim

said: '*Seafarers' work is unique and essential. Seafarers are on the front line in this global fight. They deserve our thanks. But they also need – and deserve – quick and decisive humanitarian action from governments everywhere, not just during this pandemic, but at all times*.'

Setting the scene, ICS…

During the COVID-19 pandemic, ships, which fundamentally depend on seafarers, have continued to carry essential goods across the globe. Leadership and action are now needed to bring back seafarers, who are fatigued and have missed weddings, births and funerals because of the crisis, said Guy Platten, Secretary-General of the International Chamber of Shipping (ICS). The number of stranded seafarers is currently 400,000, with 200,000 needing to leave ships and a similar number needing to replace them.

…at ITF…

In the words of Stephen Cotton, General Secretary, International Transport Workers' Federation (ITF): '*Shipping is truly a global industry and we need Governments to provide a global solution*.' The ITF has been receiving emails from hundreds of seafarers daily, expressing their concern about contracts being extended under duress. This will impact their ability to perform safe operations, putting themselves at risk as well as the global supply chain and potentially the environment, he warned.

…and Stella Maris

Fr Paulo Prigol, Stella Maris Manila and South East Asia Regional Coordinator, highlighted the importance of the work of seafarers for their communities and home countries, as well as the devastating financial and emotional impact of the pandemic on families of seafarers, due to the extended time at sea for some seafarers and the inability to get to work for others.

Netherlands example

Some successful crew changeovers have been happening in and via the Netherlands, thanks to collaboration between shipowners, the KLM Royal Dutch Airlines and the Netherlands Government, said Niels van de Minkelis, Head, Operational Affairs, Royal Association of Netherlands Shipowners (KNVR). Some 6,000 seafarers have been moved since May between the Netherlands and seafaring nations (Indonesia, the Philippines, Poland, Russian Federation and Ukraine), in an example of what can be done with good cooperation between the different entities involved.

Global summit proposed

The panelists welcomed the United Kingdom Government's initiative in calling a global summit on the issue, but warned that real action from governments everywhere was needed to solve the crisis and get seafarers home and replaced.

A recording of the full webinar can be viewed here: https://tinyurl.com/yajwzm3o

New Indian coastal research vessel *Sagar Anveshika*

Classed by Indian Register of Shipping (IRClass)

Research vessel set to strengthen oceanographic research capabilities of India's National Institute of Ocean Technology

With the commissioning of coastal research vessel *Sagar Anveshika* earlier this year, the Indian Register of Shipping (IRClass) celebrated yet another collaborative success with the Indian shipbuilding ecosystem. This was reported by IRCLass on 27 April.

Built under IRClass, *Sagar Anveshika* is a DP1-capable vessel fitted with state-of-the-art equipment that allows her owner, National Institute of Ocean Technology (NIOT/ Ministry of Earth Sciences, Government of India*) to carry out environmental indexing and bathymetric surveys in both coastal and offshore waters.

Sagar Anveshika is the second of two coastal research vessels built for NIOT, by Titagarh Wagons Ltd, with the first being *Sagar Tara* which was delivered in August 2019. The two vessels are set to augment NIOT's research capabilities.

Apart from classification, IRClass provided assistance to the owners in seamless integration of research equipment including the laboratories and deck machinery, to ensure that both the vessels satisfy the Scientific Mission Requirements, while complying with applicable rules, conventions, regulations and the flag state.

Dr M A Atmanand, Director NIOT commented: '*We thank IRClass for its contribution which led to successful completion of the project without delays and cost overruns.*'

Dr D Rajasekhar, Project Director Vessel management

cell, NIOT added: '*We look forward to future collaborations with IRClass on mutually-beneficial projects of significance not only to our respective organisations but to the maritime ecosystem at large*.'

Vijay Arora, Joint Managing Director, IRClass, concluded by saying: '*The successful commissioning of* Sagar Anveshika *bears eloquent testimony to the hard work of the owners, ship builders, ship designers, and all those who were involved with the project. IRClass is proud to be part of the Indian maritime ecosystem that continues to deliver high quality ships that meet the requirements of discerning owners worldwide*.'

Film of the vessel's launch is available here:

https://www.youtube.com/watch?v=HftGstmw8bA

*See here: www.niot.res.in

The National Institute of Ocean Technology (NIOT) was established in November 1993 as an autonomous society under the Ministry of Earth Sciences, Government of India. NIOT is managed by a Governing Council and the Director is the head of the Institute. Major aim of starting NIOT under the Ministry of Earth Sciences, is to develop reliable indigenous technologies to solve the various engineering problems associated with harvesting of non-living and living resources in the Indian Exclusive Economic Zone (EEZ), which is about two-thirds of the land area of India.

COVID-19 safety

Hand sanitiser safety

A report was received from the UK Chamber of Shipping on 5 May with regard to an injury suffered by staff of a member organisation of the Chamber.

An individual had used This report is in relation to a Company customer with an employee who used alcohol-based hand gel sanitiser in compliance with current recommendations for COVID-19 personal hygiene requirements.

After application of the liquid sanitiser but before it had fully evaporated and dried, the individual touched a metal surface where a build-up of static had created an ignition source and the sanitiser ignited, resulting in an almost invisible flame on both hands.

It was reported that the individual managed to extinguish the flames but was left with first and second degree burns (*see illustration here taken from* www.ukchamberofshipping.com ©).

Alcohol present

The notice emphasised that hand sanitiser gel contains concentrations of alcohol and once applied it is essential that suitable time is given for this to dry.

Furthermore, it was made clear that in the interest of safety alcohol vapours can ignite if exposed to a source of ignition such as, for example, light switches or cigarette lighters.

Recommendations

The Chamber's notice went on to provide recommendations

- When using alcohol-based hand gel sanitisers one should ensure the gel is given suitable time to fully dry or evaporate.
- Avoid touching any surface until the gel has fully dried. Any form of ignition source has the potential to cause the same issues as experienced by the individual reported here.
- If unsure about using alcohol-based sanitisers, washing hands with hot soapy water has the same effect as the hand gel.

Shutdown of AMSA's differential global positioning system (DGPS) service

from 1 July 2020.

Australian Maritime Safety Authority (AMSA)

Marine notice 03/2020

AMSA established its radiobeacon DGPS service in the 1990s, to improve the accuracy and integrity of global positioning system (GPS) information for ships navigating off the coast of Australia. This was announced by AMSA from Canberra on 5 May.

At the time, the publicly available GPS signal was intentionally degraded, resulting in large position errors of up to 200 metres. Augmentation was necessary to correct for these errors and meet minimum requirements for maritime positioning and navigation.

In the year 2000, the intentional error in GPS positioning was removed. Since then system technology has improved and the GPS constellation has been modernised. Observed positional accuracy for unaugmented GPS now consistently meets IMO requirements for accuracy in harbour / harbour-approach navigation.

Australia's DGPS
Illustration to be found at: **https://tinyurl.com/ybnnytjm**
Reproduced with grateful thanks. AMSA ©

How will the discontinuation impact mariners?

For the vast majority of maritime users, the discontinuation of AMSA's DGPS service will not impact the accuracy of satellite positioning or safe navigation, it is understood.

DGPS receivers will no longer receive the AMSA radiobeacon DGPS signal in areas where it was previously available. This may generate a 'lost signal' alarm, but a receiver will still provide a GPS derived position.

Alternate sources for high accuracy positioning

Other options are available for obtaining higher accuracy positioning in Australia.

For more information readers are invited to see the following:

- Australia's differential global positioning system (AMSA) **https://tinyurl.com/ybnnytjm**
- Summary of feedback on the discontinuation of the AMSA DGPS service
- **https://tinyurl.com/yckslh4q**
- AUSPOS - Online GPS Processing Service (Geoscience Australia) **https://tinyurl.com/y89sok52**
- AUSCORS NTRIP Broadcaster

https://www.auscors.ga.gov.au/

For further information readers are invited to contact:
StandardsSSNav@amsa.gov.au

Anchor awareness

Lost anchors are the root causes of many groundings and collisions and the crew and officers need to be aware of the risks and assess them thoroughly, especially in heavy weather.

A growing number of anchor losses reported in recent years prompted DNV GL, Gard and The Swedish Club to investigate this issue further. Based on an analysis of cases involving anchor and anchor chain losses, the project partners have issued a video and a presentation identifying the most frequent technical and operational causes, and steps crews and operators can take to address them.

See a 14.00 video here:
http://www.gard.no/web/content/anchor-loss

Most anchor losses are preventable if proper maintenance and handling procedures are followed. One of the key findings of this investigation is the importance of the officers and crew being aware of the environmental loads their equipment is designed for.

www.gard.no ©)

Lack of awareness of the classification societies' limitations imposed when anchoring equipment[1] was approved was a frequent cause.

If these limits are not taken into account during shipboard anchoring operations, there can be significant damage to the vessel – even beyond the loss of anchor and chain.

In almost half of the cases, according to GARD, environmental risk factors, such as weather, strength of the currents and water depth, played a significant role in the loss.

Another common cause was the crew's lack of expertise and training in the handling of anchoring equipment, including maintenance of the utmost important windlass brakes and the securing of anchors and chains.

There were also a number of instances where technical or equipment failures, such as heavily worn brake band linings; corrosion of chain links; spile pins of D-shackles falling out as not being correctly secured; problems of chain stoppers and tensioning devices and so forth were among the causes.

