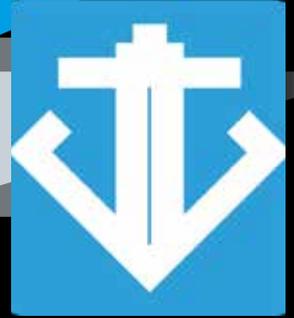


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MARITIME TRAINER

Health & Safety Bulletin



The Neptune Declaration
on Seafarer Wellbeing
and Crew Change

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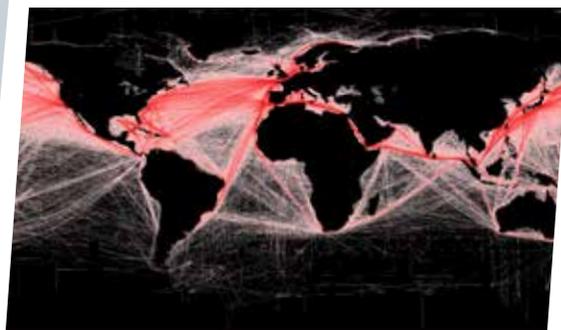
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SAFETY FIRST





IMO WELCOMES NEPTUNE DECLARATION ON SEAFARERS



IMO Secretary-General Kitack Lim has welcomed the industry-led Neptune Declaration, which calls for seafarers to be designated as key workers and for cooperation to end the crew change crisis, which is not only putting seafarers in a desperate situation but also threatening the safety of shipping and world trade. Hundreds of thousands of seafarers around the globe are unable to leave ships, while others cannot join, due to travel restrictions imposed as a result of the COVID-19 pandemic.

"I am pleased to see the industry come together under the Neptune Declaration to support ways to resolve the crew change crisis. This very much reflects the calls made by IMO, its sister UN entities and more recently the United Nations General Assembly, in its recent resolution on seafarers," Mr. Lim said. "I encourage more companies, including charterers, to get involved and show their support for our seafarers."

In December, the United Nations General Assembly adopted a resolution on International cooperation to address challenges faced by seafarers who are supporting global supply chains during the Covid19 pandemic.

To date, the IMO Secretary-General has received 53 notifications from Member States that they have designated seafarers as key workers and one from an Associate Member.

Secretary-General Lim urged more Governments to designate seafarers as key workers.

He also highlighted IMO's World Maritime Theme for 2021, "Seafarers: at the core of shipping's future". The choice of theme recognizes the efforts of seafarers who have shown tremendous fortitude and perseverance in continuing to deliver global trade during the current unprecedented situation the world is facing.

<https://www.imo.org/en/MediaCentre/Pages/WhatsNew-1580.aspx>



IMO URGES ACTION TO DETER PIRACY IN GULF OF GUINEA

Enhanced cooperation and implementation of best practices needed to avoid, deter and report attacks threatening ships and crew.

IMO Secretary-General Kitack Lim has expressed his deep concern about the escalation in the number and severity of attacks on ships and crew in the Gulf of Guinea region. He insisted on the need for all stakeholders to work together to restore security and reduce the threats to the safety and security of crews and vessels operating in the region.

The urgency of the situation has been underlined by the attack on the container ship Mozart on 23 January 2021, which resulted in a fatality and the kidnapping of 15 seafarers.

In a circular letter (No. 4382, issued 10 February), the Secretary-General said that IMO has been taking action to enhance the coordination of initiatives among stakeholders, including facilitating meetings with representatives of the industry, the Nigeria Maritime Administration and Safety Agency (NIMASA) and the Interregional Coordination Centre for the Implementation of Regional Strategy for Maritime Safety and Security in Central and West Africa (ICC).

The Secretary-General also highlighted that ships need to implement the IMO endorsed Best Management Practices (BMP) for West Africa (WA) to avoid, deter, delay and report attacks. The BMP cover risk assessment, ship protection measures and reporting. (The BMP can be downloaded: <https://wwwcdn.imo.org/localresources/en/OurWork/Security/Documents/BMP%20West%20Africa.pdf>).



