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MARITIME TRAINER

Health & Safety Bulletin



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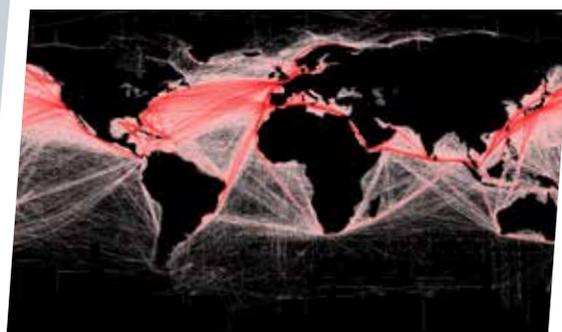
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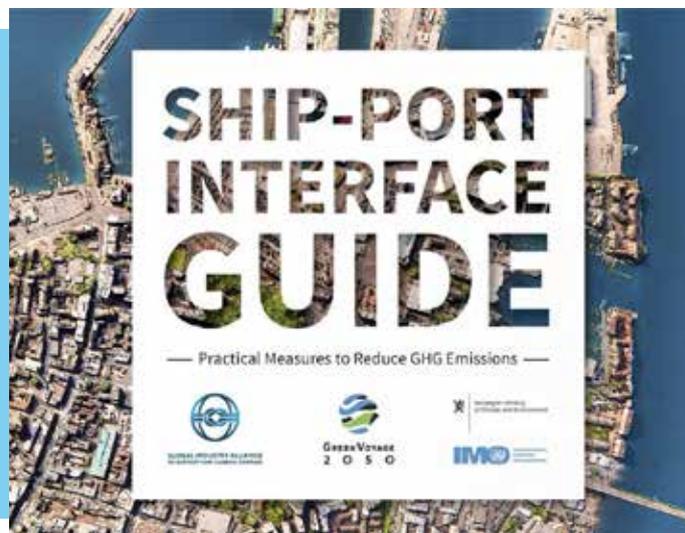


SAFETY FIRST





SHIP-PORT INTERFACE GUIDE RELEASED TO SUPPORT GHG EMISSIONS REDUCTION



A new Ship-Port Interface Guide focusing on eight practical measures which can support GHG emission reduction at the ship-port interface has been released.

Developed by the Global Industry Alliance to Support Low Carbon Shipping (Low Carbon GIA) under the IMO-Norway GreenVoyage2050 Project, the Guide aims to support the maritime industry in achieving IMO's emission reduction goals and contribute to greener shipping.

The eight practical measures presented in the Guide are:

1. Facilitate immobilization in ports
2. Facilitate hull and propeller cleaning in ports
3. Facilitate simultaneous operations (simops) in ports
4. Optimize port stay by pre-clearance
5. Improve planning of ships calling at multiple berths in one port
6. Improve ship/berth compatibility through improved Port Master Data
7. Enable ship deadweight optimization through improved Port Master Data
8. Optimize speed between ports

The list of presented measures is non-exhaustive, are a result of initial research and findings, and aim to raise awareness of potential ideas which the maritime community could explore further. Each measure presented in the Guide can be individually implemented, or implemented collectively – which would maximize the emission reduction benefit.

While particularly useful for stakeholders within the port community (e.g. port authorities, terminals, nautical service providers), the Guide is also relevant for ship owners, operators, charterers, ship agents, shipbrokers, and other relevant stakeholders. These play a key role in implementing the necessary changes and facilitating the uptake of emission reduction measures in the ship-port interface.

<https://www.imo.org/en/MediaCentre/Pages/WhatsNew-1598.aspx>



INFORMAL DISCUSSIONS FOCUS ON LIFECYCLE GHG/CARBON INTENSITY OF CLEANER FUELS FOR SHIPPING

IMO has facilitated virtual informal discussion sessions (14-15 April) on lifecycle GHG/carbon intensity for potential future fuels for shipping.

Shipping will need new fuels to achieve the levels of ambition of the IMO's Initial GHG Strategy. This includes a reduction in the carbon intensity of international shipping by at least 40% by 2030 and a significant further reduction in carbon intensity to achieve the 2050 level of ambition – cutting GHG emissions by 50%, in line with IMO's vision to ultimately phase out GHG emissions as soon as possible in this century.