(Illustration [1] See here an extract from *GARD News* of FEB / APL 2011 here: https://tinyurl.com/ychwf5lq

Revd Canon Ken Peters RNR, Dip.Th, MBA, MA, FNI

It is with great sadness that we announce that The Revd Canon Ken Peters died on 9 May 2020 at the age of 66.

After 38 years of distinguished service within The Mission to Seafarers (MtS), Ken was very well known across the world, not just to the MtS family but to many beyond.

After first working for the Mission as a student, he soon returned to take up port chaplaincies in the UK and Japan where he made a significant difference to seafarers' lives.

It was, however, in his subsequent role that he leaves the most transformational legacy – as MtS Director of Justice and Welfare.

In this capacity he became well-known, and indeed well-loved, throughout the maritime industry. He worked and travelled tirelessly and sacrificially training chaplaincy teams and maritime inspectors.

Within the Mission to Seafarers he established high standards in the provision of quality local advocacy, always stressing the importance of partnership. His leadership role touched on many areas of the organisation's life.

Beyond the Mission, he was regarded as one of the world's leading advocates in crew welfare. He influenced policy and made regular interventions at international fora, including at the IMO and at the ILO, representing all the maritime charities under the International Christian Maritime Association.

He liaised closely with key global shipping, trade and professional associations. To all his dealings he brought an academic rigour and long practical experience. All who knew Ken experienced his unfailing warmth and kindness. His discrete pastoral skills and love of people sat naturally alongside his professionalism. Over the last 20 years of his life he wrestled with serious illness. This highlighted another aspect of his character. He was a man of the most immense courage, continuing with an absolute commitment to his work, and sustaining an extraordinary pace of travel, for most of those years. He rarely spoke about his illness and he never complained, even when things were very difficult indeed. He would always say that three things sustained him: '*Family, friends and faith*'. Even though Ken retired from MtS in 2018, he was and remains an enormous inspiration and countless are those who will be touched by his death.

We give thanks for an extraordinary life and our thoughts and prayers are with his wife Jackie and his two sons, Michael, and David.

Editor's note: We are most grateful to The Revd Canon Andrew Wright, Secretary General of the Mission to Seafarers, for kindly providing the tribute above which we heartily endorse for Ken Peters was well known at IFSMA for his exemplary work on seafarers' welfare around the world.

Guidance for Working on Top of a Tank Container

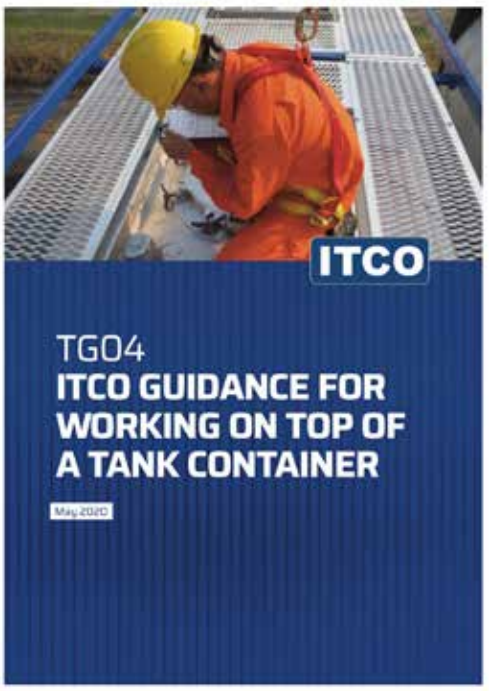
ITCO publication

Guidance for Working on Top of a Tank Container is a new publication from the International Tank Container Organisation (ITCO) and is intended for companies engaging in activities that require personnel to work on the top of a tank container.

This guidance assists in the risk assessment process and the selection of equipment and safe working, prior to accessing the top of a tank container.

It is the advice of ITCO that procedures should be reviewed to determine if a process change could be intro-

duced that would allow tasks to be undertaken at ground level. Appropriate safety standards and procedures should be in place, in order to minimise the risk of a fall. Personnel should be trained and qualified in safety and the functions that they are required to undertake.



To download the full Guidance document readers are invited to see here:
https://tinyurl.com/ybaqkpv5

More information may be requested from the ITCO Secretariat by e-mail at: info@itco.org

Alternatively, the ITCO website may be seen here:
www.itco.org

Installation, testing and maintenance of AIS

Transport Canada bulletin

Some months ago Transport Canada issued a bulletin to remind ship owners, masters, and navigating officers of the importance of proper AIS installation, testing, and maintenance in order to ensure the transmission of accurate information. Inaccurate and/or missing AIS information is a safety concern.

Background

In a background note it was reported that it had come to Transport Canada's attention that there have been occasions where a vessel's AIS information had not been accurate.

Some of the information, such as a ship's position, may have been incorrect because the ship's global navigation satellite system (GNSS) antenna and AIS antenna reference points were not correctly installed. Correct system installation is critical to ensure the vessel's position, and its relation to other vessels is accurately displayed.

Other potential discrepancies could be caused by input errors from the operator (for example destination, estimated time of arrival (ETA), cargo, draught) and/or poorly configured or calibrated ship sensors (that is speed, heading, course over the ground).

Regulatory Requirements

Under Transport Canada the Navigation Safety Regulations require:

- Equipment to be installed, tested and maintained so as to minimize malfunction (ss. 7.(1)).
- All reasonable steps to be taken to maintain the equipment in good working order (ss. 7.(2)).
- The AIS be operated taking into account the annex to IMO Resolution A.917 (22), *Guidelines for the Onboard Operational Use of Shipborne Automatic Identification Systems (AIS)* (ss. 65.(5)).

(It is important to note that Resolution A.917 (22) has been revised by IMO, *Revised Guidelines for the Onboard Operational Use of Shipborne Automatic Identification System* (Resolution A.1106 (29)).

Correct Installation

In order to ensure the AIS is correctly installed and the vessel's position is correctly displayed, the IMO *Guidelines for Installation of a Shipborne Automatic Identification System* (SN/Circ.227) should be taken into account.

Verification of Information

Mariners are reminded to verify the accuracy of their AIS information.

Among other things, the IMO Resolution A.1106 (29) stipulates the following:

- "To ensure that own ship's static information is correct and up-to-date, the officer of the watch (OOW) should check the data whenever there is a reason for it. As a minimum, this should be done once per voyage or once per month, whichever is shorter. The data may be changed only on the authority of the master."

- "The users remain responsible for all information entered into the system and the information added by the sensors."
- "The OOW should also periodically check the following dynamic information:
    - Positions given according to WGS 84;
    - Speed over ground; and
    - Sensor information."

Caution: Use of AIS in Collision Avoidance

IMO Resolution A.1106 (29) also provides the following guidance concerning the use of AIS in collision avoidance situations:

- "AIS information may merely be used to assist in collision avoidance decision-making. When using the AIS in the ship-to-ship mode for anti-collision purposes, the following cautionary points should be borne in mind:
    - AIS is an additional source of navigation information, it does not replace, but supports, navigational systems such as radar target-tracking and VTS; and
    - The use of AIS does not negate the responsibility of the OOW to comply at all times with the Collision Regulations, particularly rule 7 when determining whether risk of collision exists."

References:

- Resolution A.1106 (29), Revised Guidelines for the Onboard Operational Use of Shipborne Automatic Identification System (AIS)
- IMO SN/Circ.227, *Guidelines for the Installation of a Shipborne Automatic Identification System (AIS)*
- IMO MSC.1/Circ.1252, *Guidelines on Annual Testing of the Automatic Identification System (AIS)*
- Navigation Safety Regulations, SOR/2005-134.

A note about Transport Canada Ship Safety Bulletins (SSBs)

Ship Safety Bulletins are issued by Transport Canada's Marine Safety Directorate and are aimed at owners, authorized representatives and operators of commercial vessels, including other interested marine industry stakeholders.

The bulletins are a source of accurate and up-to-date ship safety information, paramount to the safety of life at sea and one of the important mechanisms for conveying timely information pertaining to safeguards against identified risks and/or direction to industry. Online bulletins date back to 1977 and are numbered sequentially in the year they are published, e.g., (01/2003).

Current SSBs may be found here:
https://tinyurl.com/ycchxmu3

Foreship launches Project Hygiea to keep coronavirus off cruise ships

Leading naval architecture and marine engineering firm Foreship (https://www.foreship.com/en) has devised an initiative to limit the presence and spread of coronavirus and other pathogens on passenger ships and get the cruise sector back up and running. Entitled Project Hygiea, it is understood that the four-step approach comprises interception, prevention, mitigation and evacuation.

Business Development Director Mattias Jörgensen commented in an announcement on 7 May that there is no 'silver-bullet' solution for fighting viruses in the cruise industry: '*However, by combining our own expertise with the knowledge of medical professionals and that of our extensive partner network, we have formulated a strategy that tackles the crisis on four fronts*.'

Four Stages of creation

As Jörgensen explained, **Stage 1** of Hygiea aims to keep the biohazard off the ship. Ports will be designed for efficient interception, with technology installed for testing and measuring body temperature, for example. In the event that a vaccine becomes widely available, passengers will be screened for vaccination before being allowed to board the vessel.

