

SAFETY4SEA

Log

MONTHLY EDITION ISSUE 94 | JULY-AUGUST 2024

INDUSTRY
VOICES
FOR THE

DAY OF THE

SEAFAREK



ALSO IN THIS ISSUE ↙

2024 CREW WELFARE WEEK

RISK4SEA:
GLOBAL PSC DETENTIONS H1

FUELEU MARITIME REGULATION



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SAFETY4SEA

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2024 FUTURE EVENTS

Forums - In Person

5th SAFETY4SEA Limassol	31 JAN
9th SMART4SEA Athens	13 FEB
3rd SAFETY4SEA Hamburg	22 FEB
13th GREEN4SEA Athens	2 APR
1st GREEN4SEA Singapore	19 APR
3rd SAFETY4SEA Manila	23 APR
4th SAFETY4SEA London	18 SEP
15th SAFETY4SEA Athens	3 OCT
4th SAFETY4SEA Singapore	23 OCT
1st SAFETY4SEA Dubai	20 NOV

Forums - Virtual

4th Crew Welfare Week	25-27 JUN
8th CAREER4SEA Forum	11 DEC

Awards - Virtual

8th SMART4SEA Awards	28 FEB
9th GREEN4SEA Awards	9 MAY
3rd Crew Welfare Awards	25 JUN
9th SAFETY4SEA Awards	30 OCT

Masterclasses - Athens

Human Factors	7 FEB
PSC	27 MAR
Crew Welfare	8 MAY
DryBMS	25 SEP
Soft Skills	13 NOV
Crisis Management	4 DEC

Exhibitions Attendance

CMA Shipping, Stamford	12-14 MAR
Singapore Maritime Week	15-19 APR
Posidonia, Athens	3-7 JUN
SMM, Hamburg	3-6 SEP



Learn more &
Register at



WHY SAFETY4SEA ▾

- ▶ **2024** : 12 Forums | 4 sets of Awards | 7 Cities
- ▶ **So far**: 87 Events | 57k Delegates | 1,600 Speakers

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Editorial



On this year's Day of the Seafarer, the entire industry once again showed its heartfelt appreciation for our seafarers, remembering those who have been lost. With-

out seafarers, there would be no shipping; this is emphasized by industry stakeholders who participated in our special column, available in this edition.

Furthermore, the magazine includes feedback from experts on decarbonization challenges, the new ISO 8217:2024 released in June, and welfare initiatives for the crew. When it comes to crew welfare and wellbeing, a holistic approach is required, as highlighted by the participants of this year's Crew Welfare Week. Coverage of the event and the recipients of the Crew Welfare Awards are also available in this edition, along with highlights from the Posidonia exhibition. This year, we recorded 61 video interviews with key maritime stakeholders who discussed their views on tackling decarbonization, digitalization, and other industry challenges. Their ultimate goal was to raise the profile of shipping and help others recognize its significant value to the global economy and trade.

June was quite a busy month and, although we are enjoying the summertime and getting ready to pause for holidays, we are currently drafting our agenda for upcoming events. We are very excited and looking forward to announcing our new projects, so stay tuned to safety4sea.com for updates.

Apostolos Belokas
Founder & Managing Editor,
SAFETY4SEA

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in Apostolos Belokas

🐦 @ApoBelokas

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SAFETY4SEA is Fostering Sustainable Shipping for more than **12 years**, hosting the leading safety4sea.com, producing **monthly magazines & special publications** (100k p.a. circulation on-board & ashore), along with **e-mail, video & social media**, and delivering **SAFETY4SEA, GREEN-4SEA, SMART4SEA, CAREER4SEA & Crew Welfare Week Forums & Awards**.





On 3rd June, Posidonia 2024 was officially inaugurated at the Athens Metropolitan Expo, attended by Greek Prime Minister Kyriakos Mitsotakis and other dignitaries.



The IMO Navigation, Communications and Search and Rescue Eleventh Session (NCSR 11) took place from between 4 – 13 June 2024, at the IMO in London.



In June, Tototheo Global and Neuron announced an agreement to deploy Neuron's AI-powered quality of experience management platform to vessels contracted to Tototheo.



IMO's Legal Committee finalized guidelines to ensure seafarers are protected against unfair treatment if detained in foreign jurisdictions on suspicion of committing a crime.



At Posidonia, DNV awarded Tsakos Energy Navigation a certificate for their newly contracted vessels, the first shuttle tankers eligible for DNV's Cyber Secure Essential notation.



Lloyd's Register awarded AiP to Marine Design & Research Institute of China for a dual-fuel 12,800 CEU capacity PCTC design, the world's largest car carrier.



On 5th June, IMO outlined its latest progress and plans to decarbonize global shipping by or around 2050, in a submission to the Bonn Climate Conference.



In June, ABS unveiled plans to create a new ship safety center in Athens harnessing the power of new immersive training techniques.



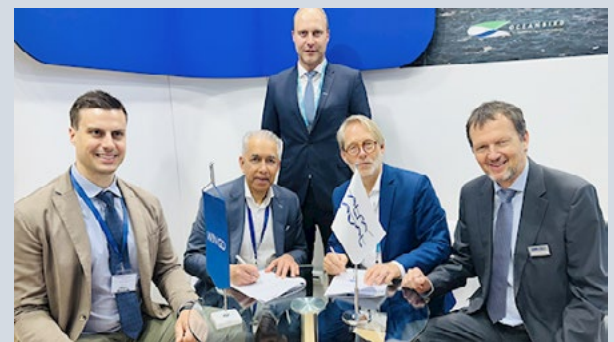
At Posidonia, DNV and Artemis Technologies Ltd signed a new MOU on the development, certification, and operation of electric foiling vessels.



ABS and representatives from an HD Hyundai Heavy Industries (HHI) consortium signed a pioneering JDP that paves the way for the onboard manufacture of repair parts.



In June, CAPITAL GAS, ERMA FIRST and BABCOCK signed agreement to install a Carbon Capture and Storage system, CARBON FIT, on board four new LCO2 carriers.



On 6th June, WinGD, Alfa Laval and ABS announced that they will work with Korean shipbuilder K Shipbuilding on the development of an ammonia-fuelled MR tanker design.



MAN Energy Solutions and EPS signed MoU at the Posidonia 2024 to develop crew training for handling ammonia as fuel on vessels.



On June 4th, KR signed an MoU with HD Hyundai to collaborate on the pilot project of a cloud-based next-generation smart ship solution (ISS 2.0) developed by HD Hyundai.



FuelEU Maritime aims to drive significant, disruptive change in the industry by 2050, emphasized ABS Chairman and CEO Christopher J. Wiernicki.



China Ship Design & Research Centre (CSDC) awarded Approval in Principle by Bureau Veritas (BV) for its latest ammonia-fueled MR chemical tanker design.



In June, Hagland Shipping entered into a contract with Royal Bodewes for the construction of four self-discharging bulk carriers of abt. 5,000 DWT, emphasising zero emissions.



At the Poseidon Principles for Marine Insurance Association's 2024 Annual Meeting on 15 May in Oslo, pivotal decisions were made to advance maritime industry sustainability.

SAFETY4SEA DUBAI FORUM

events.safety4sea.com/dubai2024

Sofitel Dubai Downtown
Dubai, UAE.

WED 20
NOV 2024



AGENDA ▶

Safety, Smart & Environmental Regulatory Developments (IMO, EU, US) • Human Factors, STCW, ILO MLC, SIRE 2.0, Training & Development • Loss Prevention, Risk & Security management • E-navigation, Cyber Security, Big Data, Smart applications, AI • Air Emissions (EEXI, CII), Fuel Options & Alternatives • Decarbonization in Shipping, IMO 2030/2050 Developments, options and alternatives • ESG in Shipping • Safety, Smart, Green Technologies • Experience Transfer & Best Practices beyond compliance

REGISTER



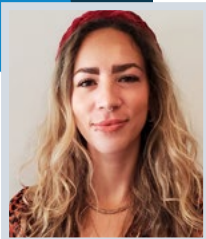
DAY of SEAFARER Watch

From shore to ship: Industry voices for the Day of the Seafarer

June 25th marks a special day every year, dedicated to the industry's most valuable asset—our seafarers. For the 2024 International Day of the Seafarer, we have asked many experts to provide feedback on the following question:

Q: *“On the occasion of this year’s Day of the Seafarers on June 25th, what is your key message to industry stakeholders and our seafarers?”*

SAFETY4SEA would like to express gratitude to all maritime experts who participated in our special column. We appreciate their valuable feedback and commitment to raising awareness towards the important topics of our seafarers. Read their key messages in alphabetical order.



Georgia Allen, Projects and Relationships Manager, ISWAN

All crew need to be - and feel - safe at sea. Calls to ISWAN's helplines SeafarerHelp and YachtCrewHelp show that when it comes to personal safety, some seafarers face more issues than others. Last year, women seafarers were more than three times as likely to call us about an issue of abuse, bullying, harassment, discrimination and violence than men, and more than twice as likely as men to report a mental health issue. And these issues are closely linked. We know it takes both seafarers and industry working together to create environments which are truly safe and inclusive for all. No one should ever have to go to work and be at risk of experiencing harm.



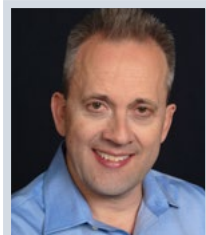
Capt. Akshat Arora, Senior Risk Assessor, Thomas Miller P&I Ltd

As the maritime industry continues its progression towards a sustainable and efficient path, it is imperative that we, as industry stakeholders, ensure that our seafarers are equipped with the requisite skills, knowledge, and support they need. We must also recognise the vital role they play in global trade and the economy, and ensure they are treated fairly, receive the respect they deserve and enjoy good working conditions. To our seafarers, your health and wellbeing matter - make use of wellness resources and stay connected with ongoing professional development.



Tom Bartošák-Harlow, Director of Communications, UK Chamber of Shipping

The importance of shipping to our economic prosperity and wellbeing cannot be overstated. We should be proud of the role we play in the world. None of what shipping contributes would be possible though without seafarers. Those working on board vessels face prolonged periods away from home, family and friends and we have seen recently how they often work in unstable and sometimes dangerous parts of the world. Despite these challenges, seafarers simply get on with their job. On behalf of everyone at the UK Chamber of Shipping I want to say a heartfelt thank you.



Walther Boon, Managing Director, MedAssist.online

A ship's crew: together they sail their ships, tiny lit up hulls out at night on the vast open oceans. People from very different countries, religions and cultures working and living together as one, sharing their fate for the journey. They leave their families and loved ones behind. For many months on end. To feed the world, to bring energy and goods around our planet. Without them we would be cold, hungry and miserable. 'Never is so much owed by so many to so few' - from a different perspective. Thank you all the men and women who make the sea their place to work! Let's make sure to bring all of them back Home - Safely.



Gerardo A. Borromeo, Vice-Chairman, Chief Executive Officer, PTC Holdings Corporation

As the maritime world transitions towards 2050, the ability to transform our seafarers into global maritime professionals (GMPs) with greater competency, digital proficiency, a consciousness for safety and a mindset to serve, is mission critical. We commit to teach, guide, mentor, and transform our GMPs through upskilling and re-skilling, as we lead them towards a more complex future, leaving no one behind. They are, after all, the heart and soul of shipping, moving the world in more ways than one.

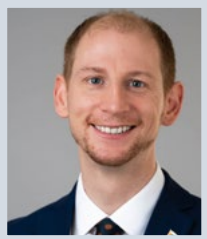


Elisabeth Calbari (MSICP), Neuropsychologist | Neuroleadership Executive Consultant, Founder of Self Balance

On this Seafarers Day, we spotlight the crucial role of understanding the human brain in enhancing the wellbeing and performance of seafarers. Neuroscience shows us that seafarers perform their best when they feel secure, appreciated, and emotionally supported. This not only boosts individual performance but also strengthens team dynamics and operational efficiency. It is imperative for industry stakeholders to invest in environments that prioritize psychological safety and mutual empathy. By doing so, we empower our seafarers to excel and thrive, paving the way for a more resilient and efficient maritime industry.



Dr Maria Carrera, PhD, MSc, CPsychol, AFBPsS, Lecturer (Research/MSEA), World Maritime University
Seafarers' mental health, a crucial determinant of their well-being and safety at sea, is often adversely affected by poor and hazardous work environments. These situations, along with precarious working conditions impact work effectiveness, satisfaction, and career intentions. The COVID-19 crisis has heightened the understanding that work and mental health are deeply intertwined in occupational settings. The responsibility for seafarers' mental health and well-being is not just an individual one but a shared responsibility of the entire industry. My key message is a call to action, urging stakeholders, including researchers, policymakers, and companies to recognize health and psychological well-being as critical occupational risks, questioning and altering seafarers' working and living standards and demonstrating recognition towards the seafarer's profession.



Rob Gale, LLB (Hons) RMarTech, Head of Training, IMEC

I would like to share my continued gratitude to all of our seafarers that continue working so hard to ensure this industry keeps pace with consumer demand. As a former seafarer I am well aware how challenging life at sea can be and take reassurance that I and many others are not taking you for granted and through IMEC and our social partners we will continue to find ways to improve every aspect of your life at sea.



Dr. Kevin Ghirxi, Head of the Marine Safety Investigation Unit in Malta

My key message to our seafarers on this special day, is one of gratitude for your pivotal role in sustaining global seaborne trade in challenging conditions and away from your loved ones. I celebrate and honour your dedication. To the industry stakeholders, I urge support and fair treatment to seafarers, who contribute tirelessly to maritime safety, environmental protection, security, and global economic prosperity. Ensuring seafarers' physical and mental well-being should be an industry value rather than a mere priority. On the International Day of the Seafarer, I wish all seafarers happiness, but I also pay tribute to those who were either injured or have lost their lives, serving at sea.



Sophia Grant, Director, Crew Health Programme, Thomas Miller P&I Ltd

At the UK Club We're proud to co-fund with The Seafarers' Charity Iswan's campaign ISWAN's Safe at Sea campaign. I believe, if we are to attract and retain skilled professionals, seafarers need access to appropriate health-care and a harassment-free workplace, as well as good on-board safety protocols, well-maintained lifeboats, and protective gear that fits them. Ultimately everyone has a part to play in making life at sea safe for all. In a diverse modern maritime workforce, if #WeAllBelong on board, the industry must attend to everyone's safety, especially underrepresented groups like women. It is crucial we maintain momentum to ensure the continued success and growth of these new projects in a nurturing environment.



Katie Higginbottom, Head of ITF Seafarers' Trust

The shipping industry is constantly evolving with new technological and regulatory developments, but is the experience of living and working at sea improving? We have seen reductions in time spent in port with sharp turn-arounds and increased efficiency. Seafarers can find themselves working much longer hours than shore-based workers with very high levels of responsibility. It can be rewarding, but it's a stressful environment far from the comforts of home. Whilst seafarers have a right to shore leave for their health and wellbeing, we are concerned that this norm is being eroded. Research currently underway by the ITF Seafarers' Trust shows that a significant number of seafarers are not getting any shore leave at all during the course of their contracts. We must uphold the right to shoreleave as a necessity not a luxury or an inconvenience.



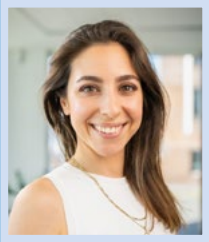
Tim Hill, CEO / National Director, Stella Maris

People shouldn't be regarded as commodities, but instead, the maritime industry must strive to put people first, providing rewarding career opportunities and training, enabling individuals to develop, thrive and reach their full potential. Seafarers must be treated with dignity, provided with good living and working conditions, with increased access to health, welfare, shore leave and vital connectivity whilst at sea. With an ever increasing demand for seafarers, if industry focuses on these aspects, then it can only improve recruiting and retention of its most prized asset. While some organizations excel in these areas, much work remains to be done to ensure all seafarers are supported and valued.



Geir Jørgensen, SVP Global Head of Loss Prevention, Skuld P&I Club

Dear seafarers and industry stakeholders: Entering the decarbonisation journey, the shipping industry will meet unknowns and many opportunities. The unknowns relate to new energy sources and how to work with them in the safest way possible. Opportunities are seen in working with state-of-the-art new technologies for energy efficiency, lowest possible emissions, and loss prevention. This can only be achieved by having competent and hard-working women and men onboard. Pay and treat them well; they are our guarantee for the success of our journey! Happy Day of the Seafarer.



Güven Kale, Chief Clinical Officer (CCO), Clinical Psychologist, MHSS

As a clinical psychologist and therapist working with seafarers, my key message to industry stakeholders and our seafarers on this year's Day of the Seafarers is to recognize and prioritize mental health. Every day, we receive calls about issues and difficulties arising in the middle of the ocean. Seafarers face unique challenges and sacrifice much for us. It's our responsibility to create a better environment for them, speak up against harassment, bullying, and discrimination, and provide access to necessary resources. By doing so, we ensure our seafarers remain resilient and healthy, both mentally and physically, as they continue their vital work.



Lars Lange, Secretary General, IUMI

The marine insurance industry works tirelessly to de-risk shipping operations. In doing so, it puts the welfare of seafarers at the top of its agenda and fully recognises and appreciates the skills, commitment and sacrifice that our global seafarers make to enable world seaborne trade to thrive. Significant changes are taking place in shipping and, working hand-in-hand with other stakeholders, marine underwriters will ensure they do all in their power to ensure those working at sea remain safe and well, always.



Capt. John Lloyd RD MNM MBA CMMar FNI, CEO, The Nautical Institute

On this Day of the Seafarer, we at The Nautical Institute extend our gratitude to all the dedicated seafarers around the world who are the backbone of global trade and maritime safety. Staying true to our values, we remain dedicated in our mission to enhance the professionalism and competence of seafarers. Here at The Nautical Institute, we believe that together we can build a safer, more inclusive, and more sustainable future for all those who dedicate their lives to the sea and we are proud to represent your interests at the IMO and across the globe through our branch network. We send our best wishes to you, and your families who support you in your work, and we thank you for your service.



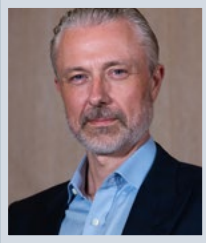
Namrata Nadkarni, Founder & CEO, Intent Communications Ltd.

