

QUALITY, HEALTH, SAFETY, SECURITY & ENVIRONMENT BULLETIN (QHSSE)



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BEST PRACTICES

SPRINKLER ACTION LIMIT AREA

Author: D/C Sara Soberon

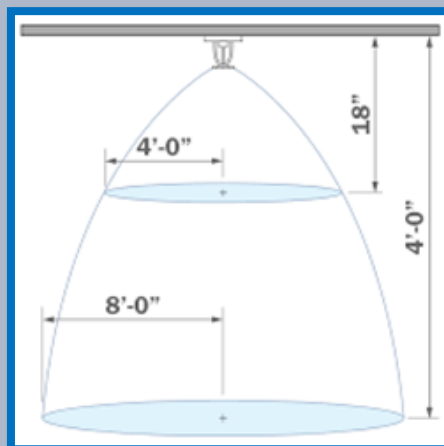
Vessel: Panagia Thalassini

There is a Sprinkler System installed on board the vessel for fire extinguishing in case of fire inside the Paint Locker.

The system should be capable to operate or suppress the ignition centre by water spray through the Sprinkler System.

The water spray nozzle of Sprinkler System located in the top part where there the basic pipe of water delivery in the Sprinkler System as marked on the drawing.

When the system will be in operational mode there where some blind sectors which will not be covered properly by water and as a result this kind of fire extinguishing will not be effective.



In order to avoid these blind sectors, we should properly stowage all flammable products inside the Paint Locker (paint, hardener, thinner etc.) and not to exceed admissible height on which the nozzle of Sprinkler System mounted.

As a Best Practice we have already marked this limit and applied appropriate precaution stencil inside the Paint Locker for the crew.

Hope this Best Practice will be useful for all Fleet Vessel as concern Safety on board the vessel.

BEST PRACTICES

SPRINKLER ACTION LIMIT AREA



BEST PRACTICES

IBC PERSONNEL PROTECTION AND SAFETY EQUIPMENT POSTERS

Author: 2/O Antoni Roig

Vessel: Panagia Thalassini

As per IBC Code for the protection of crew members who are engaged in loading and discharging operations, the ship shall have on board suitable protective equipment consisting of large aprons, special gloves with long sleeves, suitable footwear, coveralls of chemical-resistant material, and tight-fitting goggles or face shields or both.

Also, shall have on board sufficient but not less than three complete sets of safety equipment, each permitting personnel to enter a gas-filled compartment.

One complete set of safety equipment shall consist of:

- One self-contained air-breathing apparatus;
- One set of fully charged spare air bottles for each breathing apparatus;
- Protective clothing, boots, gloves and tight-fitting goggles;
- Fireproof lifeline with belt resistant to the cargoes carried; and
- Explosion-proof lamp with spare batteries

As a Best Practice, in order to facilitate the officer job at the time of any routine inspection and/or show to third parties inspectors the organization and the storage of such protective and safety equipment, will be posted at the same location two different posters showing the obligated inventory of each set.

BEST PRACTICES

IBC PERSONNEL PROTECTION AND SAFETY EQUIPMENT POSTERS

PROTECTIVE EQUIPMENT – IBC 14.1

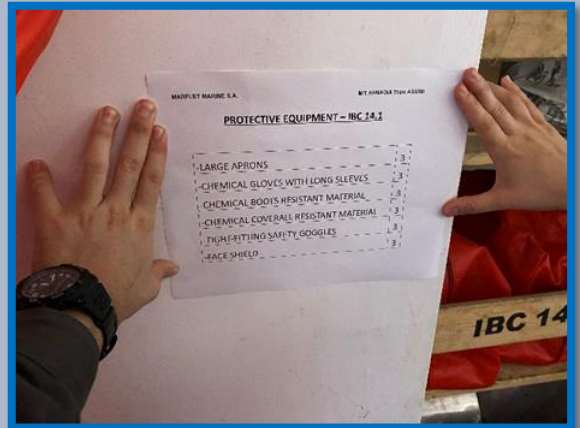
-LARGE APRONS	3
-CHEMICAL GLOVES WITH LONG SLEEVES	3
-CHEMICAL BOOTS RESISTANT MATERIAL	3
-CHEMICAL COVERALL RESISTANT MATERIAL	3
-TIGHT-FITTING SAFETY GOGGLES	3
-FACE SHIELD	3

PROTECTIVE EQUIPMENT – IBC 14.2

-BREATHING APPARATUS SET	3
-SPARE AIR BOTTLES	3
-PROTECTIVE GAS-TIGHT W/ BOOTS GLOVES	3
-TIGHT-FITTING SAFETY GOGGLES	3
-FIREPROOF LIFELINE W/ BELT	3
-EXPLOSION-PROOF LAMB W/ SPARE BATT.	3

