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IFSMA

NEWSLETTER

The Shipmasters' International Voice

WMO-IMO Symposium on Extreme Maritime Weather

See story on page 16



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

Secretary General's Message

The last attack in October on shipping in the Red Sea and waters close to Yemen was on 13 October when the bulk carrier *Motaro* came under attack from three unmanned surface vessels (USVs) which were badly damaged by protective fire from the embarked security personnel.

The USVs were made safe and recovered for examination by NATO Forces. You are aware of the attack in the Red Sea on MT *Sounion*. The vessel is at safe anchorage off the coast of Eritrea in position 17.08N : 039.48E, thanks to the efforts of the European Union under the security of their Naval Task Force.

The salvage team has managed to get the fires extinguished and the ship is now being properly assessed so that decisions can be made on the removal of the oil cargo and the ship. While the Houthis finally recognised the potential environmental damage that would be caused to the waters and coast of Yemen in this instance, the threat to other shipping transiting the Red Sea and adjacent areas remains the same. Traffic transiting the Red Sea is now assessed as approximately 35% of the norm.

Revised industry guidance as at 24 September can be found on the Global Maritime Security website. <http://www.maritimeglobalsecurity.org/>

The Black Sea threat to merchant shipping remains unchanged although it is worth noting that the Russians are continuing to target Ukrainian port infrastructure and ships alongside have been hit and damaged as part of collateral damage rather than being deliberately targeted.

At the IMO, IFSMA was actively involved in the Comprehensive Review of STCW and was specifically looking after all those areas affecting Shipmasters in particular. The areas to be covered has now been agreed at the Working Group level and this is expected to be ratified at HTW 11 in February 2025, MSC110 in June 2025 and finally at the Council meeting in July 2025. There is an enormous amount of work to be undertaken..

I will be contacting you again shortly seeking some more assistance from the membership.

At the end of November I will be heading to Geneva where I have been invited to attend the meeting of the ILO/IMO Joint Tripartite Human Element Working Group on Criminalisation and Fair Treatment of Seafarers. This is a topic I feel very strongly about and will make IFMA's position clearly known. I will report on the Working Group's outcome in next month's Newsletter.

Finally, I thought you should know that Paul Owen and I attended an awards dinner in London this month where Paul had been one of six nominees for the Desmond Wettern Literary Prize at the annual

Maritime Media Awards for content of the IFSMA Newsletter. Sadly, we did not win, but nomination indicates a great tribute to the work that Paul Owen and News Editor, Paul Ridgway, put into researching interesting and current topics for you to read about.

Keep safe and look after yourselves and your families in these unstable and uncertain times.

Jim Scorer
Secretary General

From the News Editor

Leith-built ships Volume 4

Robb Caledon 1965-1984

This book by R O Neish has been issued by Whittles Publishing of Dunbeath, Caithness, Scotland (www.whittlespublishing.com) and features histories of some fine ships. The period under review began near the end of a golden age for the British mercantile marine and was at a time when the nation's shipbuilders had near full order books and valuable export orders.

Sadly, the book chronicles the decline of the last shipbuilder at Leith and was witness to industrial unrest and strife.

This softback priced at £18.99, is of 162 pages and is liberally illustrated with in the region of 130 photographs in monochrome and colour. ISBN 978 1 84995 578 2.

Volume 4 of the acclaimed Whittles Leith-built ships series follows the fates of Ship Nos 495 to 535 built from 1965 until the eventual closure of the shipyard in 1984 through times that saw the destruction of a key British industry and its highly unionised work force.

As examples we see great ships such as *Lloydsman*, Ship No 509, and

SA Wolraad Woltemade, Ship No 516, powerful ocean-going salvage tugs, each built by Robb Caledon.

Ocean-going tug *Lloydsman* built for Union Towing Company in 1971 took part protecting British fishing vessels in the Icelandic cod wars with her crew using tomato sauce bottles for ammunition. She was eventually sold to Selco Salvage of Singapore.

Royal Navy hydrographic survey vessel HMS *Herald* took part in the Falklands War of 1982 and served in those waters as a hospital ship.

Other builds included ferries that served the Scottish islands. Then there was a grab dredger, *Aro*, for the Nigerian Ports Authority and *Eigamoiya*, a cargo ship for Nauru, Oceania. Another grab dredger served Tyne Ports Authority.

French shipping line Soflumar took delivery in 1969 of wine-carrier *Port Tudy*; she is understood to be still at

work in Nigerian waters. She was followed by *Speedway* for Elder Dempster, eventually being converted to a livestock carrier working in the Levant and East African ports. Common Brothers ordered

Caribbean Progress a 3833gt ro-ro container ship. *Hero* was another of the class for Danish owners. She was eventually lengthened then sadly lost in heavy weather in the North Sea in 1977.

As is evident Robb-built ships were often unique in design and the trades they served. They could be specialised vessels that were complex to build, requiring much skill which the Leith shipbuilders had in abundance.



THV Patricia, built 1982, yard No 530.
Photo: Corporation of Trinity House ©.

There was *Engadine* the Royal Navy's first dedicated helicopter support ship and to be operated by the Royal Fleet Auxiliary (the RFA).

Robb Caledon built the ice-strengthened *Bransfield* for the Natural Environmental Research Council with which organisation she was the main supply vessel of the British Antarctic Survey and achieved 29 years' service in that role. One of my past gov'nors at Trinity House was polar navigator Captain Tom Woodfield who stood by *Bransfield* under construction there and was her first Captain. He was later to join Trinity House as a Board Member and similarly oversaw the construction at Robbs of the Trinity House vessel *Patricia* commissioned in 1982 and still in service.

To close there is a build-list with brief details (dimensions, tonnage, type, date of launch) from Ship No 1, a pontoon of 1918 to No 535, the passenger car ferry *St Helen* which went down the ways in September 1983. The span of builds covered by this volume commences with the diesel cargo vessel *Salerno* launched for Ellerman Lines in 1965. She was one of a class of five the last being *Sangro* of 1968.

Many first-hand accounts from those who sailed in these ships are provided.

The IMO Digest

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

Illustrations per www.imo.org ©

Ghana: sharpening maritime English skills

Towards the end of September it was reported that instructors in Ghana have updated their skills in teaching maritime English. That is the standard working language for seafarers, essential for ensuring safety on ships that sail worldwide with multinational crews.

Training the trainers

From 16 to 20 September, in collaboration with the Regional Maritime University (RMU), which serves Cameroon, The Gambia, Ghana and Liberia, IMO organized in Accra a national train-the-trainer course for maritime English instructors.



This course provided twenty-four participants with modern teaching techniques and methodologies for developing and updating maritime English curricula, to support safety and operational efficiency at sea.

Standard phrases

Maritime English includes 'standard marine communication phrases' (SMCP), covering all major safety-related verbal communication.

As ships' crews frequently come from diverse nationalities, proficiency in Maritime English is crucial for ensuring smooth communication, including in high-pressure situations where misunderstandings can have serious consequences.

Capacity building for STCW

The aim of the course was to enhance the capacity of Ghana's maritime training institutions to effectively implement the requirements of the International Convention on Standards of Training, Certification and

Watchkeeping for Seafarers, 1978 (STCW Convention) and thereby promote maritime safety and environmental protection.

Meeting global standards

During the course training was aligned with the STCW Convention and IMO Model Course 3.17, ensuring that instructors are well-prepared to meet global standards. The course enabled Ghana's maritime training institutions to provide high-quality education and contribute to safer maritime operations.

St. Vincent and the Grenadines

Establishing an MSW

St. Vincent and the Grenadines is advancing plans to establish a Maritime Single Window (MSW)¹ to digitalize its maritime sector. An MSW is a centralized IT platform that facilitates the exchange of information among ships and various government agencies for the efficient arrival, stay, and departure of ships at ports.

As of 1 January, 2024², all IMO Member States have been required to implement MSW systems to streamline port procedures and enhance efficiency.

Saint Vincent and the Grenadines, along with four other Eastern Caribbean states—Saint Lucia, Dominica, Grenada, and St. Kitts and Nevis—are setting up MSWs with support from the IMO, the Organization of Eastern Caribbean States (OECS) Commission, and the Government of Antigua and Barbuda.

Needs assessment

A team of experts completed a needs assessment mission in each country to review current port clearance procedures.



The mission in St. Vincent and the Grenadines held from 16 to 19 September included a workshop with regulatory agencies and meetings with high-level officials and stakeholders, organized and facilitated by the Maritime Administration at the Ministry of National Security.

Gap and cost analyses

On the final day, the team presented its findings and recommendations, which will inform a gap analysis of the current system and a cost analysis for establishing an MSW that meets IMO requirements.

This needs assessment mission was the third in the series, following St. Lucia and St. Kitts and Nevis in August.

Forthcoming missions are scheduled for Grenada (October) and Dominica (January 2025).

The MSW systems of all OECS member states will be connected to the regional repository of the Caribbean Community Implementation Agency on Crime and Security-Joint Region Communication Centre (CARICOM IMPACS-JRCC)³.

¹ <https://tinyurl.com/yznckvja>

² <https://tinyurl.com/bdxdcrcwk>

³ <https://www.caricomimpacs.org/about/jrcc>

The SMART-C programme

Developing countries' progress

Solutions for a greener global shipping industry were highlighted by international delegates attending a SMART-C Conference held in Busan, Republic of Korea on 11 September.

Regional attendance

Delegates from Indonesia, Philippines, Sri Lanka, Tonga, Vanuatu and Vietnam presented progress achieved in their countries with the support of IMO's SMART-C Programme, in the areas of gender equality, leadership development, prevention of marine accidents, and reducing greenhouse gas emissions from shipping.

IMO with ROK MOF; four key projects

The event, organized by IMO in collaboration with the Republic of Korea's Ministry of Oceans and Fisheries (MOF), spotlighted four key projects under the IMO-Republic of Korea Sustainable Maritime Transport Cooperation (SMART-C) Programme¹, which work to enhance technical capacity in developing countries:

- **SMART-C Women:** Strengthening women's competencies in maritime digitalization and marine environmental protection.
- **SMART-C Traffic:** Developing a web-based maritime traffic management system to enhance safety.
- **SMART-C Leaders:** Professional training for international maritime leaders.
- **SMART-C GHG:** Supporting the implementation of IMO's Strategy for Reduction of Greenhouse Gas (GHG) Emissions from Ships by collecting relevant data.

Fostering collaboration

In his opening address, IMO Deputy Director Mr Youngso Kim emphasized the importance of the SMART-C initiative in fostering collaboration to enhance the maritime capacities of developing nations.



Country presentations focused on issues such as maritime training for women, nurturing future maritime leaders and national strategies for reducing GHG emissions from ships. Participants shared knowledge and exchanged views.

IMO reaffirmed its commitment to continued collaboration with beneficiary countries to ensure the effective implementation of SMART-C projects on the ground.

¹ <https://tinyurl.com/mrx2w8vk>

Pakistan: Major ship recycling project

IMO launch

A new project to promote sustainable ship recycling has been launched in Pakistan – one of the top five ship recycling nations in the world.

The Safe and Environmentally Sound Recycling of Ships and Decent Work (SENSREC-DW) Project held its first workshop in Karachi on 16 September. The workshop took place following IMO Secretary-General Arsenio Dominguez's first official visit to the country.

The new project is a collaboration between the IMO and the International Labour Organization (ILO), aimed at enhancing safety and environmental responsibility in the ship recycling industry, while upholding global labour rights standards.

Stakeholder representation

The workshop gathered approximately 150 people representing stakeholders from various sectors, including government officials from the Ministry of Maritime Affairs, the Ministry of Climate Change and the Baluchistan Development Agency, industry representatives, and labour organizations.

Conventions

The primary focus was how to ensure compliance with international standards outlined in the Hong Kong Convention¹, the Basel Convention² and ILO treaties, and strategies for improving working conditions, especially in developing countries, given the high risks associated with shipbreaking activities.

Need for capacity building

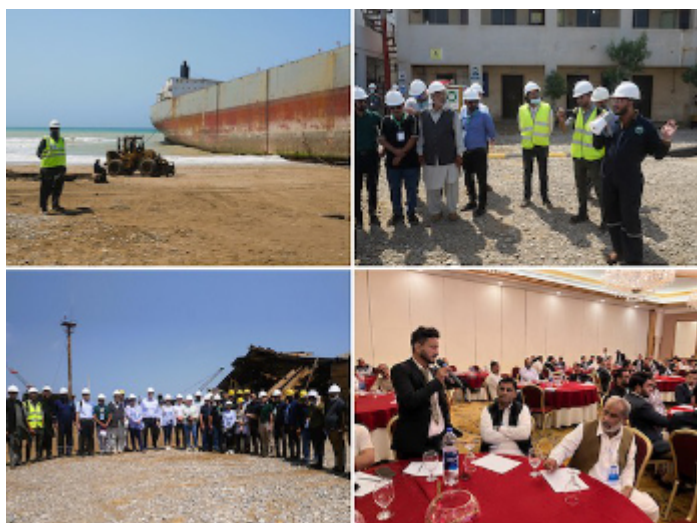
Participants outlined specific objectives and activities for the project, emphasizing the need for capacity building and training programs tailored to local contexts. They took part in a technical visit to ship recycling yards in Gadani, Baluchistan, to learn from the field and observe some of the key challenges faced by the industry.



