CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

CESMA NEWS

DECEMBER 2020




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CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

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ADVISORS: PROF. J. SPAANS CAPT. W. MUELLER

CESMA LOGBOOK (2020 – 4)
We were represented at the following occasions:

8 OCTOBER – NI WEBINAR LEARNING TECHNOLOGIES
22 OCTOBER – EXTRAORINARY ON LINE CESMA AGA
22 OCTOBER - NI WEBINAR WIND PROPULSION
29 OCTOBER - NI WEBINAR COMMERCIAL TRENDS AND CHALLENGES
4 NOVEMBER – SKILLSEA VIDEO MEETING FOR ADVISORY BOARD
1 DECEMBER – 2021 SHIPPING OUTLOOK FORUM

On the front page:

Christmas Card of CESMA; Newly elected CESMA Vice President capt. Mariano Badell; Newly elected VDKS President caapt. Willi Wittig; Sweden's new car carrier; Esperanza ferry sailing in Chile

2020 MORE THAN CHALLENGING YEAR

This year was different from all the years in the near past. The pandemic changed our daily life and thus our lifestyle and our behaviour and way of thinking. At the beginning of the year we thought that COVID-19 is far from us and we continued living as usual. And suddenly March came with the burst of COVID-19 cases all over the world, lock downs in most of the countries and change of entire environment to safe our lives from the terrible decease for which we have no medicine. In our maritime world we faced difficulties in our daily activities but especially with the crew changes on board ships. A lot of our colleagues stayed on board quite more than scheduled and contracted with the ship owners and manning companies. On the other side a lot remained at home without possibilities to work and to get any income to cover their family budgets. The airplane industry collapsed and there were quite less possibilities to travel around the world for business. But even in that extraordinary situation the seamen did their job and the world economy continued to work. The seamen were and remain the workers on the fore front even not recognised accordingly worldwide. At the end of the year we are still far from finding the solution. The second wave of pandemic came with the same problems this time finding us a bit more prepared but with new challenges.

In CESMA we made important decisions after our former Secretary General and good friend of all the maritime community in Europe Fredrik J. Van Wijnen passed away. CESMA Board met in February during European Shipping Week in Brussels. In order to continue the usual CESMA life we distributed the duties of the Secretary General, vacant at the moment, between CESMA President capt. Hubert Ardillon, CESMA Deputy President capt. Dimitar Dimitrov and newly appointed CESMA Administrator capt. Leo Geenevasen. We welcomed our new member Romanian Shipmasters Associaiton this year. CESMA family increased with our Romanian colleagues. 2020 Rijeka AGA was postponed due to the restrictions in travelling and was organized on line on 25th of September 2020. One month later capt. Mariano Badell was elected as CESMA Vice President. All CESMA colleagues thanked capt. Giorgio Ribaric for his outstanding efforts as CESMA Vice President and Deputy President in the last more than ten years. Now he shall continue working and supporting CESMA Board. One of our founding members VDKS elected new President – capt. Willi Wittig. Many years serving as IFSMA Vice President and professor in Bremen University of applied sciences, capt. Wittig will be valuable member on board CESMA.

2021 is coming with new challenges for shipmasters. Continuing problems with crew changes around the world, decarbonisation, new regulations and many others are among our issues and we hope for better year and to be able to see each other face to face once again.

Capt. Dimitar Dimitrov, PHD, AFNI,
CESMA Deputy President

CESMA elected new Vice President

On October 22nd, 2020 extraordinary on line AGA took place.
Here are the minutes from the AGA:

Quote

MINUTES OF THE EXTRAORDINARY CESMA COUNCIL MEETING ON 22ND OCTOBER 2020 MADE ON LINE VIA GOOGLE MEET

Those present: Captain H. Ardillon, President (AFCAN, France), Captain D. Dimitrov, Deputy President, BSMA, Bulgaria, Captain G. Ribaric, Vice President, (ZPU, Slovenia), Captain B. Kavanagh, IIMM, Ireland, Captain G. Lettich, CNPC, Italy, Captain B. Baert,KBZ, Belgium, Captain M. Badell Serra, ACCMM, Spain, Captain B. Vranic, UKPTM, Croatia, Captain J. Spridzans, LSMA, Latvia, Captain I. Sosic, UKPTM, Croatia, Captain I. Conev, BSMA, Bulgaria, Captain Lucian Murariu, ACRO, Romania.

The Council is welcomed on line by the President of CESMA, Captain Hubert Ardillon.

ITEM 1: OPENING BY THE PRESIDENT

The Deputy President, Captain Dimitar Dimitrov, opened the Extraordinary CESMA Council Meeting on line via Google Meet as decided during the 25th CESMA AGA. He welcomed all the attendees and expressed the hope that all CESMA captains are in good health. Then he proposed the vote to be made via e-mail and proxy to CESMA official e-mail address cesma-eu@introweb.nl or to the e-mail addresses of the adopted election committee. It was unanimously decided the votes of council members to be sent only to CESMA official e-mail address, the President of CESMA to count the votes and to send the results to all the council members.

ITEM 2: Apologies

Apologies received before the meeting from Bilbao association AVCCMM. Then during the meeting we received by phone apologies from NVKK Leo Geenevasen due to hospitalisation and Hydros Francis VANOOSTEN on the road in his car.

ITEM 3: PRESENTATION OF CANDIDATES FOR CESMA VICE PRESIDENT CAPT. BERISLAV VRANICH AND CAPT. MARIANO BADELL SERRA

Capt. Dimitrov gave the floor to the candidates in alphabetical order. Capt. Vranic presented himself as FNI and former member of the Board of NI. He explained his activities as IMO Goodwill Maritime Ambassador and his experience working with international institutions. The floor was then given to capt. Mariano Badell Serra who presented himself as former President of Barcelona Shipmasters' Association and active member of CESMA Board. Questions had been asked to both candidates from capt. Bill Kavanagh, capt. Socic, capt. Baert and capt. Dimitrov. An opinion on both candidates had been expressed by capt. Dimitrov.

Capt. Ribaric expressed his thanks to CESMA Council and Board for their support during his term as Deputy President and Vice President. He ensured the council members that he will continue to work for CESMA.

ITEM 4: CLOSURE BY THE PRESIDENT

Capt. Dimitrov proposed deadline for e-mail vote to be up to midnight on that day. Capt. Ardillon suggested the deadline to be up to Sunday midnight in order all the council members to have time to read the message with the minutes of extraordinary council meeting and to express their vote. Capt. Dimitrov proposed the deadline to be up to Monday, 26th October, midnight, so all the council members to have the possibilities to reach their offices and mails. It was adopted capt. Ardillon to send a message with short description of the extraordinary general assembly and deadline for vote to all the council members.

The President, Captain Hubert Ardillon , expressed his thanks to the attendants of the council meeting for their input and closed the extraordinary CESMA council meeting.

Captain H. Ardillon **Captain D. Dimitrov**
President **22nd October 2020** **Acting General Secretary**

Unquote

After on line vote the President of CESMA capt. Hubert Ardillon sent the following message to CESMA members:

Dear Captains,

Result of the vote for a new Vice-President to relieve Capt. Giorgio RIBARIC

Associations having vote right: 18

(Italy IYM having not yet paid the subscription for 2020, vote is denied)

Countries represented: 14

Remind : One vote per country

Majority : above 7 (50% = 7)

On 26th midnight (but no change on 27th morning) No vote received : 3 associations representing 3 countries Abstain : Nil Capt. Mariano BADELL: 8 Capt. Berislav VRANIC : 3

Elected as Vice-President of CESMA: Capt. Mariano BADELL

Thanks for all associations who sent their vote.

Note : All the votes (by email or by voting form) are archived

Best regards, Capt. H. Ardillon, CESMA President

Let's congratulate capt. Badell for his new position and wish his fruitful work for the benefit of European ship masters.

Name: Mariano Badell Serra
Date and place of birth: Barcelona December 12th, 1.952
Education:
◊ Industrial Engineer studies 1styear obtained on 1974 ETSIIB
◊ Marine Deck Cadet since 1977 Barcelona Nautical School
◊ Marine Deck Officer since 1980 Barcelona Nautical School
◊ Merchant Marine Captain, since 1984 Barcelona Nautical School

Additional education:
◊ Fire Fitting levels 1, 2, y 3
◊ Tankers certificate
◊ Inert Gas systems certificate
◊ COW Certificate
◊ S.M.S.S.M. (Maritime communications) certificate
◊ Radar & A.R.P.A. operator
◊ Survivaal at sea certificate
◊ Hydraulic and pneumatic systems
◊ Safety advisor (Transport by road and rail, and storage of dangerous goods)

Profesional experience:

Since October of 1977 at sea as a cadet, deck officer, Captain, until 1.993.