Stage 2 is about preventing the virus from spreading, which means employing stringent hygiene measures and optimising spaces and routes to maintain a safe distance between individuals. Technology will be contactless and automated where possible to reduce transmission via surfaces. Crew will be trained in practices relating to sanitation and social distancing.

Stage 3 is a matter of isolating the pathogen through quarantining and decontamination to mitigate its impact. Technology such as air treatment systems and medical facilities will be provided to support these efforts.

Stage 4 focuses on preparation for the worst-case scenario: critical incidents on board. Evacuation procedures will be put in place, with routes through the ship designed for speedy extraction, while emergency suits, capsules and craft will be made available.

Hazard and Operability (HAZOP) analysis

According to Jörgensen, the effective implementation of these steps relies on a Hazard and Operability (HAZOP) analysis, in which Foreship collaborates with a HAZOP group of vessel stakeholders to identify risk areas and develop solutions specific to their ship. A feasibility study

determines how these solutions will manifest themselves on board and in port. The successful study is followed by engineering work, installation, commissioning and finally, verification. This was made clear in a statement on 7 May.

With several companies looking to initiate Project Hygiea in the coming weeks, Jörgensen is optimistic about its potential impact. He added by way of conclusion: '*Passenger ship owners are striving to restore public faith in cruise tourism.*

'*Foreship's expertise in vessel design, refit, project management and lifecycle services puts us in a unique position to provide the bigger-picture solution they are looking for. Even at this early stage, we are seeing a lot of interest in Hygiea, which promises to have a significant positive impact on the immediate future of the industry*.'

New ICS research a 'Ray of Light' amongst the COVID-19 Clouds

There is no doubt that the COVID-19 pandemic is creating significant challenges for ship operators and seafarers. However new research from the ICS has highlighted that, for users of its ISF Watchkeeper software, incidents of non-conformities continue to drop to increasingly lower levels over the past year. (For ISF Watchkeeper see here: https://isfwatchkeeper.com/)

This ICS software, which tracks over 25 million hours of work on board ships undertaken each month by seafarers, has identified that the rate of non-conformity reduced by 25% over the last 12-month period. Here trends provide some good news that seafarers appear to still be able to manage shipboard working arrangements in accordance with IMO and ILO regulations during the COVID-19 pandemic.

ICS has been regularly monitoring global seafarer work and rest hour records through its ISF Watchkeeper compliance software, which was first launched to assist the industry in 1997. It is used on over 8,000 ships to provide their operators with evidence of compliance with the international regulations as required by their flag States and Port State Control. This is the first time that such aggregate data has been published by ICS and provides a ray of light during the COVID-19 pandemic.

In the words of Guy Platten, Secretary General of the ICS: '*Since the beginning of the year seafarers have been faced with significant challenges due to the COVID-19 pandemic, and the difficulty effecting crew changes only exacerbates this situation.*

'*It is good to see that even with all the challenges, it appears that seafarers are still able to get the important rest that they need and the breaks they deserve to mitigate fatigue.*

'*These results confirm that the world's shipping community continues to appreciate the importance of safe working practices and compliance, during what have been extremely challenging operating condition for all sectors, and for very many individuals*.'

ISF Watchkeeper is a compliance and management tool developed by the ICS to help ships meet the requirements of the IMO Maritime Labour Convention, 2006, and IMO STCW Convention. The software allows ship operators to monitor hours of work and rest on board their ships, including the tracking of incidences of non-conformity in order to help make adjustments to shipboard working arrangements that improve safety, including the mitigation of fatigue.

Our illustration shows an example of ISF Watchkeeper-sourced data showing working hours over the last 12 months.

e5 Consortium established to promote zero-emission electric vessel

Project encompasses development, realization, commercialization

It was announced from Tokyo on 21 May that seven companies: Asahi Tanker Co Ltd, Idemitsu Kosan Co Ltd, Exeno Yamamizu Corporation, Mitsui OSK Lines Ltd, Tokio Marine & Nichido Fire Insurance Co Ltd, Tokyo Electric Power Company, and Mitsubishi Corporation had established the e5 Consortium with the goal of establishing new ocean shipping infrastructure services through various initiatives to develop, realise, and commercialise zero-emission electric vessels.

Aging of seafarers and vessels

Coastal shipping in Japan faces structural issues such as a shortage of mariners due to the aging of the seagoing workforce, not to mention the aging of the vessels. In addition, the ocean shipping industry has urged the coastal shipping industry to reduce emissions of greenhouse gases (GHGs) as one of Japan's measures to address climate change.

It is understood that the seven e5 Consortium corporate members are focusing their attention on fulfilling the potential of electric vessels to solve these urgent issues. The

consortium aims to establish a platform that offers innovative ocean shipping infrastructure services based on electric vessels bringing to bear the strength, technological know-how, networks, and other advantages of each member company.

As the first phase of the project, the consortium plans to launch the world's first zero-emission electric tanker, powered by large-capacity lithium ion batteries, in March 2022*.

It is understood that e5 Lab Inc will serve as the executive office of the e5 Consortium**.

National social and economic development

The e5 Consortium will promote the sustainable growth of coastal shipping in Japan and contribute to the nation's social and economic development by providing added value to the coastal shipping industry through the development and introduction of advanced vessels.

What is 'e5'?

This is regarded as a provider of safe, reliable, and high-quality transport service, based on the realization of five core values:

electrification, environment, evolution, efficiency, and economics.

For further reference readers may wish to inspect the following material:

* Asahi Tanker decided to build two electric tankers powered by lithium-ion batteries, the first such vessels in the world: https://tinyurl.com/ycsprxme

Zero emission electric tanker concept video: https://tinyurl.com/y8vuajo6

**e5 Lab. Inc. (President: Tomoaki Ichida; Headquarters: Chiyoda-ku, Tokyo), jointly established by four companies of Asahi Tanker Co Ltd, Exeno Yamamizu Corporation, Mitsui OSK Lines Ltd, and Mitsubishi Corporation, has enthusiastically promoted innovative projects to bring digital solutions and digital transformation to the ocean shipping industry, not only with electric vessels, but also hydrogen fuel cells, onboard automated equipment, onboard broadband, remote control vessels, and development of a common integrated.

URL of e5 lab Inc.: http://e5ship.com/

MSC Sixin (23,656 TEU) maiden call at Barcelona

The largest ship to berth at any Barcelona terminal

'*The arrival of MSC Sixin at Barcelona is the start of a new era in our container sea trade*,' said Guillermo Belcastro, CEO of Hutchison Ports BEST*. He continued: '*MSC Sixin operating at BEST is symbolic of the effort of both shipping lines and port operators who continue to work together, in spite of the current social and economic world situation, pushing efficiency levels to even higher standards to enable goods to arrive at their destination*.' This was reported by BEST on 1 June.

Belcastro added: '*our terminal's location and state-of-the-art equipment enables us to efficiently handle vessels of this size in the swiftest time possible. We are delighted to become the first ever terminal in Barcelona to welcome a 23K+ vessel. We would specially like to thank MSC as the ship owner, and all the partners within the 2M alliance (MSC and Maersk), for trusting in BEST to accomplish this historic milestone*.'

The operational differentiating factor enabling BEST to welcome these vessels, is not only the physical dimensions of the terminal – Hutchison Ports BEST is the only container terminal in Barcelona with a depth of at least 16 metres – the whole length of its 1,500 metres berth – but also the vessel operating rate.

Loading and discharging containers involving almost 10,000 moves requires a high number of mega cranes working at the same time with a very high performance rate per crane, and these operations also need to be controlled by a highly efficient operating system.

Hutchison Ports BEST is used to operating with up to eight cranes simultaneously which under the control of nGen, Hutchison Ports' proven terminal control system, can achieve productivity per crane of over 40 moves per hour.

Usually, operations of 10,000 moves can be completed in a couple of days, a huge contrast when compared to more than four to five days in other ports, representing significant reductions in terms of transit time, port costs and the CO_2 emissions due to fuel consumption, to arrive on time at the ship's next port of call.

About Hutchinson Ports

Hutchison Ports BEST is the first semi-automated terminal in the company and the most technologically advanced port development project in Spain. It is capable of serving many very large container vessels simultaneously and has an eight-track railway facility, the biggest on-dock railway terminal of any port in the Mediterranean, connecting it to

traffic coming from and destined for Southern Europe.

Hutchison Ports BEST is a member of Hutchison Ports, the port and related services division of CK Hutchison Holdings Limited one of the world's leading port investors, developer and operator with a network of port operations in 52 ports spanning 27 countries throughout Asia, the Middle East, Africa, Europe, the Americas and Australasia.

Over the years, Hutchison Ports has expanded into other logistics and transportation-related businesses, including cruise ship terminals, airport operations, distribution centres, rail services and ship repair facilities.

Illustration reproduced by courtesy of Hutchison Ports ©.

*Barcelona Europe South Terminal

Infection prevention for the maritime industry

DNV GL launches new certification

- **Genting Cruise Lines is the first customer working towards certification for its *Explorer Dream* vessel under the Dream Cruises brand**
- **New CIP-M programme is built on DNV GL's healthcare expertise in infection risk management and accrediting and certifying more than 640 hospitals worldwide**

On 2 June DNV GL announced from Hamburg that it had launched a new certification in infection prevention for the maritime industry.