The outcomes of their discussions will guide the implementation of initiatives designed to promote decent work and sustainable practices in ship recycling facilities across Pakistan.

The Hong Kong Convention

The Hong Kong Convention, adopted in 2009, is designed to ensure that ships are recycled without posing risks to human health or the environment. It mandates that ships carry an Inventory of Hazardous Materials and that recycling facilities develop a specific Ship Recycling Plan for each vessel.



SENSREC is a collaboration between the Government of Norway and IMO to support developing countries for the implementation of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships.

The Convention is set to enter into force on 26 June 2025 and aims to enhance safety standards across the global ship recycling industry.

SENSREC-DW builds on the ongoing SENSREC³ project in Bangladesh, first launched in 2015.

The IMO SENSREC corporate video (relative to activities in the wider ship recycling world including Bangladesh) can be found by scrolling down from the top of this link: <https://tinyurl.com/3z6eakfh>

¹ <https://tinyurl.com/yzwny4c6>

² <https://tinyurl.com/4rjzbtwj>

³ <https://tinyurl.com/3z6eakfh>

The Mediterranean

Enhancing oil spill reporting and monitoring

Mediterranean countries are taking joint action to protect the region's marine environment by improving the way they report, monitor and share data about shipping pollution incidents.

Workshop

A workshop delivered through IMO's Integrated Technical Cooperation Programme (ITCP) was held in Lija, Malta on 25 and 26 September. This event was organized by the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC)¹, brought together nineteen officials from Bosnia and Herzegovina, Egypt, Libya, Montenegro, Morocco, Tunisia and Türkiye.

Encouraging reporting, monitoring, and data sharing

The aim of the gathering was to promote effective reporting, monitoring, and data sharing about oil spills from ships and other pollution sources and incidents. The countries listed above are required to take responsibility as Contracting Parties to the Barcelona Convention, specifically its 2002 Prevention and Emergency Protocol and the 1994 Offshore Protocol.

Barcelona Convention

The Convention for the Protection of the Marine Environment and the Coastal Region of the Mediterranean (otherwise known as the Barcelona Convention)² and its seven Protocols constitute the principal regional legally binding Multilateral Environmental Agreement (MEA) in the Mediterranean.



Participants at the workshop (MEDEXPOL 2024)³ discussed how these efforts could enhance the Mediterranean Quality Status (MQS), which is produced by the United Nations Environment Programme (UNEP) to assess the state of the marine environment in the region.

Basel Convention

Those attending explored REMPEC's latest tools and platforms for reporting, monitoring and data-sharing, and discussed how to ensure these systems are aligned with national activities under the Basel Convention.



Use of REMPEC's Common Emergency Communication and Information System for Marine Pollution (CECIS MP) as a regional communication tool was recommended.

Discussions informed participants of the development of manuals, tools, and templates to streamline future reporting and monitoring processes.

UN Mediterranean Action Plan

REMPEC is administered by IMO under its Integrated Technical Cooperation Programme in cooperation with the Mediterranean Action Plan of the United Nations Environment Programme (UNEP / MAP)⁴

¹ <https://www.rempec.org/en>

² <https://tinyurl.com/96e6kayf>

³ <https://tinyurl.com/2p8dumec>

⁴ <https://tinyurl.com/4p3ctpdr>

Comoros assessing and securing ports

From 23 to 27 September with IMO support Comorian authorities successfully conducted a series of detailed assessments of the Port of Mutsamudu¹ on the island of Anjouan.

Transshipment hub

Officials from the Comoros Maritime Affairs Agency (*Agence Nationale des Affaires Maritimes - ANAM*),

the Port Authority (*Société Comorienne des Ports – SCP*) and IMO completed on-site surveys of the port, which serves as a hub for transshipment of essential goods such as rice and fuel to other islands in the country.

The aim was to assess whether the port and port facility (the area where cargoes and people are transferred between the ship and port) comply with global standards set out in the International Ship Port and Security (ISPS Code)².

Study into facilities

During the exercise, local Port Facility Security Officers (PFSOs) analysed operations such as embarkation and disembarkation of international passengers, and cargo handling from the ship to dock, looking for weaknesses in policies and procedures, infrastructure and human factors.



They identified gaps that could pose a risk to persons, property or operations within the port facility and discussed how to address them. This included physical security, structural integrity, personnel protection systems, procedural policies, telecommunications systems, relevant infrastructure, utilities, and other areas.

Essential representation

Discussions with the various State services working at the port, including the Port Authority, Police Nationale, Gendarmerie Nationale, Coast Guards, Customs examined threats and explored ways to strengthen the security of Comoro's ports and port facilities.

Outcome of the assessments will contribute to preparing port facility security plans for Mutsamudu Port, to help safeguard operations and support.

EU-funded project

The assessments were carried out as part of the EU-funded Port Security Project³, which promotes port security and safety in Eastern and Southern Africa and the Indian Ocean.

¹ <https://tinyurl.com/266u8c9x>

² <https://tinyurl.com/266u8c9x>

³ <https://tinyurl.com/2p8bk47n>

Domestic ferry safety

New e-learning courses launched

New e-learning courses to enhance safety on domestic ferries are now available on the IMO e-learning platform, on a self-enrolment basis.

These courses are aimed at officials who operate, inspect and manage domestic ferry operations in their country.



The Training Courses on Domestic Ferry Safety include materials developed by IMO Member States.

Courses support the implementation of IMO's Model Regulations on Domestic Ferry Safety (resolution MSC.518(105))¹, which were adopted in 2022.

Readers are invited to watch the IMO video here:
<https://tinyurl.com/2tujpve8>

The Maritime Safety Committee (MSC 108, May 2024) invited Member states to share relevant materials.

Module 1: Training material provided by China

The course covers ferry, cargo, crew and passenger in terms of: safety culture; manning; education and training; safety management; occupational health and safety; communications equipment; cargo stowage and securing; and the arrangements prior to departure/arrival.

Module 2: Training materials provided by the Republic of Korea

The training materials have been developed by the Republic of Korea (Maritime Transportation Safety Authority (KOMSA)), as the implementing entity, with funding through the Republic of Korea - IMO Integrated Technical Cooperation Programme (ITCP).

Course 1: Introduction to laws and policies – covers relevant domestic legislative frameworks and key policies designed to enhance domestic ferry safety.

Couse 2: The Operation Management System – highlights the role of operation managers at the Incheon Operation Management Center in the Republic of Korea. These managers oversee ferry operations, including pre-departure ferry. The videos demonstrate how the Operation Control Center has incorporated advanced technologies, such as intelligent surveillance cameras and drones, into its operations.

The courses include real-life video, intended to support learning.

Enhancing domestic ferry safety

The model regulations and training courses are intended to address the high rate of lives lost at sea which have been attributed to incidents involving domestic ferries. According to the Lloyd's Register Foundation, 93% of lives lost to ship incidents in the past 50 years are attributed to domestic ferry incidents².

Currently available in English, the Training Courses on Domestic Ferry Safety can be found on the IMO Learning Management System (LMS) platform, which is accessed through the IMO website or via this link: IMO e-Learning. Translation into other official IMO languages is envisaged.

To register

To access IMO e-Learning courses on the LMS platform, readers will need to register for an IMO web account via the link here:
<https://webaccounts.imo.org>

Distance learning is key for IMO to meet changing educational needs in the maritime industry. Students and maritime professionals around the world have the chance to boost their understanding of key maritime issues with a series of courses through the IMO e-learning platform.

In a recent news item from the IMO news service it is understood that Member States and international organizations are invited to disseminate information about the courses to all interested parties, and to provide further input involving best practices on domestic ferry safety.

¹ <https://tinyurl.com/3jxvh6hc>

² Readers will need to register to gain access to the Lloyd's Register Foundation link here:
<https://tinyurl.com/ja4b38rk>

A net-zero framework for shipping

IMO MEPC progress

IMO has achieved key progress in negotiations towards a set of binding global regulations on the IMO net-zero framework, aimed at achieving the greenhouse gas (GHG) reduction objectives set out in the 2023 IMO Strategy on Reduction of GHG Emissions from Ships¹.

At the conclusion of the 82nd session of IMO's Marine Environment Protection Committee held from 30 September to 4 October, Member States had identified further areas of convergence in their positions. They produced a draft legal text to use as a basis for ongoing talks around the proposed 'mid-term measures' for GHG reduction², which are expected to be adopted in 2025.



These proposed 'mid-term GHG reduction measures' (which build on previously adopted 'short-term measures') include a goal-based marine fuel standard that will phase in the mandatory use of fuels with less GHG intensity and a global maritime GHG emissions pricing mechanism. They are aimed at driving the international shipping industry's transition to achieve net-zero GHG emissions by or around, that is to say close to, 2050.

Shaping the IMO net-zero framework

The draft legal text produced by MEPC 82 integrates inputs and proposals from Member States and international organizations on possible amendments to be made to the International Convention for the Prevention of Pollution from Ships (MARPOL, Annex VI). If adopted, these amendments would incorporate the proposed new measures into international law.

Discussions also took place during the session on possible establishment of an IMO GHG Intensity Registry and an IMO fund/facility in order to facilitate the implementation of the technical and economic elements of the GHG reduction measures.



The draft IMO net-zero framework aims to achieve the enhanced ambitions set out in the 2023 IMO Strategy on Reduction of GHG Emissions from Ships.

Closing the meeting, IMO Secretary-General Mr Arsenio Dominguez commended³ the constructive atmosphere during the week's discussions. He reflected:

'I welcome your continued demonstrated commitment. It has allowed us to identify further areas of convergence on defining the legal framework for the IMO Net Zero Framework, that will effectively guide the next round of dialogue. I am convinced that at the next session, you will reach an agreement.'

MEPC 83

The MEPC will hold its next session (MEPC 83) from 7 to 11 April 2025, where Members are expected to approve the amendments, ahead of their formal adoption in October 2025.

Next steps

A period of negotiations lies ahead between now and the next MEPC meeting, to resolve areas of divergence, and further refine the draft text before approval at MEPC 83 in April 2025 and adoption in Autumn 2025.

The Committee scheduled the following intersessional meetings to focus on further development of the mid-term measures:

- Intersessional Working Group on Reduction of Greenhouse Gas (GHG) Emissions from Ships (ISWG-GHG 18) 17-21 February 2025.
- Intersessional Working Group on Reduction of Greenhouse Gas (GHG) Emissions from Ships (ISWG-GHG 19) during the week immediately before MEPC 83, scheduled for 7-11 April 2025.

The following meetings are also scheduled:

- Intersessional Working Group on Air Pollution and Energy Efficiency (ISWG-APEE 1) during the week before MEPC 83 to continue work to address the identified challenges/gaps in the short-term GHG reduction measure, and develop draft amendments to existing instruments and/or develop new instruments.
- One-day GHG-Expert Workshop (GHG-EW 6) to discuss the possible impacts of the basket of proposed mid-term measures on food security. Date to be confirmed.

Other key issues

In addition to GHG reduction matters, the Committee reached a number of important decisions, including:

- Identification of challenges/gaps related to the short-term GHG reduction measure (CII) to facilitate its review.
- Adoption of amendments to MARPOL Annex VI, designating the Canadian Arctic and the Norwegian Sea as Emission Control Areas for Nitrogen Oxides, Sulphur Oxides, and Particulate Matter.
- Approval of the Action Plan for the Reduction of Underwater Noise from Commercial Shipping and associated guidance for the experience-building phase.

- Approval of the Provisional Guidance on the Implementation of the Hong Kong and Basel Conventions regarding the transboundary movement of ships intended for recycling.
- Advanced work aimed at reducing the environmental risks associated with the maritime transport of plastic pellets.
- Designation of the Nusa Penida Islands and Gili Matra Islands in Lombok Strait as a new Particularly Sensitive Sea Area.

¹ <https://tinyurl.com/2xcxr2x2>

² <https://tinyurl.com/mr2ne2bm>

³ <https://tinyurl.com/5x7ne22c>

The FAL Convention

Turkmenistan's accession

With the support of IMO Turkmenistan is stepping up progress towards accession to the Convention on Facilitation of International Maritime Traffic (FAL).

A global treaty

The FAL Convention¹ is a global treaty aimed at achieving the most efficient international maritime transport as possible, with smooth transit in ports of ships, cargo and passengers. The treaty contains standards, rules and recommended practices to simplify procedures involved in the arrival, stay and departure of ships at a port.



From 1 to 3 October a national seminar on Facilitation of Maritime Traffic was held in Awaza, Turkmenbashi, in Turkmenistan. The port of Turkmenbashi² is the country's largest cargo and passenger port, and a regional maritime hub with an annual total capacity of 17 million tons of cargo, including 300,000 passengers and 75,000 vehicles.