Carbon intensity refers to CO₂ emissions per transport work, and therefore links carbon emissions to the amount of cargo transported and the distance sailed for a specific ship.

The sessions provided a platform for all IMO Member States and organizations in consultative status with IMO to exchange views and share updated information on how to assess and potentially regulate the lifecycle of carbon emissions. The webinar-like discussion sessions, attended by more than 280 participants, contributed to increasing the understanding of the carbon lifecycle of various fuel options and how these might be considered in future.

A candidate measure in the IMO Initial GHG Strategy refers to developing "robust lifecycle GHG/carbon intensity guidelines for all types of fuels, in order to prepare for an implementation programme for effective uptake of alternative low-carbon and zero-carbon fuels".

The lifecycle refers to the assessment of greenhouse gas emissions from the fuel production to the ship (Well-to-Wake); from primary production to carriage of the fuel in a ship's tank (Well-to-Tank, also known as upstream emissions) and from the ship's fuel tank to the exhaust (Tank-to-Propeller or Tank-to-Wake, also known as downstream emissions).

Candidate future low-carbon and zero-carbon fuels for shipping have diverse production pathways (for example, different generations of biofuels, hydrogen-based fuels, etc.) entailing significant differences in their overall environmental footprint.

IMO's Marine Environment Protection Committee (MEPC 76), to meet remotely from 10-17 June is expected to consider the way forward for discussions on this matter.

The MEPC is also expected to adopt the important short-term measure to cut the carbon intensity of all ships, as approved at the last session.

The recent Low and Zero-carbon Alternative Fuel Symposium identified lifecycle assessments as a priority issue for the Organization to work on to further facilitate the development and uptake of alternative marine fuels.

<https://www.imo.org/en/MediaCentre/Pages/WhatsNew-1603.aspx>





17 INCIDENTS OF ARMED ROBBERY AGAINST SHIPS DURING Q1 2021 IN ASIA

ReCAAP ISC released its 1st Quarter Report (Jan to Mar 2021) on the situation of piracy and armed robbery against ships in Asia.

Overall Summary

- A total of 17 incidents of armed robbery against ships (comprising 16 actual incidents and one attempted incident) were reported in Asia during January-March 2021
- This accounts for a 39% decrease in the total number of incidents compared to the same period in 2020
- All the incidents reported during January-March 2021 were armed robbery against ships; no piracy incident was reported
- The decrease of incidents during January- March 2021 occurred in Bangladesh, India, the Philippines, Singapore Strait and Sulu-Celebes Seas
 - No incident was reported in Bangladesh during January-March 2021 compared to two incidents during January-March 2020
 - One incident was reported in India during January- March 2021 compared to six incidents during the same period in 2020
 - In the Philippines, two incidents were reported during January- March 2021 compared to four incidents during the same period in 2020

- However, there was a slight increase of incidents in Vietnam
 - Two incidents were reported in Vietnam during January-March 2021 compared to no incident during the same period in 2020
- Of concern was the continued occurrence of incidents on board ships while underway in the Singapore Strait
 - Seven incidents were reported in the Singapore Strait during January-March 2021 compared to nine incidents during the same period in 2020
- There was no incident of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah during January-March 2021