BEST PRACTICES

IBC PERSONNEL PROTECTION AND SAFETY EQUIPMENT POSTERS



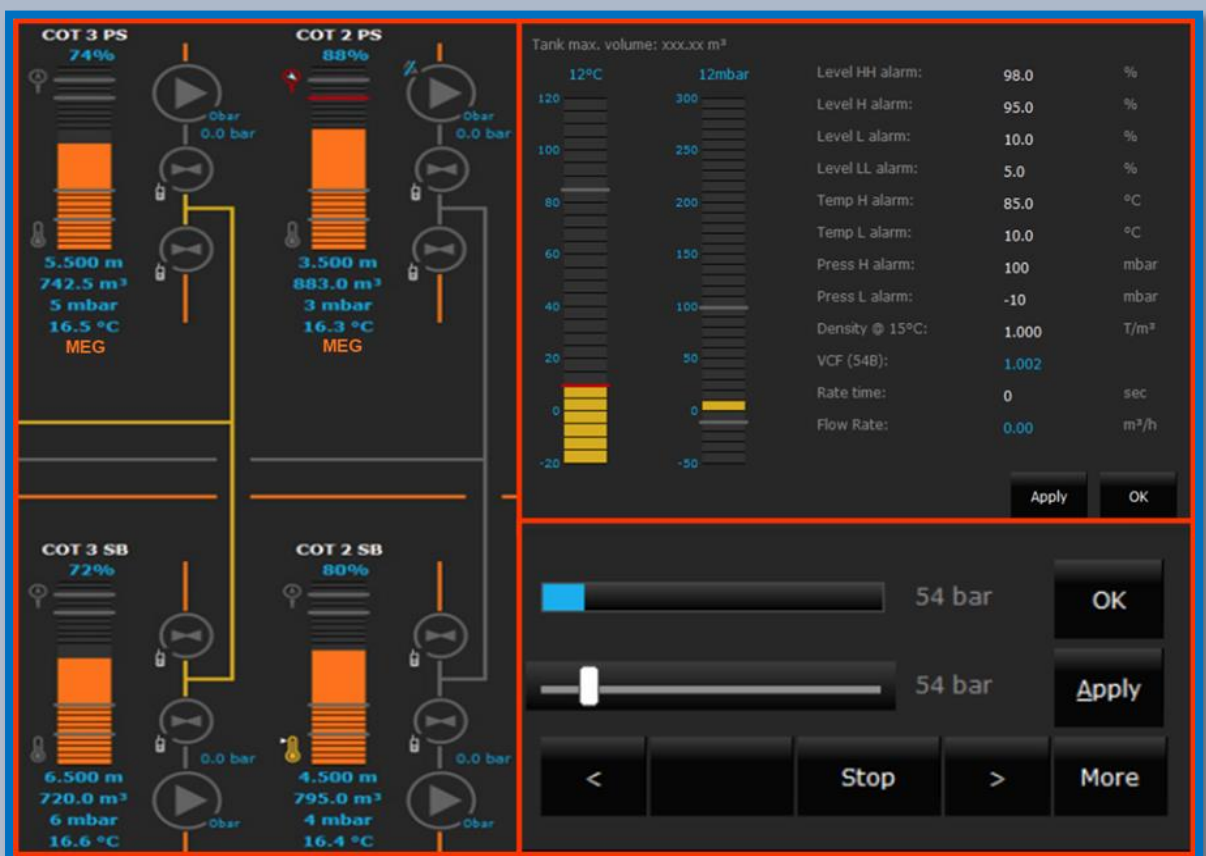
BEST PRACTICES

IDENTIFICATION OF PRESSURE SENSOR'S LOCATION

Author: D/C Pablo Rodriguez

Vessel: Panagia Thalassini

On board “Panagia Thalassini” we work with “Emerson Process Management Station”, a supplier of process management, including management of control valves, regulators, automation system etc. This program makes possible to control all the pumps and most of the valves from the Cargo Control Room and shows information such as the pressure inside the cargo tanks and lines, percentage of fill, and other details interesting for the OOW.



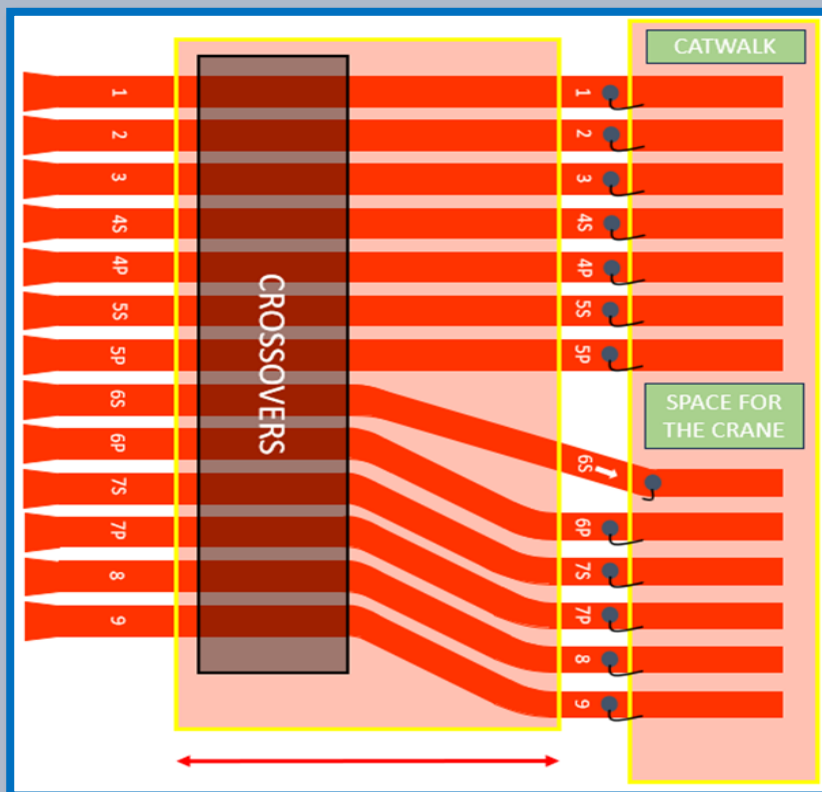
Example of information displayed on Emerson screen.

Some of the information or actions that can be obtained or controlled on the Emerson, may need to be manually operated from deck.

BEST PRACTICES

IDENTIFICATION OF PRESSURE SENSOR'S LOCATION

An example of this is the pressure sensors of the lines. We have one pressure sensor on each cargo line, immediately after the crossover in the direction of the tank.

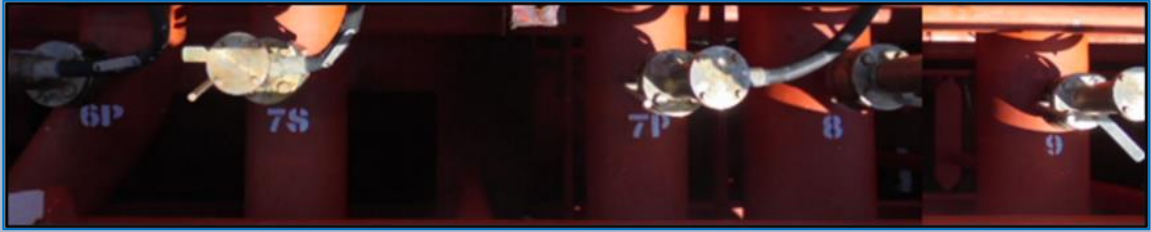


Around this area on deck, we have many valves, sensors and crossing lines. For this reason, I came to this best practice because it would be a great idea to mark the pressure sensor for easily identifying the line of which sensor we are going to operate, instead of having to follow the line from the manifold until the sensor. Moreover, the lines from 1 to 5P (included) are straight until the sensor, so they are lined up with the crossover. But from the 6S, as space has been left for the crane pedestal, the sensor of a line is no longer lined up with the crossover, so the identification of each line it's not that easy.