Broad representation

Organized at the request of the Government of Turkmenistan, the seminar brought together national ministries and agencies with responsibilities for the clearance of ships, cargoes, crews, and passengers at the port of Turkmenbashi. The seminar provided

important information and advice on the latest amendments to the FAL Convention, which entered into force on 1 January this year.

Information imparted included regulations on the use of the Maritime Single Window³ systems, which are now required of all IMO Member States. The maritime single window is a one-stop digital platform by which various agencies can share and exchange information needed to clear the arrival, stay and departure of ships speedily and efficiently.

MSW and EDI

The seminar participants benefitted from guidance on the benefits of using Maritime Single Window and Electronic Data Interchange in facilitating ships' clearance in Turkmenistan's ports. This would become mandatory upon accession to the FAL Convention.

IMO ITCP

This event was organized under IMO's Integrated Technical Cooperation Programme and hosted by the Maritime and River Transport Agency of Turkmenistan.

¹ <https://tinyurl.com/yj38hidn>

² https://port.com.tm/?page_id=6003&lang=en

³ <https://tinyurl.com/bdxdcrwk>

Cabo Verde presents maritime security

At the opening of Maritime Security Conference 2024: *Innovation and Partnerships for the Future* held in Praia, Cabo Verde, on 8 and 9 October Vice Admiral José Nuno Chaves, Fleet Commander, Portuguese Navy, declared: *'We can only have economic development if we have stable maritime security.'*

The event gathered global maritime experts and leaders and spotlighted the crucial role of maritime security in sustaining economic growth and international trade.

Maritime trade and economic growth

As nations continue to rely on maritime trade as a backbone for economic growth, the message from the conference was clear: **Stable seas lead to sustainable development.**

Relating ships, ports and people

At the conference sessions addressed ongoing and emerging threats such as drug trafficking, armed robbery at sea, transnational organized crime, and terrorism. As these issues continue to disrupt global trade routes, securing the connections between ships, ports, and people is more important than ever.

International cooperation and innovative solutions

One of the key themes of the conference was the importance of international cooperation and innovative solutions to enhance maritime security.

Experts exchanged best practices and highlighted the value of advanced technologies, such as satellite monitoring and AI-based surveillance systems, to improve coastal management and effectively combat threats. These innovations, along with cross-sector partnerships, are seen as essential for securing global trade routes and ensuring sustainability in maritime contexts.

Valuable discussions

Discussions highlighted how strengthened maritime security could drive poverty alleviation and stimulate job creation in coastal regions.



Focus on compliance

A major focus was compliance with international standards. Participants emphasized the necessity of adhering to regulations in the International Convention for the Safety of Life at Sea (SOLAS)¹, which mandates the International Ship and Port Facility Security (ISPS) Code². These frameworks are essential in confronting the complex challenges facing countries in addressing maritime security.

Recommendations

It is understood that a summary report of the conference will be developed, to include recommendations to improve maritime security in the Atlantic Ocean.

Broad financial support

The event was financed by the German Federal Foreign Office in collaboration with the European Union, the Atlantic Centre³, and the G7++ Friends of the Gulf of Guinea (FoGG). The conference was organized by IMO in partnership with the United Nations Institute for Training and Research (UNITAR) and the Atlantic Centre.

¹ <https://tinyurl.com/mryd93vf>

² <https://tinyurl.com/266u8c9x>

³ <https://tinyurl.com/bzc3v7we>

Caspian Sea States

Regional oil spill response cooperation

Governments around the Caspian Sea have finalized a draft regional action plan for responding to major oil spills, given the rapid rise of oil and gas exploration and production in the region.

The Aktau Protocol Plan

Gathering in Aktau, Kazakhstan from 8 to 10 October, representatives from key national agencies updated and finalized the draft Aktau Protocol Plan¹ for implementing the Protocol Concerning Regional Preparedness, Response and Co-operation in Combating Oil Pollution Incidents (the Aktau Protocol) under the Tehran Convention.

The Tehran Convention

The Tehran Convention² is a regional agreement signed by all five Caspian littoral States to protect the marine environment. The draft action plan, which outlines activities and procedures for a joint response to marine pollution incidents, will be submitted to the Tehran Convention Conference of Parties (COP) later in the year.

National oil spill contingency plans

During the workshop, delegates tested the plan and assessed the implementation of regional protocols in national oil spill contingency plans through a table-top exercise and by using the RETOS³ tool – a web application for evaluating oil spill preparedness and response planning.



Participants discussed roles and responsibilities during oil spill responses, highlighting the need for robust national and regional oil spill contingency plans (OSCPs) to ensure effective and sustainable response measures.

IMO and UNEP representation

Experts from the oil and gas sectors, along with representatives from IMO and the United Nations

Environment Programme (UNEP)⁴, joined the discussions to ensure cross-sector collaboration.

The workshop also improved participants' understanding about the benefits of ratifying and effectively implementing the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC Convention)⁵ at the national and subregional levels.

A shared action plan

Participants established a shared action plan to help finalize national spill preparedness frameworks and bolster regional cooperation under the OPRC Convention and the Tehran Convention.

ITCP delivery

The workshop was organized by UNEP, as the interim Secretariat of the Tehran Convention, and delivered under IMO's Integrated Technical Cooperation Programme (ITCP)⁶.

1. <https://tinyurl.com/48fpjv6>

2. <https://tehranconvention.org/en/tc/about>

3. <https://retos.app/login>

4. <https://www.unep.org/>

5. <https://tinyurl.com/2jcsxzd>

6. <https://tinyurl.com/5n8acu9w>

World Maritime University MSc courses

First GHG-SMART scholars

Two maritime professionals from Uganda and Zambia have begun their Master's courses at the World Maritime University (WMU)¹, with full scholarships from the IMO - Republic of Korea GHG-SMART project².

Uganda and Zambia

Mr Abel Bwikizo Bakahuuna, Marine Licencing Officer at the Ministry of Works and Transport, Maritime Administration Department of Uganda, and Ms Dorica Nayame, Health, Safety, Security and Environment Officer at the Ministry of Transport and Logistics, Department of Maritime and Inland Waterways of Zambia, have begun their 2024-2025 programme for an MSc in Maritime Affairs – Maritime Energy Management at the WMU in Malmö, Sweden.

First two scholarships; ROK funding

They are the first two recipients of the scholarships under the Recognition Scheme of the GHG-SMART project. The project, funded by the Republic of Korea and implemented by IMO, supports least developed countries (LDCs) and small island developing States (SIDS) in maritime decarbonisation through targeted capacity building.

The two full scholarships for the WMU are provided to the top performing trainees from each annual cycle to

enable post-training continued learning and development opportunities.

Uganda and Zambia are both land-locked LDCs and their participation in the GHG-SMART project highlights the importance of the integration of landlocked LDCs in the global maritime framework for a just transition.

Landlocked LDCs have no direct access to sea and often depend on ports of neighbouring coastal countries for trade.

According to the United Nations Convention on the Law of the Sea (UNCLOS), every State, whether coastal or land-locked, has the right of access and navigation in the high-seas. Many land-locked countries have large navigable lakes and rivers for cargo and passenger vessels that can play critical roles in supply chains.

As the maritime sector prepares itself for a just and equitable transition, the GHG-SMART project continues to support LDCs and SIDS: 20 SIDS and 18 LDCs, including four land-locked LDCs, have participated in the GHG-SMART project to date.

Meet the students

Mr Abel Bwikizo Bakahuuna from Uganda, introduced himself by saying: *'As a marine licencing officer in the Ministry of Works and Transport, Maritime Administration Department, Uganda, I am responsible for registration, inspection and licencing of ships as well as policy formulation. The GHG-SMART project helped me understand relevant maritime policy frameworks which enabled me to further engage with various stakeholders from our ministry and IMO MEPC meetings to deliberate on issues related to GHG emissions reduction in shipping.'*

'It is a great opportunity for me to receive the scholarship to pursue Master in Maritime Affairs - Energy Management at the World Maritime University through the GHG-SMART Project's Recognition Scheme.'

'This opportunity for me to access maritime training is particularly beneficial as someone who comes from a land-locked LDC with one of the largest navigable waterbodies in East Africa such as the Lake Victoria.'

'I hope to share the knowledge gained from the GHG-SMART project and support the development and decarbonization efforts in the maritime sector nationally, regionally and globally.'

Ms Dorica Nayame from Zambia continued: *'As a Health, Safety, Security and Environment Officer (HSSEO) at Mpulungu Harbour Corporation Limited (MHCL), under the Ministry of Transport and Logistics, Department of Maritime and Inland Waterways, Zambia, I superintend on MHCL's Occupational Health Safety, Security and Environment matters.'*

'It was a rare privilege for me and Zambia as a country to be part of the GHG-SMART Project training 2023'

cohort. The GHG-SMART training programme was and continues being beneficial with exposure to vast and diverse knowledge and expertise on climate change and climate actions, particularly decarbonisation of the maritime industry.

‘Especially for land-locked LDCs like Zambia where the maritime industry is still in its infant stage, the training was very useful in learning about the maritime sector’s emerging standards and industry best-practices related to GHG emissions and enables an in-depth understanding of the present and future bottlenecks, solutions including opportunities.

‘On a personal level, I humbly and deeply appreciate the rare opportunity to be awarded a scholarship to study Master in Maritime Affairs - Energy Management at the World Maritime University, through the GHG-SMART Project’s Recognition Scheme.’

For more information

Readers wishing to learn more about the IMO-RoK GHG-SMART project are invited to see the link here: <https://tinyurl.com/52zwmwph6>

1 <https://www.wmu.se/>

2 <https://tinyurl.com/52zwmwph6>

Safety a key concern in transition to net zero shipping

Spain hosts 2024 World Maritime Day Parallel Event

The drive to decarbonise shipping requires robust safety measures to protect the lives of seafarers dealing with novel technologies and alternative fuels.

Delegates representing the global maritime community gathered in Barcelona for the World Maritime Day Parallel Event held from 20 to 22 October, to focus on the challenges and opportunities faced by the industry as it undergoes rapid transitions.

Comment

Opening the event, IMO Secretary-General Mr Arsenio Dominguez highlighted key trends and interlinkages between safety, decarbonisation and new technologies:

He commented: *‘Safe shipping must also be sustainable and compatible with greenhouse gas (GHG) emission reduction targets. Measures to enhance navigational safety, such as using technology to optimize voyage planning with up-to-date weather data, not only improve the safety of ships, but also help to reduce their emissions.*

‘We are placing a lot of emphasis on the evolution of our safety regulations, ensuring they focus on seafarers and their training.’

The Minister for Transport and Sustainable Mobility of Spain, HE Oscar Puente, emphasized: *‘The maritime sector is undergoing a profound transformation, driven by increasing progress in digitalization, automation and decarbonization. In this transition towards a more sustainable shipping, it is essential to preserve the competitiveness of the sector as well.’*

Future of shipping

A series of panel discussions delved into various aspects of the 2024 World Maritime Day theme: **Navigating the future: safety first!** including:

- A United Nations dialogue on maritime safety, featuring the Secretaries-General of IMO Mr Arsenio Dominguez, UN Trade and Development (UNCTAD), Ms Rebecca Grynspan, and the World Meteorological Organization (WMO) Ms Celeste Saulo, as speakers
- New and adapted technologies and the introduction of new and alternative fuels.
- Ensuring the preparedness of seafarers to navigate the evolving maritime landscape.
- How digitalization and automation are increasingly revolutionizing the shipping industry.
- Navigating the future of shipping.

Forecasts

Panellists stressed the importance of seafarer training, highlighting that decarbonisation will require new technology, alternative marine fuels, and new skills to handle them safely.

Discussions reflected key developments in IMO’s regulatory work, including ongoing negotiations¹ on proposed new measures to reduce GHG emissions from ships, set to be adopted in late 2025, as well as progress towards an overarching IMO digitalization strategy and a Code to regulate autonomous ships².



The World Maritime Day Parallel Event is held annually in a different IMO Member State to raise awareness of the sector among a wider international audience. Here IMO S-G addresses the Barcelona gathering.

A comprehensive review³ of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention)⁴, which sets global standards for seafarer training, was also highlighted.

United Arab Emirates to host next Parallel Event; 2025 WMD theme

To conclude the event, the World Maritime Day Parallel Event flag was presented to the United Arab Emirates, as the host of the next World Maritime Day Parallel Event scheduled for 2025. The theme for 2025 is **Our Ocean; Our Obligation; Our Opportunity**.⁵



UAE welcomes the focus

Receiving the flag, Advisor to the Minister for Maritime Transport Affairs, Ministry of Energy and Infrastructure of the United Arab Emirates, HE Eng. Hessa Almalek welcomed the focus on the safe and sustainable use of ocean resources and commented: *'The theme aligns perfectly with our vision as we are committed to protecting our ocean and strongly believe it presents ample opportunity for economic growth and environmental protection.'*

The World Maritime Day Parallel Event is held in a different IMO Member State every year with the aim of celebrating World Maritime Day among a wider international audience.