IMO intends to convene a maritime security working group focusing on the Gulf of Guinea at the next session of the Maritime Safety Committee, MSC 103, scheduled to take place in May 2021. This will provide an opportunity for Member States and international organizations to discuss further collaboration and possible action to address the existing problems.

IMO continues to provide technical assistance to Member States in the region regarding the implementation of maritime security measures. The Organization is currently working with the Interregional Coordination Centre (ICC) to assist with the implementation of the Yaoundé Code of Conduct (YCC), a regional code aimed at enhancing maritime security and addressing piracy, armed robbery against ships, illegal fishing and other illicit maritime activity.

The IMO West and Central Africa Maritime Security Trust Fund enables the Organization's maritime security capacity-building programme to assist Gulf of Guinea coastal States as well as regional centres under the framework of the Yaoundé Code of Conduct.

<https://www.imo.org/en/MediaCentre/PressBriefings/pages/03-piracy-Gulf-of-Guinea.aspx>



LOSS PREVENTION: PORT STATE CONTROL DEFICIENCIES IDENTIFIED Q4

A Port State Control inspections have proven to be an effective tool for eliminating substandard vessels that may be in operation, which may impact maritime safety and the marine environment.

A ship is regarded as substandard if the hull, machinery, equipment or operational safety and the protection of the environment is substantially below the standards required by the relevant conventions or if the crew is not in conformity with the safe manning document.

Evidence that the ship, its equipment, or its crew do not comply substantially with the requirements of the relevant conventions or that the master or crew members are not familiar with essential shipboard procedures relating to the safety of ships or the prevention of pollution may be clear grounds for the PSC inspector to conduct a more



detailed inspection. Good ship and crew preparation is always essential, in keeping up to date with all International, National and Port State requirements. Having a checklist goes a long way.

This Report on Port State Control (PSC) provides information to Owners/Managers on deficiencies identified during inspections carried out by the various PSC regimes globally during the 4th Quarter of 2020.

<https://www.maritimecyprus.com/2021/02/15/loss-prevention-port-state-control-deficiencies-identified-q4-2021-abs/>



PANAMA CANAL MODIFIES TRANSIT RESERVATION AND OMS FEES TO REFLECT GROWING DEMAND



The Panama Canal announced that it will modify its transit reservation fees and other maritime services (OMS) in order to better respond to evolving market changes and manage its capacity in the face of growing demand.

Going into effect on April 15, changes to the transit reservation system fees are as follows:

Booking Reservation Slots:

Panamax Locks

- Regulars: (less than 27.74 m (91 feet) in beam): \$10,500
- Supers: (Length overall (LOA) less than 274.32 m (900 feet) and a maximum beam of 32.61 m (107 feet)): \$40,000
- Supers: (Vessels with a LOA between 274.32 m (900 feet) and 294.44 m (966 feet), and a maximum beam of 32.61 m (107 feet)): \$50,000

Neopanamax Locks:

- Vessels with beam less than 42.67 m (140 feet) (including Panamax Plus vessels): \$70,000
- Vessels with beam equal to or greater than 42.67 m (140 feet): \$85,000

Standard Auction Slots: The base or initial amounts for slots awarded through the regular auction process will be as follows:

- For regular vessels, the base or initial amount will remain at \$15,000
- For supers, the base or initial amount will be \$55,000
- For Neopanamax vessels (including Panamax Plus) the base or initial amount will be \$93,500

Special Auction Slots: An additional slot for the Neopanamax locks will be offered through a special auction process. The dates and conditions under which

this slot may be offered will depend on several variables, including vessel mix and other factors. The base or initial amount for the slots awarded through the special auction process will be \$100,000.