At general cargo 3 years, the rest on tankers, mainly VLCC, but also in chemical tankers, and LPG. At 1993 assume responsibilities as a Superintendent, deck superintendent and responsible of nautical management of REPSOL fleet until 1995. Responsible also of communications with USCG for all the fleet according OPA90 rules, Obtaining observer license from USCG for any possible pollution accident in US waters. Since January of 1966 as a General manager of OCEMAR, shipchandling company based on Barcelona. Since August 2002 after fusion of OCEMAR and PROVIMAR, named Commercial Manager with responsibilities of several technical distributions of well reputed brands as SHELL, DREW AMEROID, INTERNATIONAL MARINE PAINTS, etc. Since 2007, living PROVIMAR to assume management of his own company NAVAL PICKING, for marine technical distributions. Working on marine distributions, marine logistics until today 2019. Since 2009 until his retirement on September 2019 teaching at Barcelona Nautical Faculty, Stowage, Dangerous goods transport, Advanced maneuvering (with nautical simulator) for Grade, and Master studies. From 2012 to 2016 named President of ACCMM, and since 2016, member of ACCMM bureau as External Relations responsible.

VDKS elected new President

Capt. Willi Wittig was elected this autumn as VDKS President. Born on 18 June 1964, the son of a banker and a wholesale and retail merchant, he grew up in Duisburg, the city with the world's largest inland port. His paternal grandparents jointly ran a business for equipping of inland water vessels, which had already been founded by his great-grandfather in Duisburg at the end of the 19th century, while his maternal grandfather was the managing director of the Duisburg branch of the Otto Wolf Group, which mainly dealt in wire ropes for inland navigation. His father, who had already been employed in his parents' business since 1957, took over the management of his parents' business in 1974 together with his younger brother. So hI grew up together with two younger siblings in a strongly maritime environment.

It was therefore not too much of a surprise to his family when, at the age of about five, he announced that he wanted to go to sea to become a shipmaster. After his schooling, he started at

Hapag Lloyd AG an apprenticeship as a seaman in maritime shipping, which shortly before its end was converted into an apprenticeship as a ship mechanic. After successful completion of this training and the acquisition of the university entrance qualification via the second educational route, he initially spent some 18 month at sea as a nautical-technical officer‘s assistant before going on to study nautical science at the Bremen University of Applied Sciences in 1987. After graduating as a nautical officer, he continued his academic education in the maritime postgraduate programme at the University of Plymouth, which he successfully completed as a Master of Science in 1992.

From 1992 to 2007 he worked as a freelancer in the international maritime industry. Besides working for various shipping companies on general cargo, container and passenger ships, he gained experience in (university) teaching and adult education. During this time he has also gained first experience in tertiary education as part-time lecturer of the module „Maritime Human Resource Management“ at both, the (technical) universities in Bremen and Flensburg. At the same time he developed a range of maritime further education seminars (e.g. Crowd & Crisis Management, Maritime Security Management, Maritime Team Development, ...) which he delivered at various public and private educational institutions. In 2003 he started work at Hochschule Bremen (Bremen City University of Applied Sciences), first until 2007 part-time and from 2007 full-time in teaching and research. In 2007 he was appointed head of the diploma programme „Nautical Science“ and from 2009 he was also responsible for the planning and transfer of this (German-language) programme into the (English-language) international Bachelor‘s programme „International Studies in Ship Management“, which was successfully accredited in 2012. In 2017 he handed over the management of the programme and since then he have been working administratively as the internship coordinator and foreign representative of the university’s Centre of Maritime Studies. In teaching, he is responsible for the modules „Maritime Psychology“, „Maritime Human Resource Management“, „Maritime Labour Law“, „Organizational Behaviour“, „Maritime Administration“ and „Maritime Security Management“.

Immediately after capt. Wittig graduated from Bremen City University of Applied Sciences he joined VKS Columbus, the Bremen branch of VDKS, the Association of German Shipmasters’ and Ship Officers. The VKS Columbus annual general meeting in 1995 elected his as successor to Captain Bernd Wilken - who was nominated for election to the presidium of the VDKS - as their new chairman.

At the beginning of 2000 he was nominated as a candidate to succeed Captain Gerhard Kiehne - who did not run for the VDKS Presidium again - in the regular elections of the VDKS Presidium and thus resigned from the chairmanship of the VKS Columbus. Captain Hubert Frik was elected as his successor as chairman of the VKS Columbus. After a term of office as VDKS Vice-President he was elected Chairman of the VDKS Association Council in 2004 and Vice-President of the VDKS in 2008, 2012 and 2016 respectively. The 2020 VDKS General Assembly elected capt. Wittig as the new VDKS President.

From 1998 to 2008 he was a delegate at the annual congresses and general meetings of the Council of European Shipmasters Associations (CESMA) where he represented the interests of the VDKS.

Since 1998 capt. Wittig has represented the interests of the VDKS and its members at the annual General Assemblies of the International Federation of Shipmasters‘ Associations (IFSMA) - initially until his election to the VDKS Presidium together with Captain Gerhard Kiehne, who was VDKS Vice-President for many years. In 2006 and 2010 the delegates of the IFSMA General Assembly elected him as Vice President and in 2014 and 2018 as Deputy President. As a member of the IFSMA Presidium, he is a regular member of the IFSMA delegation in meetings of the various committees and sub-committees of the International Maritime Organization (IMO) relevant to the representation of the Shipmasters‘ interests. In 2012 H.E. Kitack Lim, the Secretary General of the IMO, appointed capt. Wittig IMO Goodwill Maritime Ambassador on proposal by IFSMA.

In 2014 he was elected as representative of the VDKS to the Advisory Board of the Stif-

tung Schifffahrtsstandort Deutschland (German Shipping Foundation) and in 2020 to the Advisory Board of the German Nautical Association (DNV).

CESMA wished capt. Willi Wittig successful work in VDKS, IFSMA and CESMA in the benefit of German, European and all over the world ship masters.

UN Adopts Seafarer Resolution as Union Calls for Home for the Holidays

By **The Maritime Executive** 12-01-2020 05:04:34

The plight of seafarers caught at sea or unable to reach their ships to start work due to the travel restrictions and regulations related to the pandemic remains a concern for the organizations representing the seafarers. The United Nations General Assembly acted today to help the seafarers while one of the unions launched a new campaign tied to the upcoming holiday season.

In a resolution to address challenges faced by seafarers, the United Nations General Assembly on December 1 adopted a resolution calling on member states to designate seafarers and other marine personnel as key workers. Saying that it recognizes the need for an urgent and concrete response, the United Nations resolution calls for the implementation of relevant measures to allow stranded seafarers to be repatriated and others to join ships, and to ensure access to medical care. The resolution also encourages governments and relevant stakeholders to implement IMO-recognized protocols to ensure safe ship crew changes and travel during the COVID-19 pandemic.

Welcoming the adoption of the resolution, International Maritime Organization (IMO) Secretary-General Kitack Lim added, „I am grateful to those countries who have already taken steps to designate seafarers as key workers and to all UN agencies and industry partners who have been working tirelessly to find ways to resolve the difficult situation. This is a human rights issue. Seafarers‘ lives are being made impossible through the crew change difficulties and this can only have a detrimental effect on ship safety and on the supply chain, the longer the situation continues.“

Shortly before the passage of the UN resolution, one of the leading maritime unions, Nautilus International, launched its own campaign to “deliver seafarers home for Christmas.” They noted that for many seafarers it would be their second holiday season at sea as they had gone to work before the pandemic was declared and the restrictions kept them on their ships.

Nautilus International reports that it has been inundated with requests for support from these seafarers, who have been dealing with issues such as exhaustion, redundancy, and cuts to pay and conditions. Many have either been stranded at sea, away from their loved ones, or trapped at home where they are unable to earn a living.

In a new campaign, the union is launching a petition that urges governments and the United Nations to work together to ensure that seafarers are designated as key workers in every country, and to allow global crew changes to take place.

“This year, the coronavirus pandemic has given rise to unprecedented levels of stress, fatigue and safety concerns due to countries closing their borders and preventing them from seeing loved ones. Now many of our members are left re-considering their very future in the industry,” said Nautilus International general secretary Mark Dickinson. “Normally at this time of year we remind people that seafarers deliver them Christmas. This year we are calling on everyone to deliver seafarers home for Christmas.”

Despite the efforts by some nations to facilitate crew changes, the IMO, unions and other organizations continue to estimate that hundreds of thousands of seafarers have found themselves caught on their ships far beyond the expirations of the contracts. A similar number is also caught at home unable to reach the ships to begin work and relieve the crew, many of whom went to sea before travel restrictions were imposed and borders and ports closed.

SKILLSEA
Future-proof skills for the maritime transport sector

Project launched by the European Commission beg 2019 for a period of 4 years.

Trends and challenges (economic, environmental, digital) changing the shipping industry, « smart' ships » are coming into service, creating demand for a new generation of competent, highly-skilled maritime professionals. And there is shortages of specific groups of maritime professionals (engineers).

Europe is a traditional global source of maritime expertise and the **SKILLSEA** project is launched with the aim of ensuring that the region's maritime professionals possess key digital, green and soft management skills for the rapidly changing maritime labour market. It seeks to not only produce a sustainable skills strategy for European maritime professionals, but also to increase the number of these professionals - enhancing the safety and efficiency of this vital sector, which means competitiveness of European seafarers, the attractiveness of the shipping industry career path, women and young workers) and the seafarers' job evolution from sea to shore.

The future-proof project is developed by the industry's social partners, the European Community Shipowners' Associations (ECSA) and the European Transport Workers' Federation (ETF) and is comprised of a consortium from national maritime authorities, shipping companies, shipowners' associations, maritime trade unions and maritime education providers from 16 countries in Europe.