- 1 <https://tinyurl.com/2fs3rcux>
- 2 <https://tinyurl.com/eamvdmw2>
- 3 <https://tinyurl.com/y7xjt25a>
- 4 <https://tinyurl.com/y754d62v>
- 5 <https://tinyurl.com/mr27xxc6>

Cameroon: transport liability and compensation regime

IMO helped to drive progress on ratifying, implementing and enforcing IMO liability instruments in Cameroon with a workshop held in Yaoundé from 21 to 25 October.

Range of appropriate documentation

Liability and compensation for damage caused during maritime transportation, including oil pollution and wreck removal, is covered by a range of IMO conventions¹, international legal instruments and guidance.

IMO legal experts provided a comprehensive overview of these to officials of Cameroon, who in turn presented the law-making process and implementation of IMO conventions in their national legislation.

Drafting national maritime legislation

Learning about the national experiences in drafting national maritime legislation, including any challenges faced in implementing IMO instruments, will help to inform IMO's work on the subject going forward.

In his opening address the Minister of Transport of the Republic of Cameroon, Mr Jean Ernest Massena Ngalle Bibehe said that Cameroon should accede and domesticate all relevant IMO instruments on liability and compensation of damage caused by maritime transport.

Ensuring victims' compensation

This would ensure payments of costs for such damage and enhance sustainable shipping in view of some recent occasions where victims of shipping incidents had been left without compensation.

The next step

The Minister proposed a further conference on relevant maritime insurance issues next year in Kribi, Cameroon, to strengthen, and lead to further accessions of, the relevant IMO liability and compensation conventions.

Cameroon accession

To date, Cameroon has acceded to the Civil Liability Convention of 1992² – which governs the liability of shipowners for oil pollution damage – and is State Party to the 1992 Fund Convention.



The national workshop of 21 to 25 October was hosted by the Ministry of Transport of the Republic of Cameroon and the Cameroon Shippers' Council in cooperation with IMO.

Video news

Readers are invited to watch (in French) Canal2International news story (from 31:30) about the event here: <https://tinyurl.com/mpzt5vsa>

¹ <https://tinyurl.com/mvp5y49s>

² <https://tinyurl.com/tm556r52>

India ports

Pre-Arrival Notification of Security

PANS

News has been received from IR Class, the Indian Register of Shipping, that the Directorate General of Shipping, Mumbai has issued a Merchant Shipping Notice (No 13 of 2024) providing guidance for vessels entering Indian port facilities in line with the requirements specified under the ISPS Code and specifically the Pre-Arrival Notification of Security (PANS).



Port of Durban, South Africa's main port of export to the world, including the huge Indian market. It also has the largest Indian population outside the sub-continent, a culturally rich city.

Photo © per www.transnetnationalportsauthority.net

Information required 96 hours ahead of ETA

Advice indicates that Section 29 of the Merchant Shipping (Ships and Port Facility Security) Rules, makes it a mandatory obligation for any ship entering a port within the jurisdiction of India to provide PANS information **ninety-six hours prior to its arrival**.

Application

The reporting requirement of PANS applies to the following vessels on international voyages entering Indian waters, vessels trading in coastal waters or coasting between Indian Ports:

- a. Passenger ships, including high-speed passenger craft.
- b. Cargo ships, including high-speed craft of 500 gt and above.
- c. Mobile offshore drilling units.

d. Pleasure Yachts.

e. Sailing Vessels.

Submission of documentation

The PANS is to be submitted to the concerned port and the relevant regional authority at least 96 hours prior to the arrival of the vessel at any port in India.

If the voyage of the vessel is shorter than 96 hours, the PANS is to be submitted within two hours of departure from the vessel's last port.

Armed guards?

Information regarding armed guards onboard the vessel when calling Indian Ports or transiting through the Exclusive Economic Zone (EEZ) is also required to be forwarded to the Indian Nary, Maritime Rescue Coordination Centre (MRCC), Mumbai and the local Customs Authority (through the vessel's agent at the concerned port).

Government of India Merchant Shipping Notice No 13 of 2024 at two pages plus nine pages of annexes is available to be downloaded with the link here: <https://tinyurl.com/2h2fb3th>

Southern Greenland

Record high temperatures

Copernicus Sentinel-2 observes

During the night of 22 September the air temperature in the town of Narsarsuaq in southern Greenland reached a record high of 15.3°C. This was the hottest September night in the area's recorded history and one of the highest minimum temperatures ever recorded in Greenland.

High temperatures continued throughout the following days. Narsarsuaq recorded an unusual maximum air temperature of 18.9°C on 23 September, and the nearby town of Frederikshaab reached 16.9°C.

The area around Frederikshaab is visible in this image acquired by Copernicus Sentinel-2 on 23 September.

Since the 1990s, the Arctic has been warming at a rate higher than the global average, impacting the cryosphere and reducing the amount of snow and ice cover.

Both 2022 and 2023 were among the warmest years on record for the region.

The Copernicus Sentinel satellites play a key role in monitoring remote areas around the world, including the Arctic, providing in particular important information on the impacts of climate change on the cryosphere.

Sentinel-2

The Copernicus Sentinel-2 mission consists of two polar-orbiting satellites that are positioned in the same sun-synchronous orbit, with a phase difference of 180°.

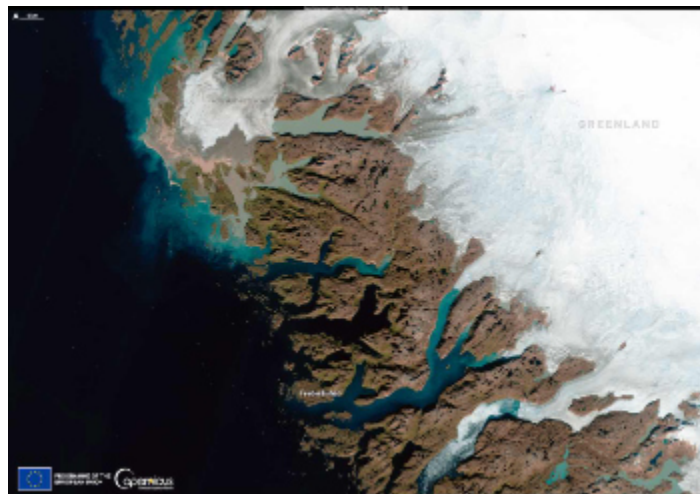
It aims to monitor changes in land surface conditions. The satellites have a wide swath width (290 km) and

a high revisit time. This capability will support monitoring of changes on the Earth's surface.

The Copernicus Data Space Ecosystem

<https://dataspace.copernicus.eu/about>

The Copernicus Data Space Ecosystem is the next step in the evolution of Earth observation data.



Credit: European Union, Copernicus Sentinel-2 imagery.

The ecosystem offers immediate access to large amounts of open and free Earth observation data from the Copernicus Sentinel satellites, including both new and historical Sentinel images, as well as Copernicus Contributing Missions.

The goal is to empower users with tools and resources they need to unlock the full potential of this data.

The Copernicus Data Space Ecosystem is set up to further improve access and exploitation of the EU's Copernicus satellites data. The service aims to support users in building various applications needed to provide accurate, timely and objective information which are crucial to create a more sustainable future.

2nd WMO-IMO Symposium on Extreme Maritime Weather

Bridging the Knowledge Gap Towards Safer Shipping

The United Nations bodies responsible for meteorological and maritime affairs have underscored the link between maritime safety and climate change, calling for stronger collaboration to address extreme weather at sea.

The World Meteorological Organization ([WMO](#)) and the International Maritime Organization (IMO) hosted a [symposium](#) on extreme maritime weather in London from 23 to 26 September, bringing together the meteorology, oceanography (metocean) and maritime communities to work together on finding solutions to this challenge.

Opening the event, IMO Secretary-General Arsenio Dominguez emphasized the importance of safety to IMO's core mandate. He said: *'Everything we do to enhance maritime safety has a positive added value to the environmental regulations that we adopt and implement through the IMO.'*

WMO Deputy Secretary-General Ms. Ko Barrett highlighted the impacts of climate change on the maritime sector, including sea level rise effects on ports, increasingly intense cyclones which pose a major hazard to seafarers, and warming in the polar regions reducing Arctic Sea ice. This can open new sea lanes, exposing sensitive regions and increasing the risk of marine environmental emergencies.

She commented: *'Climate change affects maritime operations, whether at sea or in harbours and ports.... It is vitally important that WMO and meteorological services work closely with the IMO and the maritime community to meet joint challenges and to improve efficiency and safety.'*

In such an environment, the importance of maritime observations, forecasting and early warning systems cannot be overstated.

In her keynote address, Captain Radhika Menon, Recipient of the [2016 IMO Bravery Award](#), recalled a rescue operation where fishers almost lost their lives due to a delayed weather warning.

She reflected: *'Maritime weather is inherently unpredictable, which makes accurate forecasting not just a necessity, but a lifesaver.'*

UN Secretary-General's Special Envoy for the Ocean, Ambassador Peter Thomson from Fiji, applauded the symposium for tackling climate and ocean issues, particularly in the context of the [UN Decade of Ocean Science](#) (2021-2030).

Key focus areas

Panel discussions over the four days brought together world-leading experts to discuss progress since the WMO-IMO's [first symposium](#) on extreme maritime weather held in 2019.

The first symposium in 2019 identified key focus areas, including:

- Collaboration across communities.
- Knowledge opportunities for seafarers and forecasters.
- Observations and data collection.
- Dissemination of early warnings and forecasts.
- Meeting seafarers' needs via metocean products and services.

This year's symposium aimed to strengthen collaboration between the metocean forecasters and the maritime industry, share knowledge, and bridge the gaps identified.

Communication and training

Discussions highlighted the importance of communication between stakeholders, as well as training and capacity building for both seafarers and on-shore staff to ensure mariners avoid extreme weather at sea and minimize damage to ships, cargo, and the environment.

The WMO IMO Symposium links to the World Maritime Theme 2024 *Navigating the future: safety first!* It contributes to the UN Decade on Ocean Science for Sustainable Development and the UN Early Warnings for All initiatives.

The broad programme of this year's symposium is available here: <https://tinyurl.com/wszf9f2b>

Recordings of sessions are available on the IMO YouTube channel here: <https://tinyurl.com/wszf9f2b>

Extreme maritime weather events – those which are dangerous to any vessel at sea – threaten life, property and the marine environment and can adversely affect the global blue economy. Despite decades of investments in weather forecasting that have substantially improved predictability of such events, ships still transit into hazardous conditions, resulting in damage and, often, loss of cargo, personnel injuries or deaths, and environmental damage. Incidents of ships encountering extreme weather in recent years underscore the urgent need for action by the shipping and metocean communities.



Illustration per <https://wmo.int/>

WMO ©

Ensuring the safety of seafarers against a variety of risks, including weather risks, must be a priority, as those seafarers are essential to global supply chains and economies worldwide.

Close cooperation

The close cooperation between IMO and WMO ensures that ships have automatic access to meteorological maritime safety information including meteorological warnings and forecasts through the IMO/WMO Worldwide Met-Ocean Information and Warning Service (WWMIWS). The two Organizations coordinate to provide maritime safety information, undoubtedly contributing to safer voyage planning.

Further reading

For the Report of the 2019 WMO/IMO International Symposium 'Extreme Maritime Weather: Towards Safety of Life at Sea and a Sustainable Blue Economy' readers are invited to see here: <https://tinyurl.com/4j8af6pw>

IMO/WMO Worldwide Met-Ocean Information and Warning Service (WWMIWS) (RESOLUTION MSC.470(101) (adopted on 14 June 2019) is available here: <https://tinyurl.com/4j8af6pw>

Australia: Access to shore leave for seafarers

Marine notice issued

AMSA Marine notice 07/2024 issued at the end of September draws attention to the importance of providing shore leave to seafarers, for ships visiting Australian ports.

MLC requirement

Companies, owners and masters of ships are reminded of the requirement under the Maritime Labour Convention 2006 (MLC, 2006) for shore leave, which states that: *'Seafarers shall be granted shore leave to benefit their health and well-being and consistent with the operational requirements of their positions'*. (MLC, 2006, Regulation 2.4, Paragraph 2).

This requirement is implemented in Australian law in the Navigation Act 2012 and Marine Order 11 – Living and working conditions on vessels.

Company responsibilities

Companies are responsible for seafarer health, safety, and wellbeing. Shore leave and access to shore-based welfare facilities are key to seafarer physical and mental health and reduces the risk of fatigue.

AMSA expects that companies strongly consider the benefits to seafarer wellbeing and recovery when assessing the risks of allowing shore leave. AMSA reminds companies that the decision to grant shore leave should not be based on financial implications.

AMSA port State control officers may take action when there are clear grounds to believe the master or officers in charge of ships have not complied with the requirements as set out in the MLC 2006, for seafarers to access shore leave.

Should a company be advised that shore leave is not possible by a shoreside authority in Australia, this information should be provided to AMSA to investigate as the Competent Authority.