I am thrilled that the IMO is making the link between safety and seafarers very visible this year and spotlighting the efforts that our crew take to keep our oceans protected, cargo safe and trade flowing. I believe that it is high time that we invest in the safety of our seafarers and make them feel valued. Whether this comes in the form of user-friendly training, mental health support, proper insurance, equipment specific training and (and perhaps most importantly), a culture where people are able to speak freely about problems they identify or ways to make life at sea better. We must create a psychologically safe work-space so that our seafarers can not just thrive but have a say in our sector.



Capt. VS Parani, Author, Golden Stripes- Leadership on the High Seas

'Ten fingers', an ode to seafarers. I join my ten fingers together regarding the hands-on work you do to keep ships and world trade running. Raise your hand if the job is risky. You go onboard with ten fingers; come back safely to your family with ten fingers. If your ten fingers are not enough - ask for a helping hand from your colleagues. Use your ten fingers wisely for good leadership. A finger can direct, a thumbs-up encourage, and a handshake connect. Take care of your ten fingers, as you must for your physical and mental health.



René Kofod-Olsen, CEO, V.Group

Day of the Seafarer 2024 is all about celebrating and honouring the effort that seafarers make every day to uphold safety of life at sea. Sadly, the last few years have seen an amplified risk environment for the seafarers who help to power the engine of global trade. It is harder than ever for them to do their jobs in this era of increased geopolitical tension. For V., seafarers are at the very heart of what we do. We are committed to celebrating and developing our talented crew pool, which now spans 44,000 men and women from all over the world. We must keep developing them with an eye on what comes next. Complexity in our industry is increasing, and the challenges of decarbonisation and digitalisation will need more training and upskilling to manage properly. We must do this while keeping seafarer safety at the front of our minds.



Tore Morten Olsen, President, Maritime, Marlink

Marlink recognises the critical role that seafarers play in keeping maritime trade moving and we believe that the more we can keep seafarers in touch - with friends and family, with colleagues and co-workers - then the safer, smarter and in better health our industry will be. The dividends of this extend beyond broader social contact, to better mental health, enhanced training and connections to other fleet and team members that can support job roles and personal growth. In a world where networks are more plentiful and available than ever, there is no excuse for crews to be out of touch and Marlink is committed to helping seafarers and their employers get and stay connected safely.



Guy Platten, Secretary General, International Chamber of Shipping

Despite facing unprecedented challenges this year, including geopolitical tensions and threats in the Red Sea, seafarers continue to perform their duties with remarkable resilience and dedication. We were deeply concerned and saddened over the tragic loss of life of the seafarer on board the MV Tutor on Wednesday 12 June. Our thoughts are with the seafarer's family and loved ones at this moment. It is unacceptable that innocent civilian seafarers continue to be attacked in this region. We must acknowledge the critical contributions of seafarers and prioritise their health, safety, and well-being. So, on this Day of the Seafarer, I want to call on all nations to do all they can to protect our brave men and women as they do their jobs, so we can do ours.



Capt Yves Vandeborn, FNI, Head of Loss Prevention Asia-Pacific, The NorthStandard

With sustainability and decarbonisation rolling out massive changes within the industry, the focus should shift to attracting and training a quality workforce that is future ready. Recent media coverage has often highlighted negative issues like discrimination, criminalisation, and high-profile incidents such as the Suez Canal blockage, leaving out the good work that is being done by seafarers. Improving public perception is crucial, by emphasizing the vital contributions and resilience of seafarers, we can foster a more compelling message that seafaring is an important and respectable occupation. Enhancing our efforts in showcasing the positive aspects of a seafarer's career goes a long way in appealing to the younger generation as well as communicating our sentiment to current seafarers and this is helpful in recruiting and retaining crew.



Carleen Lyden Walker, Co-Founder/CEO, Morgan Marketing & Communications, & IMO Goodwill Maritime Ambassador

At the recent Posidonia, the statement "No shipping, no shopping" was augmented to reflect "No seafarers, no shipping, no shopping." While it seems like it should be a given, it took the pandemic to underscore the vital role of the mariner and our need to ensure that they are operating in places of safety and well-being which will enhance their productivity and job satisfaction. Tools to achieve this must be deployed: communications, shorter contracts, equitable pay and other mechanisms to attract and retain mariners. When we look at the responsibilities of mariners, and the risks to our industry if they are not executing their responsibilities to optimal levels, the cost becomes minimal.



Sandra Welch, CEO, Seafarers Hospital Society

This year I've been greatly encouraged by the IMO's focus on the contributions seafarers have made to improving maritime safety. Seafarers are their own strongest advocates, and we should recognise and reward them for their role in protecting our supply chains and marine environment. However, a gap remains in translating their well-informed insights into meaningful industry operations. Such gaps hinder our industry's ambitions of greater collaboration and progress. It is vital that we address this by creating robust feedback mechanisms — such as the Seafarer Hospital Society's maritime-specific key performance indicator (KPI) toolkit for crew health and welfare — to understand where challenges arise and establish a baseline from which we can act.



Andrew Wright, Secretary General, The Mission to Seafarers

Seafarers often feel the world's crises first and hardest. Recent years have evidenced this so strongly. First the Pandemic with its devastating consequences. Then came the Ukraine War and now the Red Sea crisis. Global events and tensions suggest a dangerous turbulence that is here to stay. In this context it is particularly vital that seafarers' well-being remains an absolute priority. Across maritime it is essential that we work together in building seafarer resilience, in enhancing communication with families back home and in planning the protection and support measures that may be needed across diverse scenarios. We must ensure that seafarers know they remain always first in our thinking.



SAFETY4SEA

VIDEO INTERVIEWS

HIGHLIGHTS

Posidonia **Ποσειδώνια**
The International Shipping Exhibition
3-7 June 2024

 Maria Kyratsoudi ABS	 Erik Green Green-Jakobsen A/S	 Emmanolia Kolias Mintra	 Jukka Kuuskoski Norsepower	 Åge Højmark Shipshave	 Elena Donina Glukhman AP Companies	 Gérald Baiwir Aderco
 Carleen Lyden Walker NAMEPA	 Scott Herring Aderco	 Capt. Konstantinos G. Karavasilis UK P&I Club	 Dimitris Oikonomou Delta Echo Trading & Consulting	 Raal Harris Ocean Technologies Group	 Sophia AI robot	 Sotiris Raptis EGSA
 Eman Abdalla Cargill	 Capt. Pradeep Chawla MarinePALS	 Guy Platten International Chamber of Shipping	 Terje Jørgensen NAVTOR AS	 Dr. John Kokarakis Bureau Veritas	 Sidsel Norvik NOR-SHIPPIG	 Martin Penney Lloyd's Register
 Iris V. Baguilat Döhle Seafrost Crewing (Manila)	 Wouter Deknopper Iridium	 Simon Grainge ISWAN	 Dr. Nikolaos Liapis Hellenic Institute of Marine Technology	 Claus Graugaard Maersk Mc-Kinney Møller Center for Zero Carbon Shipping	 Claes Horndahl Anemol Marine Technologies	 Dr. Ivan Tabone Malta Ship Registry
 Simon Parker AkzoNobel	 Vivi Kollipoulou WISTA Hellas	 Mike Konstantinidis ZeroNorth A/S	 Tom H. Evensen Jotun Performance Coatings	 Morten Sten Johansen Jotun Performance Coatings	 Habibe Escobar Meléndez Jotun Performance Coatings	 Claus Ulrich Selbach Hamburg Messe und Congress
 Tom Erixon Alfa Laval	 Johan Nyström Team Electric	 Stam Achillas Wärtsilä	 Knut Orbeck-Nielsen DNV Maritime	 Anastasios Kartsimadakis Tsakos Shipping and Trading	 Dr. Rafet Emek Kurt University of Strathclyde	 Bud Darr MSC Group
 Athena Kanellatou MACGREGOR	 Andrew Roberts RightShip	 Danae Bezantakou YES Forum	 Peter Jameson Boston Consulting Group	 Christophe Tytgat SEA Europe	 Harilaos Petrakakos P&P Marine Consultants	 Eleni Polychronopoulou HEMEXPO
 Elpi Petraki WISTA International	 N. Makar, B. Poskaitis, Capt. Th. Lalias, Capt. R. Fay The Marshall Islands Registry	 Cristina Aleixendri Muñoz BOUND4BLUE	 Konstantinos Stampedakis ERMA FIRST GROUP	 John N. Cotzias Xclusiv Shipbrokers Inc.	 Panos Theodossopoulos Metis	 Theodore N. Vokos Posidonia Exhibitions S.A.
 Dr. Christian "Didoy" Lubaton Nordic Medical Clinic	 Madadh MacLaine ZESTAS	 Antonis Trakakis RINA	 Dimitris Philippou SAFETY4SEA Plus	 Dimitris Psarros RISK4SEA	 Maria Koutroubi RISK4SEA	 Petra Logotheti SQEMARINE



EXPLORE MORE safety4sea.com/posidonia-2024





FuelEU MARITIME REGULATION: WHAT YOU NEED TO KNOW

The FuelEU Maritime Regulation [(EU) 2023/1805 – Fuel EU Maritime], which was adopted by the European Commission in December 2023, sets the maximum limits for the yearly average greenhouse gas (GHG) intensity of the energy used by ships above 5,000 gross tonnage calling at European ports, regardless of their flag.

The targets set by the Regulation aim to ensure that the greenhouse gas intensity of fuels used in the sector will gradually decrease over time, starting with a 2% decrease by 2025 and reaching up to an 80% reduction by 2050. These targets will become more ambitious over time to stimulate and reflect the necessary developments in technology and the uptake in production of renewable and low-carbon fuels. The targets cover not only CO₂ but also methane and nitrous oxide emissions over the full lifecycle of the fuels used onboard, on a Well-to-Wake (WtW) basis.

All vessels over 5,000gt trading to/from EU ports are required to carry on board a FuelEU Maritime monitoring and reporting plan that has been reviewed and assessed by an independent verifier.

Important dates to keep in mind

- **By 31 August 2024:** The FuelEU Maritime Monitoring Plan needs to be submitted to a verifier, describing the method for monitoring and reporting of the data required under

this regulation. This plan comes in addition to the current MRV Monitoring Plan, but part of this can be re-used.

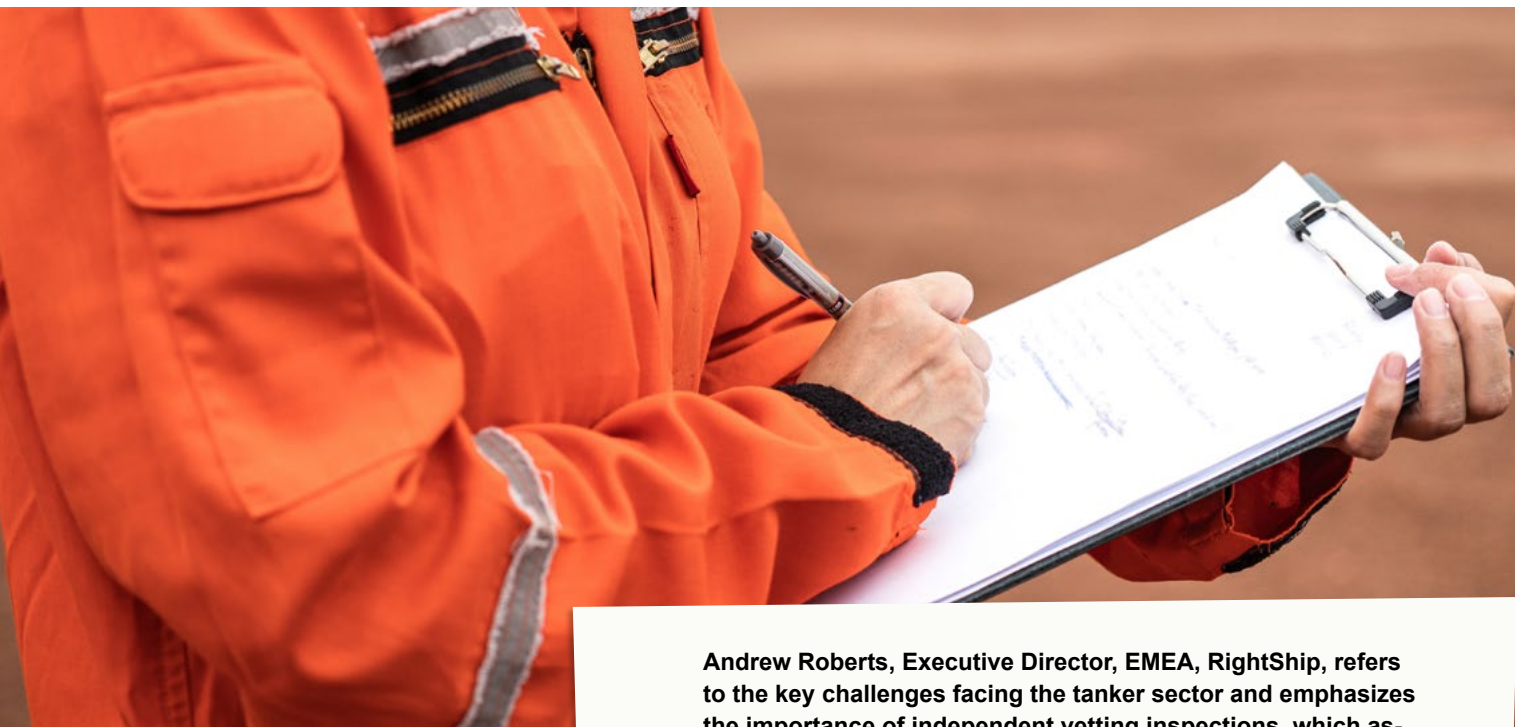
- **Before 1 January 2025:** Vessels trading in the EU/EEA countries shall have the approved FuelEU Maritime Monitoring Plan on board.
- **By 31 January 2026 (thereafter, by 31 January every year):** The data and information that are recorded for the previous reporting year should be submitted to the verifier as FuelEU Report for each ship. Subsequently, the report submitted will be assessed by the verifier by 31 March and recorded in the FuelEU database.
- **By 30 April 2022 (thereafter, by 30 April every year):** Shipping company can record banking, borrowing and pooling, as necessary, on the FuelEU database after the FuelEU Report is verified and recorded in the FuelEU database by the verifier, no later than 30 April.
- **By 30 June 2026 (thereafter, by 30 June every year):** Based on the information recorded in the FuelEU database, the shipping compa-

ny receives a FuelEU Document of Compliance of the ship, issued by the verifier, if the shipping company meets both the provisions of the GHG intensity and the use of OPS, i.e., in case no need to pay a penalty.

How to comply

To address the new requirements, companies should take a series of critical steps. First, they need to develop FuelEU Monitoring Plans for their fleet, ensuring these plans are comprehensive and tailored to their specific operations. Once these plans are formulated, they must be submitted to an accredited verifier for validation. Beginning on January 1, 2025, companies should start collecting data in accordance with these verified plans. Finally, companies are required to submit FuelEU reports within the specified reporting periods, maintaining compliance with the regulatory framework. This structured approach will help ensure that companies meet the necessary standards and contribute to the overall goals of the FuelEU initiative.

RightShip: Vetting frameworks can be used by ships' crews to proactively self-evaluate



Andrew Roberts, Executive Director, EMEA, RightShip, refers to the key challenges facing the tanker sector and emphasizes the importance of independent vetting inspections, which assess qualitative criteria and have the potential to highlight crucial operational challenges.

SAFETY4SEA: What are the key challenges faced by the tanker sector from your perspective?

Andrew Roberts: The shipping industry overall is facing a number of key challenges which are present in the tanker sector also. Firstly, the average age of the world fleet is increasing. For the tanker sector RightShip's data suggests the youngest average age exists in the Aframax Tanker sector, and this is around 17 years old. Whilst there have been some new orders placed recently, there is still apparent reluctance to activate fleet replacement strategies against the backdrop of not knowing which alternative fuel will prevail. This has potential to sweat the assets and limit the maintenance and funds spent to keep the vessels at their very best amidst the potential of selling assets in the near future. To build on this, impact from COVID seen an outflux of seafarers. However, the potential for skilled seafarers to leave the industry is further exacerbated with current challenges faced; ships being attacked by missiles, captured by pirates, or abandoned. In fact, 2023 saw a higher number of seafarer abandonment cases than 2022. Aside from the mental impacts this has on crew, this outflux removes valuable



knowledge and skill, increasing workload on those remaining. Together these circumstances can result in a reduction of standards on board vessels increasing the likelihood, and potential severity of PSC related deficiencies or detentions, or incidents. For example, in 2023 RightShip registered more than 25 fatalities in the tanker sector.

S4S: Can you provide insights into the evolution of vessel assurance in the tanker sector over the last decades?

A.R.: Over the last 3 decades the tanker sector has adapted to vessel assurance as a norm. Tankers are inspected from cradle to grave to evaluate them for not only regulatory and statutory compliance, but for best industry practices that have been built up and refined over the same period. As such, there is broad acceptance of these inspections and processes and they form an essential part of any robust vessel assurance process for charterers, traders, ports, terminals, banks etc. However, there are other factors that have aided in the improvement of standards. The advancement of technology, the improvement (and refinement) of on board processes, and advancement in on board and shore side training are all factors that have aided to improve and have helped to evolve the vessel assurance processes.

S4S: What role do you see technology playing in enhancing the performance of tanker sector?

A.R.: When we consider the term technology, we can naturally be drawn to legacy equipment and systems that are used on board ships. If hold that focus, we can identify equipment that has helped to drive safety performance, e.g. the advancement of radars. We have also seen how technology such as personal or portable gas detectors are critical in saving lives. However, how future technology

drives impact I believe will, and already is, multifaceted. For example, the advancement in digital technologies and data applications can process information much quicker, spot patterns and predict failure. Having such advance warnings or information can facilitate quicker decision making and enable a shift of response from reactive to proactive. This could reduce incidents, and the need for ship staff to undertake 'emergency' unplanned maintenance tasks which often carry risk.

S4S: With increasing scrutiny, compliance, and regulation, how do you envision the vetting sector adapting?