Key aims and objectives include:

• Analysing the effect of technological developments on the industry's skills requirements

• An even better match between the industry's skills needs and the education and training of maritime professionals

• Overcoming barriers to the mobility of maritime professionals

• Improving cooperation and synergy between education providers, maritime authorities and the industry

• Ensuring that Europe retains a world-leading access to maritime skills and experience for improved competitiveness

The SKILLSEA management is assured by the Project Coordinator, the Project Board (PB) (ECSA, ETF and STC) responsible for decision process, assessment and information flow. It is also supported by an Advisory Board (AB) responsible for the strategic guidance of the project's technical actions and recommendations. It consists of high-level representatives of the maritime shipping sector, Member States, MET's and Maritime Clusters.

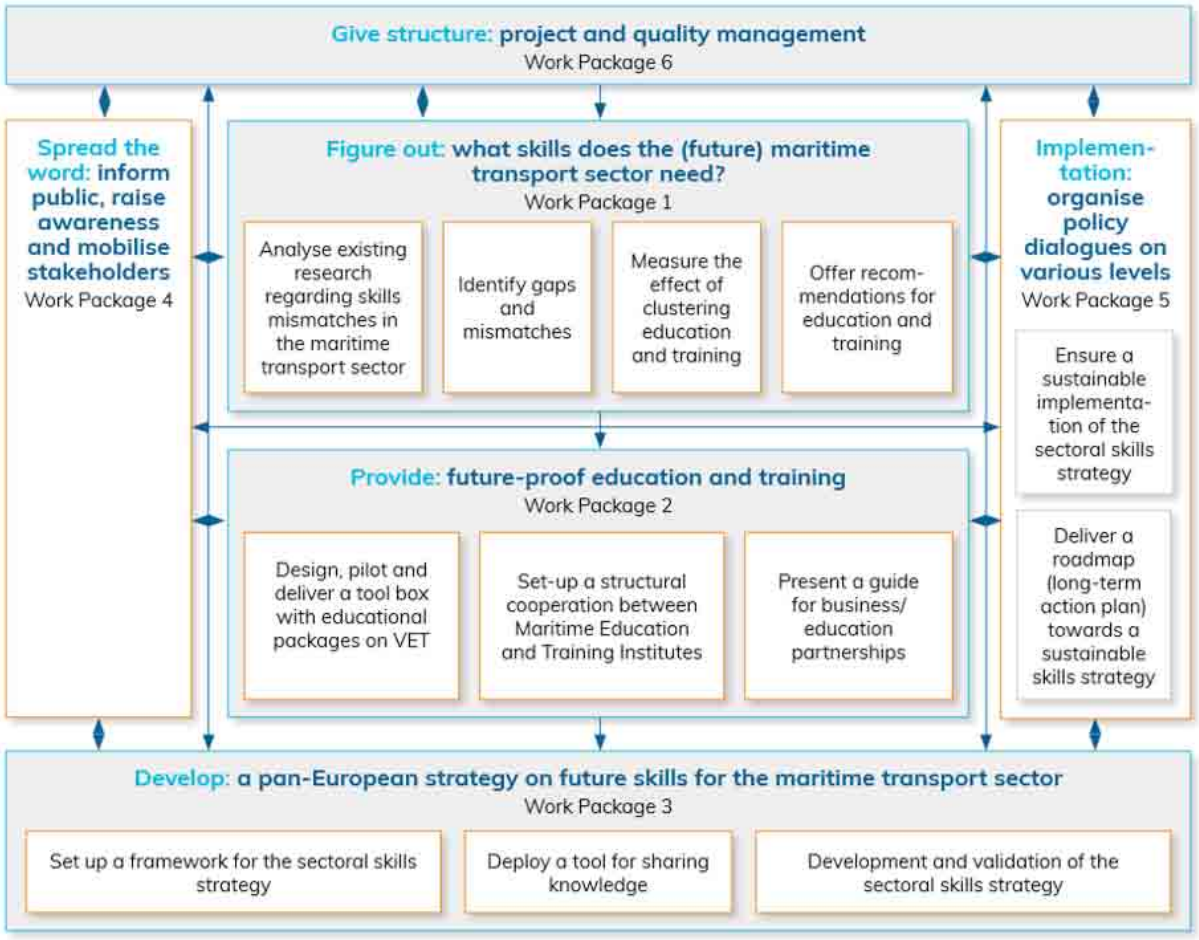
AFCAN (French Association of Ships Masters) was invited by a member of the WP1 (French Maritime Academy – ENSM) to be part of the AB. Undersigned is the representant of AFCAN in the AB, and of course representant also for CESMA.

The AB met for the first time on 4th November via internet, where the organiser made an overall presentation of the project.

The SKILLSEA consists of 6 work packages.

Overall structure of the work plan

To tackle the objectives of the SKILLSEA and to deliver tangible project results, the project is structured in six interrelated work packages. The inter-relationship among work packages and their tasks are shown in the subsequent diagram.



Work Package 1 – SKILLS NEEDS IDENTIFICATION

An analysis of current and future skills needs for the maritime shipping sector is conducted in the work package 1. In addition, a methodology is developed to support sustainable skills needs anticipation. A mechanism is developed to update the state-of-play regarding skills needs identification on the short term, medium term and longer term, in order to enable adaptation of the educational programmes in an early stage. Throughout the WP1, it is investigated along with the specific skills of maritime professionals also the need for horizontal skills to promote mobility especially from sea to land but also between specializations and business categories (e.g. from tanker to cruise or from insurer to broker).

- Status : Skills Needs Findings
- Knowledge of logistic and optimisation methods
- Advanced routeing planning
- Operational complex hybrid and zero-emission machineries
- Calculation and documentation ability for sustainable operators
- Remote control training regarding optimisation services for vessels, and remote control autonomous vessels
- Advanced skills to interact with computer systems and to respond to difficulties with autonomous systems
- In-depth knowledge of complex systems onboard
- Advanced skills in analytics and use of data in optimisation of the fleet
- Ability to transfer knowledge from one value chain to another in both seagoing and shore based jobs, including using knowledge to make technological innovations.

Work Package 2 – FUTURE PROOF EDUCATION AND TRAINING

(Currently being tested)

The objective of the work package 2 is to enhance the labour mobility across the entire maritime industry with the sea as a driver for sustainable technologies through closing skills gaps. The effect is overall improvement of the employability through development of knowledge, skills and competences within the maritime segment throughout Europe.

The questions to consider when designing curricula are best practice, patterns and differences across nationalities, types of education/training and upskilling.

Toolbox approach for the Educational Packages (Digital/Green/Soft) :

- Target Groups (previous experiences and competences, environment)
- Qualification standards
- Learning Outcomes
- Assessment Methods and Delivery models (learning methods, materials)
- Evaluation & Piloting
- Translate new interests in abilities into specific learning outcomes
- Using common tools/descriptors to facilitate mobility and recognition of competencies and experiences acquired across sectors

Work Package 3 – STRATEGY

The goal of the work package 3 is to develop a pan-European strategy on future skills for the Maritime Shipping sector. Five directions :

- Support maritime professional paths
- Close the skills gap
- Set strategic goals
- Develop tools within the strategic framework
- Update the framework for the long term

Work Package 4 – AWARENESS RAISING AND STAKEHOLDERS MOBILIZATION

The work package 4 will deliver a solid dissemination and outreach plan to reinforce the strategy's knowledge base, to increase the attractiveness of the sector and careers especially among young boys and girls and to ensure the sustainable implementation of the outcomes of the project. The WP4 will work for the effective mobilization and involvement of relative stakeholders in each work package, through the establishment of viable stakeholders' networks. A wide range of dissemination activities and materials to reach target-groups in the partner countries and across Europe will be used in order to make visible and practical the project outcomes.

Work Package 5 – IMPLEMENTATION

The work package 5 aims to develop a long- term action plan that secures the viability and the renewal of the skills governance system in the maritime shipping sector. Particularly, the WP5 will deliver a long-term action plan for long term cooperation between the industry, education and training and the competent authorities, as well as plans for scalability and financial sustainability. Furthermore, the project will identify ways to ensure the project outcomes will be remained in use and at the interest of the Maritime Shipping community beyond the period of support by ERASMUS+ and on how the roll-out will be implemented at national/regional level with relevant governmental and sectorial authorities. To this end, guidelines, recommendations as well as implementation activities will be included in the framework of a pan-European roadmap for a sustainable Skills strategy.

Work Package 6 – PROJECT AND QUALITY MANAGEMENT

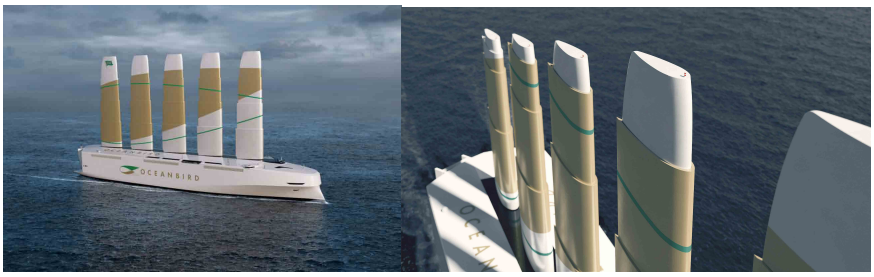
The work package 6 sets up the management and administrative infrastructure and provides

amongst other quality management tools. Besides the project management, this work package will provide at the starting of the project an overview of the studies available in the area of research regarding skills mismatches and policies executed on a national, regional and European level for the maritime shipping sector. Driven input will feed the WP1 and WP5 activities in order to ensure especially for the WP1 that will start with a proper base.