Safely going ashore

While it is recognised that there are risks with communicable diseases that cannot be eliminated entirely, there are suitable and acceptable controls that can be put in place to allow seafarers to access shore leave safely.

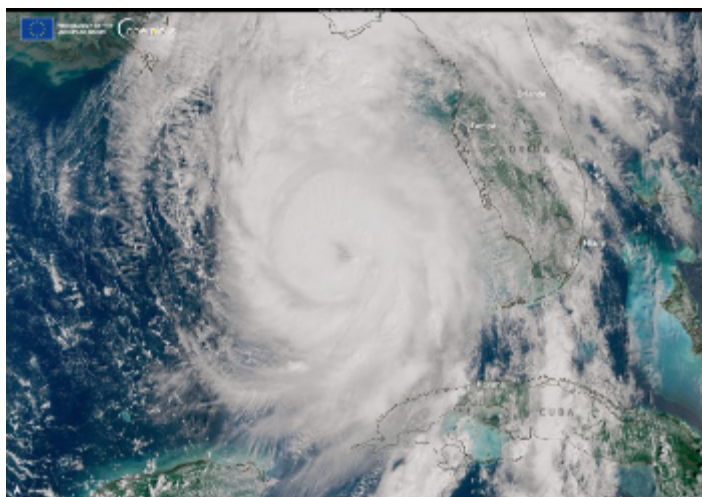
Australian Seafarers' Welfare Council

A list of Port Welfare Committees and Australian Welfare providers can be found on the Australian Seafarers' Welfare Council website to be found here: <https://tinyurl.com/283dnn49>

Southeastern USA hit by Hurricane Helene

Hurricane Helene made landfall* in northwestern Florida, USA, on 26 September 2024 as a powerful Category 4 storm and one of the largest storms in the Gulf of Mexico over the past one hundred years.

With maximum sustained winds reaching 225 kilometres per hour, Helene triggered widespread hurricane, wind, and flash flood watches and warnings for 60 million people across twelve states. Over a million homes in Florida were affected by power outages, with tens of thousands more affected in Georgia. Authorities in six states declared emergencies, and at least three storm-related deaths were reported.



European Union, Copernicus Sentinel-3 imagery ©

This Copernicus Sentinel-3 image acquired on 26 September 2024 shows Helene approaching the Florida coast after charging past Cuba.

Open data from the Copernicus Sentinel-3 satellites helps track the movement of hurricanes and tropical storms and provides key insights into atmospheric composition and extreme weather patterns.

Copernicus is the Earth Observation component of the European Union's space programme, looking at the planet and its environment for the benefit of Europe's citizens. Its news and illustrations are freely available at www.copernicus.eu

Sentinel-3, an overview

The first application of the Sentinel-3 altimetry mission is the study of ocean topography including mean sea level, wave height, wind speed over the surface, sea-ice, ocean currents, Kelvin and Rossby waves, eddies and tides.

Other application is the study of land topography including land ice, sea ice, land and inland waters.

The Sentinel-3 mission improves measurement quality in coastal zones, inland waters, sea ice and land ice areas compared to conventional LRM altimetry, thanks to its improved along-track resolution.

*To see a link to CNN reporting of Hurricane Helene readers are invited to use the link here:

<https://tinyurl.com/4p3ctpdr>

Carrying the can

By Michael Grey, IFSMA Honorary Member

There can be no argument that seafarers might be regarded as the “poor bloody infantry” in the everlasting war against the drug cartels. They are expected to take their ships to awful places awash with narcotics, while the cartels regard their ships as logistic conveniences for the delivery of their dreadful products. They get precious little support from the authorities, being regarded too often as accomplices in the traffic. They have insufficient assistance from managers or charterers, who balk at the cost of security (often ineffective anyway) and none at all from their flag states. They also find themselves dealt with appallingly by the legal systems in ports where the narcotics secreted about their ships might be discovered.

There is nothing particularly notable, apart for the length of their sentences, about the treatment of the master and chief officer of the bulk carrier Phoenician M, hauled ashore a year ago from their ship in the Black Sea port of Eregli to answer charges of drug smuggling, after cocaine was found aboard their ship. Along with eight of their crew, who were released a year later for lack of evidence against them, it took eleven months before they were afforded any sort of justice. Despite no evidence being offered to connect them to the drugs found aboard the coal carrier, the two senior officers were sentenced to 30 years apiece. The reason given for the verdict, in the absence of any other connection, is “command responsibility,” suggesting that everything that went on board their ship was entirely due to their decision-making.

The International Transport Workers Federation, which is supporting the two, describes the action of the court as “outrageous,” and has determined to see them released. This sort of thing has been going on for years, with senior officers being prosecuted (persecuted might be a more descriptive term) just because there is nobody else who is around to carry the can. And the global activities of the cartels have made the lives of seafarers even more uncertain, in addition to all the other ways that they can unwittingly find themselves in trouble in foreign ports, in which curious ideas of justice might be found. There have been reports to the effect that while in another age, promotion to the rank of master would be a priority of every ambitious young officer, the fear of criminalisation now contributes to many deciding that they just don't want the “command responsibility,” preferring to stay away from the firing line in a more junior role. The ridiculous sentences dished out in this latest case merely emphasise the wisdom of their decision.

It is also a prevailing wind blowing over cases where masters are prosecuted, that invariably the court officials – judges, magistrates, and lawyers for both the defence and prosecution - have no specialist knowledge of the workings of a ship. In some parts of

the world, the whole system is corrupt, in others using codes of jurisprudence that are completely inappropriate for maritime law. Sometimes it amounts to a sort of ritual, a charade in which the master is presumed to be guilty because it offers a sure and simple path to a conviction. “Captain, you are in big trouble” – announces the official who has barged aboard alleging that some of the cargo has been spoilt, or short landed. Think back to all those daft pollution prosecutions in France after overflying aircraft saw discoloured sea in the vicinity of ships.

The talk of a climate of fear when ships enter jurisdictions known to be places where officials board to actively look for trouble is not exaggeration. There is also no getting away from societal changes that have taken place in recent decades that have seen criminal law ramped up in so many areas where problems would have been dealt with by professionals. There is no going back; doctors, surgeons, drivers, pilots – anyone who makes an error will find themselves facing the law. The very definition of an “accident” has become almost a redundant term. Ship masters, who find themselves navigating endless variations in the laws in the countries to which they travel are more vulnerable than most. The least they can hope for is that the justice which they might face is fair. In so many cases, it quite obviously is not.

This article was first published in *The Maritime Advocate Online* No 866 of 4 October 2024 and appears here by kind permission of the author and of the editor.

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

The Hollandse Kust wind farm

The Netherlands

This year, over half of the Netherlands’ electricity has been produced from renewable sources like wind and solar power.



Credit: European Union, Copernicus Sentinel-1 imagery ©.

In total, 32.3 billion kilowatt-hours were generated from renewables, accounting for 53% of the country's electricity production.

Wind energy saw a significant increase, rising by a third to 17.4 billion kilowatt-hours, with two-thirds of

that coming from the new Hollandse Kust Zuid and Hollandse Kust Noord wind farms.

While electricity production from solar and biomass also increased, production from fossil fuels such as coal and natural gas declined.

In this Copernicus Sentinel-1 image acquired on 29 September the Hollandse Kust Zuid wind farm is visible off the western coast of the Netherlands, near Leiden.

The Copernicus Climate Change Service supports the European energy sector by providing input (wind, solar and hydro) and energy forecasts (capacity factors, demand, volatility) at the regional and national scale in Europe.

NZ TAIC report: Bulk carrier *Poavsa Brave*

Bulk carrier *Poavosa Brave*, serious injury, off Tauranga,

23 June 2023

Accidents happen when people do not communicate. The narrative below demonstrates that in doing unauthorised work and not telling responsible officers, a safety-critical team leader (the Bosun) short-cut the abilities and authorities of leaders responsible for the safety of planned work.

The incident

The Panama-flag, Class NK,170m loa bulk carrier *Poavosa Brave*, built 2018, of 17,000gt was at anchor outside Tauranga Harbour, New Zealand, preparing to load logs. An on-board crane was hoisting stanchions (vertical posts for securing logs on the main deck) when the crane’s block struck an able seaman. The rating was very seriously injured and later evacuated to hospital by helicopter.

Why it happened

Under the operator’s safety management system the Master and Chief Officer were responsible for safety assurance, including assessing risks and analysing the safety of planned work. The accident happened because the people involved did not know what each was doing.

- The Master’s plan: At 0700, the ship’s Master allocated tasks for the deck crew. The Master instructed the bosun not to use the ship’s cranes, partly because weather and sea conditions were unsuitable for crane operations.
- The Bosun set a new plan which was not communicated: By 1330 the conditions had eased and the Bosun chose to start training the deck crew in using an on-board crane to hoist stanchions. The crew attended to the stanchions while the Bosun drove the crane. But the Bosun did not tell the Master or the Chief Officer about the change of plan and did not seek the Master’s authorisation to use the crane. The Chief Officer heard the crane operating, assessed the work as unsafe, and went to the deck.

- Back to the Master's plan – not communicated: seeing the crane block stationary on a hatch cover, the Chief Officer ordered the crew to retrieve it. But the Chief Officer did not tell the Bosun. The crew obeyed the order but it was unsafe because the Bosun was still working to his plan, driving the crane. The ship began to roll on a sea swell, causing the crane block and hook to swing off the hatch cover and strike the seaman.

Accidents happen when people do not communicate

In doing unauthorised work and not telling responsible officers, the Bosun short-cut the abilities and authorities of the Master and the Chief Officer to assess the safety of planned work.

- Communicate the plan: The Bosun should have told the Chief Officer and the Master about the new work plan to use the crane. Those responsible officers could have prohibited the work or ensured everyone knew what they should do to stay safe.
- Double-check the plan is still the plan: If the Chief Officer and Bosun had talked about the Bosun's new plan, it is very unlikely the Chief Officer would have ordered the crew into danger.
- Speak up: The crew should have spoken up to alert the Chief Officer about the risk, but they followed orders and said nothing because the Chief Officer outranked the Bosun

What we can learn

Safety depends on following lines of authority. It is great to have a safety system that includes risk assessment and job safety analysis, but for that to work, responsible decision-makers need to be aware of all relevant information.

A lesson

If you are making a call to step in and stop something because you see it as unsafe, take a moment.

Determine how to step in safely; do not introduce new hazards.

The full TAIC report can be downloaded here:

www.taic.org.nz/inquiry/mo-2023-204

No repeat accidents – ever!

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

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

to make findings or recommendations to improve transport safety.



Figure 4: Starboard stanchions, raised position

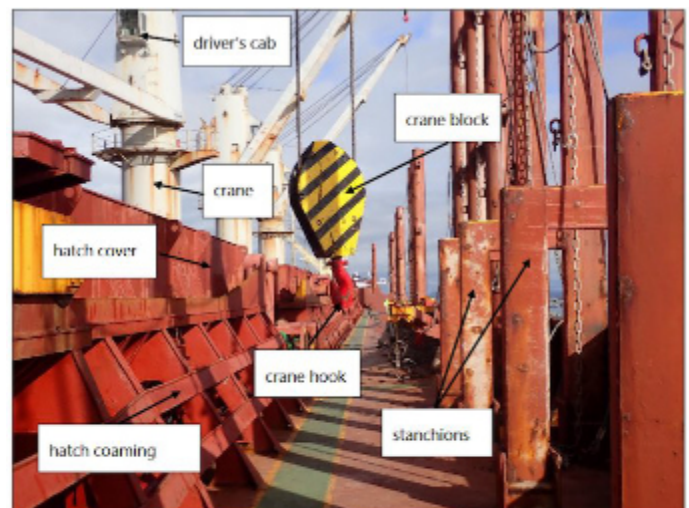


Figure 5: Starboard main deck beside number 5 hatch, facing towards the bow of Poavosa Brave

ISWAN event: Effective allyship

Importance of effective allyship

Addressing personal safety issues at sea

In October, ISWAN held an event to explore how the maritime sector can address the high incidence of women's personal safety issues at sea.

Making life at sea safer

This event, which was hosted by The UK P&I Club, examined the role that good allyship can play in making life at sea safer and more inclusive for all seafarers as part of ISWAN's *Safe at sea...it takes all of us!* campaign.



During the course of the gathering stakeholders from the cruise, shipping and superyacht industries came together to discuss the obstacles that women currently face to having safe and fulfilling maritime careers, and to explore potential solutions.

Funding

The event was opened by the co-funders of the *Safe at sea...it takes all of us!* campaign: Patrick Ryan, Sustainability Director and Head of Club Secretariat, on behalf of the UK P&I Club and Deborah Layde, the Chief Executive of The Seafarers' Charity.

Simon Grainge, Chief Executive of ISWAN, outlined the background of the *Safe at sea* campaign and the impact that it has had to date. He stressed that the campaign is built on direct input from seafarers about their experiences of personal safety issues and the changes they would like to see to make life at sea safer.