Release of this custom certification aims to help the maritime industry resume operations better prepared for COVID-19 or other emerging pathogens.

Genting Cruise Lines (www.gentingcruiselines.com) is the first customer working towards the CIP-M certification for their vessel *Explorer Dream* under the Dream Cruises brand.

As the COVID-19 crisis begins to recede, the world was looking to return to business. For the cruise industry, passenger safety has always been the priority and the current pandemic has sharpened this focus. To help vessel owners and operators resume safer operations, DNV GL has developed CIP-M certification, which enables them to demonstrate they have procedures and systems in place for the proper prevention, control, and mitigation of infection, to protect their customers and crews.

'*The COVID-19 crisis has been unprecedented in its impact on the maritime industry, and on the cruise lines in particular*,' said Knut Ørbeck-Nilssen, CEO of DNV GL – Maritime. He added: '*But I hope that with innovative ideas like CIP-M we can help the industry get moving again in a way that gives passengers and crew confidence that exacting measures are in place to enhance the cruise industry's already rigorous health and safety standards*.'

Infection risk management

CIP-M builds on DNV GL Healthcare's work in infection risk management in which it has been operating since 2008. With more than 4,000 audits performed in US hospitals, this work, which is inherent to the company's accreditation program, helps organizations improve their management of infection risk.

Experts from DNV GL's Cruise Center in Miami customized the healthcare CIP for use in a maritime setting in cooperation with DNV GL – Business Assurance.

CIP-M also integrates maritime specific standards, such as the US CDC Vessel Sanitation Program, as well as incorporating national and industry guidelines. The certification surveys and audits are performed by DNV GL surveyor teams comprised of DNV GL – Healthcare infection prevention and control experts together with experienced maritime auditors.

In the words of Luca Crisciotti, CEO of DNV GL – Business Assurance: '*The ability to demonstrate trusted infection risk prevention and mitigation is a must to win back trust from consumers.*

'*Building organizational vigilance against infection risk today requires a level previously common to hospitals only. CIP-M is unique in that it builds on proven hospital standards but is specifically tailored to the context of passenger vessels, while incorporating national requirements to enable a robust immediate and long-term response*.'

'*At Genting Cruise Lines, the safety and well-being of our guests and crew are of paramount importance to us*.' said Mr Kent Zhu, President of Genting Cruise Lines.

He added: '*From the onset of the pandemic, Genting Cruise Lines has been at the forefront in enhancing its preventive and safety measures with the COVID-19 pandemic in mind. We were the first in the industry to launch and introduce our enhanced measures, which we will adopt as the new safety norm for our fleet and we hope for the industry too.*

'*We are proud to continue to pioneer such an important collaboration with DNV GL, which is a first for the cruise and maritime industry. With consumers' heightened expectations on safety and well-being, the customised CIP-M certification from a highly reputable healthcare expert like DNV GL will indeed further boost consumers' confidence in cruising as we recommence operations in the very near future.*'

Certification procedure

As part of the CIP-M certification, DNV GL assesses vessel operations, including enhanced sanitation procedures, food preparation and handling, physical distancing requirements, use of personal protective equipment (PPE) by crew members, maintenance of public health essential systems, emergency response plans, pre-boarding screening, embarkation and debarkation processes, and itinerary or port planning protocols.

Annual surveys onboard and company audits ashore are conducted to verify continued compliance and improvement.

The CIP-M assessment of Genting Cruise Lines has already kicked off with a pre-assessment of the company's management system, to be followed by a certification survey of *Explorer Dream*. The company is targeting successful completion of the certification programme by the end of June.

DNV GL surveyor onboard a vessel: The CIP-M surveys and audits are performed by surveyor teams comprised of DNV GL – Healthcare infection prevention and control experts together with experienced maritime auditors.

'*We look forward to continuing our long-standing relationship with Genting Cruise Lines as the first cruise line now working towards our new infection prevention certification,*' said Cristina Saenz de Santa Maria, Regional Manager South East Asia, Pacific & India, DNV GL – Maritime.

She added: '*Genting Cruise Lines has been very proactive in mitigating the COVID-19 crisis. The experience gained by operating two vessels in Singapore as temporary accommodation for workers, who have recovered from the Coronavirus, could prove useful in their preparations to resume normal operations*.'

Explorer Dream under the Dream Cruises brand is the first cruise vessel undergoing DNV GL's new certification in infection prevention (Image courtesy of Genting Cruise Lines).

About DNV GL

Driven by our purpose of safeguarding life, property and the environment, DNV GL enables organizations to advance the safety and sustainability of their business. We provide classification, technical assurance, software and independent expert advisory services to the maritime, oil & gas and energy industries. We also provide certification services to customers across a wide range of industries. Operating in more than 100 countries, our professionals are dedicated to helping our customers make the world safer, smarter and greener.

About DNV GL – Maritime

DNV GL is the world's leading classification society and a recognized advisor for the maritime industry. We enhance safety, quality, energy efficiency and environmental performance of the global shipping industry – across all vessel types and offshore structures. We invest heavily in research and development to find solutions, together with the industry, that address strategic, operational or regulatory challenges. For more information visit https://www.dnvgl.com/maritime

About DNV GL – Business Assurance

DNV GL is one of the world's leading certification bodies. We help businesses manage risk and assure the performance of their organizations, products, people, facilities and supply chains through certification, verification, assessment, and training services. We combine technical, digital and industry expertise to empower companies' decisions and actions. Within healthcare we help our customers achieve excellence by improving quality and patient safety through hospital accreditation, managing infection risk, management system certification and training. For more information visit:
https://www.dnvgl.us/assurance/healthcare

Inmarsat extends seafarer well-being commitments

New ISWAN collaboration and roll-out of COVID-19 video telemedicine service

Inmarsat continues to increase its response to COVID-19, with additional initiatives to improve seafarer wellbeing.

These initiatives include further collaboration with ISWAN (International Seafarers' Welfare and Assistance Network) and maritime charities, the launch of a new chatcard and the wider roll-out of a COVID-19 video telemedicine call service. This was reported on 4 June.

As the pandemic unfolded, the maritime satellite service provider has worked closely with these organisations to ensure that seafarers stay connected without the burden of additional financial anxiety.

ISWAN's SeafarerHelp portal

Inmarsat is now offering crew access to ISWAN's SeafarerHelp portal and live chat function via the company's new onboard WiFi portal, Fleet Hotspot, as well as continuing to offer free voice phone calls to the service. It also continues to provide satellite phones to Port Chaplains in ports where a number of seafarers are stranded and have no access to the internet.

SeafarerHelp is ISWAN's free, confidential, multilingual helpline, which offers support and assistance to seafarers and their families around the world. The helpline service is available 24 hours a day, year round, and seafarers can get in touch via a range of contact methods including Live Chat, e-mail and telephone.

Roger Harris, ISWAN's Executive Director, commented: '*We are delighted to be working with Inmarsat to bring our helpline service to even more seafarers during this crisis. As you can imagine SeafarerHelp has been extremely busy over the last three months as crew face the impact of being stranded onboard and the loss of employment.*

'*Offering free access to SeafarerHelp on Fleet Hotspot will make it easier for crew on board these vessels to access support and assistance wherever they are in the world, day or night*.'

COVID-19 related medical questions

As announced at the beginning of April, Inmarsat is also working with crew healthcare specialist Vikand and software platform provider FrontM to provide a free COVID-19 video call service with a trained health professional. The service is now live and available on over 150 vessels with more than 1,000 vessels being prepared.

The new service ensures that users of Inmarsat's high-speed Fleet Xpress service have 24/7 access to video call Vikand's expert staff for information to help navigate COVID-19 related, medical questions. By facilitating access to timely information for a vessel, client uncertainty is reduced, their decisions are more informed, and actions can be taken faster by clients to help mitigate and resolve risks.

inmarsat
The mobile satellite company

Discounted rates

At the time of writing in early June Inmarsat continues to provide a voice call discount offer to its retail customers using FleetBroadband ChatCard voice services and to wholesale partners offering FleetBroadband voice calls under the legacy Crew Calling 'SQT' brand.

In addition, it recently launched its ChatCard services for Fleet Xpress with an introductory discount that will be available until the end of July.

Ronald Spithout, President, Inmarsat Maritime reflected: '*Inmarsat recognises the unprecedented situation facing seafarers and their need for certainty in communication, as the global maritime industry responds to the challenges of COVID-19.*

'*These new initiatives, together with those we have already launched, alleviate one of the core concerns crews face as they go about the business of keeping world trade moving day-in, day-out*.'

Fumigants entering crew's spaces – a word of caution

A paper by Martin Øhre
Technical Manager, SKULD
Assuranceforeningen Skuld (Gjensidig)
www.skuld.com

Introduction

Fumigants are the preferred choice in avoiding insect population when transporting agricultural products in bulk by sea. However, fumigants are often at least as poisonous to humans as to the pests against which they are used, and it is of crucial importance that fumigation operations are placed in the hands of qualified operators.

Sadly, Skuld notes that fumigants continue to cause injury to and take lives of seafarers. By this brief article, we wish to raise awareness about the possibilities of fumigants entering accommodation, engine rooms and other working spaces in the ship and how this can be avoided.