The video conference was concluded by these words : «We need smart ports, smart ships, but also smart people on».

Sweden‘s new car carrier is the world‘s largest wind-powered vessel

Jacopo Prisco, CNN • Updated 16th October 2020, https://edition.cnn.com/travel/article/oceanbird-wind-powered-car-carrier-spc-intl/index.html



(CNN) — Oceanbird might look like a ship of the future, but it harks back to ancient maritime history -- because it‘s powered by the wind.

The transatlantic car carrier is being designed by Wallenius Marine, a Swedish shipbuilder, with support from the Swedish government and several research institutions.

With capacity for 7,000 vehicles, the 650 foot-long vessel is a similar size to conventional car carriers, but it will look radically different. The ship’s hull is topped by five telescopic “wing sails,” each 260 feet tall. Capable of rotating 360 degrees without touching each other, the sails can be retracted to 195 feet in order to clear bridges or withstand rough weather.

The sails, which will be made of steel and composite materials, need to be this size to generate enough propulsive power for the 35,000-ton ship.

Although “the general principles of solid wing sails is not new,” designing the Oceanbird’s sails has been a challenge, says Mikael Razola, a naval architect and research project manager for Oceanbird at Wallenius Marine.

The telescopic “wing sails” of Oceanbird will be the tallest ever built.

Wallenius Marine

That’s because these are the tallest ship sails that have ever been constructed. “This ship, at the top of the mast, will be more than 100 meters (328 feet) above the water surface,” says Razola. “When you move up into the sky that much, wind direction and velocity change quite a lot.”

Related content

Norway pioneered electric ferries. Now it‘s making them self-driving

To better understand the atmospheric conditions at this height, Wallenius mounted sensors on top of its existing vessels, while they were crossing the Atlantic, and gathered data on wind velocity and veer (a clockwise change in wind direction), up to 650 feet above sea level. „All of this information has helped us design an efficient wing and hull system, that can make the most of the power available in the wind,“ says Razola.

Cleaning up a dirty industry

Crucial elements in the global automotive trade, oceangoing car carriers are known as RoRo -- the name derives from „roll on, roll off.“ Rather than loading vehicles with cranes, which would be slow and inefficient, vehicles are rolled along ramps built into the ship.

Large, conventional RoRo use an average of 40 tons of fuel per day, generating 120 tons of CO2 -- equivalent to driving a car 270,000 miles.

The shipping industry is under pressure to reduce emissions of CO2 and other greenhouse gases. Shipping accounted for 2.89% of global manmade greenhouse gas emissions in 2018, according to the International Maritime Organization (IMO), the UN body that regulates global shipping. In the same year, the IMO introduced a mandatory 50% reduction of total annual greenhouse gas emissions by 2050 — with the ambition to reach zero emissions „as soon as possible in this century.“

Related content

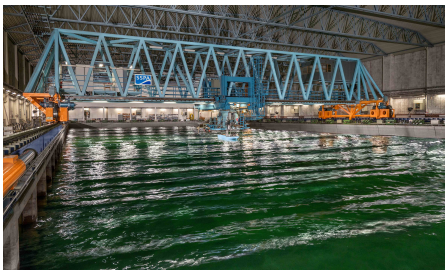
This aviation startup is soaring ahead with hydrogen-powered planes

Oceanbird is designed to exceed these targets -- Wallenius says the ship will emit 90% less CO2 than conventional car carriers. It won‘t be completely emission-free, however, because it will still rely on engines for manoeuvring in and out of ports and for emergencies.

Slow sailing

With a projected top speed of about 10 knots, Oceanbird will be slower than standard car carriers, which can travel at 17 knots. It will take around 12 days, instead of the standard seven, to cross the Atlantic.

This long journey will require some scheduling changes, says Razola, as well as acceptance from carmakers. „Of course, there will be challenges and we won‘t be able to do things exactly as we‘re doing them today, but the response so far from manufacturers has been very positive,“ he says.



An indoor tank at SSPA, another instituion working on Oceanbird, where a model is being tested with artificial wind and waves.

Wallenius Marine

Jakob Kuttenkeuler, a professor at Stockholm’s Royal Institute of Technology -- one of the project’s collaborators -- is also optimistic. “People are environmentally informed enough now that we think there will be customers willing to put their cars on a ship that goes roughly half as fast as today’s ship, if we can make it carbon neutral,” he says.

Kuttenkeuler and his team are working with Wallenius on performance and aerodynamics calculations, using weather data to simulate realistic sailing conditions. They have built a 7-meter model of Oceanbird which will sail in Stockholm’s archipelago, later this year, to gather data that will help finalize the ship’s design.

Razola says it will take around three years, after that, to launch the full-size version. “Our ambition is to see Oceanbird sailing in 2024.”

Drug Smuggling and Liability in Commercial Shipping

By Ian Short and Sam Jones 11-06-2020 01:05:01

With the maritime industry continually improving anti-narcotics operations around the world, traffickers are finding increasingly novel and ingenious ways of smuggling drugs. Ian Short and Sam Jones explore the indirect legal and commercial consequences to shipowners and charterers arising out of delays and losses caused.

A ship's sea chest in an underwater shell and fitted with a portable strainer plate provides a water intake reservoir from which the vessel's piping system can draw water. However, in recent cases, space has also been found for other uses: by cutting through the plate, narcotics can be stored inside for an entire voyage.

This is just one of the novel ways traffickers continue to find to conceal drugs on board ships, in this case at a location on the hull and below the waterline that can be exploited without the knowledge or cooperation of the crew. Divers can covertly cut open the area around the sea chest at the points of departure and destination without needing to rely on or pay off dock workers and crew, while also rendering conventional board and search techniques redundant.

Where narcotics are discovered, the ship will most likely be detained to allow for an extensive forensic investigation to take place. Fines can be imposed and, if the crew are deemed to be involved, arrests and criminal charges can be made with criminal sanctions to follow. The criminal aspects of the drug smuggling attempt would be subject to the laws and jurisdiction of the country where the drugs were discovered, where the vessel and the drugs are located and, possibly, where the drugs were first concealed on board.

For the owner, the resulting delays can potentially lead to periods of loss of hire and can give rise to claims from cargo interests, especially where the cargo is perishable. Subsequent fixtures may be missed as well if the delays prevent the vessel from meeting its next laycan. Resolving these types of claims between vessel interests (owners, charterers, sub-charterers etc.) can become particularly contentious especially where there is an absence of specific wording in any charterparty.

Determination of liability

Determination of liability as between the shipowners and charterers is therefore critical and much, as ever, turns on the specific wording agreed between the parties in their contracts, most usually a charterparty. One issue that can arise is the fact that many of the novel methods of smuggling narcotics were not envisaged when the relevant clauses were drafted and so, for example, the scenario envisaged above may not fall neatly within the charterparty clauses.

Under a conventional BIMCO 'Boxtime' charterparty, liability is allocated according to the nature of the smuggling event. If the 'Master, Officers and/or crew are complicit', then the Owners accept liability (Cl.5(f)). Where the smuggling is found to have taken place 'as part of the goods and/or in containers on board', liability will be allocated to the Charterers. As useful as these positions are, and which are not uncommon in charterparties generally, they do not account for narcotics trafficking in the manner such as that discussed above, i.e. where the 'Master, Officers and/or crew' are not complicit and the narcotics are not smuggled 'as part of the goods and/or in containers on board'.

Where the BIMCO U.S. Anti-Drug Abuse Act 1986 Clause for Time Charter Parties 2013 has been incorporated, as outlined below, Charterers will be generally liable for the costs and delays caused by narcotics concealed on board the vessel.

BIMCO U.S. Anti-Drug Abuse Act 1986 Clause for Time Charter Parties 2013:

> *In pursuance of the provisions of the U.S. Anti-Drug Abuse Act 1986, or any re-enactment thereof, the Charterers warrant to exercise the highest degree of care and diligence in preventing unmanifested narcotic drugs and marijuana to be loaded or concealed on board the Vessel.*
>
> *Non-compliance with the provisions of this Clause shall amount to breach of warranty for the consequences of which the Charterers shall be liable and shall*

hold the Owners, the Master and the crew of the Vessel harmless and shall keep them indemnified against all claims whatsoever which may arise and be made against them individually or jointly.

Furthermore, all time lost and all expenses incurred, including fines, as a result of the Charterers' breach of the provisions of this Clause shall be for the Charterers' account and the Vessel shall remain on hire.

Should the Vessel be arrested as a result of the Charterers' non-compliance with the provisions of this Clause, the Charterers shall at their expense take all reasonable steps to secure that within a reasonable time the Vessel is released and at their expense put up bail to secure release of the Vessel.

The Owners shall remain responsible for all time lost and all expenses incurred, including fines, in the event that unmanifested narcotic drugs and marijuana are found in the possession or effects of the Vessel's personnel.