NUMBER OF INCIDENTS

January-March 2021

17
Incidents

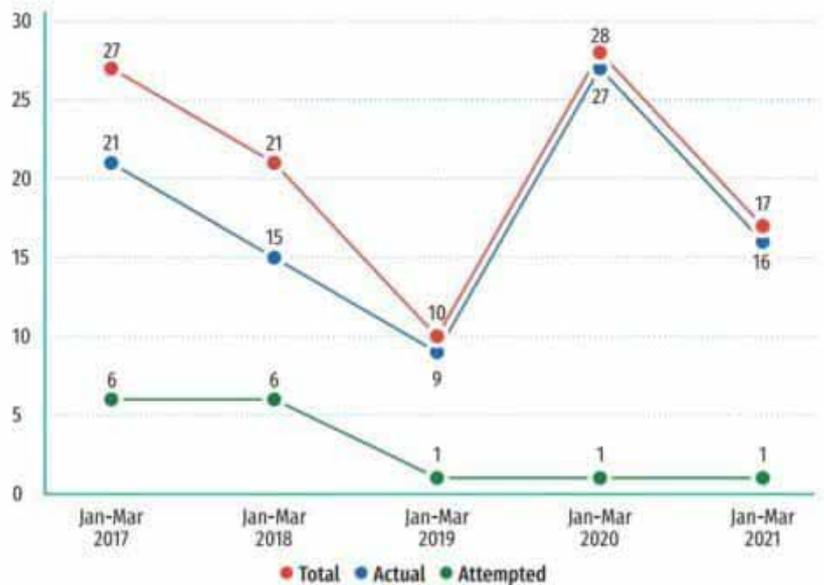
16 Actual

1 Attempted

All armed robbery against ships,
no piracy incident

Compared to Jan-Mar 2020

39% Decrease
in total number of incidents



STATUS OF SHIPS



53%

9 incidents on board ships
at anchor/berth

47%

8 incidents on board ships
while underway

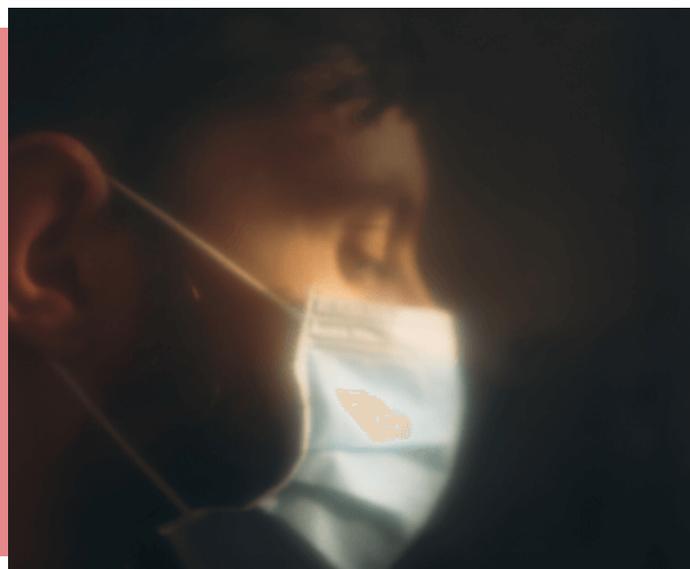
- The four abducted crew who had been held in captivity by the Abu Sayyaf Group (ASG) since 17 Jan 20 were rescued by the Philippines authorities on 18 Mar 21 and 21 Mar 21
- As a result, no crew is currently held in captivity by the ASG
- However, the threat of the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah still remains high
- Ships transiting the area are advised to follow the ReCAAP ISC's 'Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah', and maintain communications with the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia
- Despite a decrease of incidents in several locations, the ReCAAP ISC urges the law enforcement agencies to continue to enhance surveillance, increase patrols and respond promptly to incidents reported by ships and make more arrests
- Shipmasters and crew are advised not to let their guard down, but to exercise vigilance, maintain a constant lookout for suspicious boats in the vicinity, report all incidents immediately to the nearest coastal State, and

implement preventive measures recommended in the 'Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia'

<https://www.marineinsight.com/shipping-news/17-incidents-of-armed-robbery-against-ships-during-q1-2021-in-asia/>



FOR SEAFARERS COVID IS NOT SOMEONE ELSE'S PROBLEM: ITF SEAFARERS



When we hear of large corporations, charterers, refusing to accept any costs or delays in order to allow over-worked seafarers to return to their homes, what are we to think?

We could think of all the people that have acted responsibly and made sacrifices in their personal and working lives to reduce the risk of other members of their community contracting COVID.

We could think of all the medical staff who have put themselves in danger to care for the sick and dying. We could think of the seafarers who have worked at sea long past their contracted time, testing their endurance to keep trade alive, to deliver food, personal protective equipment and now vaccines.

These are people who have made the welfare of others a priority. They have not just seen COVID as someone else's problem, and many governments have also supported the wider community – keeping money coming in to families and businesses that are suffering.

Sadly, though, around 200,000 seafarers continue to work beyond their contract terms. Despite the efforts of so many in our industry, we have to accept that success in making seafarers' welfare a priority has been only partially successful.