Fumigants are pesticides, or mixtures of pesticides, that act in a gaseous phase even though they may be applied as solid or liquid formulations from which the gas arises. Effective and safe use requires the space being treated with fumigants to be rendered gastight for the period of exposure. A "fumigator-in-charge" should be designated by the fumigation company, government agency or appropriate authority and provide the Master with written instructions on the type of fumigant used, the hazards to human health involved and the precautions to be taken.

Prior to loading

Prior to loading, the fumigator-in-charge shall inspect and/or test the empty cargo hold(s) for leakage with instruments so that proper sealing can be done. The fumigator-in-charge, accompanied by a trained representative of the Master, should determine whether the cargo holds to be treated are, or can be, made sufficiently gastight to prevent leakage of the fumigant into the accommodation structure, engine rooms or other working spaces.

The task of ensuring cargo hold(s) integrity should not be taken lightly as this operation is key to ensuring crew safety. The company should establish procedures, plans and instructions, including appropriate checklists, for key shipboard operations concerning the safety of the personnel, ship and protection of the environment. The various tasks should be defined and assigned to qualified personnel, and the vessel should have procedures in place in their safety management system on how to handle fumigation jobs onboard.

We strongly recommend that special attention is given to potential leakages from and/or through:

- Cable locks
- Ventilation systems
- Ballast systems
- Duct keels
- Bilges
- Wiring ducts
- Dehumidifiers
- Compartments of the engine room
- Any other sort of piping arrangements connected to parts of the cargo hold

After application

After application of the fumigant, an initial check should be made by the fumigator-in-charge together with trained representatives of the Master for any leakage which, if detected, should be effectively sealed. Ventilation procedures on board the vessel during the voyage should be scrutinised with regards to the possibilities of drawing in the fumigant gas such as by incorrect ventilation procedures and settings, vacuum creation due to incorrect closing devices or flap settings, air condition and closed loop ventilation of the accommodation.

Only when the Master is satisfied that all precautions detailed in the *Recommendations on the Safe Use of Pesticides in Ships* in the IMDG Code are adhered to, the vessel may sail.

Throughout the voyage

Throughout the voyage, gas concentration safety checks should be performed by crew trained in operating relevant instruments in all appropriate locations at eight-hour intervals, or more frequently if so, advised by the fumigator-in-charge. These readings should be recorded in the deck logbook.

To ensure safe and effective fumigation, *Recommendations on the Safe Use of Pesticides in Ships* in the IMDG Code must be referred to and strictly followed, as well as any applicable laws and regulations as imposed by the flag and port states, together with the manufacturer's instruction for the fumigants. The personnel involved in the fumigation operations, including the Master, the crew and the fumigators must be familiar with these Recommendations.

Symptoms

In case any symptoms of phosphine poisoning occur, such as nausea, vomiting, headache and cough, the person should leave the compartment and seek medical advice immediately.

Sadly, Skuld continues to experience fatalities taking place due to fumigants having entered areas occupied by crew via cable locks and ventilation systems. Such incidents occur both on newer and older tonnage, and the issue therefore commands the attention of all shipowners.

Editor's note:

The Northern Sea Route

Sovcomflot's trailblazing LNG carrier *Christophe de Margerie*

ABB provides 24/7 remote support

ABB has signed a contract to support icebreaking LNG carrier *Christophe de Margerie* with remote diagnostic services for increased safety and performance as the vessel completed the transit of the Northern Sea Route, bound for China with Yamal LNG cargo two months earlier than usual.

The pioneering icebreaking LNG carrier *Christophe de Margerie* will now have round-the-clock remote support provided through ABB's global network of eight ABB Ability™ Collaborative Operations Centers.

Remote support and connectivity, coupled with advanced data analytics enabled by the ABB Ability™ Remote Diagnostics System, enhance *Christophe de Margerie*'s operational safety and ensure optimal performance, while helping to promptly detect and correct faults on board. This was reported by ABB on 5 June.

'*ABB Azipod® propulsion, with which Christophe de Margerie is equipped, strongly contributed to the vessel's successful passage along the Northern Sea Route while facing some of the world's most challenging ice conditions*,' said Igor Tonkovidov, President and Chief Executive Officer, Sovcomflot. He added: '*ABB's Remote Diagnostics System ensures that our crews can rely on a robust round-the-clock support, which helps enhance vessel performance and operational safety*.'

In May 2020, *Christophe de Margerie* successfully completed an eastbound journey across the Northern Sea Route two months earlier than usual, to deliver liquefied gas from the Yamal LNG industrial complex* to China, supported by ABB's experts remotely. The ARC7 ice-class tanker has made history in 2017 as the first merchant vessel to cross the full length of the Northern Sea Route without icebreaker assistance.

In the words of Juha Koskela, Managing Director, ABB Marine & Ports: '*This latest development in our long cooperation with Sovcomflot is another major step forward in our 'Electric. Digital. Connected. Strategy.*

'*It comes at a key moment in shipping's digital journey, with real-time support for a sophisticated vessel such as Christophe de Margerie demonstrating that our connected expertise can be delivered in full, no matter how remote the location*."

Like her sister ships servicing Yamal LNG, the 172,600 m^3 vessel is equipped with three of the largest Azipod® propulsion units ever supplied by ABB.

Together, the giant 15 MW Azipod® units provide total power of 45 MW, enabling the vessel to navigate safely through ice up to 2.1 m thick. The units, which can be rotated 360 degrees, boost vessel manoeuvrability and have unparalleled performance in ice, providing thrust in any direction.

Icebreaking LNG carrier Christophe de Margerie.

Christophe de Margerie joins over 1,000 ships supported by the ABB Ability™ Collaborative Operations Centers worldwide. From these hubs, ABB experts monitor operational shipboard systems, coordinate equipment diagnostics and offer predictive maintenance services. This back-up is particularly crucial for complex vessels navigating through ice in the far north.

This latest contract brings the total number of Sovcomflot vessels supported by ABB Ability™ Remote Diagnostics Systems for Marine to sixteen.

*See here: https://tinyurl.com/y9tduf3t

Jones Act centenary

ITF affiliated unions in the USA along with hundreds of thousands of seafarers are celebrating 100 years of the Jones Act – the law that requires cargo be moved from one domestic US port to another in US-crewed, -flagged, -built and -owned vessels. This was reported by ITF on 5 June.

The Jones Act has been crucial to the US maritime industry. It has ensured that workers in US shipyards and seafarers working aboard ships in the US domestic trade are employed in safe and well-paid jobs.

In the words of Seafarers International Union (SIU) President Michael Sacco: '*The Jones Act remains a pillar of not only the United States maritime industry, but also our country's national, economic and homeland security. It's a source of family-wage jobs both on the water and ashore. It protects our nation in so many ways.*'

Since it was enacted, the Jones Act has enjoyed broad bipartisan support from the White House and throughout the halls of Congress. US Congress. Representative Sean

Patrick Maloney (Democrat, New York) chairman of the Subcommittee on Coast Guard and Maritime Transportation, released the following statement on the 100th anniversary of the Jones Act: '*The bedrock principles and protections of the Jones Act are as essential today as they were when the bill was passed a century ago. We are, at our core, a maritime nation. The U.S. merchant marine enables the country to project force anywhere around the globe and ensures the security of our waters at home. We cannot be complacent in our defence of the Jones Act, which remains a critical component of U.S. maritime and military strategy*.'

Chairman Maloney went on to say: '*Throughout our history, the Army has relied on US-flagged commercial vessels and American mariners to carry weapons and supplies and ferry troops to the battlefield. We've confronted many challenges since its inception, but the Jones Act has ensured that the men and women of the merchant marine have been there to meet them*.'

Illustration ©ITF.

The Jones Act and the protections and benefits it affords to domestic seafarers in the US is internationally lauded by ITF affiliated maritime unions. It is the standard towards which other national seafarers and their unions strive to achieve, since it protects the right and opportunity to work in their national trade on higher national wages and working conditions. The Jones Act also helps to raise global wages and working conditions for seafarers in international trades through its establishment of such high standards.

Over the years, there have been several attempts by foreign interests to dismantle the Jones Act but the US unions supported by their seafarers, their social partners and the International Transport Workers' Federation (ITF) have vigorously defended the Jones Act against all attacks.

ITF Cabotage Task Force Chair and President of SIU Canada James Given said: '*The ITF congratulates US seafarers and their unions on the 100-year anniversary of the Jones Act. We will continue to give our full support to our sisters and brothers to defend the Jones Act against foreign companies that want to use foreign flagged vessels so that they can undermine US wages and working conditions that have been so hard fought for and won.*

'*The Seafarers' Rights International 2018 study found that over 90 countries have some type of cabotage law to protect their maritime industry, but the Jones Act is still the "flagship" of cabotage laws and seafarers' unions worldwide stand together to ensure that national conditions for national seafarers in national trade are not eroded by Flag of Convenience vessels. Let's continue to raise the bar for the seafarers and the maritime industry*,'

On 5 June, a day of reflection and celebration for US maritime labour, the ITF commended the hard work and dedication of its US affiliates who have fought diligently to maintain this important Act and all the benefits it yields to working men and women both throughout the USA and internationally.

Washington State Ferries' shift towards zero-emission fleet

ABB partners with Vigor Fab LLC to pave the way

ABB has been selected by American shipbuilding company Vigor Fab LLC

(see: https://vigor.net/) as the hybrid-electric propulsion and energy storage system provider for the newest additions to the Washington State Ferry fleet, setting the largest US ferry system on course for zero-emission operations. This was reported on 4 June.