While this clause is fairly detailed in trying to apportion liability for time lost and fines incurred onto the charterers (except where such goods are found in possession of the vessel's personnel), there remains some ambiguity. The wording covers charterers' liability for drugs concealed "on board" the vessel, which therefore begs the question whether drugs concealed in the sea chest are in fact "on board". Owners would, of course, argue that drugs concealed in the sea chest are, indeed, "on board".

Owners' Position

Absent clear provisions as to apportionment of liability for the drug trafficking event, parties can be left scratching around trying to find arguments elsewhere. Shipowners, for example, may argue that the concealed drugs arose out of compliance with charterers' orders to proceed to a particular port where the drugs were attached to the hull. As a result, they would argue that they are therefore entitled to be indemnified for compliance with such orders. Alternatively, shipowners may try to argue that the charterers ordered the vessel to an unsafe port, albeit if the drugs were in fact found at that port, that would perhaps indicate safe port practice.

Charterers' Position

Charterers, on the other hand, may point to the owners' seaworthiness obligations. If these are limited by the incorporation of the Hague/Hague-Visby Rules to the exercise of due diligence to make the ship seaworthy before and at the beginning of the voyage, that would make charterers' case more difficult. For example, a covert operation by divers, perhaps at night, concealing drugs in or around the hull is not easily discoverable by the exercise of due diligence. Charterers may also look to argue in this scenario that it is owners' obligation to maintain the hull as well as point to the owners' obligations to ensure the vessel's compliance with both flag and port state laws and regulations.

If charterers can demonstrate that it was market practice, or would have been prudent, to arrange for underwater inspections and videotaping, or the welding shut of the sea chest, it may assist in any argument that the owner has failed to sufficiently maintain the hull or comply with their seaworthiness obligations. Constructing such an argument would however be challenging if the vessel had all her documentation in order and had complied with all local regulations or international standards.

Where there is no satisfactory express contractual provision enabling one party to pass on the losses incurred to another, losses may land where they fall. Likewise, whether the vessel is to be considered on or off-hire during the period of delays will depend on the relevant off-hire clauses.

Cargo Claims

Where goods carried are perishable and there are delays caused by the finding of drugs on or attached to the ship, cargo claims can materialise. These may be brought against owners either

under the bills of lading or in bailment, or against the charterers if charterers' bills of lading have been issued. Either way, liability for any cargo damage will depend on the terms of the bills and, as above, issues as to whether the carrier exercised due diligence to make the ship seaworthy are likely to be relevant to the dispute. Otherwise, the cargo claims are to be dealt with in the usual way with cargo interests put to proof on their claims and their losses.

Whether an owner or charterer can pass liability and the associated legal expenses, if any, for the cargo claims to the other will depend not only on the anti-drug clauses drafted into the charterparty (as discussed above) but also how these interact with any cargo indemnity, or claims handling, provisions set out elsewhere. A careful review of these clauses and how they interreact with each other will determine whether cargo claims can be passed up or down the contractual chain.

Conclusion

The implications of drug smuggling go far beyond the initial fines and criminal sanctions, and can have wide ranging commercial impacts under charterparties and bills of lading. Given the prevalence of such activity at certain ports, and the increasingly novel ways in which drug traffickers are conducting their illegal activities using ships, it is recommended that shipowners and charterers ensure that clearly worded provisions are contained within their charterparties and, where appropriate, their standard terms, to ensure that disputes do not materialise from contractual ambiguities. Whilst the insertion of the BIMCO U.S. Anti-Drug Abuse Act 1986 Clause for Time Charter Parties 2013 provides some guidance, a variation of this clause or a more bespoke clause may provide the contractual certainty required.

Ian Short is a director at Campbell Johnson Clark's London office. He specializes in commercial shipping and maritime disputes, covering the full range of P&I and defence work, marine insurance issues and disputes arising out of the sale/purchase and building of ships. Ian's practice also encompasses collisions and ship damage claims and he advises clients on international trade disputes.

Sam Jones is a trainee solicitor in our London office. He completed his LLB at the University of Southampton and undertook his Legal Practice Course at The University of Law.

IMO Approves Controversial Draft Amendment on CO2 Ranking System

By The Maritime Executive 11-18-2020 09:48:12

The IMO's Marine Environment Protection Committee has approved a draft amendment to MARPOL that would assign a rating to existing ships based on their operational carbon emissions and their progress towards emissions reduction. Ships with a low rating would be required to submit an improvement plan, but there are no penalties for noncompliance.

According to IMO, the the draft amendment would require ships of 5,000 gt or more (which are already required to keep track of their carbon emissions) to calculate an „annual operational carbon intensity indicator," or CII. The CII determines how much the ship would need to improve its carbon intensity to achieve each of five rating levels, A, B, C, D or E („major superior, minor superior, moderate, minor inferior, or inferior," respectively). Any ship operating three years continuously at level D or one year at level E would have to file an improvement plan showing how they can attain level C. The performance level would be recorded in the ship's Ship Energy Efficiency Management Plan (SEEMP).

There would be no penalties for noncompliance, and a vessel could continue to operate at level D or E without legal interference. However, port states and other stakeholders are encouraged to give incentives to vessels that voluntarily attain high ratings.

The draft amendments also include new measures for improving the technical efficiency of existing ships, in a manner comparable to the energy efficiency design index (EEDI) for newbuilds.

Intercargo and the International Chamber of Shipping released statements of support for the measures in advance of MEPC 75. The industry associations for European shipbuilders and suppliers, the Republic of the Marshall Islands and the NGO Transport & Environment all registered opposition (though their rationales and proposed remedies varied).

"The IMO has given the go-ahead to a decade of rising greenhouse gas emissions from ships. Europe must now take responsibility and accelerate implementation of the Green Deal. The EU should require ships to pay for their pollution in its carbon market, and mandate the use of alternative green fuels and energy saving technologies," said Faïg Abbasov, shipping director at NGO Transport & Environment, in a statement Wednesday.

As with other IMO convention amendments, the draft will have to be approved a second time at a future MEPC to enter into force.

Structural challenges for CO2 reduction

Highlighting IMO's challenges in reducing emissions from shipping, the Swedish maritime data company Marine Benchmark has released a new study on the global fleet's composition and its likely effects over the span of the next decade. Though carbon intensity has been reduced in recent years through slow steaming and more efficient vessel designs, total CO2 emissions have risen - and they will not be coming down anytime soon, according to the consultancy.

„The outright growth in international maritime CO2 emissions over the past decade, roughly 18 percent in total, will make it more difficult for the IMO to achieve its 2050 goal of halving international shipping CO2 emissions relative to 2008 levels," found Marine Benchmark.

Demand is down in 2020 due to the COVID-19 pandemic, and so are emissions, but previous trading patterns are expected to resume once effective vaccines are approved and distributed. That trade rebound will be shipped aboard an older fleet, as the newbuilding orderbook is at a multi-decade low and scrapping has fallen in parallel. Shipowners face considerable uncertainty about the future of the global economy and future regulatory requirements, creating an impediment to fleet renewal. That means fewer high-efficiency newbuilds and fewer new LNG-powered vessels entering service.

„We're going to see older and older vessels on the water and the impact of the marginal gains already made from running ships more efficiently have already been felt. To bring down absolute emissions without impacting global trade, scalable low carbon fuels and new ships and engines to run them are needed," said Alastair Stevenson, the head of digital analysis at Marine Benchmark. „However, many shipping investors are sitting on their hands waiting for technological breakthroughs and regulatory certainty. The implications are that the shipping industry cannot deliver an absolute reduction in CO2 emissions by 2030."

Report: Alcohol Contributed to Fatal Crushing Accident on Freighte

Reconstruction of the accident's circumstances and the clearance between the gantry and hatch covers (MAIB), By The Maritime Executive 11-27-2020 05:32:00

The UK‘s Marine Accident Investigation Branch (MAIB) has released its report on a fatal accident aboard the freighter *Karina C* in May 2019. The officer was intoxicated, according to the agency, and he was crushed by a moving gantry crane while he attempted to cross over a stack of hatch covers.

On the morning of May 24, 2019, the *Karina C* was completing cargo operations and preparing to sail on an accelerated timetable. The chief officer called for help from all hands, including the second officer, who was woken early after three hours of sleep and asked to return to duty.

The second officer arrived on deck at about 0930 hours, and he began helping the crew to sweep residual dust from the last cargo off the hatch coamings so that the hatches could be closed up. At 0944, he climbed up on the coaming next to a stack of hatch covers. At the same time, the chief officer was moving the gantry crane in his direction, and the gantry‘s access platform crushed the second officer against the stack of covers, leaving a clearance of 13 centimeters (five inches) for the 210-pound man. The victim fell off the coaming and struck his head on the walkway‘s guardrail as he went down. He lost consciousness and died shortly after.

The cause of the victim‘s death was not immediately known to his crewmates. An emergency services doctor who was told that the second officer had fallen down concluded that the victim had probably died from a heart attack. However, a postmortem exam revealed that the victim had died of internal bleeding from blunt trauma. An examination of the vessel‘s CCTV camera footage revealed the nature of the accident, which was then reported to the authorities.

The accident occurred on the second officer’s birthday, and a toxicology report showed that he had a „significant quantity“ of alcohol in his bloodstream, according to MAIB.

After investigation, MAIB concluded that:

- the victim‘s judgement and perception of risk were likely impaired by alcohol and fatigue;
- The victim and the chief officer were not in communication about their movements;
- The vessel‘s safety culture was weak;
- and the operator‘s drug and alcohol policy was not being adequately enforced.