BEST PRACTICES

IDENTIFICATION OF PRESSURE SENSOR'S LOCATION



Photos of the best practice finished.

As the pressure sensor of the 6S line is under the catwalk, not in the same position as the other ones, I added an arrow indicating its place.



Pressure sensor under the catwalk and stencil with an arrow indicating the location of the pressure sensor



BEST PRACTICES

HANDOVER PROPOSAL FOR ALL OFFICERS

Author: 2/O Antoni Roig

Vessel: Panagia Thalassini

A good handover is essential for most roles, in order to help keep a business running smoothly. and it isn't just useful to the new joiner crew picking up the tasks, it is also useful to their manager, the wider team in the office, and the company as a whole.

Not only does it help them to understand their day-to-day responsibilities, but it also allows them to pick up any loose ends, whether it's projects that were unfinished by the leaving officer or any other kind of job that the new joiner officer would have dealt with.

What should generally include

- Daily officer jobs and responsibilities.
- Guides on how to use certain excels, software, programs, etc.
- Details of any ongoing projects, including status updates, deadlines, certificates that are going to expire, any issues encountered, etc.
- General housekeeping
- Inventories up to date
- Next requisition items

A GOOD HANDOVER MEANS LESS DISRUPTION, HIGHER PRODUCTIVITY AND FEWER MISTAKES

BEST PRACTICES

HANDOVER PROPOSAL FOR ALL OFFICERS

As a best practice and as a proposal for the next sms review, it would be good to add in our jobs description for instance the obligation to do a handover when leaving the vessel. not only does a clear maintenance program, but it also provides a reference point for the relieved officer in the future, and future proofs to ensure a same level of work.

And as a normal sms form, it would must be signed and dated by both officers after the handover and retained for audit and inspection.



As a reminder, to be created next sign and posted in each officer cabin.

DO YOUR HANDOVER

**IT WILL NOT TAKE YOU LONG AND IT WILL
BE VERY USEFUL FOR YOUR RELIVER**

**A GOOD HANDOVER MEANS LESS
DISRUPTION, HIGHER PRODUCTIVITY AND
FEWER MISTAKES**

BEST PRACTICES

APPROPRIATE MARKS FOR WEATHER SHELTERS

Author: D/C Noel Carrasco

Vessel: Santiago I

Problem:

As safety element, the weather shelter must be correctly marked and identified. In our vessel the colors and the stencils were not appropriate, making difficult see them. In addition, there was not any indication for it in the deck house shelter.

Be not able to locate them during heavy rain or rough seas can be dangerous.

Solution:

Paint the contour of the shelters to highlighted them avoiding the problem exposed above.

Thanks to the contrast between orange and white, now they are more visible from all directions



BEST PRACTICES

APPROPRIATE MARKS FOR WEATHER SHELTERS



BEFORE



AFTER

Make new stencils was also necessary, the old ones were small and difficult to see. Including an arrow to indicate the position of the entrance and indications to not use the shelters as storages.



SECOND QUARTER BEST PRACTICES AWARDS

Author: D/C Aitor Lastitegui

Best Practice: C.O.T.'s Gratings

Vessel: Panagia Thalassini



Author: D/C Sara Soberon

Best Practice: Testing of mooring winches before arrival at port.

Vessel: Panagia Thalassini



SECOND QUARTER BEST PRACTICES AWARDS

Author: D/C Pablo Rodriguez

Best Practice: Free fall boat door

Vessel: Panagia Thalassini



Author: D/C Aitor Latitegui

Best Practice: Flag Ropes

Vessel: Panagia Thalassini



SECOND QUARTER BEST PRACTICES AWARDS

Author: D/C Pablo Rodriguez

Best Practice: Identification of air wilden pumps

Vessel: Panagia Thalassini



Author: D/C Victor de la Vega

Best Practice: Hook/fastener for garbage's container covers which are exposed to the inclement weather and vessel's movement

Vessel: Santiago I



SECOND QUARTER BEST PRACTICES AWARDS

Author: Captain Ievgen Teslenko

Best Practice: Deck steam piping project proposal

Vessel: Panagia Thalassini



Author: D/C Victor de la Vega

Best Practice: Snap Back Areas

Vessel: Santiago I



SECOND QUARTER BEST PRACTICES AWARDS

Author: Captain Ievgen Teslenko

Best Practice: Management of used cooking oil onboard

Vessel: Panagia Thalassini



Author: D/C Victor de la Vega

Best Practice: Paint locker arrangement

Vessel: Santiago I



SECOND QUARTER BEST PRACTICES AWARDS

Author: D/C Jaime Cuesta

Best Practice: First aids protocols (for respiratory arrest and choking situations)

Vessel: Santiago I



Author: D/C Xavier Gual

Best Practice: Free fall lifeboat door

Vessel: Santiago I



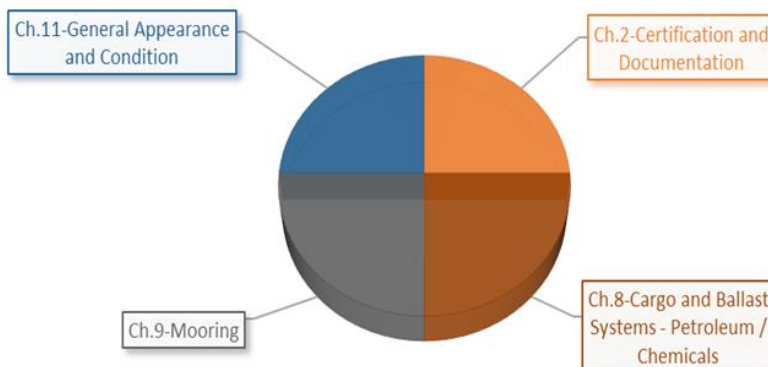
VETTING FINDINGS DURING THIRD QUARTER 2023

SIRE

Chapter Observation

- 2.14** It was observed the training for SEEMP had never been carried out on board. The relevant evidence of training plan and report were unable to be provided for review at the time of inspection.
- 8.17** On package of cargo samples in the samples' lockers had been kept since May 2022 which exceeded the maximum required storage time (12 month) in the Operator's SMS
- 9.11** It was observed the all mooring synthetic fibre lines were reeled on tension drums for 3-5 turns which was met the Operator's instructions in SMS. However, no evidence verified at the inspection time that such number of turns was obtained from the line manufacture.
- 11.13** The drain point on galley range hood was only obstructed by a sleek metal plug with rubber O-ring seal. The drain point was positioned directly above the hot plate without any means of protection.