A.R.: The vetting sector will always ensure that regulatory and statutory compliance elements are accounted for and reviewed, accounting for future changes. However, a key point to highlight here is that independent vetting inspections of vessels are focussed not only on regulatory compliance, but on industry and sector specific best practices that exceed minimum requirements. I do not see that this will change, but potentially intensify. And there is an absolute need for this since there is so much inconsistency in port state control inspections and flag state inspections who have a fundamental role in verifying standards. For example, a ship could be registered with a Flag State that do not perform annual inspections of a vessel, and the vessel could easily trade for a period of 2 years without having a port state control inspection. A lot can happen in this time and therefore independent vetting inspections that evaluate against qualitative criteria can have significant influence on surfacing critical operational issues.

S4S: In your view, what needs to be addressed in the tanker sector to drive change and raise awareness around human factors?

A.R.: Improving accessibility and car-

ing for crew is my short answer. Promoting greater understanding of the work that seafarers do, and having empathy is a first starting point. It's the recognition of the incredibly important (and dangerous) work that seafarers do, the recognition of how solitary life at sea can be for extended periods of time; and the recognition that in many cases, conditions and support provided for seafarers are wholly inadequate. As human beings, none of us are infallible however when such circumstances exist, it is easy to see how lack of motivation and absent mindedness can be a contributory factor of incidents on board.

S4S: What is your key message to tanker industry stakeholders in order to enhance crew motivation and competence?

A.R.: Firstly, we must acknowledge the great work that the crew do, under such intractable circumstances and say thank you. However, I have two points to share here. The first is the mindset of what vetting and assurance processes do. They have a higher purpose to reduce incidents and ultimately save lives, and therefore reframing them not as a test, or an inconvenience, but rather an opportunity for improvement is a critical first step. The second is make it meaningful and dare I say fun. Vetting frameworks can be used by ships crews' to proactively self-evaluate. This can be completed in teams, where you buddy up with colleagues on board empowered to evaluate each other's areas of responsibility. See what you find and put it right. Perhaps your actions could save someone's life.

NTSB Safer Seas Digest: Lessons learned from maritime accidents



While each marine casualty is unique, the National Transportation Safety Board (NTSB) has identified commonalities among the cases outlined in the latest Safer Seas Digest which includes the most important lessons learned from 31 maritime tragedies that took place in 2023.

Some of the broad safety risks and challenges that were identified involve the following: Small vessel detection; Effective communication, including the proper reporting of chart changes and hazards; Proactive equipment inspection and; Timely hull maintenance and repair.

15 Key lessons learned

#1 Detecting Small Vessels

Fitting small vessels with equipment—such as radar reflectors or AIS—improves the opportunity for vessels with radar, when combined with a proper visual lookout, to detect these smaller vessels and take action to avoid a collision.

#2 Effectively Communicating

Clear communication by the most prudent method, whether by radio or face-to-face, can be an effective measure in reducing damage or averting a casualty. Additionally, repeating orders or passing arrangements can help ensure everyone is on the same page.

#3 Proactively Inspecting Equipment

Inspection programs can identify deficiencies before equipment fails. For example, conducting periodic inspections is prudent for equipment at high risk for corrosion especially when their location is in or near saltwater environments, which can significantly affect service life. It is also good practice to develop a means to periodically inspect equip-

ment and vessel systems that are difficult to access.

#4 Mitigating Fatigue

Mariners should understand the performance effects of sleep loss and recognize the dangers of fatigue. Company operational policies and requirements should incorporate and follow fatigue management best practices to ensure that crewmembers receive enough rest to adequately perform navigational, lookout, engineering, and other watchstander duties.

#5 Anticipating Fire Hazards

It is critical to ensure that combustible materials such as cardboard boxes or oily rags are properly stored (or disposed of). In addition, crewmembers involved in hot work should be trained to identify potential fire hazards, such as combustibles, and take action to remove or protect them from hot work.

#6 Improving Firefighting Training

To prevent engine room fires and ensure they are effectively contained, operators should provide mariners realistic scenario-based training, including training that covers engine room emergencies. This training should also cover procedures for effectively shutting down machinery, fuel oil, lube oil, and ventilation systems, as well as boundary monitoring. In addition, it is important to educate landbased firefighting teams that potentially respond to shipboard fires on marine vessel firefighting tactics, so they can avoid risks.

#7 Conducting Timely Hull Maintenance and Repair

Periodic out-of-water examinations and hull gauging by qualified individuals such as a marine inspectors or surveyors can help determine the material condition of the vessel's hull and identify areas of corrosion and fatigue.

#8 Maintaining an Effective Watch

To combat complacency, operators

should comply with procedures, such as operating checklists, that are in place to prevent single points of failure, and companies should train personnel on the importance of following procedures.

#9 Avoiding Nonoperational Cell Phone Use

Nonoperational use of cell phones should never interfere with the primary task of a watchstander to maintain a proper lookout; personnel should follow established protocols regarding cell phone use.

#10 Planning Appropriately

Lack of planning can lead to a disaster on the water. All operations—no matter how routine—should be adequately planned and all risks assessed. Planning can help prevent mishaps related to unforeseen circumstances.

#11 Properly Maintaining Vessel Equipment and Machinery

Vessel operators and crews should identify possible hazards or risks to maintenance being conducted, such as the effect of ambient conditions on machinery or how working on one piece of equipment may affect other equipment.

#12 Reporting Chart Changes and Hazards

Accurate and up-to-date navigation charts are critical for crews to ensure the safe transit of a vessel while underway. Ports and terminals should immediately report significant modifications to port or terminal configurations to the appropriate hydrographic authority so charts can be updated, and the changes made readily available to chart users.

#13 Avoiding Excessive Speed during

Bow-to-bow Harbor-assist Operations
Tugboat operators should communicate pre-determined speed limits to pilots and ship masters in command of

the vessels that they are assisting before engaging in these maneuvers.

#14 Preventing Vessel Damage from the Risk of Thermal Runaway of Lithium-ion Batteries

A lithium-ion battery cell—if damaged, shorted, overheated, defective, or overcharged—can spontaneously experience a thermal runaway, a chemical reaction that can cause the cell to ignite and explode. A cell that explodes can be propelled from its initial position within a battery and ignite combustible materials on a vessel. Due to the potential for rapid expansion of a lithium-ion battery fire, detection, containment, and extinguishment are essential to prevent damage to a vessel.

#15 Reporting Potential Damage from Dragging Anchors

Underwater pipelines or other utilities can become damaged if anchorages are located too close and vessels drag anchor. Vessel crews should be aware of nearby underwater hazards while anchored and notify the appropriate authorities of an anchor-dragging event.

Explore more at

<https://tinyurl.com/m6uue349>

Do you know?

Since 2014, the NTSB has issued the Safer Seas Digest which shares the safety issues identified and recommendations developed during NTSB investigations with the marine community. Sorted by casualty type, each digest in Safer Seas summarizes a marine investigation report, highlighting lessons learned that can prevent or mitigate future casualties.

STAY SEAFit

PRACTICAL MEASURES FOR SEAFARERS' HEALTH

Seafarers can face numerous health challenges while onboard, necessitating that maritime organizations implement effective measures to prevent common injuries, illnesses, and safety concerns on commercial vessels.

Extended periods at sea, isolation, and exposure to harsh environments can greatly affect crewmembers' wellbeing and worsen chronic conditions such as hypertension, diabetes, and mental health issues. In that regard, it is imperative that the industry remains committed to prevention and to enhancing the overall health and welfare of our seafarers as well as prioritizing their occupational health and safety onboard.

KEY CONCERNING TRENDS OF SEAFARERS' HEALTH

- ▶ **Musculoskeletal problems** - often caused by improper lifting techniques, poor posture, and repetitive tasks
- ▶ **Dental cases** – common medical cases that may require further shoreside evaluation
- ▶ **Non-communicable diseases (NCDs)** - diabetes, depression, and obesity
- ▶ **Cardiovascular diseases** – causing heart attacks and strokes



10 KEY ACTIONS FOR COMPANIES TO BOOST SEAFARER'S HEALTH

- 1 Develop programs to assist seafarers in managing pre-existing chronic conditions
- 2 Promote a healthy lifestyle among seafarers
- 3 Provide access to medical care and monitor health data
- 4 Encourage crewmembers to proactively maintain their dental health
- 5 Distribute educational materials on personal hygiene
- 6 Ensure adherence to safe work practices
- 7 Conduct job risk assessments to prevent musculoskeletal issues
- 8 Advocate for regular hydration and breaks
- 9 Ensure the use of protective clothing or equipment
- 10 Raise awareness about the negative impacts of smoking on cardiovascular health

ISO 8217:2024 IS NOW AVAILABLE

KEY CONSIDERATIONS

The eagerly awaited ISO 8217:2024 standard has been published and is available for purchase on ISO's official website. Bill Stamatopoulos highlights the advantages of this new edition and explains the substantial changes it brings to fuel grades and parameters.



Bill Stamatopoulos
Global Business
Development Director,
VeriFuel

This edition of ISO 8217 has undergone significant revisions, taking into consideration industry needs and the most recent industry experiences and knowledge. It brings substantial changes to fuel grades and parameters, detailed in four dedicated tables:

1. Marine Distillates, including bio-distillate marine fuels
2. Marine Residuals with sulfur content up to 0.50% (ULSFO, VLSFO)
3. Bio-residual marine fuels
4. Marine Residuals with sulfur content higher than 0.50% (HSFO)

Each new edition of ISO 8217 technically revokes the previous one. Thus, the seventh edition (ISO 8217:2024) cancels and replaces the sixth edition (ISO 8217:2017), which has been

technically revised. While ISO cannot legally enforce the implementation of this standard, it gains legal standing if included in Charter Party Clauses and/or Fuel Purchasing Contracts.

ISO 8217 is a Purchase Standard that specifies requirements for petroleum fuels before conventional on-board treatment (settling, centrifuging, filtration). Fuel suppliers must deliver fuel that is fit for purpose, but it is the crew's responsibility to make it fit for use. Even fuels that meet the specification must be treated onboard, with proper precautions taken to ensure safe engine operation.

Meeting the specifications in the ISO 8217 Tables does not necessarily guarantee good fuel quality (e.g., contaminants or chemical species linked to operational problems), nor





does being off specification necessarily mean poor quality (e.g., viscosity or CCAI). The specification provides a good starting point for fuel purchases and sets limits for various parameters. However, fuel buyers must be familiar with their installations and, if necessary, specify additional requirements to the supplier.

A fuel specification cannot safeguard every aspect of satisfactory fuel quality, as a highly detailed specification would be impractical and could significantly affect marine fuel prices. For example, stricter standards that eliminate cat fines would increase fuel prices due to the additional processing costs, which would be passed on to the buyer.

Additionally, ISO 8217 references two important standards:

1. **Application and Sampling:** Sampling is crucial for fuel quality verification and should be conducted in accordance with ISO 13739 or an equivalent national standard. All commercial and MARPOL samples should be obtained at the receiving vessel's manifold throughout the bunkering operation.
2. **Precision and Interpretation of Test Results:** Most

test methods specified in the tables include precision statements (repeatability and reproducibility). In cases of dispute, the procedures outlined in ISO 4259-2 should be used to resolve the dispute and interpret the results based on test method precision.

Using the latest edition of ISO 8217 offers several significant advantages such as:

- **Updated Standards:** with current practices and needs.
- **Enhanced Safety and Performance:** Introducing improvements that enhance the safety and performance of marine fuels.
- **Compliance with Regulations:** The latest edition aligns with current international regulations and environmental standards.
- **Clarity and Consistency:** By using the most recent standard, all parties involved in fuel transactions (suppliers, buyers, and operators) work with the same, clearly defined parameters.
- **Better Quality Assurance:** The latest standard includes refined parameters and testing methods, leading to improved quality control.
- **Support for Innovation:** Adopting the latest edition encourages the development and use of innovative fuel types and technologies, such as biofuels, which are increasingly included in newer standards.
- **Proactive Risk Management:** Using the latest edition may help in staying ahead of potential issues.

For additional information, refer to FAQs by CIMAC

<https://tinyurl.com/mfrzst56>

ISO 8217:2024 is an internationally recognized standard to ensure quality of fuel meets customer requirements from point of manufacturing to point of custody transfer. It specifies the requirements for petroleum fuels prior to conventional onboard treatment and is focused on:

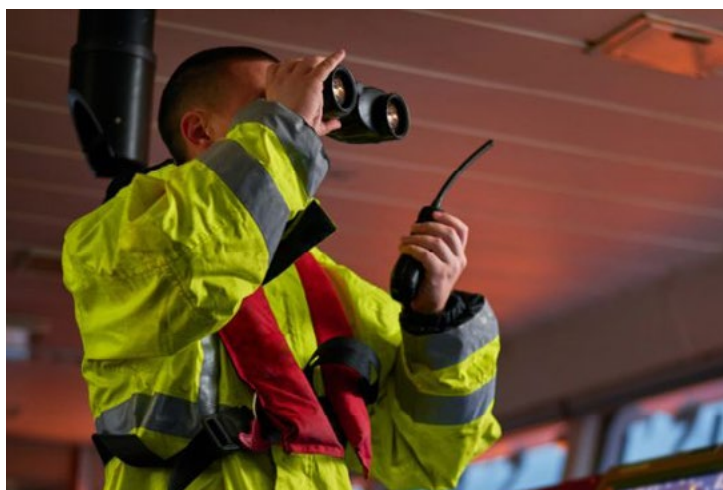
- Engine performance: Fuel must be fit for purpose
- Environmental performance: Compliance meeting regulatory requirements
- Ship safety and personnel health

Cargo liquefaction remains the greatest contributor to loss of life

► INTERCARGO revealed its statistics from 2014 to 2023 that demonstrated a clear trend of improvement in terms of the rolling 10-year average of ship losses. According to data, the average number of ships lost within the bulk carrier industry continues to go down, showing positive signs of improvement in safety performance. Cargo liquefaction remains the greatest contributor to loss of life, accounting for 55 lives or 61.8% of the total loss of life over the past ten years. Furthermore, groundings remain the greatest cause of ship losses, with nine losses or 42.9% of the total. 21 bulk carriers of more than 10,000 deadweight tonnes (dwt) were reported lost, with the tragic loss of 89 seafarers' lives, for the years 2014-2023.

Explore more at <https://tinyurl.com/42pbhv7k>

Pilot transfer arrangements agreed



► The IMO Navigation, Communications and Search and Rescue Eleventh Session (NCSR 11) took place from between 4 – 13 June 2024, where key SOLAS amendments were adopted to enhance the safety of pilot transfers. In particular, the Sub-Committee finalized a draft MSC resolution on Performance standards for pilot transfer arrangements, including detailed requirements for design, manufacture, construction, rigging, installation of pilot ladder winch reels, operational readiness, onboard inspection and maintenance, familiarization and approval, in relation to pilot transfer arrangements required under SOLAS regulation V/23. In addition, the Sub-Committee finalized a draft MSC circular on Voluntary early implementation of the amendments to SOLAS regulation V/23 on pilot transfer arrangements. All the above will be submitted to the upcoming session of the Maritime Safety Committee (MSC 109) in December 2024, with a view to approval.

IMO MSC 108: Key outcomes

► The 108th session of the IMO's Maritime Safety Committee (MSC 108) took place from 15 to 24 May 2024, where important discussions were held, and various amendments were adopted to advance maritime safety. Amendments enhancing the fire safety of Ro-Ro passenger ships were adopted, as well as amendments extending emergency towing equipment to new ships other than tankers, and amendments improving the safety measures for ships using natural gas as fuel. Furthermore, a new code for autonomous ships was progressed, and the safety perspective of new fuels and technologies to support the reduction of GHG emissions from ships was considered. It is worth noting that the Committee adopted amendments to the STCW Code, which aim to prevent and respond to violence and harassment in the maritime sector, including sexual harassment, bullying and sexual assault. The draft amendments had been approved by MSC 107 and reviewed by the joint ILO/IMO Tripartite Working Group to Identify and Address Seafarers' Issues and the Human Element (JTWG), which met in February 2024.

SIRE 2.0 goes live from September

► OCIMF confirmed that its digitalised Ship Inspection Report Programme (SIRE 2.0) is scheduled to 'go-live' on Monday 2 September 2024 and become the standard tanker inspection tool for the marine industry. As explained, this move to SIRE 2.0 will mark the end of the phased transition to the updated, enhanced and digitalised tanker inspection programme which is expected to transform how the marine industry assesses the safety and operational condition of tankers and their crew on an ongoing basis.

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Black Sea MoU PSC Annual Report 2023



► During 2023, 5,294 inspections involving 3,541 individual ships were carried out on ships registered in the Black Sea Region. The impact of the Russian Armed Invasion of Ukraine affected shipping in the Black Sea Region, including Ukrainian ports. In 2023, although the number of inspections closely aligns with the five-year average recorded during the pre-Covid period from 2015 to 2019 (5,258), the number of inspections of Ukraine significantly dropped by 45.5 per cent compared with the pre-war five-year period. The exact number of individual ships operating in the region was unavailable due to the war in Ukraine, and it was estimated as 5,617. The inspection rate in the region was approximately 63.04% in 2023. The number of individual ships inspected in 2023 (3,541) is slightly more than the number of individual ships inspected in 2022 (3,501). Out of 5,294 inspections in 2023, 3,204 were found with deficiencies. The percentage of inspections with deficiencies in 2023 (60.53%) is nearly similar to 2022 (59.96%).

Explore more at <https://tinyurl.com/2s39p48t>

ITF calls for immediate measures to protect seafarers in the Red Sea

► Following recent attacks in the Red Sea that have resulted in fatalities and injuries among seafarers, ITF expressed deep concern and called for immediate measures. In 2023, Houthi rebels launched over 60 attacks on merchant ships in the Red Sea, sinking two, seizing another, and targeting dozens more. On 12 June, Houthis attacked the MV Tutor, a Liberia-flagged carrier, with an unmanned surface vehicle and an anti-ship missile in the southern Red Sea. This attack resulted in the death of one crew member. The remaining crew had to abandon the ship, which sank about a week later. In March, the maritime community mourned the loss of three seafarers aboard the MV True Confidence, also attacked by Houthis. Advocacy continues for the safe return of crew members from the Galaxy Leader, attacked by Houthis in November 2023, and from the MSC Aries, seized by Iran in April 2024, who remain unjustly held captive. While expressions of solidarity and condemnation are noted, the ITF urged governments to coordinate their efforts to protect seafarers and shipping companies to demonstrate their commitment by diverting their ships.