A nearly identical gantry crane accident occurred on another vessel in the same operator‘s fleet in March 2019 (though without any contribution from intoxicants). The company has since strengthened its safety and compliance measures, including frequent random testing and sanctions for vessel masters in the event of safety policy breaches.

„Ship’s decks are dangerous places and this accident could have been avoided if personnel operating *Karina C’s* deck that day had adhered to established safe working practices. The limited space available and ambient noise on deck mean that travelling gantry cranes, common on many operators’ vessels, can be particularly hazardous. Recently they have been involved in a number of fatal accidents and the MAIB is currently investigating another tragic death in similar circumstances. The accident on *Karina C* is a further case where excess alcohol consumption almost certainly contributed to the death of a seafarer,“ concluded MAIB in an advisory.

Unique Design Technologies to Improve Ship Performance

Esperanza ferry sailing in Chile using these new forms - courtesy of NaviForm,
By The Maritime Executive 10-23-2020 06:48:27

A Canadian ship design and research company is presenting several unusual looking new technologies for ocean-going and inland waterway vessels which they report can increase the ship's capacity and speed while reducing construction costs. NaviForm Consulting & Research, based in Vancouver, Canada reports that it has already been granted four patents in the US, European Union, and other countries with three additional patents pending.

Two of the firm's concepts were developed in a new ferry, the *Esperanza* that is sailing for Navimag Ferries in the Patagonia region of Chile. The most eye-catching element of the design is a new bow shape that NaviForm is calling the winged bow.

The winged bow aboard the new ferry Esperanza - courtesy of Navi Form

According to the designers, the new geometry of the bow on the ocean-going vessel reduces the resistance of the hull, resulting in either higher speed or less power, fuel consumption, and GHG emissions. It also reduces motions in waves, shown both in testing and in operation to be 50 percent lower than conventional bow fitted hulls. The design is also reported to eliminate slamming, making it possible to design a lighter structure. Finally, they say the new bow concept also increases the capacity of the hull or reduces its length and cost for a given capacity.

Similarly, they have also developed a new geometry of the stern bulbs that spins the flow of water into propellors counter to their rotation. NaviForm says that this increases efficiency.

The Esperanza design combines these technologies. The 492-foot long vessel can carry over 240 passengers and has 1800 vehicle lane meters on two decks. The 10,500 mt displacement vessel, however needs only 2500 kW into her propellors (1250 kW each) to sail at 14 knots as a result of these design technologies says NaviForm.

The propulsion equipment was developed by Wartsila's technology group in consultation. It consists of two Wartsila 20 main engines, two Wartsila controlled pitch propellors (CPP), and two Wartsila gearboxes.

NaviForm also asserts that the Esperanza is so efficient that her EEDI (Energy Efficiency Design Index) not only meets present but also future IMO targets without a need to reduce speed.

New Mississippi River container ship using these design concepts - courtesy of Navi Form

The designs also are presenting several new concepts that are being combined in the design of a large river container carrier for the service on the Mississippi River. One element is the Exoskeleton Structure, named for the fact that it is fitted outside the hull to provide the required longitudinal strength, rather than relying on the hull structure. This allows ocean-going and river hulls to be lighter and in the case of river hulls, also extremely shallow.

NaviForm also developed a zero wave bow for self-propelled river vessels or barges, which as its name suggests generates no bow wave. According to the designers, this eliminates the problem of shore erosion, which limits the speed of river or coastal vessels. Featuring two side skegs with a foil between them, it captures the flow and directs it under the hull, rather than to the sides in the form of waves which represent wasted energy and cause shore erosion

Construction of the first 594-foot hull is due to begin in the first quarter of 2021, with three sister ships to follow at six month intervals. With an 8.8-foot draught, the hull depth is only 12.8 feet and steel weight only 2300 mt. It will carry 1700 TEU at speeds up to 16 knows and it is LNG powered.

FROM THE EDITOR

1. Vard Delivers World‘s First Electric, Autonomous Container Feeder

Image courtesy Vard, By The Maritime Executive 11-27-2020 07:18:00

Fincantieri‘s Vard division has delivered the zero-emissions container vessel *Yara Birkeland* to her owner, fertilizer manufacturer Yara International. The 120 TEU *Yara Birkeland* is the world‘s first battery-electric container feeder for commercial use, and the project partners‘ ultimate goal is to operate her as an autonomous vessel.

The vessel‘s hull was built by Vard‘s Braila yard in Romania, and initially her outfitting and delivery were slated for completion at Vard Brevik. The work was later transferred to Vard Brattvaag, and a planned second-quarter delivery was pushed back due to the COVID-19 pandemic. Now that she has been delivered, she will undergo further testing and autonomous system development at a designated area near Horten, Norway.

„We have been through an exiting process with technological development and have gained a great amount of knowledge about such type of vessels, which we will continue drawing experiences from going forward. This is an example of how flexible we need to be in order to adapt to new technology and changes in the maritime industry,“ Vard said in a statement. „We wish Yara the best of luck developing the vessel further and we look forward to seeing it coming into operation soon.“

For the first phase of the project, a detachable bridge with equipment for maneuvering and navigation has been installed. In the future, when the ship is ready for autonomous operation, this module will be lifted off.

In commercial deployment, the vessel will transport fertilizer from Yara‘s Porsgrunn ferti-

lizer plant to the deep-sea ports of Larvik and Brevik, a journey of about 30 nautical miles. According to Yara and project partner Kongsberg, the vessel‘s operations will reduce NOx and CO2 emissions by reducing diesel-powered truck transport by around 40,000 journeys per year. This will reduce road congestion as well as the operation‘s environmental footprint.

2. Tanker Saves Two People Clinging to Board in the Ocean

Godam sailing off the coast of Australia - AMSA photo, By The Maritime Executive 12-03-2020 09:21:45

In a stroke of good luck, a Marshall Island flagged crude oil tanker, the 113,553 DWT *Godam*, happened upon two people floating in the Torres Strait separating northern Australia and Papua New Guinea this morning. A costal pilot aboard to assist with the navigation of the tanker, sighted the two individuals clinging to a timber of wood in the ocean.

At the time of the sighting the vessel, which was sailing at approximately 13 knots, reported that the two individuals were approximately six miles southeast of Sue Islet, Warraber Reef. Sea conditions were rough with a swell of six to eleven feet and winds around 30 knots. It was just after 7 a.m. local time.

The crew of the tanker contacted the Townsville Vessel Traffic Services (VTS) to report the sighting of two people and they immediately contacted the Australian Maritime Safety Authority. A Challenger search and rescue jet was dispatched from Cairns and a Queensland Government rescue helicopter.

Before the aircraft arrived at the location, the tanker was successful in pulling one of the two people from the water.

While the tanker crew had been able to maintain visual contact with both individuals, they had not succeeded in rescuing the second person. The second person was retrieved from the water by the rescue helicopter.

3. Containership Diverts to Tacoma After Container Collapse at Sea

One Aquila during her maiden arrival in California in April 2020 - Port of Long Beach photo, By The Maritime Executive 11-06-2020 05:20:53

The 138,600 dwt containership *One Aquila* arrived in Tacoma, Washington this afternoon for an unscheduled stop after having suffered a collapse of containers during its trans-Pacific crossing. The vessel's operator Ocean Network Express (ONE) reported that the incident occurred during severe weather conditions sailing from China to Long Beach, California.

"Considering the vessel situation and various factors, the latest plan for the vessel is to divert to the port of Tacoma to do her survey and re-work of the collapsed containers, subject to authorities' approval," they reported in an advisory to customers. "We regret the inconvenience caused and thank you for your understanding in this regard."

The company has not reported any details on the extent of the accident and if containers were also lost overboard or if it is on a collapse leaving the containers unstable aboard the vessel. According to updated details reported to customers, the plan was to offload collapsed containers and complete an inspection in Tacoma before resuming the voyage.

Currently, the company is anticipating as much as a two and half week delay in reaching California. The latest update estimates that the *One Aquila* will arrive in Long Beach on November 26 and Oakland on December 4.

The vessel which measures 1,195 feet in length has a carrying capacity of 14,000 TEUs. It is one of the newer vessels in the fleet having been delivered to ONE in September 2018 from the Kure Shipyard of Japan Marine United Corporation. When she was delivered the company said she employs a hull form that allows improved cargo-loading efficiency achieved by minimized engine-room space.

Weather is considered to be one of the most frequent factors contributing to container damage or loss overboard during a voyage. The World Shipping Council (WSC) issued a report in July 2020 that said the incidents of containers lost overboard has been on the decline and is a small percentage of the total annual volume. In the period between 2008 and 2019, the WSC estimates that there were on average a total of 1,382 containers lost at sea each year.

4. Demonstration of Autonomous and Remote-Controlled Ship Operations

Samsung successfully navigated a tug using autonomous navigation and remote control technology - photo courtesy of Samsung Heavy Industries,
By The Maritime Executive 10-19-2020 02:06:30

A test voyage conducted in Korea further demonstrated advancements in autonomous and remote-controlled ship operations. Using a 300-ton tug fitting with an autonomous navigation system, Samsung Heavy Industries was able to safely navigate the vessel from a remote operations center located more than 150 miles away from the port. The demonstration combined collision avoidance, autopilot, and remote control technologies.