We continue to hear of charterers unwilling to accept any compromise to their commercial interests. They are instead pushing all the responsibility back on to shipowners and managers.

And we also know that only a third of IMO member states have designated seafarers as key workers. So, even at a State level, responsibility is being pushed back on shipowners and managers.

The inaction of some charterers and many States continues despite the knowledge that the threat of widespread sickness and death will not be over for several years. Some nations don't anticipate widespread vaccination until 2024, and with the rise of new variants, it is unclear what the impact of the first round of vaccinations will be. COVID is a crisis without a quick fix, and many lives have already been lost due to inaction, selfishness and the belief that it's someone else's problem.

Maritime industry leaders have acted with integrity and made repeated calls to prioritise the welfare of seafarers over financial concerns, while fully aware that there are legal and financial consequences that need to be accepted and dealt with.

The IMO has been regularly advocating for recognition of seafarers as key workers, which will afford them access to priority vaccinations as part of the national roll out of COVID-19 vaccines in their home countries and remove hurdles to crew repatriation. Resolutions urging governments to designate seafarers as key workers have been adopted by IMO, the United Nations General Assembly and the ILO.

The IMO is also working with many different stakeholders to find the best way to ensure priority vaccination for seafarers. "Our focus continues to be the health and wellbeing of seafarers, and we are exploring various options, including hub ports for vaccinations, which would facilitate efforts to vaccinate seafarers along major shipping routes," said a spokesperson for the IMO. The International Chamber of Shipping (ICS) has worked to support its members and has strengthened the industry-wide push to prioritise seafarer welfare. Recently, the ICS produced advise for shipowners on managing vaccination programs, as there are already some States requiring proof of vaccination for seafarers.



ICS Secretary-General Guy Platten has said: "Shipping companies are in an impossible situation. They are stuck between a rock and a hard place, with little or no access to vaccines for their workforce, particularly from developing countries... For a sector expected to help drive the global vaccination effort, this is totally unacceptable."

Every day is a crossroads, a chance to put people and communities first and to accept the challenge of helping to care for our seafarers.

<https://www.marineinsight.com/shipping-news/for-seafarers-covid-is-not-some-one-elses-problem-itf-seafarers/>

Human Rights at Sea agrees. So, we ask charterers that won't allow crew changes, flag States that haven't designated seafarers as key workers: Will self-interest or a spirit of community and shared responsibility prevail?



MORE THAN 65% OF ALL SHIPS ARE OPERATING WITH SYSTEMS CONTAINING ASBESTOS

Despite the introduction ten years ago of regulations prohibiting the use of asbestos materials onboard ship, a significant number of existing and newbuild vessels continue to operate systems and machinery containing the hazardous substance.

According to maritime testing facility Maritec, which carried out asbestos surveys for IMO compliance between 2011 and 2020, more than 55% of in-service vessels and 50% of all newbuilds were found to contain asbestos materials.

John Rendi, General Manager, Environmental Services, Maritec, said: "Although newbuild ships are delivered with an asbestos free declaration, in many cases asbestos has been found onboard during subsequent surveys, or port state inspections.

"This is placing shipowners in a very difficult position. It can lead to fines and detentions along with the high cost associated with removal. More importantly, if seafarers and shipyard workers are unknowingly handling asbestos then they are at risk of developing a respiratory illness."



Under SOLAS regulation II-1/3-5, asbestos is banned in all ships built after 2011. Ships built between 2002 and 2011 may have asbestos fitted but only in certain specified areas (rotary vane compressors and thermal insulation >1000C, for example).

If during an IHM survey asbestos is found onboard a ship built after 2002 (except when permitted in certain machinery on ships built before 2011), then it needs to be removed within a period of three years and replaced with a non-asbestos equivalent. This replacement must not be attempted by anyone other than trained and certified professionals.

The inspection should serve as the basis for establishing an effective maintenance and monitoring programme for dealing with the asbestos in the ship.