As part of this continuous improvement process, these changes will help simplify the current structure and seek to reflect the value of the services provided by the waterway, including the reservation system, which ensures the certainty of transit on a given date.

The transit reservation system is an optional service offered by the Panama Canal that gives customers the possibility to transit on a specific date through the payment of an additional fee, thus guaranteeing transit. The rising demand for these slots has prompted the Canal to reflect the value of this service in tariffs to meet current demand and supply.

Also going into effect on April 15, the Panama Canal will modify other maritime services (OMS) provided by the waterway, including the transit related services fees for tugboats, line handlers and locomotives, as well as complementary services, such as vessel inspection, safety & security charge and Panama Canal Shipboard Oil Pollution Emergency Plan (PCSOPEP) charges, among others.

The Panama Canal has continuously implemented measures to improve the quality of its service and adapt to an ever-changing market, including through initiatives that offer better or more effective ways to schedule transits. By making these changes, the Canal will ensure that it continues to create, capture and render value to customers and world trade.

<https://www.marineinsight.com/shipping-news/panama-canal-modifies-transit-reservation-and-oms-fees-to-reflect-growing-demand/>



SHIPPING INDUSTRY FLAG STATE PERFORMANCE TABLE 2020/2021

The Shipping Industry Flag State Performance Table brings together data regarding the performance of flag States against specific criteria, including Port State Control (PSC) records, ratification of international conventions and IMO meeting attendance. The 2020/2021 edition is based on the most up-to-date data available as of January 2021.

It is intended to encourage shipowners to maintain a dialogue with their flag administrations, and help facilitate necessary improvements in the interests of safety, the environment and decent working conditions.

COVID-19

Due to the unprecedented nature of the COVID-19 outbreak, the 2019/2020 Flag State Performance Table was not published. In order to maintain a complete and accurate record of PSC performance of flag States in 2019, alongside this year's table (2020/2021), ICS has published the relevant PSC data on the last page, corresponding to information released in 2019 by the Paris MOU, the Tokyo MOU and the United States Coast Guard (USCG) in their respective annual PSC reports.

Flag State performance in 2021

The level of performance of many of the largest flag States – including Marshall Islands, Hong Kong, Singapore as well as the Bahamas and Cyprus – continues to be very positive.

The table clearly indicates that distinctions between 'traditional' flags and open registers are no longer meaningful, with many open registers among the very top performers alongside several European registers, and flags such as Japan, which are all expected to perform well.

Among the ten largest ships registers (by dead weight tonnage), covering more than 70% of the world fleet, none have more than two indicators of potentially negative performance, and five have no negative indicators at all.

Nevertheless, a number of smaller flag States still have a lot of work to do to address indicators of potential negative performance, and shipowners should consider very carefully the prospect of using these flags, which may be perceived to be sub-standard, according to the data on the table.

Updates to criteria

The criteria of the table are constantly under review. In response to recent feedback received from governments and industry, we have implemented a number of updates to some of the criteria, to ensure that the table remains as objective as possible and fit for purpose, for industry and regulators alike.



Explaining the performance indicators

Given the nature of the performance indicators used by ICS, whether or not a flag State is missing one or two green squares on the table should not be viewed as a serious concern. As such, a flag with a solid row of 'green squares' should not necessarily be viewed as superior to another that is missing one or two 'green squares', for which there may be good reason.

For example, a flag State may not have ratified a particular IMO or ILO instrument due to a conflict with its national law while nevertheless implementing the Convention's main requirements.

Another example of a good reason for why a flag may be lacking one or two positive indicators could apply to PSC, especially if it has had too few port calls to gain a place in the 'white lists' of certain PSC regimes.

The above notwithstanding, if a State is lacking a large number of positive indicators then shipowners may want to ask serious questions.

<https://www.ics-shipping.org/publication/shipping-industry-flag-state-performance-table-2020-2021/>

This includes an update to the table's Recognised Organisations (RO) criteria, used to determine if ROs conducting survey work on behalf of a particular flag State are viewed as being capable of doing so in accordance with the IMO RO Code.