FLEET SIRE OBSERVATIONS 3RD QUARTER



VETTING FINDINGS DURING THIRD QUARTER 2023

CDI

Chapter Observation

- 1.1.44(R)** IHVPQ has not been accurately completed and information is missing.
- 2.1.30(D)** The Master and the Chief Officer sign on at same date, 29 June 2023
- 3.2.1(S)** The second officer states that he would compensate for drift when crossing a traffic separation scheme and thereby not be heading at a right angle. ColReg 10C.
- 5.3.15(D)** Each remote reading position has not been recorded.
- 7.1.14(R)** A Company representative used a non-intrinsically safe mobile phone on the main deck.
- 8.1.55(S)** Potassium Hydroxide store adjacent to Phosphoric Acid in the engine chemical store in the forecastle. Rectified during the inspection.

SECURITY

Measures for vessels navigating the Persian /Arabian Gulf, Oman Gulf and Red Sea

The immediate measures to be taken by vessels navigating the Persian/Arabian and Oman Gulfs and Red Sea until the end of September.

However, tensions in the relevant sea areas remain high so the measures will be continued until the end of November. If the situation changes, additions, changes, or extension of measures will be considered.

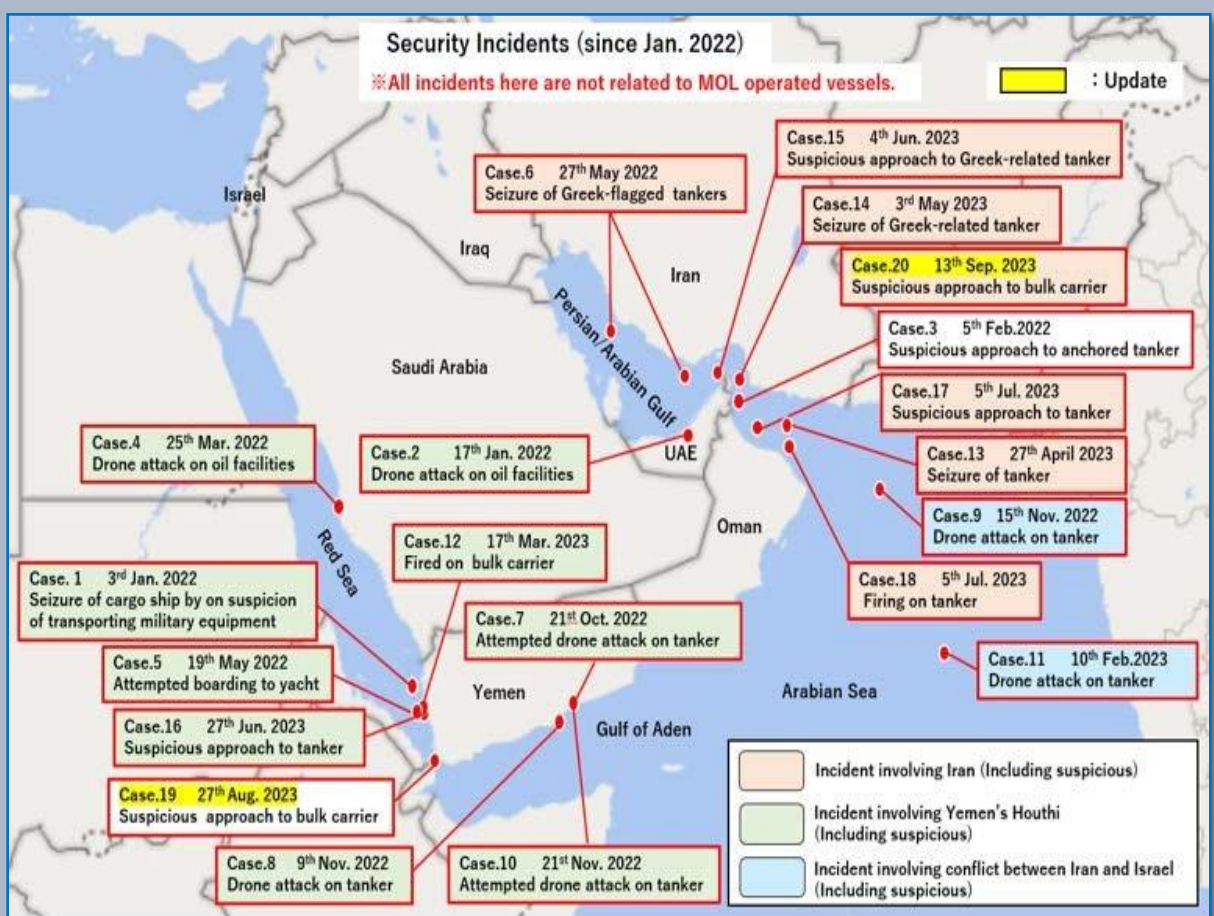
It is strongly request to carry out the following measures below to all Masters who navigate the Persian/Arabian Gulf, Oman Gulf and Red Sea.

- Set the equivalent of ship security level 2 measures onboard.
- Perform security meetings with all crewmembers and ensure all protective security measures are taken onboard (refer to the Ship Security Plan).
- Give a wide berth to any unidentified vessels/crafts.
- If any suspicious activity is observed, increase speed to ensure safety at the Master's discretion at all times.
- Limit unnecessary on deck work.
- Increase look-out and radar watch and avoid unnecessary approaches to small crafts.
- Make ready the prepared emergency procedures.
- Make ready the Emergency Communication Plan.
- Ensure that firefighting capability is checked so that it is available in an emergency.
- Conduct regular rounds and search the upper deck while anchoring or berthing to ensure that there are no suspicious objects such as limpet mines on the hull of the vessel, especially at the waterline.

If a suspicious object is found, the Master should report it to the ship management company and UKMTO immediately. All crew should be evacuated from the immediate area and mustered in a safe place. No attempt should be made to remove it.

SECURITY

- Refer to the IMSC Bridge Reference Card produced by the International Maritime Security Construct (IMSC). The link is below.
<https://www.imscsentinel.com/guidance>
- Keep in mind that a GPS positioning failure may occur suddenly and unexpectedly and confirm the emergency procedures at the earliest opportunity, such as position fixing and reporting to relevant parties.