Developing the campaign message

As part of the engagement work to develop the campaign messaging, women seafarers consistently stressed that they did not want the campaign to single them out as different or special; instead, they want to be respected for their work and accepted as part of the team. For this reason, ISWAN's campaign places an emphasis on inclusivity, whilst not obscuring the very real barriers that women seafarers face and the often harrowing experiences that they encounter at sea.

In the next session, Joseph Vess from Equimundo, a research organisation dedicated to achieving gender equality and social justice, talked in more detail about the concept of allyship, what good allyship looks like in practice and the impact that taking steps to strengthen a sense of allyship could have in a maritime context.

Guides published

He also introduced two new resources which Equimundo has produced with ISWAN as part of the campaign. The first guide is designed to support

seafarers to be good allies to one another, whilst the companion guide for maritime stakeholders explores what employers, manning agents, management companies and other key stakeholders can do to foster a culture of allyship at sea.

Three initiatives

The delegates then heard about three different initiatives that are taking different approaches to making seafaring safer and more inclusive for all. Ann Pletschke spoke about the work of Safer Waves to provide allyship to seafarers who experience sexual violence, sexual harassment or gender discrimination. Her presentation included practical guidance about how to respond to a disclosure of sexual abuse or sexual harassment (SASH), as well as effective action that anyone witnessing SASH can take in active situations.

Susanne Justesen and Hana Nguyenová from the Global Maritime Forum (GMF) outlined the preliminary findings of the Diversity@Sea pilot study, which collected in-depth responses from 400 seafarers onboard twelve vessels in order to identify concrete measures to improve onboard wellbeing, safety and inclusivity.



Finally, Dr. Kate Pike discussed the latest phase of ISWAN's long-term Social Interaction Matters (SIM) Project, which aims to strengthen the evidence base about the difference that good quality social interaction can make to seafarers' wellbeing and, by extension, safety.

Effective engaging

In its first phase, ISWAN's campaign has focused on engaging directly with seafarers about how they can be effective allies to one another at sea. However, going forwards, the campaign will also look at the role of maritime employers, training institutions and other stakeholders in fostering cultures of allyship at sea.

To open the final session of the day, Alan Croft, ISWAN's Business Development Manager, gave an overview of some of the solutions that seafarers who have participated in ISWAN's campaign believe would make life and work safer.

Need for effective leadership...

One key theme to emerge from seafarers' input was the crucial role of onboard culture, with seafarers emphasising the importance of effective leadership; proactive approaches to addressing inappropriate behaviour; more comprehensive onboard support and greater attention to the challenges of working in multicultural environments. Seafarers also highlighted the need to ensure that company policies are implemented in a way that is transparent, accountable and fair and that robust, trustworthy systems and processes are in place for reporting, responding to and investigating any incidents.

...and effective allyship

A panel of experts from the cruise, shipping and superyacht industries were then joined by Joseph Vess, the author of ISWAN's allyship resources, to discuss what effective allyship looks like at a sector level and what it might take to achieve the structural changes that are needed to ensure that seafaring can offer safe and rewarding careers for all. To conclude the event, Georgia Allen, ISWAN's campaign lead, outlined the next steps for ISWAN's work to improve personal and psychological safety at sea and opportunities for stakeholders to get involved.

Gathering ideas

Part of the goal of ISWAN's event was to gather ideas from delegates about how they believe that the *Safe at sea...it takes all of us!* campaign can achieve the greatest impact at a sector-wide level. To this end, throughout the event, delegates were asked to submit their contributions to a series of key questions. Their answers, along with input gathered from seafarers and other discussions generated at the event, will be used to produce a short paper to continue the debate about how maritime stakeholders can be effective allies to seafarers.

Two publications

ISWAN's free resources, *How to be an ally: A guide for seafarers* and *How to be an ally: A guide for maritime stakeholders* can be downloaded here: <https://tinyurl.com/kkf7mbev>

More information

Further information about ISWAN's *Safe at sea...it takes all of us!* campaign is available on the ISWAN website here: <https://tinyurl.com/bdz4xf72>

The ISWAN's *Safe at sea...it takes all of us!* campaign is co-funded by The Seafarers' Charity and The UK P&I Club.

The Shipowners' Club

Corporate Responsibility Report 2024

On 17 October The Shipowners Club announced the release of its Corporate Responsibility (CR) Report 2024 which updates the Club's CR progress from the last reporting period.

As part of the Club's CR strategy, the report highlights the progress that has been made to establish and ensure the foundations of an Environmental, Social and Governance (ESG) framework.

Of this publication Donald A MacLeod, KC, Chair of the Association commented: '*Corporate responsibility is a core concern for so many organisations and the Shipowners' Club is no different.*

'Our 2024 report provides a timely update on the steps we have taken in the past year and what we plan for the future, to ensure the ongoing strength of the Club and to ensure peace of mind for our Members.'



The Club's purpose

The Club's purpose has always been to create value for its Members, brokers, staff and seafarers and to offer products and services which are relevant and give its Membership, and in turn their stakeholders, the reassurance that their P&I liabilities are covered. This is underpinned by the Club's vision of Ensuring Peace of Mind.

Corporate responsibility

In the report the Club addresses each area in turn, starting with Governance (G).

This aligns with the Club's belief that establishing and maintaining a foundation

of good governance is essential to achieving a grounded CR strategy.

In line with its mutual ethos, the Club's CR principles stay as true today as they did when it first commenced this work in that any related task must be:

In 2019, the Club began developing its CR strategy and since then it has continued to evolve this work, resulting in the CR Reports issued in 2022 and 2023.

Collaboration with ISWAN: impact of decarbonisation

One point emphasised is the crucial need not to overlook a vital stakeholder – the vessel's crew.

It is with this in mind the Club collaborated with ISWAN in a survey that investigates the impact of decarbonisation, and the resulting workload, on seafarers' wellbeing and safety.

ISWAN Report

The survey resulted in the document: *The impact of maritime decarbonisation on wellbeing: Findings of an ISWAN survey of seafarers and shore-based staff.*

This may be obtained using the link here: <https://tinyurl.com/3apbkzbb>

The Club's CR Report

The 31-page document *The Shipowners Club Corporate Responsibility Report 2024* is available by way of the link here: <https://tinyurl.com/5f4uxebr>

The broken baggage train

By Michael Grey, IFSMA Honorary Member

It was the Duke of Marlborough, unarguably one of the most successful exponents of warfare, who attributed his triumphs on the battlefield to his mastery of what today we term logistics. In an age when armies fed themselves off the land over which they marched, John Churchill ensured that his baggage train, with all the stores required to maintain his men in the field, was readily available and regularly replenished. It was a lesson that other great military captains took to heart.

You can have the best armed and most sophisticated equipment available, but if the "baggage train" is neglected, you end up very embarrassed. This historical analogy came to mind recently, when, for the first time in its long and distinguished existence, the crews of the UK Royal Fleet Auxiliary took industrial action and went on strike. And while poor pay and conditions are at the root of the dispute, it has come at the end of a long period that has seen this important civilian accessory to the Royal Navy arguably neglected. The result, highlighted by the industrial action, has seen a crisis in recruitment and retention which has seen ships laid up inactive, because of a shortage of the skills necessary to take them to sea.

At a time of global instability such as has not been seen for decades, it is a sorry business indeed. It is not something that has happened suddenly, as the two unions maintain that their pay has signally failed to keep up with inflation and has now fallen more than 30% astern of reasonable expectations. And while the long period of neglect can be attributed to the previous government, the incoming administration has failed to recognise the problem, while rushing to reward other, more visible, public-sector workers such as train drivers and junior doctors.

The morale in this particular merchant service, not for the first time, is suffering. It is all a great shame, because the RFA had a proud reputation as still offering a worthwhile maritime career to UK citizens, who were faced with a shrinking choice as other employers recruited in what we term the "world market." Highly integrated with the RN, it offers enormous interest in a wide variety of ship types, doing challenging work. But a good career should not be at the expense of poor wages and conditions and successive governments have failed to recognise the growing discontent, despite the obvious signs of poor retention. This failure to nurture a vital service is mirrored in the RN itself, which is suffering the same problems, with a current generation apparently unattracted to life in the Senior Service, along with difficulties in retaining specialist skills.

The current review of the defences (which some have suggested is just putting off difficult financial decisions) will do little to remedy immediate concerns on grey painted ships, both civilian and military. It may be just a curious coincidence in the way governments regard important but less visible services that the same sort of crisis is facing the far larger Military Sealift Command of the United States. Ships, which ought to be at sea accompanying the fleet, are tied up in port for a lack of staff, with retention becoming a major problem.

According to a very revelatory interview in the UK's *Nautilus Telegraph*, in the case of the MSC it is not so much pay but the inordinately lengthy tour lengths which are discouraging both officers and ratings from remaining in the service, which, like the RFA, is civilian manned. This obviously has sown the seeds of a far greater crisis, as the shortages have meant that people have had to remain afloat for far longer, just to keep their ships operational. Family life has suffered accordingly, as has morale, with more people leaving for good, just as soon as they are able. The lesson seems to be that while the fighting efficiency as seen by the public of the US Navy seems terrifyingly great, it depends entirely on the less glamorous and largely invisible auxiliary service that feed, fuel and re-arm this vital arm of defence. The baggage train should never be neglected.

This article was first published in *The Maritime Advocate Online* No 867 of 18 October 2024 and appears here by kind permission of the author and of the editor.

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

The UN Ocean Decade 2021-2030

UNESCO report

What action areas must the ocean community focus on to ensure a thriving ocean?

What knowledge, capacity, and resources will drive the success of the UN Decade of Ocean Science for Sustainable Development 2021-2030 ('Ocean Decade')?

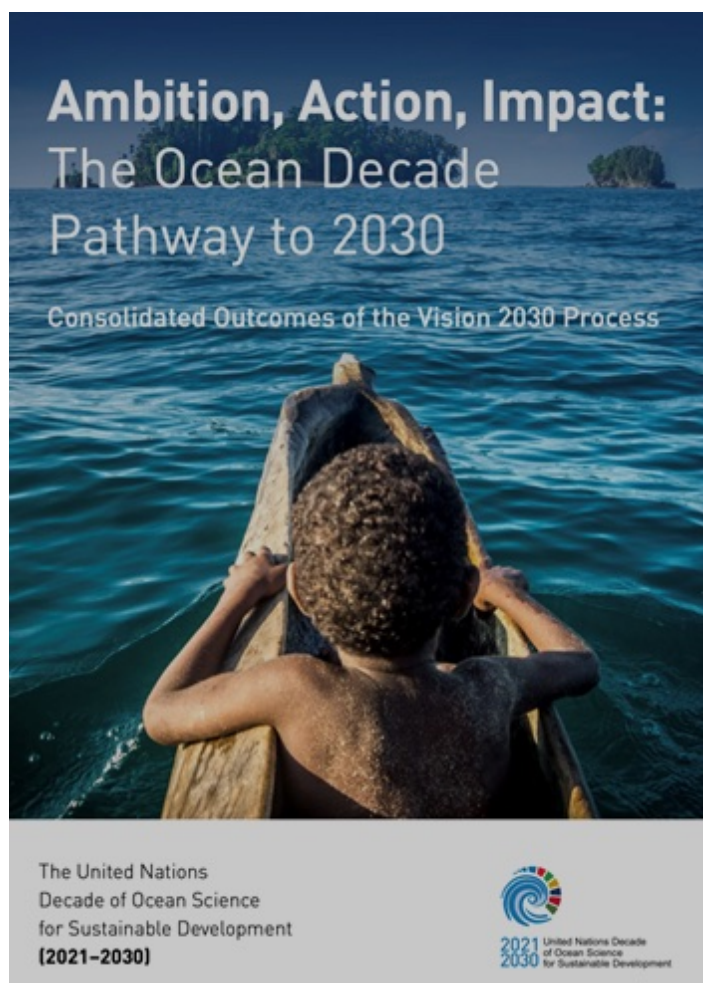
The newly released report *Ambition, Action, Impact: The Ocean Decade Pathway to 2030 – Consolidated Outcomes of the Vision 2030 Process* identifies key priorities and transformative actions to advance ocean knowledge and science as part of the Ocean Decade.

Key findings

Launched on 10 October at the 2024 All-Atlantic Ocean Research and Innovation Alliance Forum in Ottawa *Ambition, Action, Impact: The Ocean Decade Pathway to 2030 – Consolidated Outcomes of the Vision 2030 Process* synthesizes the key findings and outcomes of this year-long participatory, ambition setting process, which sets a clear pathway for achieving the science we need for the ocean we want by 2030.

Comment

Julian Barbière, Head of Marine Policy and Regional Coordination at UNESCO and Global Coordinator of the Ocean Decade commented: *‘As we look to the future, this report serves as a testament to the Ocean Decade’s ability to adapt and evolve, aligning our actions with the urgent and changing demands of ocean sustainability.’*



‘We warmly thank the Vision 2030 Working Group members, the members of the Decade Advisory Board, and hundreds of contributors from all over the world, whose invaluable input has shaped this important milestone in our collective journey.’