It is understood that the new Olympic Class ferries, which will have the capacity to carry 144 cars and 1,500 passengers each, herald a new era for the Washington State transport operator in the shift toward technologies that enable significant reductions in greenhouse gas emissions and fuel use.

Upon delivery in 2024, the initial vessel of the series will be the first newbuild in Washington State Ferry's fleet to feature hybrid-electric propulsion and a high capacity energy storage system. These new vessels will be able to fully operate on battery power and will have the capability to revert to hybrid mode, if required.

In the words of Jay Hebert, Vice President, Marine Fabrication at Vigor: '*This landmark project supports Washington State's goal for 2050 to reduce emissions by 57.5% below the emissions level in 2019, utilizing a hybrid and electric propulsion solution that is space-efficient, easy to install and flexible in operation*.

'*Vigor is delighted to partner with ABB in this remarkable work prompted by the commitment of Washington Governor Jay Inslee, the state legislature and Washington State Ferries to replace aging ferries with clean technology in alignment with the state's commitment to environmental stewardship.*'

Best use of energy

Leveraging ABB's Onboard DC Grid™ power distribution system and proven drive technology, the new ferry design

will optimize energy use, whether drawing on main engine power, battery power or a combination of the two. The battery power can also extend zero-emissions capability along the supply chain by using renewables and hydro-electric power.

To quote Juha Koskela, Managing Director, ABB Marine & Ports: *'Moving towards a zero-emission future relies on technologies that meet the environmental and cost needs of today – and offer flexibility to integrate future energy sources in the years ahead. ABB is delighted to support this milestone project demonstrating the way that electric, digital and connected solutions can deliver shipping's zero-emission future*."

Vessel replacement programme

Washington State Ferries is the largest ferry system in the US. By 2040, the Washington Ferry System plan is to replace 13 existing diesel ferries with hybrid-electric newbuilds and to convert six other ferries to plug-in hybrid, with recharging capacity installed at many ferry terminals.

All hybrid vessels will be capable of charging at the terminal, and some of the vessels will be capable of operating in fully electric mode on shorter routes. With the addition of newer-built, clean energy ferries to the fleet, fuel consumption is projected at 9.5 million gallons in 2040, compared to 19 million gallons in 2018, with CO_2 emissions expected to fall below 2050 reduction targets by 2034.

Figures from trade association Interferry indicate that ferries transport 2.1 billion passengers and 250 million vehicles worldwide every year. As numbers increase, the sector is under pressure to meet IMO's targets to reduce annual emissions by 30% by 2025.

Our illustration (kindly provided by Vigor ©) is an artist's impression of the first hybrid-electric Olympic Class ferry to join the Washington State Ferries' fleet in 2024.

Vehicle carrier fire

mv *Höegh Xiamen*

On 4 June staff at US Coast Guard Sector Jacksonville, Florida, were notified at 1553 of a fire on board mv *Höegh Xiamen*, a 600ft loa vehicle carrier berthed in Blount Island Port Authority.

Watchstanders immediately notified Jacksonville Fire and Rescue Department and Jacksonville Sheriff's Office, issued an urgent marine information broadcast and directed the launch of a Coast Guard Station Mayport 45-foot response boat.

Immediately a 500-yard safety zone was established around *Höegh Xiamen* and an investigation was launched into the cause of the fire. It is understood that the fire started shortly after the vessel had completed loading operations at Blount Island, Jacksonville.

By 7 June the fire aboard the vessel was still burning as efforts continued to extinguish it. Firefighters with Jacksonville Fire and Rescue Department and specialist marine firefighters with Resolve Marine Group continued to work to extinguish the blaze on several decks, with the aim of cooling the vessel's exterior. This was carried out by fire tugs alongside spraying water on the hull. An additional a high capacity pump was deployed to significantly increase the amount of water used.

Höegh Autoliners CEO, Thor Jørgen Guttormsen commented: '*We are continually grateful for the assistance of the State of Florida, the US Coast Guard, the Port of Jacksonville and especially the firefighters whose ongoing hard work and expertise have brought the fire under control.*

'*Our thoughts and prayers remain with the firefighters who sustained injuries during the initial response to the fire and we wish them a speedy recovery*.'

There were no reports of any pollution which was continually monitored. Containment booms were placed around the vessel as a precautionary measure and Hoegh Autoliners continued to work closely with all local authorities and response organisations to protect the local environment.

Vessel monitoring and P&I insurance

(A notice issued by the International Group of P&I Clubs on 20 May 2020)

www.igpandi.org/news

Background

In line with their legal and regulatory obligations, all (P&I) Clubs in the International Group maintain sophisticated sanctions compliance programmes and procedures. The rules and procedures developed by Clubs to manage sanctions risks take account of the guidance provided by bodies such as the UN Security Council (UNSC), the UK Office of Financial Sanctions Implementation (OFSI), the US State Department and the US Office of Foreign Assets Control (OFAC). Through its system of circulars and news alerts, Clubs also seek to keep their Members up to date on recent developments with respect to sanctions.

The ability to track vessels using their AIS (Automatic Identification Systems) has become an increasingly important part of Clubs' sanctions compliance programmes. All International Group Clubs have now agreed a common minimum standard of tracking.

Review of vessel tracking software

In order to ensure that Clubs were fully aware of capabilities of the products available in this fast developing area, a working group carried out in depth discussions with service providers to better understand the technology available to monitor vessel movements in high risk areas. These products were subsequently trialled against the software currently utilised by Clubs. All International Group Clubs have now entered into agreements with commercial providers to track the movements of their entered vessels.

Introduction of a common standard for vessel tracking

All clubs share the common goals of ensuring their Members are aware of the sanctions framework in which they operate and that their Members' vessels are not traded in violation of applicable sanctions. The agreed common minimum standard of vessel tracking in high risk areas helps to identify activities such as port calls in sanctioned countries, abnormal navigation, manipulation and/or switching off a vessel's AIS transmitter, and STS operations in high risk areas.

P&I Clubs can use the information received from the tracking provider to reach out to Members to ensure that they are fully aware of the sanctions which may impact on their trading patterns and the due diligence steps that can be taken to ensure no sanctions are violated. The information can also be used to mitigate against the risks of the Club inadvertently providing cover to a vessel which is violating sanctions.

Limitations of AIS tracking

As highlighted in our January 2019 circular, an indicator of potential evasion activity is when a vessel inexplicably diverts course or ceases to transmit its AIS.

However, routine monitoring of a vessel's AIS transmissions is not a complete answer when it comes to identifying potential evasion activity. A suggestion that a vessel may be "going dark", be engaged in "dark activity" or having its AIS "turned off", simply because no signal is received, can be misleading. This is because there are several possible reasons why no AIS signal may be received. For example:

1. The issue may not be on the vessel but with the receipt of the AIS signal, particularly in areas of high-density traffic. This is a common problem.

2. Different commercial providers use different AIS receivers and so just because one provider shows no AIS signal being received, another service may evidence an AIS signal being successfully transmitted.

3. As has been highlighted in US shipping advisories, vessel spoofing may take place by other ships transmitting a false AIS and using the IMO number (the unique vessel identification code) of a different vessel. An inevitable consequence of such spoofing is that innocent vessel owners can be surprised to learn that their vessel is falsely reported as being potentially thousands of miles from its actual location and be accused of sanctions evasion.

4. The Safety of Life at Sea Convention ("SOLAS") provides that "ships fitted with AIS shall maintain AIS in operation at all times except where international agreements, rules or standards provide for the protection of navigational information"; a failure to operate a vessel's AIS equipment in accordance with the requirements of SOLAS breaches Flag State requirements. However, SOLAS permits an AIS transmitter to be turned off for safety and security reasons and therefore where the transmitter has been turned off, there may be a justifiable reason for this.

Where a ship is not in compliance with Flag State requirements the owner risks prejudicing cover under his P&I club rules. There will also be grounds to deny P&I cover on the basis of imprudent or unlawful trading where an owner trades his vessel in breach of sanctions, disguising its location by manipulating or withholding the transmission of AIS data.

Notwithstanding the limitations above, the routine monitoring of AIS transmission has an important role to play as part of the Club's continuing efforts to comply with applicable sanctions' legislation and deprive vessels that choose to engage in sanctions breaking of cover. However, monitoring of AIS signal alone cannot ensure effective sanctions' compliance. It is only one piece of the full picture. Other non-AIS data systems can also assist in effective vessel monitoring programmes together with ship security

alert systems and data provided by flag states. Analysis of the raw data by experts is also essential. Satellite imagery is an increasingly useful additional tool.

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All International Group Clubs are committed to monitoring vessels in high risk areas and minimising risk for their Members and have issued a similarly worded circular.

Repatriations are possible but challenging says crew specialist

As the cruise industry remains paralysed by the global effects of the Covid-19 pandemic and with crew repatriations at the forefront of current shipping industry concerns, a Far East crewing specialist is leading the way – bringing home more than 9,000 crew members over the past three months, with some 1,000 others due back soon. This was reported from the Far East on 16 June.