This year, ICS used a new calculation methodology for this existing criterion, whereby flag States are now indicated positively if a) $\geq 50\%$ of ROs they employ are listed as 'high-performing' in either the Paris MOU or Tokyo MOU 'Performance of Recognized Organisations' lists and b) flag States have submitted the relevant RO data in line with the RO Code.





SAFETY AGENDA

DEADLY FALL INTO UNPROTECTED HOLD



A container vessel was in the process of loading. At one point, a crew member was seen walking on the raised catwalk adjacent to number 4 cargo hold, which was open and empty. It was early morning and a fine dew had wetted most of the steel surfaces of the vessel.

Suddenly, the crew member was seen to trip backward and fall into the empty hold number 4, a distance of about 14m. He remained motionless at the bottom of the hold and an evacuation procedure was initiated. Later that day he was pronounced dead at the shore hospital.

The ensuing investigation was unable to establish why the crew member was walking on the raised catwalk near the open hold.

However, it was found that there were no barriers to prevent falling and that the narrow (70cm) catwalk was littered with loose securing gear that made walking on that surface hazardous.

<https://www.nautinst.org/resources-page/202106-deadly-fall-into-unprotected-hold.html>

LESSONS

LEARNED

- A combination of wet and cluttered surfaces and a lack of fall barriers resulted in a very hazardous work area. Then, the crew member made his fatal decision to enter that area without fall-arrest equipment.
- We do not always make the best and safest 'on-the-spot' decisions. This is why strong procedural integrity and a robust safety culture are important safeguards against negative outcomes.



SAFETY AGENDA

FINGER CRUSHED IN WINDLASS

A vessel was proceeding to anchor and some deck crew were forward at the windlass.

One of the deck crew was removing the gear lever pin while another crew operated the hydraulic lever. Unfortunately, the victim's fingers were not clear of the lever pin as he withdrew it, and a finger got trapped in the space between the gear and frame, requiring first aid.

The company subsequently re-engineered the pin with a simple eye on top, enabling the pin to be removed from top of the lever without the operator putting their fingers between the lever and frame.



This improvement was applied to all similarly equipped ships in the fleet.

<https://www.nautinst.org/resources-page/202114-finger-crushed-in-windlass>.



LESSONS

LEARNED

- Hazards in plain sight once again – and a simple solution to reduce risks was seen only after the incident. Why not take a walk around your ship with 'new eyes' and see if you can spot some hazards in plain view?
- Good communication and job hazard awareness are needed while operating machinery, whether alone or as a team.



LATEST SEAFARERS HAPPINESS INDEX PROVES SMALL STEPS HAVE A BIG IMPACT

The latest Seafarers Happiness Index report, published by The Mission to Seafarers, reveals that small investments can make a tangible difference to the lives of seafarers.

The survey, undertaken with the support of the Shipowners' Club and Wallem Group, reports on the experiences of seafarers between October and December 2020. The report highlights the continued struggle with crew changeovers and workload. However, it also reveals that the simple steps taken by some ship owners can make a huge difference to the day to day lives of seafarers, improving mental health on board and renewing passion for their work.

Small changes make a big difference

Many seafarers have reported that shipowners have started to make changes that have improved the quality of life onboard. Free data or free calls, more investment in food and new gym equipment have been appreciated according to the survey respondents.

With the lack of shore leave and limited Wi-Fi as major concerns earlier in 2020, this report appears to show that shipping companies are making an effort to improve the circumstances onboard, particularly during the COVID-19 pandemic.



Training improves mental mindset

Seafarer training is a divisive issue, with some receiving high-quality training, but others receiving none at all. Where training does take place, it provides focus, important skills and positive learnings for those onboard. However, some training seems to then be voided due to outdated equipment onboard. For example, the entry into force of Resolution MSC.428(98) IMO rules on cyber security was a catalyst for a rush of training at the end of 2020 to prepare crews for the imminent changes. However, the training was not supported by secure and updated systems and equipment, leaving seafarers feeling like the training was counter-productive.