HEALTH

The Importance of Food on Board Cargo Ship

Talking Point is a series of thought pieces written by experts in the maritime industry, offering insights into different topics affecting seafarers. Food is not only essential in our daily lives; it also plays an important role in our mental wellbeing. This is particularly relevant to seafarers, who are unable to eat out or have a takeaway at the best of times but have been stuck on board in many cases for much longer than usual due to the COVID-19 pandemic. This month, Dr Polina Baum-Taylor presents the issues surrounding food on board cargo ships and introduces a study that addresses some of those issues. Dr Baum-Taylor is a Postdoctoral Researcher at Solent University, UK; Associate Fellow at Seafarers International Research Centre, Cardiff University, UK; and Research Associate at Haifa Research Center for Maritime Policy and Strategy, University of Haifa, Israel.



It often feels as if the pandemic has aggravated many of the pressing issues relating to seafarers' health, particularly seafarers' mental health, which has reportedly deteriorated as a result of COVID-19. The implications of the pandemic for the shipping industry and its seafarers so far were extensively covered in previous ISWAN newsletters, where Mark Dickinson (Nautilus International), Natalie Shaw (ICS) and Dr Sue Stannard (Haukeland University Hospital) eloquently noted the unique challenges faced by seafarers as a result of COVID-19.

HEALTH

This expert briefing will shift focus slightly away from the pandemic, albeit it is still in the background, and centre on an important ingredient that often impacts seafarers' physical and mental health, namely, food on board. The aim of this paper is to present the issues surrounding food on board cargo ships and introduce a study that addresses some of those issues.

Food plays an essential part in our lives, and apart from sustaining our existence on a daily basis, it can also be a source of joy, creativity, social gatherings and comfort. Even during the pandemic and the ensuing lockdown, despite the initial shortage in some products, most of us could choose to uncover our creative cooking skills and eat at home, or decide to buy and collect food from restaurants and fast-food chains to diversify the food we eat. Some even complained about eating too much during the lockdown.



In the best of times, while working at sea, seafarers do not have the option to eat out or choose their favourite takeaway like people ashore can, but this situation has been exacerbated by the pandemic, where many seafarers are stuck on board and in most cases cannot disembark from the ship even during the occasional shore leave.

The global food supply chain is primarily maintained by seafarers, who are responsible for transporting most of the world's merchandise. Remarkably, despite the essential role seafarers play in the world trade, there is very scarce research currently done on different aspects of food on board, even though seafarers continue to deliver food globally in difficult and uncertain times.

Some aspects surrounding food on board cargo ships had recently made headlines in maritime related news due to their severity. There have been several cases in recent years, where crews were reportedly not provided with basic food and drink while on board the ship, being short of food, or running out of food altogether.

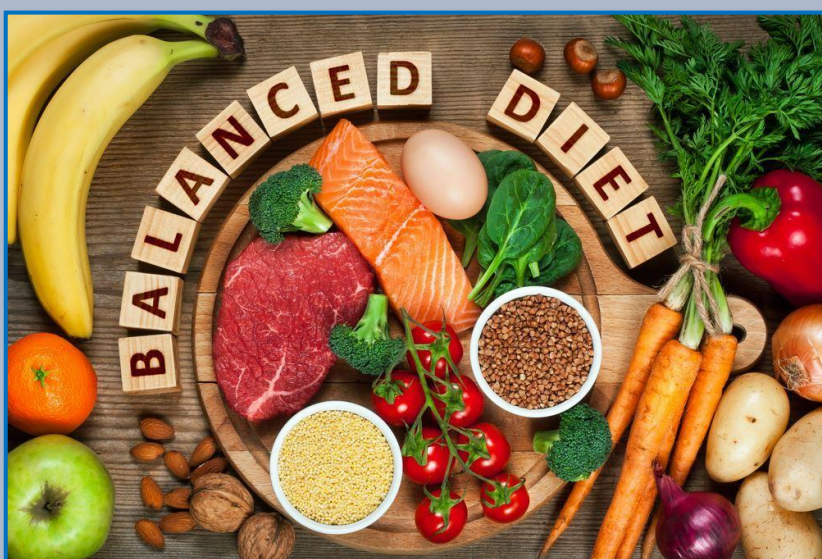
HEALTH

The reported cases are generally addressed locally through local authorities and welfare organisations, but there are many cases that remain unreported. For example, one of the seafarers interviewed in a previous project told me how the company he worked for went into administration, consequently abandoning the ship and its crew, and how his ship was stranded off the shores of Argentina for two years, with no regular or sufficient food provisions and without fresh water. To survive, they had to rely on the kindness of seafarers on board other ships and locals who occasionally provided them with their basic needs.

The Importance of Food, Especially on Merchant Ships

The ship as a workplace is an all-encompassing environment for seafarers, who work, sleep and spend their free time in the same location, the ship. Seafarers' basic needs like shelter and food are generally provided while they work on board the ship, or at least as set out by the MLC. All aspects of life on board are planned and tightly scheduled for all seafarers, with set mealtimes for all the crew working on board.

There are several aspects of food on board worth mentioning here. Some of these issues were previously mentioned in academic research, for example a study noting the main issues relating to food and nutrition for seafarers working on board merchant ships, as well as a report that (among other aspects) notes seafarers' 'unhealthy' eating habits on board.



HEALTH

Current Legislation Relating to Food on Board

The global nature of the shipping industry often makes it particularly challenging to regulate and even more so to enforce these regulations across vessels sailing the seas.

The Maritime Labour Convention (MLC) 2006 incorporates guidelines relating to food on board, setting minimal requirements and standards for food safety, food provision and training for ship's cooks.

However, as Oldenburg and others state: 'A critical appraisal of the Maritime Labour Convention [...] reveals that the nutritional situation on board is neither standardised nor mandatory [...], but adapted to the standard of each member state.'

This makes food a grey area in terms of regulation and enforcement of standards worldwide, as well as the types and quality of food seafarers are served with.



**Maritime
Labour
Convention
(MLC) 2006**

The Ship as a Multicultural, Isolated and 'Unhealthy' Environment

One important aspect of food relates to the global nature of the industry, which inevitably leads to diverse dietary habits in multi-ethnic crews. For example, the ships I have sailed with had between 25-30 seafarers originating from at least 9-10 different countries. The diverse crew composition could potentially lead to different experiences of food on board, both from the receiving end and that of the ship's cook.