Air and sea repatriation

Singapore and Manila-based CF Sharp Crew Management is using a combination of commercial and charter flights and cruise vessels to bring crew members (both cruise crew and seafarers from cargo vessels) to the Philippines, where it then organises all the necessary quarantine measures and required virus testing for all.

With the shipping industry pooling resources and sharing information in order to bring hundreds of thousands of stranded seafarers home, ship management organisation InterManager has set up a Maritime Champions Club to demonstrate to seafarers the efforts the industry is taking on their behalf. Boutique firm CF Sharp Crew Management currently tops this league, ahead of ship management giant, V Ships.

Roger Storey, Marketing Director of CF Sharp Crew Management, which works with cruise lines such as NCL, Oceana and Regent Seven Seas, recalled: '*We were quick to identify the importance of bringing crew home. Starting as early as 19 March, we began bringing our seafarers home. Working with our cruise industry clients, our first charter flight arrived in Manila on 1 April, and was followed by 14 more over the coming weeks.*

'*At the time every hotel in Manila had shut down and no facilities had been approved for quarantine by the Philippine Government's Bureau of Quarantine (BoQ). Thanks to the 24 hours a day work of the Sharp Travel team, we were able to get numerous hotels approved for quarantine – both facility quarantine and stringent facility quarantine. Hotel rooms weren't easy to come by but we worked hard to find them and I am pleased to report that, at the peak, we engaged more than 20 hotels and every crew member got a hotel room – and a single room at that.*'

Thanking the CF Sharp team for going above and beyond the call of duty he added: '*We have had to pave the way for these repatriations to happen, finding solutions to all the challenges and reacting quickly to changing regulations*.'

Many challenges confronted

CF Sharp staff have overcome many challenges. Storey reflected: '*In the beginning everything went really well with most crew members completing their compulsory quarantine before going home. The real problems started when swab testing became mandatory but test results were slow to come back – and in some cases didn't. We had some crew sitting in hotel rooms for 30 days or more some of them ended up having to redo the swab test*.'

With such large volumes of crew to be repatriated, Sharp has now turned to cruise liners to bring them home. On 16 June the NCL cruise ship *Norwegian Joy* was expected to arrive at the Philippines from the US West Coast with 467 Filipinos crew onboard of which 350 were to offsign being long overdue for crew relief.

Repatriated seafarers arrive in Manila.

Also onboard were 312 Indian seafarers due to fly home to Goa and Mumbai. A number of Chinese seafarers were to be flown back to China or remain onboard awaiting the arrival of a further vessel, *Norwegian Escape*.

Upon arrival and following ship clearance, the 350 offsigning seafarers were expected to undergo swab tests with results expected back within two to three days. Negative tests would have enabled them to depart the ship and return their homes and families.

Meanwhile the new crew who were due to join the vessel were selected after undergoing swab tests and complying with all new pre-employment medical requirements, which now include having a flu vaccination.

At the time of writing *Norwegian Escape* was scheduled to arrive from Europe around 13 July carrying 550 Filipinos who were due to follow the above procedures, together with any new requirements. The vessel was also to bring further Chinese seafarers and my mid-June the plan was for the ship to sail to China with all Chinese seafarers from *Norwegian Joy* and *Norwegian Escape*.

In conclusion Storey commented: '*This is an ongoing and mammoth undertaking but we are proud to be able to do all we can for crew members around the world at this difficult time.*'

US Coast Guard medevacs crewmember from bulk carrier

Atlantic Ocean

On 15 June the US Coast Guard reported from San Juan, Puerto Rico that the crew of a Coast Guard MH-65D Dolphin helicopter had medevaced a crewmember from the 653ft loa bulk carrier *Yasa Jupiter* on 13 June approximately 60 nautical miles NE of San Juan.

Watchstanders at Coast Guard Sector San Juan received the medevac request on the night of 12 June from the Marshall Islands-flagged ship for a 26-year-old crewmember, who was suffering from abdominal pain.

Lieutenant Adam Morehouse, MH-65 Air Station Borinquen aircraft commander for the case said: '*This case was an excellent representation of superior communication from the cargo ship Yasa Jupiter, the Sector San Juan Command Center and Air Station watchstanders.*

'*Sector San Juan coordinated an exact position and time to be on scene, while the flight crew worked to establish the best flight path and hoist sequence, allowing us to quickly recover and bring this crewmember ashore to get the medical care he required*.'

Yasa Jupiter was on a voyage from Morocco to Panama and in a position approximately 360 nautical miles NE of Puerto Rico, outside the range of responding rescue helicopters, when the ship reported the incident and requested assistance from the Coast Guard.

Sector San Juan watchstanders requested *Yasa Jupiter* to continue making way towards Puerto Rico to shorten the distance for the medevac flight.

A Coast Guard MH-65 Dolphin helicopter from Air Station Borinquen launched to meet *Yasa Jupiter* at the agreed rendezvous position. Upon arriving on scene, the helicopter crew lowered their rescue swimmer, along with a rescue basket, to hoist the ship's crewmember aboard the aircraft.

With the assistance of the ship's crew and the patient safely onboard the helicopter made for Fernando Luis Ribas Dominicci Airport, San Juan, for medical care.

ESAIL maritime satellite ready for launch

The ESAIL* microsatellite for tracking ships worldwide, developed under a European Space Agency (ESA) Partnership Project, has completed its accommodation on Vega's new dispenser for small satellites and is ready for launch. This was reported by ESA in mid-June.

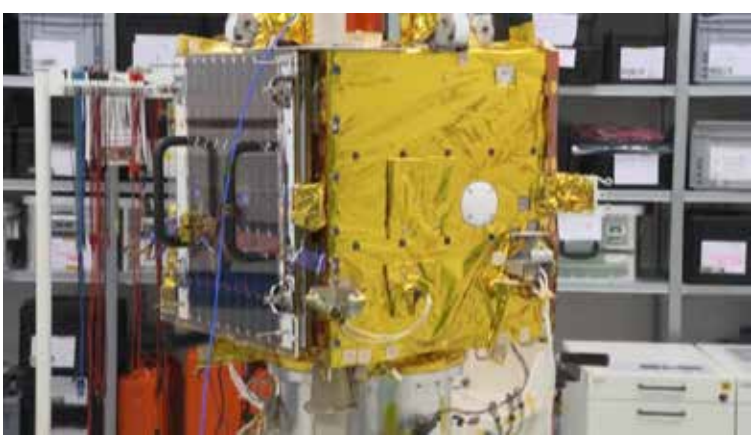
The Vega launch campaign at Europe's spaceport in Kourou, French Guiana, resumed at the end of May, following an interruption caused by the coronavirus pandemic.

ESAIL is due to be delivered into a Sun-synchronous orbit at an altitude of more than 500 km on Arianespace's first Vega Small Spacecraft Mission Service (SSMS) rideshare flight. The launch will deliver seven microsatellites and 46 cubesats into orbit, using a new satellite dispenser that spreads the cost of launch between many customers.

The ESAIL high-performance microsatellite was built by LuxSpace under an ESA Partnership Project with the Canadian operator exactEarth. The project was supported by the Luxembourg Space Agency and other ESA member states.

ESA's Partnership Projects aim to develop sustainable end-to-end systems, right up to in-orbit validation.

ESAIL will track ships worldwide by detecting messages that ships radio-broadcast with their automatic identification systems (AIS).



© ESA - J. Huart
The ESAIL satellite mounted on Arianespace's new launch adapter for Small Satellite Mission Service.

As part of exactEarth's satellite-based AIS constellation, ESAIL will provide data also to the European Maritime

Safety Agency for the next generation of global maritime traffic services.

ESAIL enables fisheries monitoring, fleet management, environmental protection and security monitoring for maritime and government authorities and industry – making the seas safer.

About SSMS

Vega's Small Spacecraft Mission Service (SSMS) dispenser provides launch opportunities for multiple light satellites with an overall mass ranging from 0.2 kg CubeSats up to 400 kg minisatellites.

It is understood that the SSMS has a lightweight modular design comprising a lower and upper part each with attachments that can be used to accommodate a range of configurations of satellites depending on requirements.

About Vega

Vega is a 30 metre-high, four-stage launch vehicle operating out of Europe's Spaceport in French Guiana. It is designed to lift between 300 kg and 1.5 tonnes of payload depending on the orbit and altitude.

ESA's forthcoming Vega-C, a more powerful version of Vega, will offer an extra 700 kg of capacity and enlarged volume within a wider launcher fairing at a similar cost to Vega – allowing even more passengers per individual rideshare launch at significant lower cost per kilogram.

* The first commercial microsatellite developed under ESA's SAT-AIS programme for tracking ships, called ESAIL. This is part of ESA's Partnership Projects and has been developed to enhance the next generation of space-based services for the maritime sector. The spacecraft will track ship movements over the entire globe as it orbits the planet.

Satellite coverage is essential as about 90% of global trade takes place on the oceans. It opens the door to enhanced safety, tracking ships and route provisions for industry, government and maritime authorities.

Ships of 300 tonnes or more in international voyages, cargo ships of 500 tonnes or more in local waters and all passenger ships irrespective of size are mandated by the IMO to carry AIS equipment

Terrestrial AIS antennas needs direct line of sight with the vessels, however, so the system is limited by the curvature of the Earth. Satellite automatic identification systems, or SAT-AIS, have no such restrictions and can receive messages from ships on the open ocean, enabling authorities to follow vessels' movements throughout their entire voyage.