InterManager raises alarm on enclosed space deaths

► InterManager has submitted a paper to the International Maritime Organization (IMO), with lessons learned and safety issues identified from the analysis of Marine Safety Investigation Reports. This submission presents detailed information regarding enclosed space accidents spanning from 1996 to 1 May 2024, specifically focusing on incidents of asphyxiation. InterManager, responsible for this analysis, has meticulously collected and assessed verified data related to such accidents, showcasing the following results:

- Given the increased transparency within the industry together with more efficient reporting and investigating, the number of accidents captured is increasing.
- However, there remains a natural lag between the accident occurring, it being investigated and the report being released. This means that the dataset for recent years will, by its nature, be incomplete, and depict an evolving landscape.
- The use of safety bulletins, safety flashes and interim reports assists in mitigating this risk and those who utilize these and other means of communicating initial findings should be commended for their contribution to ongoing safety on board ships and the learning opportunity within the industry.
- The majority of accidents continue to occur, expectedly, within the working areas of ships such as cargo oil tanks, holds and water tanks as well as void spaces.
- Enclosed space accidents within the ship's forecabin space have been primarily attributed to gas migration from the cargo holds through bulkheads which are not gastight.

Explore more at

<https://tinyurl.com/mvmna5cm>

WSC: 221 containers lost at sea in 2023

► The World Shipping Council (WSC) has released its annual report on containers lost at sea, showing a significant decrease to 221 containers lost in 2023. Of the containers lost, about 33% were recovered. This represents the lowest losses since the start of the survey in 2008 and a significant improvement on the previous lowest-ever loss of 661 containers in 2022. The numbers indicate a positive trend of increasing container safety, as well as improved navigational safety and vessel routing. “The reduction in containers lost at sea in 2023 is a positive development, but it does not diminish the urgency of our work. Every container lost at sea represents a potential hazard, and our commitment to preventing these incidents must be unwavering.”, said John Butler, CEO of the World Shipping Council. In this context, the Marin TopTier Joint Industry Project is a key initiative that has contributed concrete outcomes on the causes of containers overboard, providing recommendations and training material on how to avoid and manage different kinds of dangerous parametric rolling.

Explore more at <https://tinyurl.com/4vz9d5cs>

ReCAAP ISC raises alarm over increased piracy incidents in Bangladesh



► ReCAAP Information Sharing Center has published a special report to notify interested parties that there has been an increase in the number of piracy incidents reported in Bangladesh since January 2024. As such, the shipping community is advised to adopt the following measures when anchored/berthed in Bangladesh:

- All ships are to exercise enhanced vigilance, alertness, and report all incidents to the relevant authorities immediately.
- Maintain communication over VHF channel with the port control and law enforcement agencies when entering Bangladesh waters.
- Request port-approved watchmen through the local shipping agent.
- Keep a watchful lookout and do not allow any boats to come near the ship.

■ In Brief

IACS to address container loss

In response to the increasing concerns over container loss incidents at sea, IACS has adopted two new Unified Requirements, UR C6 and UR C7, which will come into force starting 1 July 2025.

Philippines looks into banning sailing in the Red Sea

The Philippines Department of Migrant Workers (DMW) is studying a policy prohibiting vessels from sailing the Red Sea amid recent incidents involving Filipino seafarers being attacked by Houthi rebels.

Panama Canal to increase draft and daily transits

Based on the present and projected level of Gatun Lake, the Panama Canal Authority (ACP) announced an additional booking slot in the Neopanamax Locks during Booking Period 2 for booking dates beginning August 5, 2024.

Ratifying MLC: Going the extra mile to protect seafarer rights

Recently, the countries of Egypt and Comoros have taken significant steps towards improving conditions for seafarers by ratifying the Maritime Labour Convention, 2006 (MLC, 2006).

China sees strongest increase in seafarer wages

China has seen the strongest increase in seafarer wages across the main seafaring countries in international shipping in recent years, according to Drewry.

IMCA sees positive offshore safety trends

Annual safety figures compiled by IMCA show continuing positive offshore safety trends, as the hours recorded increased by more than 50% to 958 million hours.

<https://tinyurl.com/47evvys8>

Cargo Integrity Group:

THE 15 'CARGOES OF CONCERN'

The Cargo Integrity Group has identified cargoes that can become hazardous if handled incorrectly. They emphasize that cargoes that are mis-declared or have incomplete or incorrect information about their identity are more likely to be involved in incidents.

3 KEY CATEGORIES OF RISKY CARGOES

The common types of hazards can be divided into three categories:

#1 Reactive hazards

These cargoes can catch fire and cause significant damage and casualties under certain conditions. They are generally subject to Dangerous Goods regulations.

#2 Spill or leak risks

These commodities can present a risk if not packed properly or if they are damaged. Spills or leaks from these cargoes can harm the health of people cleaning up the spill as well as the environment.

#3 Improper packing consequences

Cargoes that are poorly or incorrectly packed or secured in the container can lead to injuries to personnel or damage to nearby containers, property, or other cargo. Such incidents can cause severe accidents at sea or on land, such as truck rollovers and train derailments.



15

Cargoes of Concern



1. Charcoal / carbon
2. Calcium Hypochlorite
3. Lithium-ion batteries
4. Cotton and wool
5. Fishmeal and krill
6. Seed cake
7. Hides and skins
8. Wine
9. Bitumen
10. Cocoa butter
11. Waste – recycled engines and engine parts
12. Vegetable and other oils, particularly when packed in flexi-tanks
13. Logs and timber
14. Steel coils
15. Marble and granite

SAFETY4SEA ATHENS FORUM

events.safety4sea.com/athens2024

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AGENDA

Safety Regulatory Developments (IMO, EU, US) • Human Factors, STCW, ILO MLC, SIRE 2.0, • Crew Management, Resilience, Training & Development • Loss Prevention, Risk & Security management • Navigational Safety & the future of navigation Maritime Piracy • PSC Performance • Lessons learned from recent accidents & best practices • Enhancing safety culture onboard: Leadership & Management

REGISTER



How the new IMO guidelines impact ships' Ballast Water Management plans



► The IMO MEPC.387(81) & BWM.2/Circ.82 directly affect the Ballast Water Management Plan of ships. In particular, the MEPC.387 (81), refers to Challenging Water Quality conditions (CWQ). The general idea is that the installed Ballast Water Treatment systems have operations limitations, to specific water/environmental conditions and same should be taken into consideration when BWTS is operated. INTERTANKO conducted several surveys and developed the INTERTANKO CWQ database, which refers to specific ports/areas and limitations per system due to prevailing environmental/water conditions. The Ballast Water Management Plan should be revised to include provisions for how the ship will address such limitations and operate or bypass the Ballast Water treatment system during such Challenging Water Quality Conditions. The BWM.2/Circ.82 provides the option to ships to convert a dedicated ballast water tank to a tank for temporary storage of treated sewage and/or grey water. Such temporary storage should only be used as an option in specific ports and areas which restrict the discharge of treated sewage and/or grey water and where the ship does not have dedicated tanks with adequate storage capacity for treated sewage and/or grey water. In that regard, companies should review the approved Ballast Water Management Plans to add an addendum when ships are operating in Challenging Water Quality conditions.

INTERCARGO members express concern over CII implementation

► INTERCARGO held its Semi-Annual Meetings in Tokyo in late May, with key agenda items including quality, sustainability, GHG emissions reduction, and the Carbon Intensity Indicator (CII) rating system. To remind, The CII rating system is a regulatory measure developed by the International Maritime Organization (IMO) to assess and rate the carbon intensity of ships. It measures the amount of CO₂ emitted per unit of transport work (e.g., per ton-mile) and assigns a rating from A to E, with A being the most efficient and E the least. "The issue of the CII again featured heavily in discussions with members at our meetings in Tokyo. INTERCARGO's members feel very strongly that the CII, in its current format, needs a fundamental reconsideration to account for the operating conditions in our sector.", said Dimitrios Fafalios, Chairman of INTERCARGO.

GMF: Decarbonization will create a lot of new jobs

► The Global Maritime Forum (GMF) has revealed the immense economic potential presented by the decarbonization of shipping, as it is expected to create more jobs. According to a GMF analysis, decarbonisation of the global maritime industry could support the creation of up to four million green jobs by 2050. Demand for e-fuels is set to scale to over 500m tonnes by 2040, requiring additional 2TW of renewable energy generation capacity and £3.2 trillion of infrastructure investment. This significant capital investment will see most green jobs created during the 2030s, to support renewable energy capacity building. Majority of jobs likely to be distributed in the Global South, where conditions are optimal for the production of green fuels. "Due to the rapid scaling of e-fuel uptake during the 2030s, it's predicted that this decade will see the creation of the most green jobs across each area of the supply chain – an upper bound range of between 1m and 4m jobs worldwide. This will be supported by over £2.2 trillion of capital investment in the development renewables and infrastructure.", GMF noted.

Explore more at

<https://tinyurl.com/2s3kdyyf>

Spain and Shanghai partner on decarbonization initiatives

► The Port of Barcelona and the Port of Shanghai signed an agreement to explore opportunities for collaboration in innovative projects.

WMU explores ports' energy transition frameworks

► The World Maritime University has published a report exploring ports' energy transition frameworks, highlighting that collaboration is of key importance, and can enable partnerships between the private and public sectors to combine resources and expertise. In addition, the following should be taken into consideration:

- Measures such as tax breaks, subsidies, and financial support can incentivize the adoption of environmentally friendly practices.
- Investment in technology and infrastructure is essential to reduce emissions in port operations. The development of comprehensive decarbonization strategies that encompass both the private and public sectors is crucial for a cohesive and effective approach, in addition to local, regional, and global cooperation.
- Research and development initiatives are vital and should be accompanied by training programmes.
- Stricter regulations, effective monitoring systems, voluntary agreements, and cooperation are vital to enable the transition towards cleaner ports.
- Market-based measures and investments in green finance offer benefits by incentivizing emissions reduction.

DNV: Key considerations for onboard carbon capture



► According to a recent white paper by DNV, onboard carbon capture systems will depend on a developed infrastructure for wider carbon capture, utilisation, and storage (CCUS); as such capture will be the starting point of a long logistics chain. The captured carbon can be in various states, depending on the capture method: compressed gas, liquid, or solid (bonded in a mineral). The uptake of onboard carbon capture technologies will need to be linked to the development of the wider CCUS value chain. Large onshore CO₂ emitters, such as industries that consume fossil energy or produce CO₂ as a by-product of their production processes (e.g., steel, cement, and fertilizers), drive the need for developing this logistics chain, as the volume from single onshore emitters is much larger than from an individual ship. Successful downstream integration of onboard captured carbon in the CCUS value chain depends on the ability to offload the CO₂ at convenient locations and then connect to carbon storage or utilization locations, DNV notes.

■ In Brief

World's first ammonia-powered bulk carrier moves on

Nantong CIMC Sinopacific Offshore & Engineering Co., Ltd. (CIMC SOE) recently secured an order for liquefied ammonia fuel tanks for the world's first ammonia-powered bulk carrier.

Russian oil tanker braves arctic route amid thick sea ice

Carrying a maximum of 38,000 tons of oil, the 245-meter-long tanker Shturman Skuratov undertook the inaugural transit shipment of the year along the Northern Sea Route.

NGO expresses concern over HFO ban in the Arctic

On July 1st, a ban on heavy fuel oil (HFO) in Arctic shipping was implemented by the IMO, however some NGOs such as the Clean Arctic Alliance express skepticism over its effectiveness.

<https://tinyurl.com/5drsn76c>

MOL joins Smart Freight Center to reduce emissions

Mitsui O.S.K. Lines, Ltd. (MOL) became a member of the Smart Freight Centre (SFC), an international non-profit organization dedicated to reducing GHG emissions from freight transportation.

UK's Environmental Audit Committee supports carbon levy

UK's Environmental Audit Committee launched an inquiry into efforts to decarbonise civil aviation and shipping, two of the UK's hardest to abate industries.

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DECARBONIZATION FOOTPATH: WE NEED TO BE REALISTIC

During the 2024 GREEN4SEA Athens Forum, John N. Cotzias delivered a focus presentation, advocating for reducing emissions in a practical and realistic way.



John N. Cotzias
Projects & Finance,
Xclusiv Shipbrokers

We've heard a lot about decarbonization, the path to 2030 as a first milestone, and then to 2050. Many point fingers at shipping, which, based on simple calculations, is responsible for 2.24% of the world's CO₂ emissions. This 2.24% is a percentage of a percentage: transportation as an industry, accounts for 16% of global greenhouse gas (GHG) emissions, and maritime contributes 14% of that.

Looking at how CO₂ emissions are divided within maritime shipping, the majority comes from container ships, followed by bulkers, which are the most common, and lastly, tankers. This highlights the need to address environmental concerns. While I'm not dismissing the importance of reducing emissions, there are practical ways to achieve this, which I will explain from a commercial, shipbroker's point of view and not a technical perspective.

Shift in buyer priorities

In the past, potential buyers focused on the ship's particulars, such

as speed and consumption. Now, the first question is about the ship's emission ratings. This shift signifies a new trend in sales and purchases and in the broking profession.

Nonetheless, complying with the Energy Efficiency Existing Ship Index (EEXI) and Carbon Intensity Indicator (CII) standards presents complex challenges. CII, imposed on almost all ships, is poorly designed and needs recalibration in order to become a considerable value metric.

Moreover, an analysis by ABS, using EU-MRV 2019 data, indicates that a significant portion of ships, such as 92% of container ships and 60% of LNG carriers, need modifications to enhance their energy efficiency ratings. Fortunately, there are several practical and doable solutions, like hull paints, energy saving devices and automations, that help improve ratings.

Financial constraints

However, financing these solutions is a significant constraint, especially for small to medium-sized companies,

which form the backbone of Greek shipping. Financing is linked to ESG scores, limiting access for companies with lower ratings.

Surprisingly, few ships today have adopted alternative fuels. Even container ships, which are heavy burners, travel at more than twenty knots and exceed consumption by more than 150 tons, a day. A modern container ship using even the well-known conventional fuel technology of today could see significant reductions in fuel consumption and subsequently emissions.

Alas, only 16.8% of new builds are alternative-fuel capable. This percentage refers to vessels that can use alternative fuels, not those that are truly alternative fuel ready. These so-called "alternative fuel ready" ships are often marketed as such, but they lack the necessary onboard infrastructure to start using alternative fuels immediately.

The aging fleet problem

Furthermore, the aging fleet presents another challenge. Currently, 77% of the world fleet is older than 10 years. In 2030, about 69% of the bulker fleet, 86% of the general cargo fleet, 76% of the tanker fleet, 72% of the container fleet, and 61% of the gas carrier fleet will be older than 16 years, with insufficient shipbuilding capacity, time, and finance to replace them, even if the industry had agreed and settled on its fuel of choice.

Taking methanol with a pinch of salt

Methanol as an alternative fuel is an attractive choice. It produces less CO₂ (7%) and lower SO_x (99%) and NO_x (60%) than fuel oil burning. Furthermore, it is easy to develop the necessary infrastructure, both onshore and onboard, to aid in its use. However, methanol requires a significant investment.

Understanding the key characteristics of methanol as a fuel is essential

for evaluating its viability in maritime operations. Due to its lower calorific output, ships need double the quantity of methanol to produce the same energy as conventional fuel. Currently, the price per ton of gray methanol is comparable to heavy fuel oil (HFO). Based on this, we estimate that a methanol-fueled vessel will have double the daily bunkering costs compared to one using fuel oil.

Nevertheless, charterers are unlikely to pay a premium for a greener ship when its bunkering costs are significantly higher—potentially double or even four times the usual expense. This raises the question of whether the additional \$8 million investment in CAPEX for methanol capability can be regained.

In addition, looking ahead to 2030 and beyond, the transition from gray methanol to biomethanol or carbon-recycled e-methanol will be necessary. The cost of producing these greener alternatives is currently estimated to be double that of gray methanol, which inevitably will bear more than 3 or 4 times the daily bunkering bill compared to IFO fueled vessel.

The economics of green investments

While the desire for a return on investment drives the shift to green fuel, higher operational costs in this scenario could deter such transitions. These facts raise the following questions that the industry will have to face:

- If a green investment is much more expensive to invest in and, above all, to run, will this more expensive business attract a charter premium or obtain a discount?
- Also, are the green hype and green benefits (like ETS credits for example) enough to offset the higher Capex and Opex?

The economics of alternative fuels: Key considerations

For any new fuel, the requirements

to use that fuel are:

1. A new dual fueled ship (Newbuild)
2. New fuel production (could be using energy source(s) also to be produced)
3. New fuel storage and transportation
4. New fuel bunkering
5. Capital and infrastructure

We need capital, infrastructure, and accurate carbon footprint calculations to enable all transitions. If multiple fuels are involved, these needs multiply.

Benefits of automation

Furthermore, automation and autonomous navigation systems have reportedly brought about a 15% reduction in fuel consumption and a 10% reduction in carbon emissions. If these advancements prove accurate, they also represent the need for further R&D, possibly through retrofitting existing ships with these technologies.

Integrating advancements

Overall, new ship designs and technological innovations can significantly reduce fuel consumption. Modern ship designs focus on hydrodynamic optimization, featuring sleek hulls and better weight distribution to minimize resistance, while cutting-edge engine technologies enable more efficient fuel combustion and lower emissions.

Additionally, automation and autonomous navigation systems optimize route planning and sailing patterns using real-time data to further reduce fuel usage and carbon emissions. Focusing on today's pragmatic and sustainable technologies and how to optimize them through research and development is fundamental.




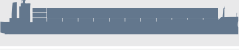


Explore more at

<https://youtu.be/8YL65UMQiqo>

RISK4SEA 2024 1st Half (Jan-Jun) - Global PSC Detentions

Key Figures		Global KPIs	
PSC Inspections (PSCIs)	36,276	Deficiency per Inspection (DPI)	2.15
Detentions	1,114	Detention Rate (DER)	3.07%
Deficiencies @ detentions	14,437	Clean Inspection Rate (CIR)	50.17%
Detainable Deficiencies	6,082	Deficient Inspections Rate (DIR)	49.83%
Total Deficiencies	77,994	Five Deficiencies Rate (FDR)	11.53%
Detainable Deficiencies share	7.8%	Deficiencies per detention (DPD)	12.96

Most Common Detainable deficiency (CY2024 – H1)

Segment	Inspections	Detentions	Most common detainable deficiency	Deficiency Area
Bulk Carrier 	12,961	360	11101-Lifeboats	Life Saving Appliances
Tanker 	5,888	150	11101-Lifeboats	Life Saving Appliances
General Cargo 	7,275		07106 - Fire detection and alarm system	Fire Safety
Container 	5,422	86	03108 - Ventilators, air pipes, casings	Water/Weathertight Conditions
LPG 	695	28	12107-Fire protection cargo deck area	Dangerous Goods
LNG 	241	1	04114-Emergency generator	Emergency Systems
Other	3,794	81	11101-Lifeboats	Life Saving Appliances

Remarks: The most common detainable deficiency for all fleet segments is the code 15150 – ISM, however, this code is marked additionally to all other detainable codes in order to declare failure of ISM implementation



Interested in in-depth PSC KPIs?