From its inception, the Ocean Decade was designed as an adaptive framework to address emerging issues through its ten Challenges. As we near the end of the fourth year of implementation of the Decade, their ongoing evolution is essential to the relevance, and thus the success, of the Decade.

Through Vision 2030, a tailored and specific end goal and associated milestones were established for each of these Challenges and discussed in dedicated sessions at the 2024 Ocean Decade Conference with broad stakeholder engagement playing a pivotal role in this process.

Paving the way to 2030

To meet the strategic ambition of the Ocean Decade Challenges, the ‘Ambition, Action Impact’ report outlines a set of high-level priorities for ocean science and knowledge over the coming years that look at the interactions between the Challenges and the enabling conditions that need to be established or strengthened to ensure that relevant and timely science and knowledge is generated and used for decision making.

Assessing vulnerabilities and risks

These include tackling marine pollution, advancing ecosystem-based management, and exploring deep-sea biodiversity. Encouraging climate-resilient projects as well as sustainable fisheries and aquaculture, especially in developing nations, will also be essential for balancing environmental conservation with socio-economic benefits, in line with the concepts of ocean economy and ocean planning. With 40% of the world’s population living in coastal areas, the report also emphasizes the necessity of adaptive governance and management systems in assessing vulnerabilities and risks.

Action by the global ocean community

Fulfilling these recommendations will require concerted and collective action by the global ocean community. Strengthening national, regional, and international policy, with a focus on integrating Indigenous and local knowledge, will be crucial. Increased investment in ocean science, infrastructure, and capacity development – including from the industry and innovation sectors – will enhance the Ocean Decade’s capacity to generate and deliver science-based solutions. Establishing stronger links between scientists and communicators will make science more accessible and foster a more ocean-literate society.

Priorities ahead

Looking ahead, the Vision 2030 global outcomes will be translated into regional and national priorities to align global efforts with local needs, with a specific focus on Small Island Developing States, Least Developed Countries, and Early Career Ocean Professionals.

Successfully implementing the *Ambition, Action, Impact: The Ocean Decade Pathway to 2030* report

means working across the science-policy-society interface, promoting multidisciplinary partnerships, and developing policies and innovative financial instruments to support ocean science. These objectives will be at the heart of the Ocean Decade's engagement at the 2025 United Nations Ocean Conference in Nice, France, and pre-Conference Special Events, ensuring that all activities align with the strategic priorities outlined in the report.

The report

Readers are invited to use the link here to read the full report: <https://tinyurl.com/ywj5cpea>

About the Ocean Decade

Proclaimed in 2017 by the United Nations General Assembly, the UN Decade of Ocean Science for Sustainable Development (2021-2030) ('the Ocean Decade') seeks to stimulate ocean science and knowledge generation to reverse the decline of the state of the ocean system and catalyse new opportunities for sustainable development of this massive marine ecosystem.

The vision of the Ocean Decade is '*the science we need for the ocean we want*'. The Ocean Decade provides a convening framework for scientists and stakeholders from diverse sectors to develop the scientific knowledge and the partnerships needed to accelerate and harness advances in ocean science to achieve a better understanding of the ocean system, and deliver science-based solutions to achieve the 2030 Agenda.

The UN General Assembly mandated UNESCO's Intergovernmental Oceanographic Commission (IOC) to coordinate the preparations and implementation of the Decade.

About the UNESCO-IOC

The Intergovernmental Oceanographic Commission of UNESCO (UNESCO-IOC) promotes international cooperation in marine sciences to improve management of the ocean, coasts and marine resources.

The IOC enables its 150 Member States to work together by coordinating programmes in capacity development, ocean observations and services, ocean science and tsunami warning.

The work of the IOC contributes to the mission of UNESCO to promote the advancement of science and its applications to develop knowledge and capacity, key to economic and social progress, the basis of peace and sustainable development.

The UNCTAD Review of Maritime Transport 2024

On 22 October UNCTAD announced from Geneva that the global economy, food security, and energy supplies are at increasing risk due to vulnerabilities at key maritime routes.

The Review of Maritime Transport 2024 from UN Trade and Development (UNCTAD) reveals that critical chokepoints – such as the Panama Canal, the Red Sea and the Suez Canal, and the Black Sea (the latter an important hub for grain exports) – are under severe strain. A combination of geopolitical tensions, climate impacts, and conflicts have shaken global trade, threatening the functioning of maritime supply chains.

Recovery of growth

Maritime trade, which grew by 2.4% in 2023 to reach 12,292 million tons, had begun to recover after a contraction in 2022. However, the future remains uncertain. The report projects a modest 2% growth for 2024, driven by demand for bulk commodities like iron ore, coal, and grain, alongside containerized goods. Yet, these figures mask deeper challenges.

Container trade, which grew by just 0.3% in 2023, is expected to rebound by 3.5% in 2024, but long-term growth will depend on how the industry adapts to ongoing disruptions, such as the war in Ukraine and rising geopolitical tensions in the Middle East. Meanwhile, the supply of container ship capacity grew by 8.2% in 2023. Disruptions at key maritime chokepoints, which temporarily increased demand for ships by lengthening shipping routes, have helped ease the issue of overcapacity. However, if shipping routes return to normal, the imbalance between supply and demand could lead to container vessel overcapacity.

Disruptions at major maritime chokepoints

Key shipping routes have faced significant disruptions, causing delays, rerouting, and higher costs. Traffic through the Panama and Suez Canals – critical arteries of global trade – dropped by over 50% by mid-2024, compared to their peaks.

This decline was driven by climate-induced low water levels in the Panama Canal and the outbreak of conflict in the Red Sea region affecting the Suez Canal. Meanwhile, the tonnage of ships transiting through the Gulf of Aden and the Suez Canal fell by 76% and 70% respectively, compared to late 2023.

Rerouting around the Cape

Cargo rerouting around the Cape of Good Hope has surged, with ship capacity arrivals increasing by 89%. While this helps maintain the flow of goods, it adds significantly to costs, delays and carbon emissions. For example, a typical large container ship carrying 20,000–24,000 TEUs on the Far East-Europe route incurs an additional \$400,000 in emissions costs per voyage under the European Union's Emissions Trading System (ETS) when diverting around Africa instead of using the Suez Canal.

Longer routes, higher costs

These longer routes have led to increased port congestion, higher fuel consumption, crew wages, insurance premiums, and exposure to piracy.

Global ton-miles rose by 4.2% in 2023, driving up costs and emissions. By mid-2024, rerouting vessels away from the Red Sea and Panama Canal had increased global vessel demand by 3% and container ship demand by 12%, compared to what it would have been without these disruptions. This added significant pressure to global logistics and strained supply chains.

Port hubs like Singapore and major Mediterranean ports are now under pressure, as they cope with growing demand for transshipment services due to the rerouting of vessels. Congestion in these ports is adding another layer of complexity for global transport and trading networks.

Small island states and vulnerable economies hit hardest

The disruptions and rising costs are not affecting all countries equally. Small Island Developing States (SIDS) and Least Developed Countries (LDCs) are experiencing the worst impacts.

Rise in container freight rates

An analysis suggests that if the rise in container freight rates observed between October 2023 and June 2024 and caused by the disruptions in the Red Sea and Panama Canal continues until the end of 2025, global consumer prices could rise by 0.6% by the end of 2025. For SIDS, the potential impact is even more severe, with prices increasing by 0.9%, and processed food prices possibly rising by 1.3%.

SIDS economies rely heavily on shipping for essential imports, but their maritime connectivity has declined by 9% on average over the past decade, making their isolation more pronounced. Today, on average, SIDS are ten times less connected to global shipping networks compared to non-SIDS countries.

Adapting to climate change and building resilience to wide-ranging disruptions

The report highlights the urgent need for the maritime industry to build resilience against the growing impacts of climate change and other disruptions.

Extreme weather events are disrupting port and shipping operations more frequently, posing safety risks, delaying operations and transit times, and driving up costs. These disruptions also have legal implications, as companies must now factor climate risks into shipping contracts – to minimize losses and legal disputes, keep trade flowing and insurance affordable.

Building resilience across maritime chokepoints, transport and logistics in the face of multiple disruptions requires a comprehensive sector-wide approach. This includes capacity building and investments in infrastructure, services, workforce development, technology, partnerships and collaborative initiatives.

Accelerating the shift to low-carbon shipping

With global emissions continuing to rise and the IMO adopting more ambitious greenhouse gas emission targets in 2023, the need for rapid decarbonisation is critical. However, progress remains slow as the transition to greener ships and low carbon fuels is still in its early stages. Fleet renewal has been hampered by uncertainty over future fuels and technology.

By early 2024, only 50% of new ship capacity orders were for vessels capable of using alternative fuels. Meanwhile, scrapping older ships has slowed due to the high freight rates and increased demand for vessels following the rise in shipping distances.

Addressing fraudulent ship registration

Another pressing issue is the rise of fraudulent ship registrations and registries, undermining safety, security, pollution control, and seafarer welfare. This is compounded by a growing 'dark fleet' of ships that operate under the radar, bypassing international regulations.

UNCTAD calls on United Nations Member States and industry stakeholders to actively support IMO work to combat these fraudulent practices.

Key recommendations

As the maritime industry faces growing challenges, UNCTAD's report urges coordinated efforts to navigate, adapt and thrive in this complex environment.



It calls for addressing disruptions at maritime chokepoints, investing in low carbon and green shipping, enhancing port efficiency and adaptation, mainstreaming trade facilitation to improve hinterland connectivity and combating fraudulent ship registration.

Additionally, the report emphasizes the importance of monitoring freight market developments, assessing trends in shipping rates and their impacts supporting vulnerable economies. By taking these steps, countries and their maritime industries can build a more resilient and sustainable future.

About UN Trade and Development

UNCTAD is the UN trade and development body. It supports developing countries to access the benefits of a globalized economy more fairly and effectively and equips them to deal with the potential drawbacks of greater economic integration.

It provides analysis, facilitates consensus-building and offers technical assistance to help developing countries use trade, investment, finance and technology as vehicles for inclusive and sustainable development.

The report

The 166-page report *The Review of Maritime Transport 2024* is available to download with the link here: <https://tinyurl.com/3hspsep6>

EU Copernicus: Sea ice findings

The EU Copernicus Ocean State Report (OSR 8)

The Copernicus Marine Service (CMEMS) published the *EU Copernicus Ocean State Report (OSR 8)* on 30 September, an annual publication which provides information on the current conditions and changes in European and global bodies of water.

A key finding of the report is that there has been a loss of nearly 2.2 million km² of Arctic sea ice over the last few decades, an area, which if represented as a country, would be the eleventh largest in the world. In the Antarctic, sea ice hit a record low in February 2023, with a maximum extent of 1.9 million km² less than the average of recent decades, corresponding to a loss three times larger than the size of France.

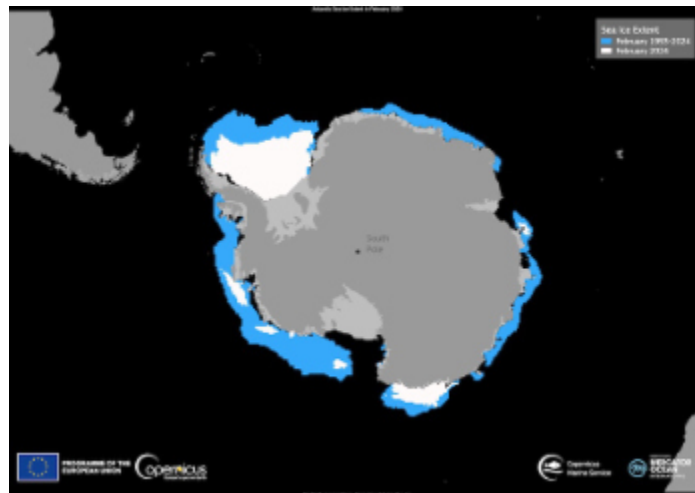
By leveraging open data from the Copernicus Sentinel satellites, model data, and in situ measurements, CMEMS provides information on the Blue, Green, and White Ocean to support decisionmakers in protecting and revitalising the health of the ocean and bodies of water around the world, particularly in the context of a changing climate.

The *Copernicus Marine Service Ocean State Report* is a Reference Report of the European Union.

It provides a comprehensive and state-of-the art assessment of the state of the global ocean and

European regional seas for the ocean scientific community as well as for policy and decision-makers.

The Ocean State Report draws on expert analysis and provides a 4-D view (reanalysis systems), from above (through remote sensing data) and directly from the interior (in situ measurements) of the blue (e.g. hydrography, currents), white (e.g. sea ice) and green (e.g. Chlorophyll) global ocean and the European regional seas.



This image shows a data visualisation of the minimum Antarctic sea ice extent reached in February 2024, showed in white, compared to the mean sea ice extent for February in recent decades, shown in blue.