<https://www.marineinsight.com/shipping-news/more-than-65-of-all-ships-are-operating-with-systems-containing-asbestos/>



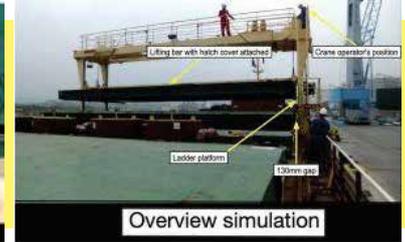


SAFETY AGENDA

CRANE CRUSH FATALITY

A general cargo vessel finished loading a cargo of cement in the early morning hours and the deck crew were cleaning cement dust from the top of the cargo hatch coamings. This task had to be completed and the hatch covers replaced prior to sailing. At about 0900, the Master was informed that the berth was required for another vessel and the vessel's sailing time had been brought forward by about 2.5 hours. When the Master told the C/O of the revised plan, the C/O advised that he would need all available hands to complete the cleaning operation and requested that the 2/O, who was resting, be called back on deck. The 2/O arrived on deck at about 0930 and commenced sweeping cement dust from the hatch cover landing surface on the starboard side of the aft cargo hold coaming. One of the vessel's two ABs was sweeping cement dust from the top of one of the aft hold hatch covers. The other AB and the deck cadet were working on the port side walkway, sweeping dust from the top of the forward hold coaming. The C/O was on the gantry crane, moving various hatch covers as required for the work.

At one point, the C/O stopped the crane just short of a stack of hatch covers at the forward end of the aft hold and started to raise the crane's lifting bar. The 2/O arrived at the forward end of the hatch cover stack. The 2/O climbed onto the cargo hatch coaming and stepped towards the gap between the crane and the stacked hatch covers. The C/O could not see the 2/O was in a dangerous position, and drove the crane aft. The 2/O screamed out in pain as he was trapped and crushed between the hatch covers and the crane's ladder access platform. The C/O stopped and then reversed the crane. As the crane moved forward, the 2/O was rolled between the crane's ladder platform and the hatch covers and then



fell off the coaming onto the walkway below, striking his head on the guardrails on the side of the walkway. The deck crew immediately commenced cardio-pulmonary resuscitation. About 20 minutes after the accident, two emergency medical teams, including a doctor, arrived at the scene and took over the resuscitation efforts. Later, the victim was declared deceased due to internal bleeding from organ rupture.

The investigation found, among others, that:

- The victim was crushed because he attempted to walk between the vessel's gantry crane and a stack of cargo hold hatch covers. The C/O did not know that the victim was under the crane or what his intentions were because he was focused on raising the crane's lifting bar.
- The toxicology report showed that the victim had more than twice the legal limit of alcohol in his bloodstream. Almost certainly the consumption of alcohol was a significant contributory factor in this accident.
- The safety culture on board the vessel was weak. Personnel were working close to moving equipment and unprotected edges, and were not wearing adequate levels of PPE. Also, alcohol consumption on a ship cannot usually go undetected. If this behaviour is tolerated then the conditions are set for a major undermining force in the safety culture on board.

<https://www.nautinst.org/resources-page/202122-crane-crush-fatality.html>

LESSONS

LEARNED

- Severe accidents involving gantry cranes are unfortunately not uncommon. The lessons learned from the past can be reviewed in MARS 201525, 201460 and 98058 for example.
- It goes without saying that alcohol consumption above the limits set for all mariners via STCW is to be condemned. Many companies have now adopted 'dry-ship' practice in order to help in the practical management of this norm.
- A strong safety culture is not a guarantee of zero accidents, but it is a bulwark against many potential bad outcomes.
- In this instance it was found that emergency stops for the gantry crane were not in sufficient number and those that were installed were badly positioned.



SAFETY AGENDA

SOOT BLOWING CAUSES DECK FIRE



A vessel had just left dry dock and was underway to another port for bunkering.

In the late afternoon, a fire broke out on the poop deck in the area used for garbage collection. Within minutes the fire party mustered and was able to extinguish the fire without further incident.

The company investigation found that a quantity of combustible material, such as craft papers and plastic covers used to protect the ship's alleyways while in dry dock, had been left on deck and not secured in closed containers. A soot-blowing procedure was undertaken while underway, and it is probable that hot embers ignited the loose garbage.