ESAIL's AIS receiver provides advanced antenna beamforming and ground signal processing capabilities. The satellite needs rigorous testing before launch to ensure it can provide this always-on service.

Picture captions

Artist's view of Vega VV16 with the Small Spacecraft Mission Service (SSMS) dispenser and SAT-AIS. Visible are the Zefiro-9 upper stage, the Attitude Vernier Upper Module (AVUM) and the SSMS dispenser with its payload of satellites.

Ro-Ro freight ferry *Seatruck Progress*

Accident on the stern ramp with loss of one life Brocklebank Dock, Liverpool, England

MAIB investigation report 10/2020: Seatruck Progress is available here:
https://tinyurl.com/yc6a63ed

Summary

On 15 May 2019, the Third Officer was struck and fatally injured by a freight vehicle semi-trailer while standing on the vessel's stern ramp. The semi-trailer was being pushed ashore by one of the port's tractor units.

The Third Officer was facing down the ramp and talking on his mobile telephone when he was struck. He was unaware of the trailer approaching from behind and the tractor unit's driver was not expecting any pedestrians to be on the stern ramp and could not see the Third Officer due to the trailer blocking his view ahead.

The tractor unit driver was found to have cannabis in his system, but this was unlikely to have contributed to the accident.

Illustration MAIB Crown Copyright 2020 ©

Safety issues

This is one of several similar accidents in recent years where both maritime and land-based industry best practice guidance have not been met: there was no physical barrier on the stern ramp to segregate vehicles and pedestrians and there were no controls in place to monitor the stern ramp and stop vehicles when pedestrians needed to walk across it.

The use of mobile telephones and other communications media is an increasing source of distraction on working decks and in other hazardous workspaces on board ships, for which formal guidance is currently lacking.

This was the second work-related death in 15 months to have occurred on board ferries operated by Seatruck Ferries Ltd and berthed in Liverpool. Although the use of can-

nabis by the tractor unit driver was not considered to be a contributory factor in this accident, recreational cannabis use can impair judgement and performance. Random testing had not been carried out by the port operator.

Recommendations

A recommendation (2020/123) has been made to Seatruck Ferries Ltd aimed at improving the effectiveness of its procedures, and improving the safety culture of its crews.

Recommendations (2020/120 and 2020/121) have also been made to the Maritime and Coastguard Agency, and the Isle of Man Ship Registry to raise the awareness of the potential hazards of mobile telephone use. A recommendation (2020/122) to the UK Chamber of Shipping is intended to promulgate the lessons of this accident to the wider ferry industry.

A statement made by the Chief Inspector of Marine Accidents is available here:
https://tinyurl.com/yc47lq8z

Related publication

A safety flyer to the shipping industry highlighting a number of safety lessons was produced for the report and is to be found here: https://tinyurl.com/yctg7h3c

Editor's Note:
Text here is based on material kindly provided by MAIB

Island ferry's suspected engine room fire

Highlights the importance of robust emergency procedures

ATSB report

A catamaran ferry crew's response to a suspected engine room fire reinforces the importance of vessel operators having robust procedures and training, a new ATSB investigation has stressed.

On 29 March 2019, the catamaran ferry *Fitzroy Flyer* was on a scheduled transfer between Cairns and Fitzroy Island, with four crewmembers and 37 passengers on board. About halfway into the 50-minute journey, at about 1410, the port main engine overheated, activating a fire alarm on the bridge.

A crewmember and a passenger (who was a former firefighter) investigated and reported sighting smoke and fire. Initial attempts were made to extinguish the fire using portable extinguishers, but the crew could not confirm if those attempts were successful in extinguishing any fire. The presence of a fire was unable to be confirmed and, after taking advice from shore management, the master subsequently activated the port engine room fire suppression system.

Meanwhile, all passengers were mustered to the bow of the vessel, and were subsequently evacuated onto two nearby vessels. The master then started the starboard engine and *Fitzroy Flyer* slowly returned to Cairns, where it safely berthed without further incident.

Confusing signals

Inspections carried out after the incident found no evidence of a fire or any fire damage in the engine room. Instead, the smoke and fire seen by the crew were likely from a loose and slipping fan drive belt and steam from the overheated cooling system.

The ATSB found that the crew's response to the fire alarm did not follow company procedures as they had practised during emergency drills. This included not promptly activating the vessel's fire suppression system or applying boundary cooling, and making several entries to the port main engine room without suitable risk controls in place.

In addition, the passengers were transferred in open waters and without lifejackets to two other vessels with varying freeboards, at which point the engine room situation appeared to be under control, while the crew did not issue a PAN PAN urgency message to emergency services and other vessels, informing of the *Fitzroy Flyer*'s status and requesting assistance.

In the words of ATSB Director Transport Safety, Dr Mike Walker: '*This occurrence highlights the importance of vessel operators having robust procedures and training for responding to fires and other emergencies on board, and for crewmembers to follow procedures and training in such situations*.

'*In particular, if a fire is suspected in an engine room, and further assessment is not possible, then crews should deploy the available suppression systems and transmit an urgency message*.'

Since the incident *Fitzroy Flyer*'s owner-operator has updated the vessel's safety management system, improved crewmember training, and installed a closed-circuit television camera surveillance system throughout the vessel.

To read the ATSB investigation report *MO-2019-004: Suspected engine room fire and passenger evacuation on board Fitzroy Flyer, 7 NM east-north-east of Cairns, Queensland, on 29 March 2019* readers are invited to see here: https://tinyurl.com/yc6x4yer

Fall of a suspended load, resulting in injuries

UK Marine Accident Investigation Branch (MAIB) investigation report

Summary

At about 2300 on 2 March 2019, two crewmen on board the Hong Kong- registered, general cargo vessel *ZEA Servant*

were injured when a suspended load fell and struck them.

The suspended load was the lifting gear used to move the vessel's cargo hold hatch covers, and it fell because it became snagged, resulting in the tension overload failure of a fibre sling that was being used as part of the hoist. The injuries occurred because both crewmen were standing inside the hazardous area around the suspended load when it fell. They were standing ready to manually guide the load clear of snagging hazards during the lift. The lifting gear had been stowed in the cargo hold ventilation duct space, where it was known to have snagged before.

The lifting operation had not been formally risk assessed, and a lifting plan for the work had not been produced. Since the accident, *ZEA Servant*'s manager, Tianjin Xinhai International Ship Management Co Ltd, has identified an alternative stowage location and developed a lifting plan for the cargo hold hatch cover lifting gear. It has also taken action to improve general levels of safety awareness and the standards of lifting operations carried out on board *ZEA Servant* and across its fleet of vessels. In view of the managing company's actions taken, no recommendations have been made in this report.

Conclusions

The MAIB report concluded that:

- The suspended load fell because the fibre sling being used to lift it failed under tension. This happened when the load became snagged and the crane was not stopped in time to prevent overloading of the sling.

- The two crewmen were struck by the falling lifting gear and were injured because they were standing in the hazardous fall zone beneath the suspended load.

- The injured crewmen were standing in the hazardous area because they wanted to be on hand to guide the load and free any snags. They probably underestimated the risks they were taking because they had done the job before and the load had previously snagged without incident.

- *ZEA Servant* was not fitted with a dedicated storage arrangement for the cargo hatch lifting gear, and the practice of placing it on pallets in the ventilation duct space was not appropriate, due to the snagging hazards.

- A formal task-specific risk assessment and lifting plan had not been carried out for the handling of the cargo hold hatch cover lifting gear.

- SWL of the fibre sling that parted was sufficient for the lift, but it should not have been used and should have been discarded because its material condition was poor and its identification markings were illegible. The vessel did not have a comprehensive lifting equipment register; the onboard records did not include all of the loose lifting gear.

Subsequently actions were taken by *ZEA Servant*'s managers to improve safety and prevent recurrence therefore no safety recommendations were made in the MAIB report.

The MAIB report

With title *Fall of a suspended load, resulting in injuries to two crewmen on board the general cargo vessel ZEA Servant in Campbeltown, Scotland on 2 March 2019 MAIB Report No 11/2020* this may be seen here: https://tinyurl.com/yczrgfw8

Editor's note:
This article is based on the MAIB Accident Report No 11/2020. Material extracted to here including the illustration is MAIB Crown Copyright 2020 ©.

From the IFSMA Office

Another busy period for the office since our last newsletter,many video meetings and correspondence to assist with the timely arrangement of crew changes. We are making some progress.

In this edition we have two articles by members, AVCCMM (Spain) promoting their Congress in May next year in celebration of Ferdinand Magellan's first circumnavigation 500 years ago. Also, ISF (Indonesia) reminding of the availability of pilotage services in the Straits of Malacca and Singapore. See page 3 for both. We welcome further articles from you to keep the members informed of all your activities.

For World Seafarer's day we heard form ISF (Indonesia), see their Youtube message, there is English towards the end. https://youtu.be/RCmnHqCLmyg Thank you to Capt. Dwiyono Soeyono for sending us this link.

We have also received a link via Captain Christer Lindvall, IFSMA President Emeritus, to message from Bishop Bosco Puthur of the Apostleship of the Sea, Australia, to seafarers for "Sea Sunday 2020". https://tinyurl.com/y8l3kayy

Stay safe in these difficult times.