The 125-foot tug operating at the Geoje Shipyard in Korea was outfitted with the Samsung Autonomous Ship technology. According to Samsung, SAS analyzes in real-time signals from

navigational communication equipment, including radar, GPS, and AIS, to recognize nearby ships and obstacles. The system develops the route for the vessel, evaluating the risk of collision considering the ship‘s operating characteristics. It safely navigates the vessel to its destination by automatically controlling the propulsion and steering.

Operators at the remote control center installed at the Daejeon Marine Research Center were able to monitor the operations and guide the vessel with images combined with augmented reality (AR) technology. Among the tools they had was a 360-degree view around the ship that was made possible using LTE/5G mobile communication technology. At the land control center, they viewed the images on a large screen, monitoring the operation of the ship and demonstrating the technology to directly control the tug.

The vessel, the Samsung T-8 navigated in the harbor and returned safely to its destination about six miles away without the intervention of the crew. According to Samsung, the test, in particular, showed the collision avoidance technology that avoids other ships or obstacles that appear within a radius of one kilometer (approximately two-thirds of a mile) during operation.

Shim Yong-rae, head of Samsung Heavy Industries‘ shipbuilding and marine research institute, highlighted the system’s capability to reduce the crew’s burden by autonomously searching and operating the optimized route combined with artificial intelligence (AI) technology and high-speed communications.

Samsung plans to commercialize the SAS technology with a more advanced navigation assistance system by 2022.

5. Digitization to Support Just-in-Time Port Calls for Container Shipping

By The Maritime Executive 10-20-2020 02:36:28

As part of its continuing efforts to support the adoption of digitization in the shipping industry and improve operating efficiency, the Digital Container Shipping Association (DCSA) published standard data definitions for the port call process. By adopting a just-in-time approach to port calls, the association says it can facilitate vessel speed optimization and reduce CO2 emissions.

“The JIT port call will streamline a number of key processes for industry stakeholders, and it will also benefit the environment,” said Thomas Bagge, CEO DCSA. “Enabling a vessel to optimize its speed during the voyage to arrive just in time at the pilot boarding place, when berth availability is ensured, will significantly reduce the amount of fuel consumed. Achieving this will require digital collaboration between carriers, ports, and terminals. DCSA digital standards play an important role in establishing the harmonious ecosystem that will allow this level of collaboration, and today’s release is the first step towards the creation of that ecosystem.”

The non-profit group established to further digitalization of container shipping technology standards, worked in conjunction with its nine member carriers, developing the definitions which will allow carriers, ports, and terminals to exchange event data in a uniform way. Using this protocol, the association says will enable digital planning and operational optimization.

"Our ability to provide more innovative, efficient, and sustainable operations is a strategic advantage for our port," said Erwin Verstaelen, CDIO for Port of Antwerp. "Just-in-time port calls enabled by DCSA digital standards will play an important role in helping ensure that these attributes are a core part of our infrastructure. There are a lot of moving parts and stakeholders that need to work together to enable a JIT port call. With commitments from the world's top carriers, DCSA's digital standards are key to enabling this collaboration."

To provide a global industry framework that preserves existing investments, DCSA port call data definitions align with IMO and ITPCO Just In Time (JIT) Arrival Guide standards. This is one of many initiatives to be put forth by DCSA to accelerate digitalization through a unified industry effort.

"Port call optimization will enable terminal operators to provide many benefits to their shipping customers," said Frank Kho, CEO of TIC4.0 (Terminal Industry Committee 4.0). "With just-in-time port calls, arrival times and berth space can be optimally managed. This means capacity, equipment, and staffing can be more accurately estimated and planned. We applaud DCSA's initiative to develop standards that will enable greater port call efficiency and appreciate the opportunity?to contribute to shaping them. TIC4.0 is committed to working with stakeholders, including other standards bodies such as ITPCO, to develop standards that will improve operational efficiency for terminals and other adjacent parts of the supply chain.?As part of our commitment, we encourage players in our industry to join and support the work."

The first version of the DCSA Port Call Data Definitions is available for downloading from the DCSA web site. According to the association, they plan to add API definitions for automating the exchange of event data in future releases of the protocol.

6. Dry Bulk Trade Group Slams Charterers for Preventing Crew Changes

November 4, 2020 by Mike Schuler

Charterers in the dry bulk sector have been preventing much needed crew changes from taking place despite owners agreeing to pay the associated costs, according to INTERCARGO, the leading association of dry bulk sector operators.

The trade association said in some of these instances, charterers have simply ignored relevant provisions and charter party clauses or rejected crew changes outright. "Indeed, it has been reported that bulk carriers changing crews in certain countries in SE Asia are being treated as 'toxic' by charterers for the 14 days following crew change," INTERCARGO said in a statement strongly condemning the charterers participating in the practice.

"This flies in the face of industry wide efforts to offer seafarers the essential rest that they have been so long without during the COVID-19 pandemic, and which is essential to the safe operation of the shipping sector," INTERCARGO said.

The latest estimates are that some 400,000 seafarers are stuck at sea working beyond the scope employment agreements. A similar number are stuck shoreside, unable to work or earn an income due to travel restrictions related to COVID-19.

"Ironically, this appalling practice has been reported primarily in the dry bulk sector, where the prevention of seafarer fatigue is of special concern. Bulk carriers on tramp trading routes call at many more ports than other shipping sectors, piling added strain on an already fatigued workforce with no hope of crew change. A crew must be well rested to operate a ship in compliance with the voyage instructions from the charterers: to load and discharge the cargo, ballast and de-ballast, wash, dry and present cargo holds, open/close hatch covers and carry out the multitude of associated tasks to ensure safe operation of the vessel. It is very disappointing that dry cargo charterers do not understand or wish to take responsibility for the concept of the common venture which exists under a time-charter," INTERCARGO said.

"INTERCARGO wishes to state unequivocally that this issue goes further than the charterer's corporate social responsibility (CSR) or environmental, social and governance (ESG) re-

sponsibilities, and displays a clear lack of appreciation of one of the greatest humanitarian crises to affect the maritime sector," it added.

The International Association of Dry Cargo Shipowners (INTERCARGO) represents the interests of dry bulk shipowners controlling close to 2,400 registered ships out of more than 11,000 ships in the global dry bulk fleet, corresponding to over 25% of the global dry bulk fleet basis deadweight.

7. Greek Captain Of Fire-Damaged 'MT New Diamond' Fined $64972 By Sri Lankan Court

The Sri Lankan high court ordered the Greek captain of MT New Diamond vessel, which carried crude oil to India from Kuwait and caught fire off the country's eastern Ampara coast, to pay a fine of $64,972 after he pleaded guilty to a marine environment pollution charge on Wednesday.

The Panamanian flagged tanker was carrying 270,000 tonnes of crude and 1,700 tonnes of diesel from Kuwait to India. A fire broke out when the carrier was in the eastern seas of Sri Lanka on 3rd September 2020 at around 8:00 AM. The fire started because of an explosion in a boiler in the ship's main engine room when it was sailing 38 nautical miles off Sangaman Kanda Point.

Indian Coast Guard and their Sri Lankan counterparts had joined the firefighting efforts, it took them 3 days to completely douse the fire. Indian Coast Guard had mobilized seven ships and two aircraft for this operation and had provided necessary support to the Sri Lankan authorities. The tanker had 23 crew members – 18 Filipinos and five Greeks. Twenty-two of the 23 member crew had been safely rescued off the tanker.

Attorney General Dappula De Livera filed an indictment in the Colombo High Court against the crude oil tanker 'MT New Diamond' vessel's captain Sterio Illias over the incident, and just last week, the Greek captain was indicted by the Sri Lanka court for causing the oil spill under the country's Marine Pollution Prevention Act, after he pleaded guilty at the Colombo High Court. He was then fined Sri Lankan Rs 12 million ($64,972), court officials said.

He appeared before the court on September 28 for negligence and not putting in place safety measures to prevent fire on board. Colombo High Court Judge Dhammika Ganepola ordered the defendant Steiros Ilas Kardany to be released after paying the fine. The captain was barred from leaving the country although no remand order was served on him in spite of a state request.

Reference: colombopage.com

8. Order for Largest Marine Robotic Vessels with Green Fuel Capabilities

Marine robotic vessels, remotely controlled and prepared for green fuels,
By The Maritime Executive 11-23-2020 02:58:30

As part of the industry's move to the next generation of autonomously operated vessels, the ocean research and survey company Ocean Infinity announced the order for a new generation of larger vessels able to operate remotely controlled or crewed and prepared for future green fuels. To be built at VARD's shipyard in Vietnam, the eight vessels, which hare believed to be the largest of their kind, are scheduled for deliveries between mid-2022 to end-2023.

Measuring approximately 256 feet in length, the eight Marine Robotic Vessels are designed as a multi-purpose platform that can provide for the safe launch and recovery of remotely operated surface vessels (ROVs), autonomous underwater vehicles, and other robotic systems. They will be equipped with the technology to permit them to operate remotely controlled from onshore, lightly crew or uncrewed. Initially, it is anticipated that they will operate with a skeleton crew on board. The design is also prepared for the introduction of alternative fuels such as green ammonia with fuel cell and battery technology.