One cook from India noted how he had to accommodate the different nationalities on board and 'make everyone happy', so every 15 days he rotated the menu to diversify seafarers' menu, cooking 'Indian, Filipino and European' dishes to appease different tastes on board. On another ship, a cook from the Philippines always planned the menus for the different nationalities on board by cooking individual dishes almost at every meal to cater for seafarers' personal taste.

HEALTH

Opinions on what counts as good or tasty food vary between seafarers as they would between individuals in any other setting ashore, but the difference between the ship and the shore comes down to the availability of alternative food options while seafarers are at sea. Seafarers have little or no control over the selection of food on board, and it is even more evident in long voyages where the ship's provisions can run very low if the unexpected happens or if there was no proper planning or budgeting for the voyage.

An additional aspect of work relating to food worth mentioning relates to seafarers' work schedules and shifts on board which often leads to irregular mealtimes. While mealtimes are generally scheduled around the same time every day, seafarers' shifts might not coincide with these mealtimes. This normally means seafarers need to reheat the food and often eat by themselves, or in cases where there was no food left aside for them, they will have to find something else to eat, and in some cases will be required to cook for themselves.

Under normal circumstances, individuals would be responsible for buying and preparing their own food, but under the unique circumstances of the ship, as was the case for many decades, seafarers' busy workload often means that they do not have the time or capacity to cook, and cooks often 'fill a function which the industrial worker's home usually takes care of, the buying, preparing, and serving of food.



HEALTH

Consuming ‘Unhealthy’ food while at sea

As opposed to people working ashore, seafarers cannot go out and buy a meal or order a takeaway when they do not like the choice of food on board or if they simply do not have enough food. Sometimes it is possible to buy sweet or savoury snacks on board in the ship’s store where there is one available, but these do not generally count as neither healthy nor nutritious food choices. This, combined with a stressful, isolated and overwhelming work environment for many seafarers, could often lead to the consumption of unhealthy and ‘comfort’ food.

For seafarers working on board under stressful and intense conditions, food is often seen as the only comfort, carrying much more than a fulfilment of the basic need to survive. When thinking about ‘comfort’ foods, these are often prepared in a simple or traditional style and may have a sentimental or nostalgic appeal, perhaps reminding us of home, family, and/or friends. However, these foods might be considered generally unhealthy due to their fat and sugar content, even though they are claimed to be ‘good for the soul’, potentially bring a temporary respite from day-to-day troubles.



HEALTH

The final aspect worth mentioning links to seafarers' limited opportunities for physical activity in their leisure time. Limited opportunities to exercise could often be linked to the absence of exercise facilities like gyms, basketball/football courts or swimming pools on board. Lacking time or energy due to increased workload could also be a reason for this.

The combination of 'unhealthy' foods and limited exercise could lead to unhealthy habits which has been noted as a growing concern with regards to seafarers, where seafarers are reportedly overweight or obese.

Food Budgets Allocated to Seafarers

Interestingly, the planned food budgets allocated to seafarers on board are not the same across all ships and are generally determined by shipping companies. This allocation of funds does not generally take into account seafarers' dietary requirements like vegetarianism, practices of not eating certain foods for moral, religious, or health reasons, or price of food provisions in different countries.

Additional factors not taken into account include the amount eaten by seafarers on a daily basis, and seafarers' physical activity and energy expenditure based on the different roles and departments they occupy. Decisions on food pricing and composition could benefit from empirical evidence based on scientific research.

Despite the fact that there are minimum requirements and recommended budgets allocated to food on board, empirical evidence regarding the nutritional intake or energy expenditure on board cargo ships is very scarce. Publications include, for example, an overview of seafarers' health on board relating to food⁶, coronary risks identified amongst seafarers on board German-flagged vessels, links between lifestyle choices and health amongst Croatian seafarers, and some initial findings from the seafarer nutrition study conducted amongst European and Kiribati seafarers. These form an important basis for the study of nutrition amongst seafarers, but a further investigation into those issues is needed.

ENVIRONMENTAL

EPA Clears California's Rules for Ships to Eliminate At-Berth Emissions



A divisive regulation aimed at compelling ocean-going vessels (OGV) to plug into shore power at California's busy ports is set to take effect over the next 30 days after the U.S. Environmental Protection Agency (EPA) granted its approval. In what is a major win for the California Air Resources Board (CARB), the EPA has approved the At-Berth Regulation passed in 2020, which adds auto carriers and tankers as well as additional ports and marine terminals to the emissions control requirements.

“This final action grants an authorization for amendments to California's At-Berth Regulations that were previously authorized by EPA. As such, this final action will affect any person who owns, operates, charters, or leases any United States or foreign-flag ocean-going vessel that visits a California port, terminal, or berth,” the EPA said in its 56-page Notice of Decision.

ENVIRONMENTAL

The At-berth rule was originally slated to go into effect at the beginning of this year, but implementation has faced opposition including threats of lawsuits by the shipping industry. However, in granting its approval, the EPA asserted that opponents of the regulation did not meet their burden of proof to demonstrate or to adequately support an EPA finding that CARB and its 2020 At-Berth Amendments fail to meet the three authorization criteria under its laws.

CARB has advocated for stronger regulations since 2020 to reduce at-berth emissions in California's ports. The new regulation builds on the At-Berth Regulation adopted in 2007. As of 2020, CARB reported the 2007 rule had achieved an 80 percent reduction in emissions from more than 13,000 vessel visits since 2014. The board estimates that by 2032, the updated at-berth regulations will reduce NOx emissions by 17,500 tonnes and carbon dioxide equivalent (CO₂e) emissions by 356,000 metric tonnes. Once the new regulation is fully implemented, CARB reports it will deliver a 90 percent reduction in emissions from vessels at berth. This includes an expected additional 2,300 vessel visits per year.



ENVIRONMENTAL

Vessels covered under the original regulation included containerships, reefer cargo ships, and cruise ships. The regulation requires that vessels coming into a regulated California port, which includes Los Angeles, Long Beach, and Richmond, either use shore power or a CARB-approved control technology such as a duct that connects to a vessel's exhaust and captures emissions to reduce emissions while on dock.