▶▶▶▶▶▶▶▶▶▶ Explore more: <https://risk4sea.com/insights>



Ports with most PSCs per Fleet Segment (CY2024 – H1)

Segment	Port	Country	PSCs (All Segments)	Segment PSCs	Global KPIs		Port KPIs	
					DPI	DER	DPI	DER
Handysize (<35k DWT)	Novorossiysk	Russia	736	105	2.96	3.83%	6.47	2.83%
Handymax (35-50k DWT)	San Lorenzo	Argentina	260	41	1.28	1.99%	0.29	0%
Supramax (50-67k DWT)	Tianjin	China	553	158	1.68	1.98%	3.20	4.43%
Panamax (67-100k DWT)	Guangzhou	China	364	128	1.62	2.44%	2.61	3.13%
Cape (>100k DWT)	Port Hedland, WA	Australia	200	134	1.36	2.12%	0.93	0.75%
General Cargo	Izmail	Ukraine	358	276	3.79	6.42%	1.07	0%
Small Product (<25K DWT)	Singapore	Singapore	766	115	1.71	2.68%	3.44	13.04%
MR1/MR2 (25 to 60K DWT)	Novorossiysk	Russia	736	118	1.74	3.23%	3.73	5.08%
LR1/LR2 (60-125K DWT)	Singapore	Singapore	766	55	1.98	5.18%	2.91	16.34%
Suezmax (125-200K DWT)	Novorossiysk	Russia	736	57	1.25	1.60%	0.77	0%
VLCC (> 200K DWT)	Corpus Cristi, Texas	USA	101	44	0.80	1.36%	0.48	0%
LNG/Gas Carriers	Port Arthur, Texas	USA	106	29	0.52	0.85%	0.17	0%
LPG carrier	Houston, Texas	USA	257	62	0.89	1.94%	0.06	0%
CN-Feeders (< 10K DWT)	Novorossiysk	Russia	736	32	3.84	5.35%	9.44	9.38%
CN-Large (10-90K DWT)	Shanghai	China	680	201	1.63	3.15%	2.82	11.94%
CN-Ultra Large (> 90K DWT)	Shanghai	China	680	142	1.02	0.93%	2.04	0%

KPIs reflect the Deficiency per Inspection (DPI) and Detention Rate (DER) for the specific Segment

PSC Alert *!!!* BREAKING NEWS

85% of Ships detained
 have **NO other detention**
 within the last **36 months**

6,000 Ships
 detained every
36 months

Conclusion

The majority of ships detained
 are **NOT** substandard
 but **UNPREPARED**

Client List ▼



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RISK4SEA is a SaaS PSC Intelligence platform illuminating PSC performance to Prepare/Assess PSC inspections, Benchmark against competition and Automate PSC functions & alerts to eliminate detentions and minimize OPEX.

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REGISTER



Do you think green hydrogen will save you? THINK AGAIN!



Panos Zachariadis
Technical Director,
Atlantic Bulk Carriers
Management Ltd.

During the 2024 GREEN4SEA Athens Forum, Panos Zachariadis focused on challenging the common perceptions and misconceptions surrounding the role of green hydrogen in decarbonizing the shipping industry.

In the context of addressing climate change, comprehending the intricacies and ramifications of various energy sources emerges as crucial. Alas, delving into alternative fuels, particularly hydrogen, reveals a range of complexities, spanning production methods, environmental impacts, and economic factors.

LNG: Key considerations

Starting with LNG, it is widely known by now that natural gas, when emitted unburned into the atmosphere, is 86 times worse than CO₂ due to methane's potency as a greenhouse gas.

In the last 300 years, atmospheric CO₂ increased by 50%, whereas methane increased by 250%. This means methane increases in the atmosphere five times faster than CO₂ and does 86 times the damage over a 20-year period.

Alternative fuels: Are they really green?

The focus is now shifted to alternative fuels, starting with gray hydrogen. It is called gray hydrogen because it comes from natural gas, which accounts for 70% of the hydrogen produced today. About 27% of hydrogen is produced from coal, and only 3% from electrolysis, with just 1% being green hydrogen.

This means only 1% of electrolysis-produced hydrogen uses renewable electricity and thus is green. Producing hydrogen via electrolysis requires substantial electricity—55 kilowatt hours for every kilogram of hydrogen produced. If this electricity comes from a typical city grid, it emits 49 kg of CO₂ for every kilogram of hydrogen produced.

Ammonia, derived from gray hydrogen, is called gray ammonia. To produce

ammonia, nitrogen is added to hydrogen. This nitrogen is obtained by oxidizing the air—essentially burning the oxygen in the air to isolate nitrogen. Once the nitrogen is isolated, it is added to hydrogen to produce ammonia.

Methanol production also largely relies on natural gas, emitting 12 kg of CO₂ per kilogram of methanol produced.

The many shapes and forms of hydrogen

Currently, global hydrogen production is 87 million tons per year, which is relatively low. As most of this hydrogen comes from natural gas, resulting in annual CO₂ emissions of 830 million tons—ironically, it reaches the same amount emitted by the shipping industry per year, when burning 250 million tons of fossil fuels.

The environmental impact of hydrogen production varies significantly depending on its source:

- Brown hydrogen, derived from coal.
- Gray hydrogen, sourced from natural gas.
- Blue hydrogen, a term applied when the CO₂ produced from natural gas is captured and stored.
- Green hydrogen, produced through renewable energy electrolysis.
- Pink hydrogen, generated using nuclear power.
- Yellow hydrogen, harnessed from solar power.

Economic considerations for alternative fuels: Bunkering infrastructure

Furthermore, transitioning to green hydrogen or ammonia would require replacing existing bunkering infrastructure at a total cost of \$9.5 trillion, significantly more than the current infrastructure cost of \$2.5 trillion. To put this into perspective, all the ships in the world are valued at \$1.5 trillion.

The only fuel that can utilize existing infrastructure is methanol, which can even be retrofitted to burn

in current engines. However, green methanol production involves green hydrogen combined with CO₂, a costly and complex process, making it more expensive than ammonia.

Can green hydrogen and the green fuels produced from it (green ammonia, green methanol) save us?

Here's the breaking news: hydrogen, whether green or not, is a powerful, indirect greenhouse gas.

Studies before 2020 estimated hydrogen to be 10-12 times worse than CO₂, but recent studies suggest it is 60-200 times worse. Hydrogen works in three ways to superheat the atmosphere:

#1 When hydrogen escapes into the atmosphere unburned

When hydrogen escapes into the atmosphere unburned, it binds with hydroxyl free radicals, preventing methane from binding with these same radicals, thus methane remains potent in the atmosphere longer. As time passes, the potency of methane decreases. The first five years it's 120 times worse than CO₂. In a hundred years it will be 28-30 times worse, because methane binds with hydroxyl and it's not methane anymore.

#2 Through ozone production

Additionally, hydrogen reactions produce ozone in the troposphere and water vapor in the stratosphere, both of which are greenhouse gases. A recent study published in the high-impact journal "Atmospheric Chemistry and Physics" reports that hydrogen's indirect warming potency per unit mass is around 200 times that of CO₂.

#3 Through massive leakage and energy loss

Considering hydrogen is the smallest molecule in the universe (eight times smaller than methane), it leaks easily during electrolysis, compres-

sion, storage, and so on. It even slips through the steel walls of containers and pipes. Estimates of hydrogen leakage vary, but some experts suggest it could be as high as 20%. Current hydrogen production is 87 million tons per year, but transitioning to a hydrogen economy could require up to 2 billion tons annually by 2050. Assuming only a 10% leakage rate, this would result in a 0.4°C temperature increase instead of a decrease.

The realistic path to decarbonization

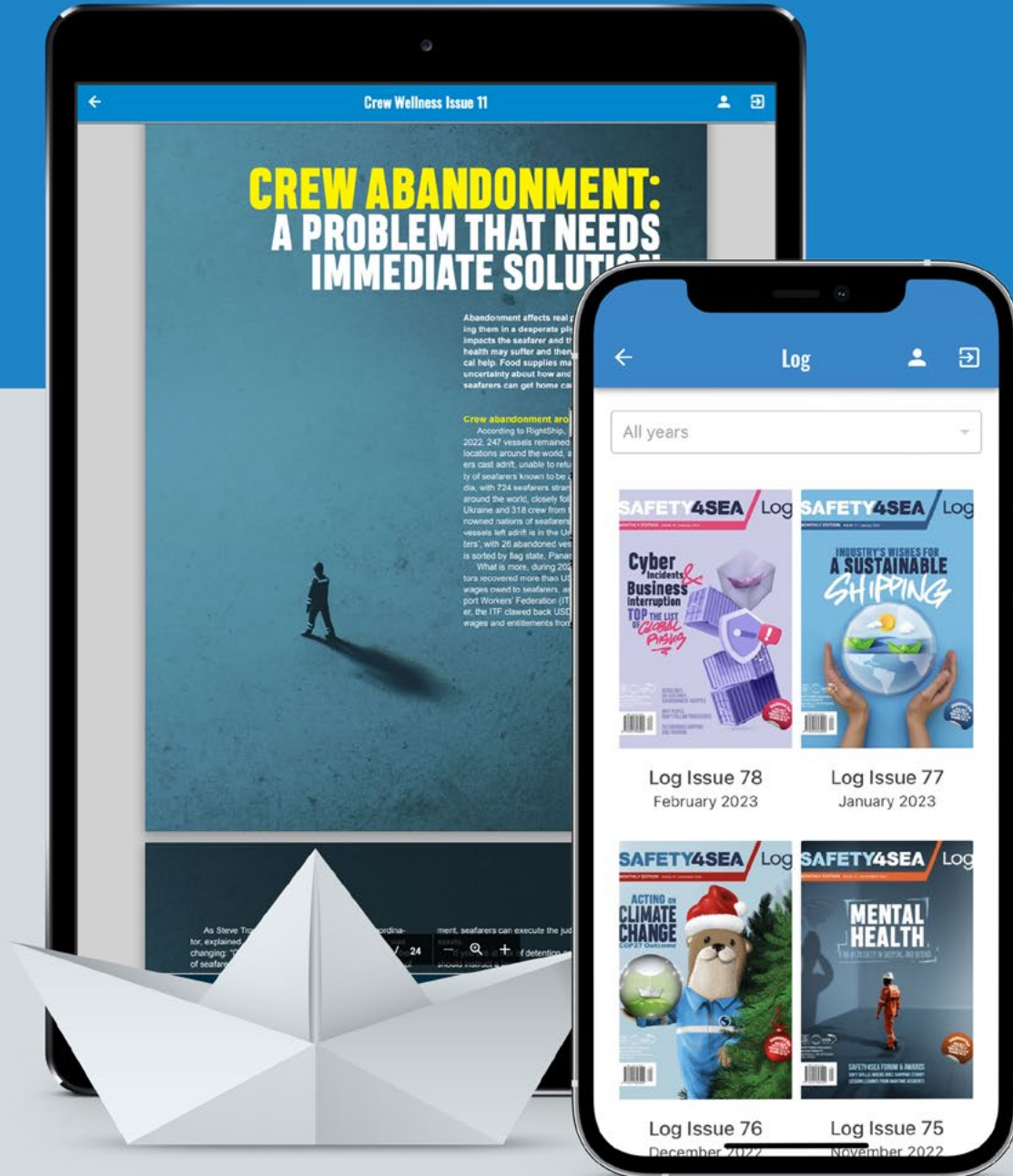
In conclusion, we are proceeding on the wrong path at a tremendous cost to society. While addressing global warming is essential, pretending that the chosen solution current solutions are better is, in my view, criminal for both the environment and the global economy. To truly decarbonize, we need new technologies, such as fourth-generation nuclear power and advanced batteries with large storage capacities.

Explore more at <https://tinyurl.com/25mpjzhd>

“Transitioning to green hydrogen or ammonia would require replacing existing bunkering infrastructure at a total cost of \$9.5 trillion”

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CREW WELFARE

WEEK

ALL WELLNESS DIMENSIONS ARE EQUALLY IMPORTANT TO SEAFARERS' OVERALL WELLBEING

The Crew Welfare Week took place from 25 to 22 June 2024, focusing on how to discuss and embrace the role of the seafarers in shipping.

The event was organized by SAFETY4SEA having American Club and SQE MARINE as lead sponsors. Other event sponsors were: Arcadia Shipmanagement Co. Ltd., Blue Planet Shipping Ltd., Capital-Executive Ship Management Corp., Capital Gas Ship Management Corp., Capital Ship Management Corp., Columbia Ship Management, Döhle Seafront Crewing (Manila) Inc., Eastern Mediterranean Maritime Limited (EASTMED), EURONAV, Latsco Shipping Limited, NorthStandard, RISK4SEA, SEAFit, UK P&I Club, and V.Group.

The event was supported by the following organizations: European Transport Workers Federation (ETF), Institute of Marine Engineering, Science and Technology (IMARSEST), International Maritime Employers' Council (IMEC), InterManager, Maritime Academy of Asia and the Pacific (MAAP), The Maritime League, The Nautical Institute, Philippine Association of Extension Program Implementers, Inc. (PAEPI), Seafarers Hospital Society (SHS), and Singapore Maritime Academy (SMA).

Opening the event, Apo Belokas, SAFETY4SEA, thanked all speakers, sponsors and attendees for supporting the event and joining the discussion on crew welfare. The event started with a key video message from Arsenio Dominguez, Secretary-General, IMO, who pointed out that "without seafarers there would be no shipping, no shopping and no supply chain". Then, Vadm. Eduardo Ma R. Santos, Maritime Academy of Asia and the Pacific (MAAP), highlighted that seafarers move the world but there are challenges that impact their mental and physical wellbeing.

Session #1: Ship Managers Session – Panel Discussion

Ship managers and operators should strive to focus on initiatives that support both the physical and mental well-being of their crew members onboard, thus ensuring a holistic approach. In the first panel, moderated by Namrata Nadkarni, Intent Communications Ltd, the following ship managers shared their perspectives on crew welfare: Capt. Faouzi Fradi, Crewing and Training, Columbia Shipmanagement Ltd.; Priyanka Gupta, Anglo-Eastern Ship Management (India) Pvt Ltd; Dimitris Patrikios, V. Ships Greece Ltd.; and Sivanand Ray, Pacific Basin Shipping (HK) Limited.

Session #2: Human Sustainability in Shipping

Danielle Centeno, The American Club, highlighted the importance of proper leadership and mentorship programs to ensure seafarers receive appropriate treatment and education. Isabelle Rickmers, TURTLE GmbH, explained that human sustainability is both a social responsibility and a catalyst for innovation in the maritime industry. Giovanni Tuapin, Hartman Crew Philippines, Inc., discussed the pivotal role seafarers play in championing human sustainability within the maritime industry.

Session #3: Crew Welfare – Panel Discussion

Crew welfare encompasses all aspects of ensuring the health, safety, and overall well-being of crew members working aboard ships. This includes providing adequate living conditions, promoting physical and mental health initiatives, ensuring fair employment practices, and offering access to essential amenities and support services while at sea. The panel, moderated by Capt. Hari Subramaniam, The Shipowners' Club, involved the following participants in the dis-

ussions around crew welfare: **Erik Green**, Green-Jakobsen; **Capt. Konstantinos G. Karavasilis**, UK P&I Club; **Kostas Katsoulis**, NorthStandard; **Nikolaos Koletsis**, European Transport Workers' Federation; **Isabelle Rickmers**, TURTLE GmbH.

Session #4: Crew Welfare

Erik Green, Green-Jakobsen, delivered insights on the importance of psychological safety from a human performance perspective during his presentation. **Nikolaos Koletsis**, European Transport Workers' Federation, addressed the critical issue of hours of rest and work as well as seafarers' fatigue during his presentation.

Session #5: Industry Stakeholders – Panel Discussion

Exchanging ideas and resources to foster better collaboration among stakeholders is a crucial aspect for the wide implementation of welfare initiatives and for the general improvement of various aspects of the maritime industry. The panel discussion, moderated by **Carleen Lyden Walker**, Morgan Marketing & Communications involved the following participants: **Jeffrey Parfitt**, The Nautical Institute; **George Pitaoulis**, Nakilat; **Bingbing Song**, IMO; **Giovanni Tuapin**, Hartman Crew Philippines, Inc.

Session #6: Physical Wellness

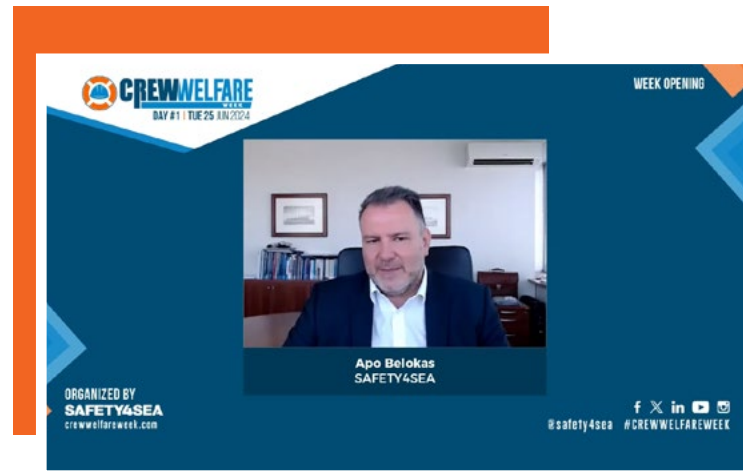
Dr. Christian Lubaton, Nordic Medical Clinic, offered his valuable insight on crew welfare, especially surrounding maintaining good physical health onboard. **Capt. VS Parani**, Tufton Asset Management, explained why yoga can be extremely beneficial for seafarers to boost both their physical and mental wellbeing.