"With a high focus in the design process of making the vessels energy efficient, the vessels are equipped with highly optimized hull forms, propellers, and engine arrangements," said Ove Bjørneset, VP Research and Innovation in VARD. "The vessels are inherently developed for safe and secure prolonged missions with a redundant mindset like split engine and propulsion rooms, redundant cooling systems, sensor systems, automation and power management systems, navigation and communication systems."

The series of eight vessels will expand Ocean Infinity's newly launched Armada fleet, which will include nine 21-meter and 36-meter vessels. The smaller vessels are already in production and expected to operational by early 2021.

"The impact and the scale of this robotic fleet will spark the biggest transformation the maritime industry has seen since sail gave way to steam," said Oliver Plunkett, CEO of Ocean Infinity. "With our new fleet, we will be able to provide sustainable services to all corners of the industry from offshore energy, to logistics and transport."

Vard Electro, which has developed the SeaQ Integrated Automation System and SeaQ Power Management System together with the class society to allow for safe remote operations and cyber-secure communication, will deliver a complete electrical systems package from engineering through installation, integration, and commissioning. Also, a range of suppliers and contractors in the Norwegian Maritime Cluster is involved in the project.

9. Pacific Carriers Pleads Guilty and Fined $12 Million in Pollution Case

Pac Antares during her 2018 oil spill in New Orleans - US Coast Guard photo,
By The Maritime Executive 12-02-2020 05:40:54

In the latest example of a shipowner and its crew knowingly concealing the discharge of oily water, Pacific Carriers Limited, based in Singapore, pleaded guilty in U.S. District Court in North

Carolina. At a sentencing hearing on December 1, the company was fined $12 million and placed on probation for four years. One of the company's chief engineers also pleaded guilty to falsifying records.

PCL pleaded guilty to a total of eight felony offenses across three judicial districts – the Eastern District of North Carolina, the Southern District of Texas, and the Eastern District of Louisiana. In addition to the fine, PCL was ordered to implement a comprehensive Environmental Compliance Plan as a special condition of its probation.

Chief Engineer, Wenguang Ye, was sentenced to a fine of $5,500 and banned from entering the United States for one year for his guilty plea. The engineer had agreed to cooperate in the investigation.

In pleading guilty, PCL admitted that crew members onboard the *Pac Antares*, a 20,471 gross-ton, 586-foot bulk carrier, knowingly failed to record in the vessel's oil record book the overboard discharge of oily bilge water and oil waste. The company admitted that its crew discharged oily garbage and plastic overboard and falsified the garbage record book while also failing to use the required pollution-prevention equipment. The incidents cited in the guilty plea ranged from approximately April 2019 until the vessel arrived in Morehead City, North Carolina, on September 29, 2019.

"The defendants in this case knowingly, intentionally, and illegally discharged oily waste and other garbage into the waters along the North Carolina coast," said United States Attorney Robert J. Higdon, Jr. in announcing the sentencing.

PCL also admitted to storing oily waste along the keel of the vessel, which constituted a hazardous condition under the Ports and Waterways Safety Act. By law, this condition should have been immediately reported to the U.S. Coast Guard Sector North Carolina.

Law enforcement first learned of the pollution offenses when a crew member walked off the ship and informed a Customs and Border Protection officer that he had information about illegal discharges that had taken place on the vessel. The *Pac Antares* had arrived in Morehead City, North Carolina on September 29, 2019.

The information was sent to the U.S. Coast Guard, which launched an investigation, including an inspection of the *Pac Antares*. Examiners discovered a configuration of drums, flexible hoses, and flanges used to bypass the vessel's oily water separator. They also discovered that oily waste had been discharged through a laundry sink either directly overboard or through the vessel's sewage system. This was confirmed by the discovery that the sewage system was contaminated with oil.

As the investigation continued, crew members also admitted that bags filled with oily rags were thrown over the side of the ship. These discharges were knowingly not recorded in the *Pac Antares*'s oil record book and garbage record book, which as required were presented to the U.S. Coast Guard during the vessel's inspection. The examiners also found over 60,000 gallons of oily water being stored in the duct keel, which took several days and a third-party contractor to properly clean out.

"This kind of deliberate evasion of our pollution control laws will not be tolerated," said Principal Deputy Assistant Attorney General Jonathan Brightbill of the Justice Department's Environment and Natural Resources Division. "The Environmental Crimes Section works hand-in-hand with U.S. Attorneys Offices and law enforcement partners around the country to investigate and prosecute the intentional violation of our laws that protect our oceans by commercial ship owners, operators, and personnel."

In addition to these incidents, the *Pac Antares* has been involved in several other pollution-related cases in the United States. In 2008, the vessel was involved in another prosecution in Wilmington, North Carolina, for concealing the overboard discharge of oily bilge water and assessed a $2.1 million criminal penalty.

The Pac Antares also caused a significant oil spill on the Mississippi River when on April

12, 2018, the Singapore-flagged vessel struck a wharf near New Orleans. The allision punctured one of the ship‘s fuel tanks, resulting in a discharge of heavy fuel oil into the river. Approximately 10 miles of the Mississippi River were closed to facilitate cleanup of approximately 4,200 gallons of fuel.

10. Study Finds “Widespread” Discrepancies in MLC Hours of Work Reporting

File image courtesy Clear Seas, By The Maritime Executive 11-10-2020 10:15:47

A new study published by the World Maritime University (WMU) confirms „widespread“ discrepancies in MLC hours of work and rest reporting aboard merchant ships, in a new acknowledgement of the challenges still facing the regulation‘s implementation. Based on a series of interviews with about 80 stakeholders - including seafarers, vessel operators, port state control officials, industry associations and NGOs - the research team said that their data „confirms existing literature and suggests that recording malpractices are widespread.“

The underlying cause of misreporting is ultimately a shortage of manpower, according to 85 percent of the participants. The research team pointed to understaffing by operators and underregulation by flag states as the likely primary cause, along with insufficient port state enforcement. Interviewees reported a low level of utilization of the non-binding IMO „principles“ for minimum safe manning determinations.

To adapt to the mismatch between manning and workload, seafarers have developed a ‚culture of adjustment,‘ according to the report. Many work as required by the task at hand, then adjust their MLC hours of rest paperwork as needed to make it compliant. As port state control inspectors have so many other high-priority items to check, these inaccuracies often go undetected.

„For seafarers, the sole objective of recording work/rest hours is to confirm compliance to avoid disruptions to vessel operations and not to confirm actual working time onboard,“ the researchers reported. „They seem unable to prioritize their allegiance: ship interests or regulations. They are trapped in cognitive dissonance, where deviance is normalized.“

Participants suggested that this culture permeates recordkeeping, extending into logbook entries, drills, maintenance records and oil record book entries (a significant source of liability in some jurisdictions). If left unaddressed, the researchers warned, a culture of inaccurate reporting and incomplete enforcement „will be increasingly detrimental to the shipping industry and international maritime governance.“

To address the problem, the team suggested implementing new legally-binding minimum manning provisions at the ILO and IMO level, along with a revision of the current MLC hour limits. The team heard „stark criticism“ of the thresholds specified in the existing hours of work regulations from most stakeholders. „It’s not based on any scientific evidence; it’s a social agreement between Parties at IMO – it has nothing to do with human physiology,“ commented one industry organization representative in a stakeholder interview. „It‘s a useless instrument really – if I have to be that black and white about it.“

(abridged)

AIMS OF THE ORGANISATION

• TO WORLDWIDE PROTECT THE PROFESSIONAL INTERESTS AND STATUS OF EUROPEAN SEAGOING SHIPMASTERS.

• TO PROMOTE MARITIME SAFETY AND PROTECT THE MARINE ENVIRONMENT.

• TO PROMOTE ESTABLISHMENT OF EFFECTIVE RULES WHICH PROVIDE HIGH PROFESSIONAL MARITIME STANDARDS AND PROPER MANNING SCALES FOR VESSELS UNDER AN EUROPEAN NATION FLAG.

• TO INFORM THE PUBLIC IN THE EU ABOUT DEVELOPMENTS IN THE EUROPEAN MARITIME INDUSTRY AND THOSE CONCERNING SHIPMASTERS IN PARTICULAR.

• TO CO-OPERATE WITH OTHER INTERNATIONAL MARITIME ORGANISATIONS.

• TO RETAIN AND DEVELOP THE HIGHEST MARITIME KNOWLEDGE AND EXPERIENCE IN EUROPE.

• TO BE INVOLVED IN RESEARCH CONCERNING MARITIME MATTERS IF APPLICABLE IN CO- OPERATION WITH OTHER EUROPEAN INSTITUTIONS AND/OR ORGANISATIONS.

• TO ASSIST MEMBER SHIPMASTERS WHO ENCOUNTER DIFFICULTIES IN PORTS WITHIN THE REACH OF NATIONS REPRESENTED BY CESMA MEMBER ASSOCIATIONS

• TO PROMOTE THE SEAFARING PROFESSION IN EU MEMBER STATES

<u>ANNUAL SUBSCRIPTION</u>:

EURO 16,- PER SEAGOING MASTER (WITH A MINIMUM OF 25)

EURO 8,- PER SEAGOING MASTER FOR ASSOCIATED MEMBER ASSOCIATIONS (WITH A MINIMUM OF 25)

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