<https://www.nautinst.org/resources-page/202113-soot-blowing-causes-deck-fire.html>

LESSONS

LEARNED

- Loose garbage is always a hazard, for fires but also for safety and cleanliness.
- Certain activities, such as dry dock, can leave inordinate amounts of waste on board. Proper planning can alleviate this hazard.
- Soot blowing can introduce fire hazards on deck and company procedures should take this into account.



BUILDING RESILIENCE: SPOTTING THE PSYCHOLOGICAL SIGNS OF POOR MENTAL HEALTH



Like physical health, everyone can have mental health issues which can fluctuate along a spectrum of good to poor. According to studies, especially during these challenging times, mental health problems among seafarers are getting worse, while stress onboard ships remains a growing issue.

Considering that mental health can negatively impact the safe operations onboard, organizations should have professional and confidential structures in place to tackle with such issues. But first and foremost, it is important everyone onboard to look out for signs of distress and take care of crew's welfare; overall, a more caring and compassionate approach in dealing with others onboard is needed.

In the second edition of "Crew Welfare Management and Mental Wellness", INTERTANKO highlights that good ship management support is crucial in assisting wellbeing, spotting early signs of distress and initiating early interventions.

Be human: Care about others onboard

When you see signs of poor mental health to others, keep in mind:

- Reaching out early can signal to your onboard teams that you are concerned for their welfare.
- Focus on effective communication to ensure that you come across as sincere and caring
- Always keep in mind that the current situation may not go away overnight
- Focus on longer- term working capacity rather than repeated short-term crisis responses

16 psychological signs of poor mental health: Look out for your crew's welfare

1. Anxiety or distress
2. Tearfulness
3. Feeling low and/or lonely
4. Mood changes
5. Indecision
6. Loss of motivation
7. Loss of humour
8. Increased sensitivity
9. Distraction or confusion
10. Difficulty relaxing
11. Lapses in memory
12. Illogical or irrational thought
13. Difficulty in concentration
14. Suicidal thoughts
15. Slowing down of thought process
16. Feelings of guilt and/or worthlessness

<https://safety4sea.com/cm-building-resilience-spotting-the-psychological-signs-of-poor-mental-health/>



UPDATED GUIDELINES FOR SEED CAKE CARRIAGE IN CONTAINERS



International Maritime Rescue Federation (IMRF), supported International Group along with the Cargo Incident Notification System (CINS) jointly released an updated version of the “Guidelines for the Carriage of Seed Cake in Containers”.

To remind: seed Cake is the term used for pulp, meals, cake, pellets, expellers and other similar cargo where edible vegetable oils have been removed from oil-bearing seeds, cereals or commodities with similar properties. The carriage of Seed Cake cargoes continues to cause confusion and the potential for undeclared or misdeclared cargo remains high – with the consequent risk of fire on board container ships.

As the new version of the guidelines notes: It is vital that Seed Cake that is not classified in Class 4.2 of the IMDG Code. In fact, it should be declared by the shipper to the receiving carrier and appropriate documentation provided to show that the Seed Cake as offered for shipment has been tested in accordance with the provisions of the IMDG Code.

“The shipper should ensure that the correct certification accompanies the cargo and is provided to the carrier in accordance with the oil content and moisture content of the Seed Cake and that the Seed Cake has been properly aged and where appropriate is substantially free from flammable solvents.”

According to the guidance, the IMDG Code does not specify what ‘properly aged’ means. In practice, as the duration of ageing varies with the oil content, ‘properly aged’ means that the Seed Cake should be sufficiently mature for oil content that can oxidize at ambient temperatures to have done so.

Non-declaration of Seed Cake as dangerous goods leads to unsafe stowage and dramatically increases the risk of fire, potentially leading to loss of life, assets and damage to the environment.

For the records, this version 3 of the Guidelines replaces, and supersedes, version 2 that was published in June 2020.

<https://safety4sea.com/updated-guidelines-for-seed-cake-carriage-in-containers/>

SOME OF COMPLETED PROJECTS

- CBT - BEHAVIORAL BASED SAFETY



- VIDEO - FIREFIGHTING EQUIPMENT INTRODUCTION



SOME OF ONGOING PROJECTS

- INVISIBLE HAZARDS



- VIDEO - SAFE ANCHORING



Some members of
MARITIMETRAINER
TEAM





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