Session #7: Physical Wellness – Panel Discussion

The panel discussion, moderated by **Sandra Psychogiou**, SAFETY4SEA, offered valuable insight to viewers regarding the current challenges regarding seafarers' physical health and ways that they can be overcome. There to offer their expertise were: **Elisabeth Calbari**, Self Balance; **Dr. Christian Lubaton**, Nordic Medical Clinic; **Dr. William Moore**, The American Club; **Capt. VS Parani**, Tufton Asset Management Ltd.

Session #8: Mental Wellness

Dr. Pennie Blackburn, Waypoint Maritime CiC, delivered a compelling presentation on the significant impact of stress on seafarers' welfare. **Christopher L. Hall**, The American Club, pointed out the many reasons why psychological safety is paramount in enhancing team performance and wellbeing onboard. **Alexandra Kaloulis**, I.M.E.Q. Center, presented findings from The WELL-BEING FOOTPRINT survey, which engaged seafarers across different vessel types. **Dr. Michela**



Terrei, I.M.A. Assessment and Training Center, Inc., gave an interesting presentation on the impact that stress has on career sustainability and crew wellbeing.

Session #9: Mental Wellness – Panel Discussion

The maritime industry is progressively making a turn in addressing mental wellness as a fundamental factor for a happy and safe crew. The panel discussion, moderated by **Capt. VS Parani**, Tufton Asset Management Ltd, shed further light on this subject, with the following professionals sharing their opinion on the matter: **Dr. Pennie Blackburn**, Waypoint Maritime CiC; **Caroline Jupe**, International Maritime Rescue Federation; **Alexandra Kaloulis**, I.M.E.Q. Center; **Güven Kale**, Mental Health Support Solutions.

Session #10: Seafarer Health – Panel Discussion

In a panel discussion moderated by **Capt. Yves Vandenberg**, NorthStandard, the following experts gave their insights on what can be done to promote the health of the crew: **Marinos Kokkinis**, OneCare Group; **Crystal Lasley**, AP Companies; **Marios Minou**, Latsco Marine Management Inc; **Adam Parnell**, CHIRP; **Ronald Spithout**, VIKAND; **Sandra Welch**, Seafarers Hospital Society.

Session #11: Soft Skills

Dr. Angelica Baylon, Maritime Academy of Asia and the Pacific (MAAP), spoke on the importance of cultivating soft skills such as effective communication and stress management in the maritime industry significantly enhances crew welfare.

CREWWELFARE WEEK
DAY #2 | WED 26 JUN 2024

SESSION #7
Physical Wellness – Panel Discussion

Participants:

- Elisabeth Calbari, Self Balance
- Dr. Christian Lubaton, Nordic Medical Clinic
- Dr. William Moore, The American Club
- Capt. VS Parani, Tufton Asset Management Ltd
- Sandra Psychogiou, SAFETY4SEA

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f X in YouTube Instagram @safety4sea #CREWWELFAREWEEK

Session #12: Soft Skills – Panel Discussion

Investing in soft skills training is crucial for cultivating a skilled and resilient maritime workforce capable of meeting the industry's complex demands and challenges. In a panel discussion, moderated by **Capt. Andre L. LeGoubin**, The Nautical Institute, the following experts elaborated on the importance of soft skills development: **Dr. Angelica Baylon**, MAAP; **Panagiotis Kourkoumelis**, Kyklades Maritime Corporation; **Adam Lewis**, Zodiac Maritime Limited; **Capt. Nicolo S. Terrei**, Augustea Ship Manning Phils. Inc.

Session #13: Focus Presentations

Jeffrey Parfitt, The Nautical Institute, supported in his presentation that comprehensive training programs are essential to equip maritime crews with the knowledge and skills necessary to handle and manage these fuels safely, minimize risks, and ensure operational efficiency. **Capt. Mohd Salleh**, Singapore Maritime Academy (SMA) delivered an insightful presentation the upcoming review of the STCW Convention and Code.

Session #14: Women at sea – Panel Discussion

In this panel, moderated by **Nicola Good**, Lloyd's Register, the following maritime professionals shared their views on how the maritime industry can achieve a more diverse crew: **Alison Cusack**, Cusack and Co; **Sanjam Gupta**, Maritime SheEO; **Holli B. Packer**, BLANKROME; **Sue Terpilowski**, Women in Transport;

Concluding the event, **Apo Belokas**, SAFETY4SEA, said that *"The message of the event is loud and clear; we need to continue making progress on crew welfare, considering all dimensions of wellness and providing the best initiatives and conditions that will make their work and life on-board a positive experience, despite all challenges."*

CREWWELFARE WEEK
DAY #1 | TUE 25 JUN 2024

SESSION #3
Crew Welfare – Panel Discussion

Participants:

- Erik Green, Green-Jakobsen
- Capt. Konstantinos C. Karavasilis, UK P&I Club
- Kostas Katsoulieris, NorthStandard
- Nikolaos Koletsis, European Transport Workers' Federation
- Isabelle Rickmers, TURTLE GmbH
- Capt. Hari Subramaniam, The Shipowners' Club

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CREWWELFARE AWARDS

2024
SERVICE
PROVIDER
AWARD



2024
NON-PROFIT
ORGANISATION
AWARD



2024
CREW
MANAGER
AWARD



2024
DIVERSITY &
INCLUSION
AWARD



2024
TANKER
OPERATOR
AWARD



2024
PERSONALITY
AWARD

SANDRA
WELCH



2024
LEADERSHIP
AWARD

ANDREW
WRIGHT



2024
DRY BULK
OPERATOR
AWARD



Pacific Basin



Congratulations
to all winners!

crewwelfareweek.com/awards

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CELEBRATING INDUSTRY'S OUTSTANDING PRACTICES

The recipients of the 2024 Crew Welfare Awards, organized by SAFETY4SEA, were announced on Tuesday, June 25th, celebrating industry's outstanding practices in favor of crew welfare and wellbeing.

These awards shed light on successful initiatives, inspiring maritime stakeholders to learn from others' achievements as they work to improve crew welfare. This year's award ceremony coincided with the IMO International Day of the Seafarer; a special day dedicated to our seafarers celebrated every year on June 25th. In that regard, Apo Belokas, Managing Editor, SAFETY4SEA commented: "Let's take this opportunity to express our gratitude to all the wonderful people working onboard and ashore who form the heart of shipping. Here at SAFETY4SEA, we applaud their work and, through several initiatives, strive to make our seafarers feel valued. The Crew Welfare Awards honor best practices that can set the example for a more attractive, inclusive, and sustainable shipping industry!"

The recipients of the 2024 Crew Welfare Virtual Awards are:

Anglo-Eastern Ship Management received the **2024 Crew Welfare Tanker Operator Award** for establishing a human performance strategy that spans the entire talent development cycle from recruitment and training to welfare and advancement and has contributed to a high retention rate of over 95%. Other short-listed nominees of this category were: Arcadia Shipmanagement, TORM, V.Group and Wallem Group.

Pacific Basin Shipping Limited received the **2024 Crew Welfare Dry Bulk Operator Award** for recognizing

the great value of having a diverse staff of different ages, cultures, and backgrounds. The company is investing in the development of a growing number of female seafarers on its ships, currently employing 52 female seafarers on its owned ships, including 16 officers. Other short-listed nominees of this category were: Alpha Bulkers Shipmanagement Inc, Anglo American Shipping Pte Ltd, Berge Bulk, Fleet Management Limited and OSM Thome.

MAGSAYSAY received the **2024 Crew Welfare Crew Manager Award** for its 'We Care' program, which supports Filipino seafarers and their families by promoting crew welfare initiatives, providing training and skills development, and offering support at every stage of their career journey, thereby enhancing their wellness and financial management. Other short-listed nominees of this category were: Danica Crewing Specialists, Elvictor Group, Senator Crewing (Manila), Inc and V.Ships.

OneCare Group received the **2024 Crew Welfare Service Provider Award** for offering 24/7 direct access to medical expertise and mental health support to seafarers through its digital platform and support helpline which is manned by qualified physicians and clinical psychologists. The company has also started to offer mental health ship visits through its partnership with MHSS. Other short-listed nominees of this category were: AP Companies, Baze Technology, IMEQ Center, RightShip and VIKAND.

International Maritime Rescue Federation (IMRF) received the **2024 Crew Welfare Non-Profit Organization Award** for its '#SARyouOK?' Initiative which aims to increase awareness and break down the stigma attached to mental health and well-being issues of SAR personnel globally. The initiative recognizes the unique psychological challenges faced by SAR personnel. Other short-listed nominees of this category were: InterManager, Maritime Just Transition Task Force, Seafarers Hospital Society, Swedish Maritime Administration and Waypoint Maritime CiC.

Columbia Group received the **2024 Crew Welfare Diversity & Inclusion Award** for its 'Female Cadet Mentoring Programme' which is a mentorship programme targeting female cadets specifically in a bid to promote and encourage a more diverse industry. This programme aims to attract more women onboard vessels as well as helping to sustain their presence within the industry further than cadetship. Other short-listed nominees of this category were: Ardmore Shipping, Diversity Study Group, Wallem Group and Women In Transport.

Sandra Welch, CEO, Seafarers Hospital Society, re-

ceived the **2024 Crew Welfare Personality Award** for her valuable contribution to crew welfare. She is accountable for the creation and development of crew welfare and wellbeing programs, community development projects, as well as the development of Key Performance Indicators (KPIs). Sandra is a dedicated advocate for a Culture of Care for seafarers and their families, highlighting it as a top priority on the industry's crew welfare agenda.

Andrew Wright, Secretary General, The Mission to Seafarers, received the **2024 Crew Welfare Leadership Award** for his dedication and commitment to the cause of seafarer welfare through his leadership of The Mission to Seafarers. The organization has a presence in over 200 ports across more than 50 countries, with over 70 frontline staff, around 100 chaplains, and a global network of volunteers, including those who help run the Mission's Seafarers Centres.

Explore more at <https://crewwelfareweek.com/awards/>

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VESON NAUTICAL:

AS THE INDUSTRY LOOKS AHEAD,

WE NEED DATA IN CONTEXT TO AUGMENT

HUMAN DECISION-MAKING



Veson Nautical's Chief Commercial Officer, Russ Hubbard, highlighted that to effectively take advantage of new technology and transparency in the maritime industry, we must find ways to transform raw data into information.

SAFETY4SEA: How can data and real-time information dramatically improve ship operations?

Russ Hubbard: We've seen some pretty material changes over the past two to three years with regard to how charterers and operators are using data to make more informed decisions. In the past, you had a voyage estimator to get the distance from point A to point B. Now you factor in variables like currents, weather patterns, and port congestion. Data is already changing how people operate, and I see an unabated increase in the volume of data available to market participants. The challenge will be how to turn that data into information and how to sift through the exponentially increasing volumes of data to find the exact data you need relative to the decision you're making. That's

where new technologies like machine learning and AI can come in.

S4S: Have you identified any alarming trends/ key areas that the maritime industry needs to shed its focus on?

R.H.: Decarbonization is a huge challenge to tackle, and I think it will be a decades-long effort requiring substantial investment. One area I'm cautious of getting caught up in is trends that address environmental symptoms instead of root causes. There's new technology for scrubbing vessels and changing how we dispose of carbon, for example. These are good intermediary steps, but we can't lose sight of the need to balance short-term wins with long-term gains. People are not just scrubbing their exhaust anymore; they're filling

it with better fuels that are going to cause less damage. We've really liked seeing the advancements around dual fuels and future fuels, and I think it's a great step forward in the industry's decarbonization efforts.

S4S: Do you believe the industry is moving in the right direction? What do you see as the defining trends driving the maritime market in the next five years?

R.H.: I think we're moving in a positive direction overall. Industry leaders are leaning into what technology can do for them and how it can make their operations and the industry as a whole more efficient and profitable. Moving forward, I think we'll see a bit of a paradigm shift, at least for a lot of Western companies, from letting the market guide our actions to a place of deep collaboration between industry participants. How we share information and some of the historical sources of competitive advantage are going to change. It used to be that your personal network allowed you access to a specific deal. This will always be true in some ways, but there's going to be more and more readily available information that will change how we think about industry dynamics.

S4S: What are the next steps for the maritime industry where the challenges of digitization and decarbonization prevail?

R.H.: We're in a transition period, one that has implications for individual participants and on the overall competitive dynamics across the industry. I think continuing to build on what we're bringing forward in terms of collaboration and making information more readily available will be the next steps for the foreseeable future. Even if you look at making port data more accessible, that can be used to help make decisions to decongest ports, which should allow cargoes to be offloaded more effectively, which should reduce emissions and demurrage. This information-sharing can be beneficial for everyone.

S4S: What role do you see enhanced digitalization and the introduction of Big Data, Machine Learning and AI playing in the maritime sector?

R.H.: While the industry was a little slow to lean in, I think we're accelerating now and seeing how these technologies can yield actual benefits. Typically, the journey from machine learning to AI is cumbersome, but I think the way it's playing out in the maritime industry is through structured versus unstructured data. There has historically been a lot of unstructured data in shipping, but we're crossing that threshold where the chasm between structured and unstructured isn't as large as it used to be. That's one area where I believe our team at Veson is really leading the way.

S4S: Is there a need to train the wider workforce on the use of data and analytics? What is your feedback from your clients?

R.H.: What's interesting about this question is that I think it extends beyond just maritime. If you look back over the past few years, you see that a lot of companies have entered the business intelligence and analytics space. Many of them were consolidated by larger vendors who can marry small platforms with large data sets. What also seems to be happening with increasing fluidity is the transformation of massive amounts of data into relatively digestible visual formats. The increased prevalence of these interactive, visual interfaces has really changed the game when it comes to what individuals can achieve. I do think there's an opportunity to continue educating industry participants on the importance of data validation. As we continue adapting to evolving environmental and regulatory considerations, data has become more standardized and accessible.

S4S: If you could change one thing in the shipping industry from your perspective, what would it be and why?

R.H.: I think the maritime industry is changing dramatically and for the most part it's been really positive. One area where I think we could get some momentum is in the diversity of the workforce. Shipping has largely been focused on a few key industry players, but as the global economy is changing so is the face of the global workforce. Shipping, like all industries, could benefit from having broader representation from its constituents and employee base as we keep moving forward. There are always going to be new challenges to solve, and we'll all benefit from having more ideas and perspectives at the table.



More readily available information will change how we think about industry dynamics.



TAKE CARE OF YOUR CREW AND THEY WILL TAKE CARE OF YOUR SHIP

During the SAFETY4SEA Limassol Forum, Capt. VS Parani underscored the significance of ensuring ship safety, reliability, and resilience. His presentation centered around the implementation of a holistic crew welfare program, emphasizing a comprehensive approach that goes beyond addressing basic necessities.



Capt. VS Parani
Vice President – Marine,
Tufton Asset Management

Crewing is not just about putting people on board. It also means getting the most out of the people you are putting onboard; that you have engaged crew who are delivering their best for the ship. To have crew that is engaged and enthusiastic about giving their best onboard, ship operators need to invest in welfare.

term that encompasses all the benefits and services that a given company offers its employees – regardless of their regular salary – to appreciate their daily work and take care of their well-being. When it comes to shipping, things have improved a lot during the last few years, however, more actions are needed.

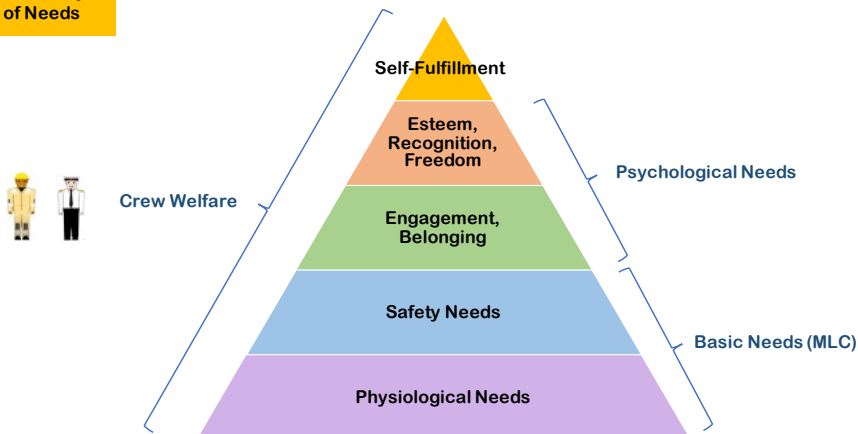
Going beyond compliance

Welfare is a statutory procedure or social effort designed to promote the basic physical and material well-being of people in need. Employee welfare is a

Crew accommodation

You can have cabins and washrooms which tick a box but then do ask your crew if the cabins provide sufficient comfort to get recharged for the next day of work.

MASLOW's
Hierarchy
of Needs



Poor welfare is often tolerated but never rewarded

Often seafarers start their contracts onboard with certain financial targets in mind. Even when faced with poor accommodation or food, they may endure it silently, propelled by the necessity to meet their financial responsibilities. However, a seafarer who is unable to rest or feel positive is not always able to give his best at work. Also, when seafarers perceive a lack of care for their welfare, they may move to other companies when presented with an opportunity to do so.

Nevertheless, according to Maslow's Hierarchy needs, seafarers have both basic and psychological needs, requiring ship operators' awareness to provide all proper conditions to fulfil their needs and ensure their welfare.

Different crews have different needs

At the very minimum, comfortable accommodation, and tasty and nutritious food is required. But seafarers also need a sense of community and empowerment as Maslow's Hierarchy of Needs would also tell us. If seafarers feel that ship owners do not fulfil their various needs, they tend to be less engaged. Less engagement results in lower productivity and lower retention.

In general, when someone shows up at the workplace despite having low motivation, this is called presenteeism – physically present but not necessarily mentally in the zone. This has a negative consequence for the working environment.

Crew engagement is the degree to which the seafarer feels committed to an organization, identifies with an organization, feels satisfied with their job and feels energized at work. According to a survey by the Harvard Business Review, crew engagement can result in 22% higher productivity, 60% increased retention, 45% reduction in incidents and 41% improved quality.