Crew change challenges continue

The Q4 report shows that there are still huge challenges with crew changes, not only in the limitations of leaving or joining a ship, but also the treatment and facilities provided during quarantine. Seafarers highlighted that they are subjected to degrading and frustrating treatment, making it clear that the entire process needs to be reviewed and improved. The impact of the crew change crisis is being acutely felt, and some senior officers said this was the worst situation they have known in decades in the industry. The effect on morale and on the mental health of crew was evident, with calls for broader industry progress, particularly as the pandemic continues.

<https://www.marineinsight.com/shipping-news/latest-seafarers-happiness-index-proves-small-steps-have-a-big-impact/>



COVID, “WHITE LIST” AND TRAINING IN FOCUS AT HUMAN ELEMENT, TRAINING AND WATCHKEEPING SUB-COMMITTEE



The adverse effects of the ongoing Covid-19 pandemic on seafarers, is one of the safety issues being discussed at the seventh session of the International Maritime Organization (IMO) Sub-Committee on Human Element, Training and Watchkeeping (HTW 7), which runs from 15 - 19 February 2021. Digitalization of certificates and documents of seafarers; training quality issues; and potential measures to facilitate mandatory seagoing service under the Convention are matters the session will also be considering.

The Sub-Committee is slated to examine the challenges faced by Parties in the implementation of the STCW Convention, which should set the foundations for the work on this area at the next comprehensive review of the Convention. In particular, it will discuss the so called “white list” of confirmed STCW Parties and explore means to ensure that Parties submit the relevant information at the appropriate time, which will support full implementation and ensure the issued lists fully reflect the current status.

The session will also proceed with the ongoing comprehensive review of the International Convention on Standards of Training, Certification and Watchkeeping for

Fishing Vessel Personnel (STCW-F), 1995, which entered into force in 2012. This instrument is a key pillar among the international instruments on fishing vessel safety. Progress is expected with the review of all chapters and the preparation of an associated Code, together with a plan to complete this major task.

Over the course of the week, attendees will explore the consequences resulting from measures taken to contain the virus, with focus on the human element, training and certification. Further to the ongoing efforts of the Seafarer Crisis Action Team (SCAT), the Sub-Committee will continue looking at the most efficient ways to support seafarers.

Although the human element has always been of paramount importance to the IMO and this Sub-Committee in particular, seafarers are currently facing unprecedented challenges due to the global problems with crew change and consequent cumulative fatigue from working long past their contracted timelines.

<https://www.imo.org/en/MediaCentre/Pages/WhatsNew-1582.aspx>

SOME OF COMPLETED PROJECTS

- CBT - INVENTORY OF HAZARDOUS MATERIALS

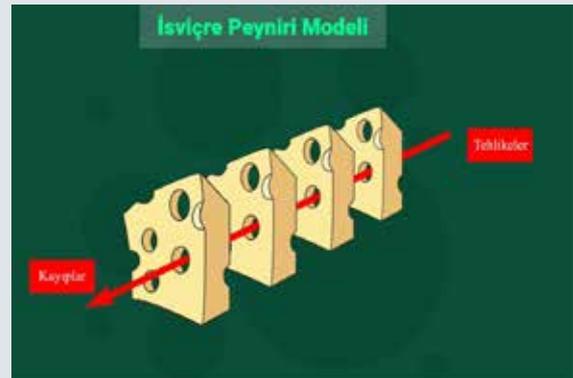


- VIDEO - CARGO LINE BURST



SOME OF ONGOING PROJECTS

- CBT - BEHAVIORAL BASED SAFETY



- VIDEO - BUNKER DISCREPANCY



Some members of
MARITIMETRAINER
TEAM





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2021

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