Under the new regulation, vessels are required to control pollution when they run auxiliary engines or auxiliary boilers while docked. The rules phase in extending the requirements to Ro-Ros transporting vehicles and tankers at the ports of Los Angeles and Long Beach in 2025, and all vessels in 2027. The requirements also extended to ports and terminals that receive 20 or more visits from a regulated vessel category in a calendar year. CARB also has similar legislation that would extend to harbor craft and other segments such as commercial fishing boats.



Environmental groups are hailing the EPA approval as a big win in the fight against air pollution. Following the win on the at-berth rule, the environmental groups now want California to accelerate the rules for net zero-emissions ships by 2040 measures and for other states to follow California's lead by adopting similar regulations.

ENVIRONMENTAL

Report on Revised IMO Strategy on GHG Emissions Reductions & Air pollution and Energy Efficiency Related Items from MEPC 80

1. Revised IMO Strategy on GHG emissions reductions adopted

The International Maritime Organization's Marine Environment Protection Committee 80th session (MEPC 80) met in London between 3-7 July 2023.

The working group on greenhouse gas (GHG) emissions reduction continued from where it left off from the 15th intersessional meeting (ISWG-GHG15) the previous week. On IMO's GHG Strategy, extensive deliberations continued while the GHG WG was in session, as well as through negotiations outside of the WG sessions, to arrive at goals aligned to the Paris Agreement target to limit global warming to 1.5°C. A set of compromised outcomes was finally agreed and so MEPC 80 could adopt the revised IMO Strategy for GHG emission reduction.

For 2030, the IMO ambition remains to reduce CO2 emissions, as an average across international shipping, by at least 40%, compared to 2008 levels. The revised Strategy included a new level of ambition for 2030 aiming for an uptake of zero or near-zero GHG emissions technologies to represent at least 5%, striving for 10%, of the energy used by international shipping by 2030. The IMO Strategy also sets a global level of ambition that international shipping hits its GHG emissions peak as soon as possible, and to reach net-zero GHG emissions by or around 2050, albeit with consideration of differing national circumstances.

ENVIRONMENTAL

The revised Strategy sets indicative intermediate targets follows:

- i. to reduce the total annual GHG emissions from international shipping, compared to 2008, by at least 20%, striving for 30% in 2030; and
- ii. to reduce the total annual GHG emissions from international shipping, compared to 2008, by at least 70%, striving for 80% by 2040.

These targets will be reviewed every five years with the first instance expected at MEPC 86 (summer 2027).

The consideration of mid-term measures (inclusive of market-based measures) will continue in conjunction with a Comprehensive Impact Assessment (CIA) to advise States when a basket of candidate measures is selected by the IMO.

The CIA will include quantifying the impacts of the basket in terms of countries' trade and Gross Domestic Product (GDP) change, using the output of the assessment of impacts on the fleet as its main input at a global level. The CIA results are expected to be completed by MEPC 82 in the autumn of 2024, which will mean that mid-term measures for GHG emission reduction is expected be approved at MEPC 83 (spring 2025) and entered into force in 2027. Many expressed support for additional extraordinary sessions of discussion to be held, if possible, to arrive at establishing the basket of mid-term measures earlier. This will be further assessed by the IMO Council and decision-making bodies as appropriate. The MEPC 80-agreed timeline of milestones for the revised Strategy leading to the mid-term measures is as follows:

ENVIRONMENTAL

PROPOSED TIMELINE FOR THE DEVELOPMENT OF CANDIDATE MID-TERM MEASURES AND ASSOCIATED COMPREHENSIVE IMPACT ASSESSMENT

	Comprehensive impact assessment (CIA)	Mid-term measures development
MEPC 80 (summer 2023)	Initiation of CIA	Initiate Phase III of the Work Plan
MEPC 81 (spring 2024)	Interim report	Finalization of basket of measures
MEPC 82 (autumn 2024)	Finalized report	
MEPC 83 (spring 2025)		Approval of measures
Extraordinary one or two day MEPC (six months after MEPC 83 – autumn 2025)		Adoption of measures
MEPC 84 (spring 2026)		
MEPC 85 (autumn 2026)		
16 months after adoption		Earliest date of entry into force

MEPC 80 has also formally adopted an interim version of the lifecycle assessment guidelines for marine fuels (LCA) which should be used for initial experience-building exercises. INTERTANKO made an intervention suggesting that, as part of the LCA governance, governments need to consider measures that ensure other stakeholders beyond ship owners/operators (e.g. fuel suppliers), are involved in the development and implementation of the LCA framework. This was appreciated and accepted. It was decided that a correspondence group (CG) should be established after MEPC 80 to continue the work towards making the LCA framework operational.

The list of tasks includes reviewing the template of well-to-tank data collection and arriving at data for default emission factors of fuel pathways, leveraging on any experience gained through stakeholder implementation. The consideration of Onshore Power Supply (OPS) in relation to tank-to-wake emission factors will also be part of the CG's output and the CG's findings will be presented at the Intersessional Working Group on GHG (ISWG-GHG16).

ENVIRONMENTAL

Prior to ISWG-GHG16, the IMO Secretariat will also be conducting a review of existing practices on third-party certification covering sustainability aspects and criteria, in particular Indirect Land Use Change (ILUC) – a factor tied to the production of biofuels. An LCA Expert Workshop will be held to further the work of establishing a draft LCA certification framework for continuation at ISWG-GHG16 and MEPC 81 that will be held back-to-back in spring 2024.

Time permitting, the consideration of shipboard CO₂ capture systems as a GHG reduction measure or in relation to the LCA framework may be considered at ISWG-GHG 16.

2. Outcomes on air pollution and energy efficiency

At the International Maritime Organization's Marine Environment Protection Committee 80th session (MEPC 80) held between 3-7 July, a number of items relating to air pollution and energy efficiency were discussed, including matters relating to the following areas:

- Biofuel
- Draft amendments to MARPOL Annex VI related to low-flashpoint fuels and other fuel oil-related issues
- Corrigendum to the 2021 Guidelines for exhaust gas cleaning systems (EGCS)
- Reporting to IMO of the use of the power reserve for ShaPoLi/EPL systems in the EEXI framework
- Amendments to the 2022 Guidelines on the survey and certification of the Energy Efficiency Design Index (EEDI)
- Amendments to MARPOL Annex VI to include data on transport work and on enhanced level of granularity in the IMO ship fuel oil consumption Data Collection System (DCS)
- Accessibility of IMO DCS data.