Steps for sustaining and improving engagement

Engagement can vary over time, and the following could be considered:

1. **Basic Needs**, as defined by the Maritime Labour Convention
2. **Physiological Needs** - Psychological and Functional Comfort
3. **Psychological Needs** - Communication, Feedback, Career Development
4. Work Tools and Training
5. **Leadership skills** - Managers account for over 70% of the variance in employee engagement
6. **Listen and communicate** - Effective internal communications can motivate 85% of employees to become more engaged

7. **Reward & accountability** - 69% of employees say they'd work harder if they were better appreciated
8. **Engagement Surveys** - 58% of employees wish their company measured employee engagement more frequently
9. **(Safety) Culture**
10. **Crew Welfare initiatives**

The 'last mile' delivery of welfare programs

Regardless of the number of welfare programs run by a company, without effective leadership, these efforts will fail to serve their intended purpose. Poor leadership and interpersonal conflicts can undo even the best corporate welfare programs. In that regard, I would advise ship operators to view welfare from a holistic perspective and invest in leadership and training.

Internet and mental health

With regards to crew connectivity, the largest number of calls are due to family matters. Data from a mental health hotline have demonstrated that frequent reasons that affect seafarers are: aggression; anxiety & depression (symptoms: insomnia, forgetfulness); bullying and; stress (burnout). Thus, it is vital to ensure seafarers have access to the internet and mental health hotlines for support.

From the leadership point of view today, organizations that do not pay sufficient attention to people and the deep sentiments and relationships connecting them are consistently less successful than those that do.

Call to Action

Finally, I would recommend that crew welfare be addressed through the following five high-level points: implementing a holistic crew welfare program, designating dedicated personnel for crew welfare, measuring crew engagement, maintaining close communication, and fostering leadership skills.

Explore more at <https://tinyurl.com/dshv8kky>

RiSK4SEA

CAN YOU IDENTIFY
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AUTOMATICALLY?

PSC CRITICAL Inspection | Belgium abt 07/06/2024 | DARRIFF

From: PSCAlerts@risk4sea.com

To: ShipMaster@FleetName.com

Cc: HSQE@DOCholder.com ; FleetSup3@DOCholder.com ; Ship.master23@DOCholder.com

 PSC Checklist-DARRIFF-2026_06_07-Belgium
15KB

Dear Captain, Chief Engineer and Team,

Your ship is due to Belgium on abt 07/06/2024 where our **PSC Assessment** indicates that **PSC will board your ship**, and therefore attach a relevant **Focus PSC Preparation checklist**, including **11 priority items** with a total of **22 focus items**, specifically for the port(s) that you will be visiting.

Please review the attached and act accordingly, by making sure all attached items are addressed & **keep our team informed of any assistance** that may be required.

All the best!
The HSQE Team



Automation License will



**PSC Inspection
Guess Rate**



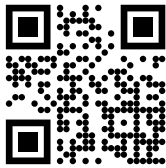
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Checklist
Focus Items**



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Port Findings Coverage

10x Minimize OPEX 

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EMPOWERING WOMEN IN MARITIME: WHY MENTORING CAN BE A KEY SOLUTION

Celebrating the International Day for Women in Maritime, the International Maritime Organization (IMO) hosted a symposium where experts discussed how incorporating women's viewpoints can shape the future of maritime safety. Central to this discussion was the critical role of mentorship and training in elevating women's profiles and ensuring their success in this challenging field.

In a sector historically dominated by men, the maritime industry is gradually recognizing the invaluable contributions and unique perspectives that women bring to the table. Women in the maritime industry face a myriad of challenges that hinder their professional advancement and safety. Basic necessities, such as appropriately sized safety gear and female sanitary products, are often unavailable on-board ships.

Women also encounter significant barriers if they wish to start a family while maintaining their careers at sea. Additionally, the risk of bullying and harassment, coupled with unequal access to on-the-job training, creates a hostile work environment that deters many women from pursuing long-term careers in maritime.

The power of mentorship

Mentorship has emerged as a powerful tool to address these challenges and support women in maritime. Mentoring can offer knowledge to young women on how to develop their career, networking opportunities, personal growth, and real-world practical learning.

During the symposium, IMO Secretary-General Arsenio Dominguez

emphasized the importance of investing in women's education and professional development. By doing so, the industry not only empowers women but also drives innovation and fosters sustainability.

Karin Orsel, Chair of ECSA, highlighted the responsibility of experienced industry professionals to mentor the next generation. She pointed out that mentoring involves providing guidance and support, thereby paving the way for young women to navigate and succeed in the maritime sector.

Success stories and initiatives

The symposium also featured insights from various initiatives aimed at recruiting and retaining women in the maritime workforce. Dorothea Ioannou, CEO of The American Club, SCB Inc., stressed the importance of creating a culture of safety and gender inclusivity on ships. She noted that companies failing to adapt to these cultural shifts risk losing talented professionals, particularly from younger generations.

Carolina Riesco, Maritime Law Advisor and Partner at Goldenberg & Riesco, shared her positive experience with the MAMLA network for women in maritime administration in Latin America. This network provides women with

access to training courses that enhance their educational development and professional visibility. According to Riesco, education and networking are key to empowering women in maritime.

Bridging the gender gap

The IMO has established eight Women in Maritime Associations (WIMAs) across Africa, Arab States, Asia, the Caribbean, Latin America, and the Pacific. These associations, covering 152 countries and territories with 490 members, offer platforms for women to discuss not only gender issues but also technical matters. These networks play a crucial role in bridging institutional barriers and cultural stigmas that women face in the industry.

Elpi Petraki, President of WISTA International, updated IMO Member States on the upcoming 2024 Women In Maritime Survey. The previous survey revealed that women make up only 2% of the seafaring workforce, primarily in the cruise sector. The new survey aims to track progress and identify effective strategies for further improvement.



Basic Info

Name: Mats Nyfors

Position: General Manager of Decarbonization & Co-creation, Wärtsilä

Short Bio

Mats Nyfors has worked in various roles in the maritime sector since 2008 with a keen interest in energy and maritime pollution mitigation. He started his career in 2012 as Project Engineer for a Marine Engineering company, providing consultancy for concept and basic design for ship machinery, auxiliary systems and propulsion systems. He joined Wärtsilä in 2018 as Engineering Manager with integration responsibility of exhaust gas cleaning equipment and retrofit services onboard for a major European container shipping company.

What about your current job/role most excites you and why?

I am enthusiastic to be supporting the shipping industry in its decarbonization efforts, GHG reduction targets, energy-efficient vessel design and switching to sustainable fuels for engines cost-effectively and safely.

What is the best piece of advice you've ever been given and why?

Where there is a will there is a way - because determination, perseverance and creativity are needed to think of what tomorrow requires from us today.

What is the most worthwhile career investment you've ever made?

My education at university, as it provided a good foundation for my later professional roles. Further continuous learning is of course important, and spending time talking to experts in various fields is the best way to keep up to date with the ever-changing maritime landscape.

In the last five years, what new belief, behavior, or habit has most improved your business life?

As a father of two young children, I get to see the optimism and eagerness with which they speak about what we will

do tomorrow, and you can feel the burst of excitement and anticipation. This optimism for the future, along with time management and a positive attitude towards collaboration and sharing of ideas on international discussion platforms, has assisted me in my development.

What would you like to change in the current maritime landscape and your area of expertise specifically and why?

I would start with a decisive international decarbonization policy with clear regulations and timelines for phase out of the fossil fuels. The policy would provide a level playing field for global shipping industry and include the consequences of non-compliance. The policy measures include carbon taxes and emission limit, which would incentivise the adoption of sustainable fuels by ship operators and for fuel producers to ramp up production and being able to deliver the sustainable fuels globally. Further, shipyard capacity would need to be boosted for the thousands of sustainable ships needed.

What is your personal motto?

I find this quote inspirational: "You've got to let go of who you were, to become who you will be".



Basic Info

Name: Martin Penney

Position: CEO, LR OneOcean

Short Bio

Martin was appointed CEO of Lloyd's Register OneOcean in February 2024. He has a 25-year background in digital innovation, spanning the aviation and maritime industries. Educated in engineering at Cambridge, his leadership is aimed at advancing operational efficiency and sustainability. Martin's tenure is marked by a commitment to leveraging technological solutions to meet the evolving needs of clients, positioning LR OneOcean as a pioneer in digital maritime solutions.

How did it come about that you joined shipping industry?

I've been in the shipping industry for the last 14 years, all of which has been on the software and digital side. I came into shipping having spent ten years in the aviation industry, also in software.

What about your current job/role most excites you?

I am most excited by the ability to drive change in the industry and the opportunities to digitalise shipping. I am passionate about digitalisation because that's what I will believe will drive the industry's decarbonisation.

What is the best piece of advice you've ever been given?

To be really, really focused on understanding the customer and driving value for them.

What is the most worthwhile career investment you've ever made?

One thing I've always loved doing – and I've always learnt a lot from it – is talking to people on planes. I've always made a point to invest time in speaking to the person next to me. I've often met interesting people with thought-provoking ideas. I even once got offered a job from the person sitting next to me on an hour and a half flight!

If you could give a piece of advice to your 18-year-old self, what would it be and why?

One thing I've always believed in since the start of my career is wanting to do a job that I enjoy doing, not doing a job for the sake of getting to the next stage in my career – life's too short for that!

What would you like to change in the current maritime landscape and your area of expertise specifically and why?

I think historically maritime software companies have been too focused on trying to sell their new shiny product or service when they really should be focusing on where the true value and return on investment lies for their customers – the shipowners, ship managers and charterers. I'd like to think the companies I've run have been pretty focused on that, originating from my commercial background. The industry needs to be really laser focused on making our customers lives better.

What is your personal motto?

"You can never meet too many people" – You never know what you'll learn or what opportunities you'll create from engaging in open-minded discussions.

APPENDICITIS: SPOTTING THE SIGNS AND SYMPTOMS IS CRUCIAL

A sudden pain that begins on the right side of the lower abdomen can be a sign of appendicitis. Although most often it occurs in people between the ages of 10 and 30, anyone can develop appendicitis at any age. In that regard, people onboard need to be aware of the signs and symptoms as terrible abdominal pain requires immediate medical attention.

Appendicitis is an inflammation of the appendix. The appendix is a finger-shaped pouch that sticks out from the colon on the lower right side of the belly, also called the abdomen. Although the exact cause of appendicitis is not known it is frequently due to a blockage at the entrance of the appendix leading to inflammation and swelling. If the appendix bursts it can lead to life-threatening complications such as Peritonitis.

The West of England P&I Club has noted increasing incidence of cases whereby seafarers who had appendicitis misdiagnosed the symptoms, believing it to be purely abdominal pains.

Symptoms of appendicitis may include:

- Sudden pain that begins on the right side of the lower abdomen
- Sudden pain that begins around the navel and often shifts to the lower right abdomen
- Pain that worsens with coughing, walking or making other jarring movements
- Nausea and vomiting
- Loss of appetite
- Low-grade fever that may rise as the illness worsens
- Constipation or diarrhea
- Abdominal bloating
- Gas

Appendicitis can cause serious complications, such as:

- A burst appendix. A burst appendix, also called ruptured appendix, spreads infection throughout the abdomen, a condition called peritonitis.

Possibly life-threatening, this condition requires immediate surgery to remove the appendix and clean the abdominal cavity.

- A pocket of pus that forms in the abdomen. If your appendix bursts, you may develop a pocket of infection, called an abscess. In most cases, a surgeon drains the abscess by placing a tube through your abdominal wall into the abscess. The tube is left in place for about two weeks, and you're given antibiotics to clear the infection.

Once the infection is clear, you'll have surgery to remove the appendix. In some people, the abscess is drained, and the appendix is removed immediately.

Action Plan

The West Club suggests the following steps for any emergency case related to Appendicitis:

- Ask patient whether they believe

they have had their appendix removed.

- Contact Telemedicine provider immediately.
- Give medication as indicated by Telemedicine provider.
- Do not give laxatives.
- If the patient can reach a hospital within 4-6 hours: Do not give food/liquids or drugs, keep them in bed and record temperature, pulse and respiration rates.
- If the patient cannot reach a hospital within 4-6 hours: Do not give food but they can be given non-alcoholic drinks. Record the patient's temperature, pulse, and respiration rates hourly and start a fluid input/output chart.
- If the patient has appendicitis and symptoms improve, they must still be seen by a doctor at the next port. An improvement would mean feeling less pain and having a normal body temperature.



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Topics include the industry's technical responses to invasion threats, as well as the handling of critical underwater infrastructures, dual-use technology and the latest trends in naval shipbuilding. The moderated panels will all conclude with a Q&A session. Participation is free of charge – all you need is your SMM exhibition ticket.



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**MITTLER
REPORT**

Paris MoU 2023 CIC on Fire Safety



► The objective of the latest Concentrated Inspection Campaign (CIC) was to verify the level of compliance and create awareness with the requirements of Fire Safety. Fire Safety is considered an inspection item for PSC inspections. During the CIC Safety that took place from 1 September to 30 November 2023, a total of 3856 inspections were carried out with the questionnaire. The CIC-topic detention rate in the period was 3.9% (151 ships were detained). Of the CIC related detentions, the highest number of ships detained were Comoros and Marshall Islands Flagged (5 each) followed by Togo and Antigua and Barbuda (4 each).

Explore more at <https://tinyurl.com/ms2ewvnu>

India warns seafarers of rising fraud in maritime recruitment

► A recent report by International Transport Workers' Federation (ITF) has mentioned that a concerning number of vessels with Indians seafarers and a notable portion of which are reported to have flown Flags of Convenience (FoC), are being abandoned and indicating potential lapses in regulatory oversight. In this context, the Indian Directorate General of Shipping advised Indian seafarers and their families to conduct thorough research and vetting of recruitment agencies before entering into the Seafarers Employment Agreements (SEA). This method intends to improve transparency by notifying seafarers and agencies about their recruiting status and providing the necessary information to immigration authorities for verification. Explore more at <https://tinyurl.com/y6jty8ze>

How to minimize anchoring risks near submerged pipelines



► As a result of the 2021 San Pedro Bay oil pipeline leak caused by a ship's anchor, the Coast Guard issued guidance to ensure vessels take appropriate precautions when anchoring in the vicinity of submerged pipelines. In that regard, operators are advised to:

- Review and follow all local Coast Guard regulations for the intended anchorage ground.
- Use designated anchorage areas away from pipelines whenever possible.
- Exercise caution during all anchoring operations.
- Set an alarm to warn bridge personnel and watchstanders of potential anchor dragging.
- Promptly report all instances where the vessel or its anchor may have dragged into a pipeline area.
- Monitor surroundings for signs of pipeline damage or leaks and report any anomalies immediately.
- Closely monitor weather forecasts and conditions when anchored near pipeline areas and take appropriate precautionary measures ahead of storm conditions (e.g., have a main engine running, place a deck crew on standby to raise the anchor quickly).

High risk of chromite ore liquefaction

► The Gard P&I Club warns interested parties about the dangers associated with the liquefaction of chromite ore cargo originating from South Africa. Despite being categorized as a 'Group C' cargo in the International Maritime Solid Bulk Cargoes (IMSBC) Code, Gard's recent experience in South Africa suggests that chromite ore may exhibit Group A properties including the potential to liquefy. "It is crucial to engage charterers in early discussions if your vessel is nominated to carry chromite ore, as a cargo declaration classifying it as Group C may not be accurate", the Club said.

Sierra Leone applies stricter rules on stowaway disembarkation

► American Club highlights that the Sierra Leone Ports and Harbors Authority has implemented new regulations concerning the disembarkation of stowaways from vessels deviating from planned voyages. Vessels wanting to deviate from planned voyages to disembark stowaways after leaving the territorial waters of the countries where the stowaways embarked, must be granted permission to discharge the stowaways from the Authority at the port where the vessel intends to deviate to. Furthermore, the Authority will levy a US\$ 2,000 fine for each stowaway disembarked and dissuade vessels from considering Sierra Leone a jurisdiction where stowaways can be easily disembarked.

Goa to resume iron ore exports in October 2024

► According to NorthStandard P&I Club, approximately 15-25 million tonnes of iron ore are expected to be shipped between October 2024 and May 2025. The Club reminds that in late 2012 the Indian Government banned mining activity as well as the export of Iron Ore Fines from Goa. The iron ore fines earmarked for shipment have been stockpiled for several years, exposing them to the elements. These large static stockpiles pose a challenge for accurate sampling and testing due to their size and exposure history. Current procedures for sampling and testing stockpiles taller than 3 meters are not officially approved by competent authorities. Given these concerns, the Club advises stakeholders to exercise caution and appoint local surveyors well in advance to oversee sampling before loading begins.

Preventing injuries at sea



► The Britannia P&I Club highlights the importance of equipping seafarers with appropriate Personal Protective Equipment (PPE) for injury prevention. “Investing in gloves with reinforced materials, designed specifically for maritime activities, can provide an additional layer of protection against injuries. Regular inspection and replacement of worn-out PPE are crucial to maintaining their effectiveness.”, the Club said. According to data, finger injuries comprised 19% of all injuries recorded over the past four years, with engineers experiencing the highest number of injuries, followed by able seamen. Additionally, finger-related accidents accounted for approximately 11.6% of the total costs associated with injuries.

Explore more at <https://tinyurl.com/rm6fapxb>

Ensuring proper flag etiquette is a must

► According to the Britannia P&I Club, to maintain a seamless sailing experience and avoid legal complications, shipowners should adopt the following best practices:

- Follow the flag protocols of the country the ship is visiting
- Verify whether the merchant ensign or national flag is required as a courtesy flag
- When a voyage is confirmed, check that the required courtesy flags are present onboard and order as necessary
- Never fly a dirty or torn flag, especially with courtesy and ensign flags
- Check the period for flying flags as per the country's requirements.
- Observe local regulations on the location of courtesy flags.

Explore more at <https://tinyurl.com/4d7mfupe>




Safety Digest in cooperation with **SQEMARINE**

We have reviewed the following case studies to provide this safety digest. The below cases are ideal to be considered on subject items at any forthcoming safety meetings onboard vessel(s).