*Picture credit
European Union, Copernicus Marine Service Data ©*

It has been conceived and intended as a reference EU report meant to contribute to reporting tasks and activities of EU policy makers, of environmental agencies in the EU (e.g. EEA), of Regional Sea Conventions, of EU Member States' decision makers and authorities concerned, of EU Peripheral Maritime Regions and of international organizations (e.g. IPCC, United Nations Sustainable Development Goal 14, OCDE, etc.).

In addition, the report aims at increasing general public awareness about the status of, and changes in, the marine environment.

A link to the 272-page report is available here: <https://tinyurl.com/ms7ts7t4>

Optimizing operations for sail and engine combustion

BERG Propulsion OpWind®

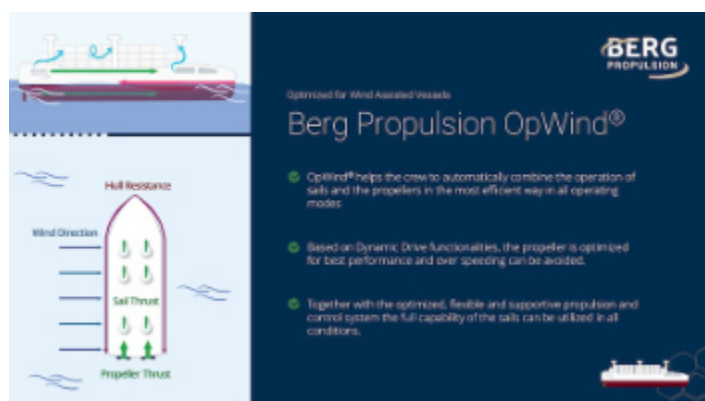
It was reported from Hönö, Sweden, on 7 October that BERG Propulsion has unveiled the OpWind® software system to help crews combine the operation of sails and propellers in the most efficient way in all sea conditions.

OpWind automatically ensures that engine efficiency can be optimized with respect to propeller rpm and blade pitch angle when wind propulsion is also used to propel a vessel. The approach saves even more fuel than would otherwise be the case.

It is understood that this system automatically senses any sail contribution to propulsion based on a vessel's operation data and measured parameters, continuously and automatically adjusting propeller pitch and speed to maximize the efficiency of the combined operation of propeller and sails.

The BERG Propulsion OpWind system has been developed from the Swedish company's existing Dynamic Drive technology to compare detailed theoretical information and calculations about operating with propellers and sails against measured values on-board the vessel, said Chief Technology Officer Emil Cerdier.

He added: *'OpWind is a more advanced system than Dynamic Drive and can be implemented on any ocean-going vessel fitted with any type of sails to identify optimal operating actions.'*



'Savings from reduced fuel consumption will depend on the vessel configuration and its operating profile, as well as on how large the sails are, but they will be considerable. Efficiency gains will be available whether it is a newbuilding or retrofit project.'

The system can, it is learnt, be run in several modes with settings either to keep a desired maximum speed, maximum fuel consumption or a constant propeller thrust. It is also possible to use the propeller for onboard power generation while in sailing mode.

BERG can also provide a Marine Information Display to visualize performance as part of the system. A constant vessel speed setting will automatically reduce engine propulsion power when sails contribute to forward thrust. With a feathering propeller design it is also possible to shut down one or two main engines depending on vessel configuration, to further reduce fuel and maintenance costs.

BERG Propulsion reports that it has received an initial order for systems to be used in sail/engine combined operation from a major vessel operator.

Eastern Car Liners: *Positive Challenger*

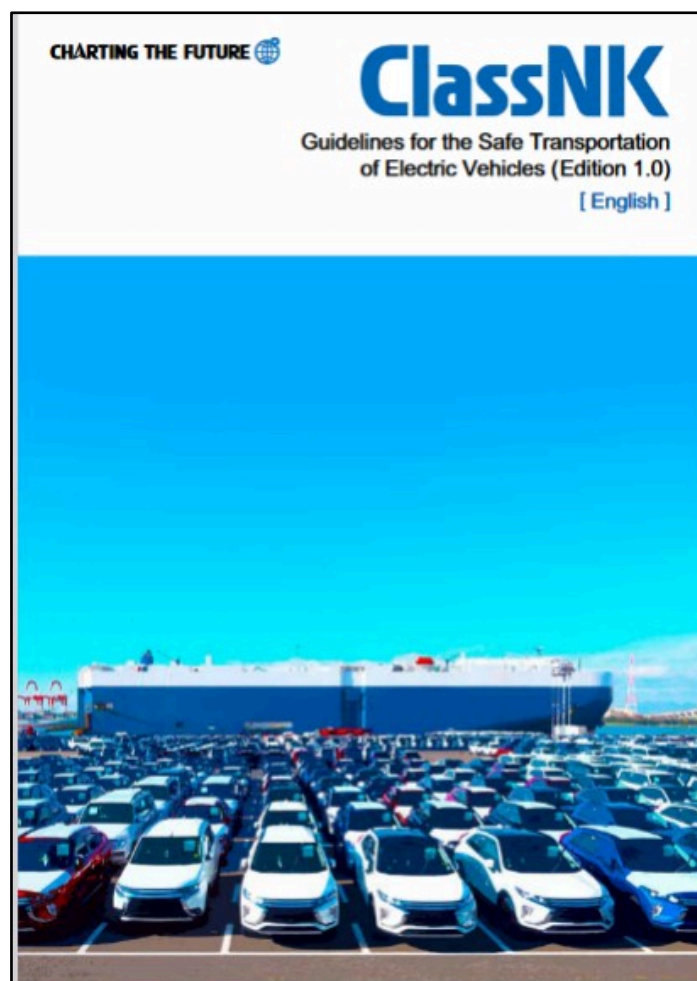
ClassNK awards notation

Safe transportation of EVs

On 11 October from Tokyo ClassNK reported that it had granted its AFVC(FD)(EV)*1 notation to *Positive Challenger*, a car carrier operated by Eastern Car

Liner Ltd and managed by ECL Shipmanagement Limited. This notation is for vessels equipped with additional firefighting measures for transporting electric vehicles (EVs).

Shipping companies are implementing various measures to address EV fires, which raise concerns due to difficulties in extinguishing and the risk of re-ignition.



To support these efforts, ClassNK has issued the *Guidelines for the Safe Transportation of Electric Vehicles*. These guidelines explain the characteristics of EV fires and provide guidance on how to respond, while also setting out five types of 'AFVC' notations according to various safety measures.

The document is available here:
<https://tinyurl.com/3f524ppw>

The FD notation, one of the five types, is for vessels adopting effective measures for the early detection of vehicle abnormalities and fires, as well as the early identification of vehicles on fire.

Positive Challenger has three anomaly detection functions using AI cameras: smoke detection, heat detection, and rapid temperature rise detection. If abnormalities such as the generation of flammable gas or a rise in vehicle body temperature are detected, the system can alert the crew. ClassNK evaluated that these features enable the identification of vehicles on fire at an earlier stage compared to conventional smoke detectors.



Positive Challenger
Courtesy of ECL Shipmanagement Limited ©.

ClassNK is committed to continuing its efforts to contribute to the safe transportation of EVs by establishing and conducting appropriate standards and evaluations.

*1 Additional Fire-fighting measures for Vehicle Carriers (Fire Detection) (Electric Vehicle)

Bulk carrier *Equinox Seas*

Fall from height on with loss of one life

On 17 April 2023, a crewman on board the Cayman Islands-flag bulk carrier *Equinox Seas* (30,049gt, ABS class) was fatally injured when he fell 10m down an open ventilation trunk where a fan had been removed for maintenance by the shipyard. The vessels was at ONEX Syros Shipyard, Ermoupoli, Syros, Greece.

Safety Issues

The MAIB report into this incident listed the following safety issues:

- The barrier controls in place in the fan room were insufficient to mitigate the risk of falling from height.
- The specific risks associated with the fan removal had not been assessed or mitigated, which put staff at risk from those hazards.
- Safety on board *Equinox Seas* was not effectively managed during the entire stay at the shipyard.
- Ineffective communication and coordination between the shipyard and ship's staff meant that deficiencies of safety management were not addressed.
- Relevant industry guidance on the management of safety in a shipyard was not incorporated into the working practices of the shipyard.
- The Code of Safe Working Practices for Merchant Seafarers did not contain any guidance related to the risks created or amplified on ships in a shipyard environment.

Recommendation

A recommendation (2024/133) has been made to ONEX Syros Shipyards S.A. to update its safety management system to ensure that risks created by the work carried out by its workers are effectively managed and coordinated with a ship's crew and that

the responsibility for safety is clearly understood between all parties.



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Related publications

Readers will find much of relevance in the following publications the existence of which was drawn to our attention by MAIB:

MAIB report 9/2019: *Seatruck Pace*:
<https://tinyurl.com/2rwkpeav>

AIBN report 2016/08: *BW Havfrost*:
<https://tinyurl.com/57jixdfz>

MCA Code of safe working practices for merchant seafarers (COSWP) 2024:
<https://tinyurl.com/v4y4478s>

ILO Safety and health in shipbuilding and ship repair:
<https://tinyurl.com/4mafjc7n>

OCIMF Guidance on health, safety and environment at new-building and repair shipyards and during factory acceptance testing:
<https://tinyurl.com/ywmkhevv>

Published report

The 38-page MAIB document: *Report on the investigation of a fall from height on the bulk carrier Equinox Seas resulting in one fatality at ONEX Syros Shipyard, Ermoupoli, Syros, Greece on 17 April 2023* Accident Investigation Report 12/2024 is available with this link: <https://tinyurl.com/ff668brt>

GHG reductions

Tanker owners with others in joint push

Statement issued

In a joint statement on 24 September, the maritime industry represented by BIMCO, CLIA, INTERFERRY, International Chamber of Shipping, IPTA, INTERTANKO and the World Shipping Council, stated that it is committed to achieving net-zero greenhouse gas (GHG) emissions by 2050.

To meet this goal, the industry has called for the development and implementation of GHG reduction measures that are practical, data-driven, and technology-neutral.



These measures should prioritise immediate GHG reductions, reduce administrative burdens, and provide clear incentives for decarbonisation investments. Additionally, the industry advocates for fair treatment in terms of compliance costs, avoiding double counting of emissions, and closing the cost gap between low-GHG and traditional fuels.

The statement

Readers are invited to read the full statement here: <https://tinyurl.com/mww8a9y6>

INTERTANKO's Deputy Managing Director, Tim Wilkins, underlined the importance of the Statement to the Association's Members. He commented: *'In line with INTERTANKO's Decarbonisation Strategy and through our Committees, INTERTANKO Members are working to provide meaningful input into the development of the IMO's technical and economic legislative framework.'*

'Establishing industry unity on the core principles is essential in ensuring the industry can be effective in supporting the IMO in its quest to achieve net-zero ambitions by 2050, through the implementation of practical and effective guidelines and regulations.'

Indian Register of Shipping at 50

On the eve of India's Independence Day, the Indian Register of Shipping (IRS) hosted the first of a series of commemorative events to celebrate its Golden Jubilee, marking fifty years of rendering excellent service to the maritime industry. The event, held on 14 August in New Delhi was graced by the presence of Chief of the Naval Staff, Admiral Dinesh K Tripathi, as Chief Guest. Other guests included senior officers of the Indian Navy, the Indian Coast Guard, para-military organisations, government officials and representatives of industry.



In his welcome address, Mr Arun Sharma, Executive Chairman of IRS, paid tribute to the foresight and dedication of the pioneering founders of the Indian Register, including Sir Ramaswami Mudaliar, Mr M G Pimputkar, Mr M Ramakrishnayya, Captain JC Anand, Mr HS Rao, Mr SR Khare and Mr HK Taneja who set the pace for the organisation's steadfast commitment to excellence and innovation in the maritime sector.

Acceptance by the public service

Stating that one of the litmus tests for the quality of service provided by Classification societies, is acceptance of their services by their national navies, he expressed gratitude to the Indian Navy, the Indian Coast Guard, para-military and other government agencies for their continued support and reaffirmed IRS' dedicated commitment to the defence sector.

Mr Sharma also highlighted the importance of preparing for the significant changes expected in the maritime industry in the near future, particularly in the areas of environmental protection, including green fuels, unmanned operations, and related technologies, and stated that IRS has been augmenting its capabilities to provide services in these areas.

Corporate video

A corporate video and a presentation, showcasing the growth and achievements of IRS and the strides being made in new innovations were presented.



The seven-minute corporate video is to be found by the link here: <https://tinyurl.com/czmnzs3m>

Ensuring the safety and security of India's maritime interests

Admiral Tripathi, while addressing the gathering, lauded the rapid growth of capacity and capabilities of IRS and its increasing contributions to the maritime industry. He stressed the importance of continued collaboration between the Navy and IRS in ensuring the safety and security of India's maritime interests. He stated that the growing cooperation with IRS would strengthen the ongoing movement towards *Atmanirbharta* or self-reliance, which is a primary national objective. He reassured that the Indian Navy would continue to support IRS in all its current and future endeavours.