SAFETY

Measures to Protect your Hearing Onboard

This October, in recognition of National Protect Your Hearing Month in the United States, the American P&I Club is raising awareness about hearing protection and best practices for seafarers.

According to the American Club, hearing conservation is crucial for the health and wellbeing of all people, especially seafarers. It ensures safe working conditions, clear-headed decision-making in control stations, navigation, radio, and manned machinery spaces, protects mariners from excessive noise levels, and provides comfortable rest, recreation, and recuperation conditions. It also ensures seafarers can recover from the effects of high noise exposure.



Recommendations

Noise is measured in units of sound pressure levels called decibels using A-weighted sound levels (dB(A)). The A-weighted sound levels closely match the perception of loudness by the human ear. Decibels are measured on a logarithmic scale which means that a small change in the number of decibels results in a huge change in the amount of noise and the potential damage to a person's hearing.

SAFETY

Noise level examples are as follows:

85 dB(A) – a passing diesel truck

90 dB(A) – using a lawn mower, or arc welder

95 dB(A) – using a belt sander

100 dB(A) – riding a motorcycle or using a handheld drill

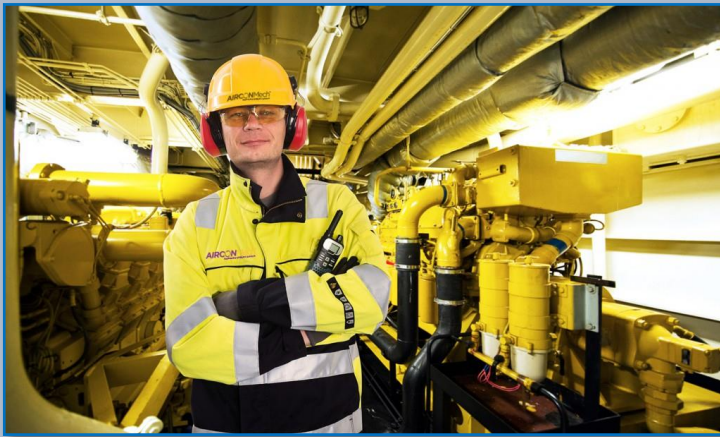
105 dB(A) – using a table saw or attending a crowded sporting event

110 dB(A) – using a jackhammer or attending a rock-and-roll music concert

115 dB(A) – emergency vehicle siren passing by

130 dB(A) – jet plane taking off 100 feet (30 meters) away

140 dB(A) – pain threshold



Personnel entering spaces with noise levels greater than 85 dB(A) should be required to wear hearing protection while in those spaces. Personnel exposed to noise levels greater than 85 dB(A) outside of enclosed spaces should also be required to wear hearing protection. As a general rule, if you need to raise your voice to speak to someone 3 feet (1 meter) away, the noise level is likely above 85 dB(A).

Hearing protection should be worn in the following spaces:

The engine room when the main engine or generators are running (engine rooms have been found to be as high as or higher than 100 dB(A) other machinery spaces in which internal combustion engines are running other machinery spaces with “HIGH NOISE AREA” signs or similar signs that require hearing protection to be worn

SAFETY

Hearing protection should also be worn while performing the following:

- Using a deck scaler, needle gun, or portable grinder;
- Working in the vicinity of any internal combustion engine that is running;
- Working in the vicinity of hydraulic motors;
- Working in the vicinity of high volume fans including vent fans, exhaust fans, air supply fans, ;
- Performing work that involves loud impact noises, especially metal on metal impact noises; and
- During any work in which the noise levels become

Wherever it is not feasible to reduce the noise levels, reduce the duration of noise exposure, or change the location of the work, ear protection should be provided and used to bring noise to an acceptable level below 85 dB(A).

When properly worn, ear plugs can reduce the noise level by 15-30 dB(A) and earmuffs can reduce the noise level by 20-30 dB(A). The combination of ear plugs and earmuffs can add a further 5-10 dB(A) reduction to the noise level.

When noise levels exceed 115 dB(A) in a steady state, ear plugs and earmuffs together should be required.



SAFETY

Everyday Tips

#1 Signage

Ensure signs are posted boldly in areas requiring hearing protection, including signs for required hearing protection use.

#2 Type of ear plugs

Disposable ear plugs can be comfortably worn for long periods of time but shouldn't be used more than once, particularly in dusty or dirty working environments. Non-disposable ear plugs including custom fit or moldable ear plugs can be washed and reused for months.

#3 Correctly inserting disposable ear plugs

Firmly roll the disposable ear plugs between your fingers. Reach over your head with your arm and gently pull the top of your ear upward, so that the ear canal is straight.

Insert rolled ear plugs and briefly hold them in place while they expand in the ear canal. If the ear plugs cannot be seen from the front, they are in the correct position.

Good hearing is vital. Practice smart personal protection measures by fostering a company culture where noise protection practices become habits.



Marflet Marine S.A. Officer's Seminar

Marflet Marine S.A. hosted during May 10th, 11th and 12 of May, the 2023 Officer's Seminar in the city of Madrid, Spain, where our Headquarters are located, in this opportunity we counted with a distinguished panel of guest lecturers in different topics related to our daily basis jobs and responsibilities and also was a great opportunity for the Officers and office Personnel to know each other in person and interact in a more relax environment.



After the opening words of Marflet Marine CEO Juan J. Ferrer the following subjects were addressed:

Day 1

- Maintenance plan deck and Eng / Defect list / Audits by Marcos Sierra.
- Annual and Intermediate Survey Inspection by Omar Jaber
- Marflex Pumps by Alex Van Der Have and Rene Van Aart.
- Incidents / SIRE / CDI by Miguel Cabrera.

Day 2

- SIRE 2.0 Training by Tony Cambell

Marflet Marine S.A. Officer's Seminar

Day 3

- Smart Pal LPSQ, Maintenance, Purchase and Voyage Training by Babis Nikolis.
- Marflet Marine S.A. Performance & Future by Juan Cremades.
- Closing Seminar brindis and words by CEO Juan J. Ferrer.



The Officer's attending were:

- Captain Oleksii Chumakov
- Captain Salvador Salord
- Captain Yevgen Firsov
- Chief Officer Alexandre Ioseliani
- Chief Officer Oleksandr Moroz
- Chief Officer Cristofol Pons
- Second Officer Edwin Gamarra
- Chief Engineer August Salazar
- First Engineer Neil Fuentebella