The Incident	Root Causes	Preventive Action
Vessel rests on a shoal		
<p>A vessel was discharging cargo alongside a NAABSA tidal river berth before low water. The mooring lines came under tension as the tide ebbed and the vessel settled aground at the berth. The head rope started shaking and the ship started to slip away from the quayside, as many ropes snapped. Only the head rope was left to keep the vessel connected to shore and the vessel slipped out into the river, coming to rest on an off-lying shoal. The crew managed to run spare lines ashore and as the tide started to flood, pulled the ship back alongside.</p>	<ul style="list-style-type: none"> • After some hydrographic survey work, it became clear that the slope of the riverbed at the NAABSA berth had changed. The mud was on an incline and was serving to draw ships away from the quayside. The resulting strain on the mooring lines was too much when the vessel settled aground. • The last survey had been carried out six months before the incident, and heavy rain had fallen since. 	<ul style="list-style-type: none"> • Regular surveys of the berth are necessary to determine the profile and depths and where any debris is present. • Snapback of mooring lines can be dramatic and result in fatalities. Such risks need to be managed and operations ceased at once, should the risk of snapback become apparent. • Berth owners and operators need to be sufficiently resourced to ensure the effective investigation of accidents and that appropriate action is taken.
Inexperience is a key factor		
<p>A bulk carrier was on passage during the night. The crew noticed some fishing vessels a few miles away on the stbd bow, two of which appeared to present a risk of collision. The OOW decided to contact the two fishing vessels on VHF radio, to agree the collision avoidance plan. The fishing vessel skippers consented to the plan the OOW presented them. OOW maintained the original course and speed and passed the first shipping vessel at a CPA just under 0.5 miles. The skipper of the second fishing vessel realized that he was now on a steady bearing, called the bulk carrier but received no response. The skipper made a turn to stbd with the fishing gear still deployed, while the OOW became aware that there was a situation and altered course to port, but it was too late. Contact was made with the port derrick arm of the fishing vessel, which limped back into harbour hours later.</p>	<ul style="list-style-type: none"> • The OOW became distracted by other crew members who were watching a movie on the bridge, which resulted in a delayed reaction to the developing situation. • The OOW was relatively new, had previously worked on ferries operating a quiet route elsewhere and was not accustomed to the practice of altering course to avoid other vessels. • The master should have been called, as the OOW was uncertain of what to do. 	<ul style="list-style-type: none"> • Whatever the plan, it must be monitored throughout. The safety of the crew, the ship and other mariners relies on watchkeepers staying alert while on duty. • The provision of effective training and guidance by senior watchkeepers to inexperienced crew is essential when they are taking the first few steps to their career. • Every plan requires back and forth. A good plan balances the risks and keeps everyone informed of the possible consequences. • The proactive actions of the skipper led to the eventual arrival of the damaged fishing vessel and its uninjured crew back into port.

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2 White Label Monthly PDF Bulletins <ul style="list-style-type: none"> ▶ White Label - Monthly Safety Bulletin, 12pp ▶ White Label - Monthly Crew Welfare Bulletin, 12pp 	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3 Fully Tailored White Label Magazines <ul style="list-style-type: none"> ▶ Fully Tailored 12-48pp, Quarterly ▶ White Label, Fully Tailored to client needs 	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4 SAFETY4SEA Mobile App <ul style="list-style-type: none"> ▶ SAFETY4SEA Mobile App including any/all of the above content ▶ White Label Mobile App including any/all of the above content 			<input checked="" type="checkbox"/>

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- ▶ Proactively meet and exceed requirements of **MLC A4.3, DryBMS SA 24, RISQ, Rightship Crew Welfare, ISGOTT Ch.13, SIRE 2.0 and TMSA 3 requirements. 9A.3.3 & 9.4.2**
- ▶ Enhance **Safety Culture** and **Crew Welfare** across the fleet

LEARN MORE ▼





Duration: 13:31

Info: Kim Perell is an award-winning entrepreneur, bestselling author, angel investor, and technology CEO.

Views: 290,000+

Extra: TEDx was created in the spirit of TED's mission, "ideas worth spreading."

<https://tinyurl.com/2at64szt>



The secret to success: It's not what you think

Kim Perell explains how the secret to success isn't being the smartest or the luckiest — it's being resilient, failing forward, and staying strong in the face of challenges.



Duration: 11:09

Info: Martin Reeves is chairman of the BCG Henderson Institute (BHI), BCG's think tank for new ideas in strategy and management.

Views: 44,000+

Extra: This talk was presented at TED@BCG in 2021.

<https://tinyurl.com/mr3zy8z9>



Why play is essential for business

Strategist Martin Reeves makes a pitch for embracing play to spark innovative business ideas and invites you to try out a series of imagination games to stretch your thinking.

Explore more videos at safety4sea.com/videos



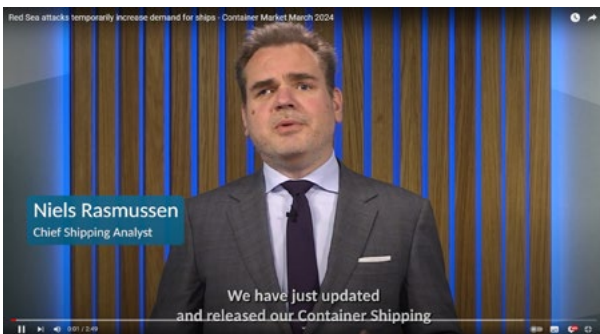
Day of the Seafarer 2024

Watch Arsenio Dominguez, IMO Secretary General, deliver a message on the event of the annual Day of the Seafarer, under the #SafetyTipsAtSea campaign.



United Nations World Environment Day 2024

Watch how crews in Baltimore conducted controlled explosions to facilitate the removal of a section of the collapsed Francis Scott Key Bridge.



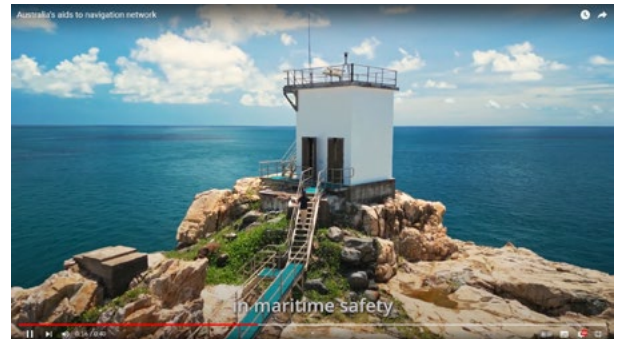
Red Sea attacks temporarily increase demand for ships

Watch BIMCO's Chief Shipping Analyst, Niels Rasmussen, present key findings from the Container Shipping Market Overview & Outlook.



ICS life after sea

The video presents various maritime professionals expressing their thoughts and view on what seafaring means and why it is a fascinating, life-changing profession.



Australia's aids to navigation network

Watch how the Australian Maritime Safety Authority helps to ensure maritime safety through a navigation network involving 480 aids.



Global maritime trends 2050

In this informative video, experts from Lloyd's Register explore and discuss current maritime trends in an era of transformative changes.

HOW TO WIN FRIENDS & INFLUENCE PEOPLE

*The Only Book You Need
to Lead You to Success*

Dale
Carnegie

UPDATED
FOR THE NEXT
GENERATION
OF LEADERS

How to Win Friends & Influence People

Editors: Dale Carnegie's
Publisher: Pocket books
Pages: 320
Website: <https://www.amazon.com/How-Win-Friends-Influence-People/dp/0671027034>

A multiple-front approach to sustainable shipping

Dale Carnegie's classic, "How to Win Friends & Influence People", published in 1936, offers timeless advice on improving interpersonal skills and fostering genuine relationships, divided into four key parts.

The book is divided into four parts, each focusing on different aspects of human interaction. Carnegie begins with fundamental techniques such as avoiding criticism, giving sincere appreciation, and arousing an eager want in others. He then delves into six ways to make people like you, emphasizing the importance of genuine interest, smiling, remembering names, being a good listener, talking about others' interests, and making people feel important.

In the third part, Carnegie presents methods to win people over to your way of thinking without causing resentment, such as avoiding arguments, showing respect for others' opinions, admitting mistakes, and beginning conversations in a friendly manner. The final section focuses on leadership and influencing change positively, advocating for praise, indirect criticism, encouragement, and making people feel appreciated.

Carnegie's advice is grounded in empathy and ethical behavior, making his strategies for influencing

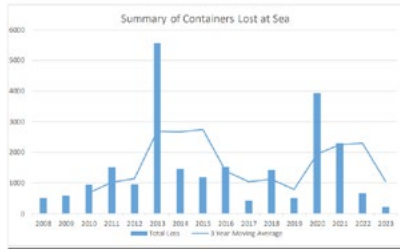
others both practical and morally sound. His use of anecdotes and real-life examples makes the content relatable and easy to understand. While some examples may feel dated, the core principles remain relevant.

Overall, "How to Win Friends & Influence People" is an essential read for anyone looking to enhance their social skills and build more meaningful relationships. Its enduring popularity highlights the universal appeal of Carnegie's insights into human nature.

"If some people are so hungry for a feeling of importance that they actually go insane to get it, imagine what miracle you and I can achieve by giving people honest appreciation this side of insanity."

-Dale Carnegie, How to Win Friends and Influence People

Overview of the Sixteen-Year Trend



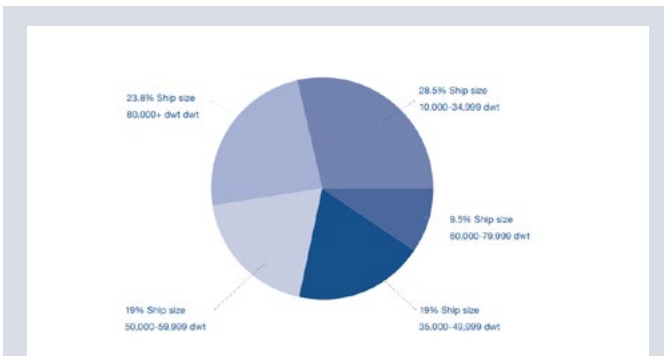
Containers Lost at Sea-2024 Update
Publisher: World Shipping Council (WSC)

In total, 221 containers were lost at sea in 2023, out of 250 million transported. Of the containers lost, about 33% were recovered. This represents the lowest losses since the start of the survey in 2008.



Beyond the Horizon, Carbon Neutral Fuel Pathways and Transformational Technologies
Publisher: ABS

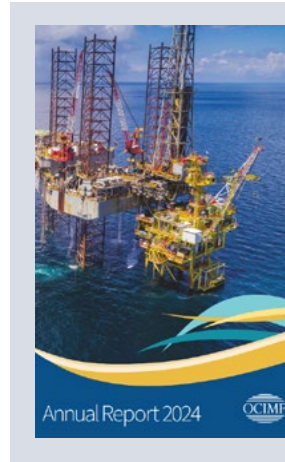
The report highlights a shift in the composition of the global fleet toward more sustainable energy sources, with about 50 percent of the current orderbook (in gross tonnage), featuring dual-fuel engines and a shift to a more diversified set of fuels.



Bulk Carrier Casualty Report
Publisher: INTERCARGO

According to the publication, twenty-one bulk carriers of more than 10,000 deadweight tons (dwt) were reported lost, with the tragic loss of 89 seafarers' lives, for the years 2014-2023.

Reports library at safety4sea.com/reports

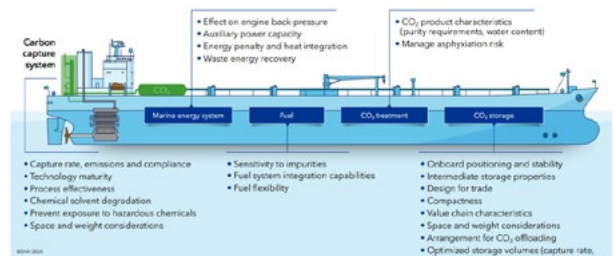


Annual Report 2024
Publisher: OCIMF

The report showcases how the work to roll out OCIMF's digitalized and enhanced tanker inspection program SIRE 2.0 progressed successfully through 2023.

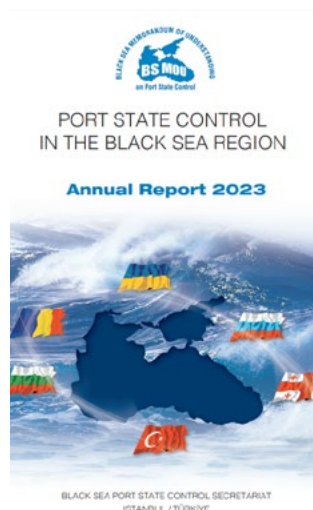
FIGURE 4-7

Key parameters worth investigating when considering onboard carbon capture



The Potential of Onboard Carbon Capture in Shipping
Publisher: DNV

According to DNV's paper, onboard carbon capture systems will depend on a developed infrastructure for wider CCUS, as such capture will be the starting point of a long logistics chain.



Annual Report 2023
Publisher: Black Sea MoU

The majority of the deficiencies found upon inspection in 2023 were related to the safety of navigation (14.1%), life-saving appliances (11.2%), health protection, medical care, social security (11.2%), fire safety (9.0%), and documents (7.4%).

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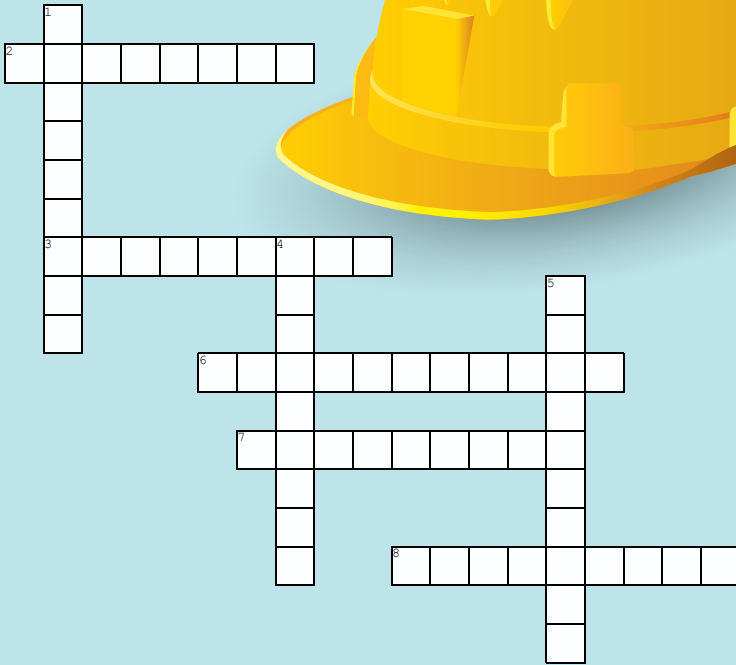
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Regulatory Update

in cooperation with **SQEMARINE**

#	Regulation	Ship Type / Due Date	Outline of Requirement
1	SOLAS XV MSC.527(106) MSC.521(106)	All new cargo and high-speed craft ≥500gt, constructed on or after 1 July 2024 & carry more than 12 industrial personnel 01/07/2024	New SOLAS Chapter XV – Safety Measures for Ships Carrying Industrial Personnel & associated International Code of Safety for Ships Carrying Industrial Personnel (IP Code) The New SOLAS Chapter XV and the IP Code has an entry into force date of 1 July 2024, until then, Interim Recommendations on the Safe Carriage of more than 12 Industrial Personnel on Board Vessels Engaged on International Voyages, as outlined in resolution MSC.418(97), may be applied.
2	ESP Code MSC.525(106)	Bulk Carriers with single and double side skin construction 01/07/2024	Amendments to the 2011 Enhanced Survey Programme The amendments require increased survey requirements for water ballast tanks (WBT) and void spaces for bulk carriers and include: <ul style="list-style-type: none"> • The criteria to require examination of WBTs annually is changed from “if the coating is POOR” to “if the coating is less than GOOD”. • The requirements for examining ballast tanks and void spaces bounding cargo holds have been separated. More evidence on corrosion is necessary before imposing more stringent inspections for void spaces with different types of coatings. • Introduction of examination requirements to double-sided void spaces on bulk carriers exceeding 20 years of age and more than 150m in length which are to be examined annually if the coating is found in “POOR” condition. • Clarification that the ESP Code does not apply to oil tankers carrying oil in independent tanks which are not part of ship’s hull. • Changes to the extent of tank pressure testing at renewal surveys on oil tankers.
3	IBC Code MEPC.345(78)	All ships 01/07/2024	Amendments to the 1988 Load Line Convention; the IBC Code regarding watertight doors These amendments align the requirements with respect to doors in watertight bulkheads with that of the SOLAS Convention and allow for hinged watertight doors where previously the regulations only included remotely operated sliding watertight doors: <ul style="list-style-type: none"> • Amendments to the IBC Code: Chapter 2 paragraph 2.9.2.1



ACROSS

- 2. ... as an alternative fuel is an attractive choice.
- 3. Transitioning to green hydrogen or ammonia would require replacing existing ... infrastructure.
- 6. 1% of electrolysis-produced hydrogen uses renewable ... and thus is green.
- 7. Extended periods at sea, ..., and exposure to harsh environments can affect seafarers' wellbeing.
- 8. ISO 8217:2024 specifies the requirements for ... fuels prior to conventional onboard treatment.

DOWN

- 1. ... and other oils, particularly when packed in flexi-tanks, are one of the 15 cargoes of concern.
- 4. Complying with the Carbon ... Indicator (CII) presents complex challenges.
- 5. ... navigation systems have brought about a 15% reduction in fuel consumption.

ANSWERS
 1. VEGETABLE 2. METHANOL 3. BUNKERING 4. INTENSITY 5. AUTONOMOUS
 6. ELECTRICITY 7. ISOLATION 8. PETROLEUM

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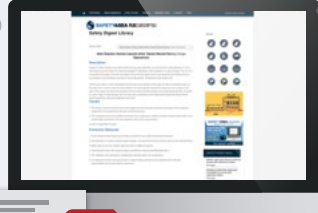
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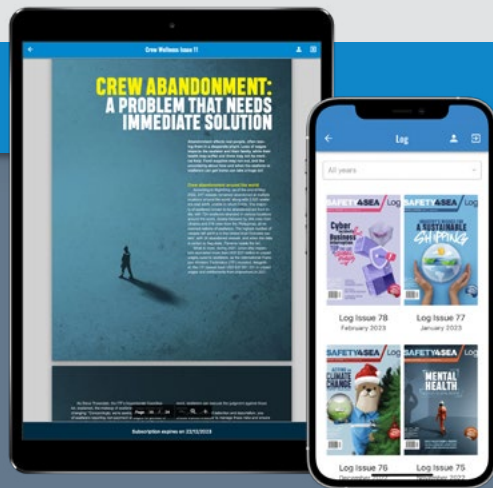
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