

To promote, develop and support in the spirit of cooperation, the common interests of its members in all matters concerning the development and quality of maritime education and training.

NEWSLETTER

MARCH – 2013

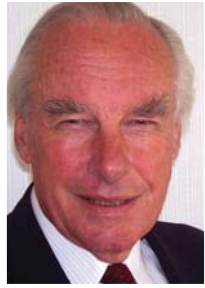
ISSUE NO. | 19 |

TRAIN, TRAIN, RETRAIN, RETAIN!



Inside this Issue

Editorial.....	2
A GBR Pilot Comments.....	3
IMO Marpol Annex VI.....	4
Caring for Lubricating Oil.....	6
EU Legislation.....	6
New Bridge Guide on How to Avoid Collisions.....	7
Mare Liberum.....	8
Washed Up After 2 Years at Sea.....	8
American Ports Gear up for Panama Canal Expansion.....	9
Is Training a Cost, or an Investment?.....	10
Reducing Noise Footprint of Maritime Traffic... ..	11
Accidental Spills from Tankers.....	11
Third Group of BW Fleet Management Recruits Undertake Training at SAMTRA.....	12



Editorial

In response to major concerns being expressed about MET, including inability to cope with the accelerating impact of technology on ship operations, at the IMO STW 42 meeting in January 2011, GlobalMET called for the formation of a group of knowledgeable stakeholders in global shipping, representative of and supported by each sector of the industry, to clarify issues and provide leadership, direction and advice concerning the development of training strategies affecting the short, medium and long term, paying particular attention to:

- ↳ the development of MET appropriate to the needs of current and future seafarers;
- ↳ the role of technology in shipboard and maritime operations generally;
- ↳ the utilisation of technology and state-of-the-art methodologies in the delivery of MET;

and thereby assist IMO in the development of MET that meets the needs of an efficient, safe, clean and secure global industry.

As this did not go ahead – one delegation leader stating it was too soon after the 2010 amendment of STCW – GlobalMET decided to approach the Asian Development Bank (ADB).

After an encouraging initial meeting at Vice Presidential level in November 2011, GlobalMET made representations to ADB officials in Manila during 2012, resulting in the bank agreeing to fund the consultancy 'Human Resource Development in the Maritime Sector in Asia and the Pacific'. Although 'Maritime Sector' indicates very wide terms of reference, the Terms of Reference for the consultant appointed in December focus on 'Seafaring', an initial step in what could become a major consultancy.

A key area to focus on is the actual teaching and assessment, particularly in developing countries that are major suppliers of seafarers, as well as with traditional nations that have not kept up to date with change or where the newer technology has not been incorporated into Certificate of Competency

education, but instead is seen as additional training that should be taken post certification. Visits to MET providers and frequent participation in fora clearly shows too much 'lecturing', weak assessments, little or no use of modern teaching methodologies or technologies. The morale of teaching staff is generally not high and the overall status of the training sector needs to be raised. There is serious need to develop effective on-board training and mentoring, distance and blended learning, as well as raise the quality of teaching.

The above does not of course apply in a number of aspects to academies where the technology available is somewhat ahead of typical industry levels and is used very effectively in training.

GlobalMET is suggesting establishment of an Asia Pacific maritime teacher training institution, located in a major labour supplying country in the region, providing short courses in teaching and assessment and also serving as a venue for conferences and other meetings on MET issues. With appropriate status, it could become a global node for the development and delivery of MET, attracting expert input from within and outside Asia and the Pacific.

GlobalMET is collaborating closely with the UK-based consultant, who is visiting the Philippines, Hong Kong and Singapore this month and is to report to the ADB in May.

This very welcome development has potential to bring an overhaul of MET delivery, particularly in the Asia Pacific region.

In 2005, at the Maritime Cyprus conference IMO secretary general Efthimios Mitropoulos insisted: "We need, of course, people with a passion for the industry, determined to champion its cause: Visionary people, who can think ahead and act in good time for the good of shipping."

GlobalMET is striving to respond to this rallying call.

Rod Short
Executive Secretary



A GBR Pilot Comments

As a Coastal Pilot servicing ships in the Australian Great Barrier Reef compulsory pilotage areas I would be interested in seeing such a survey available but from the Pilot's perspective.

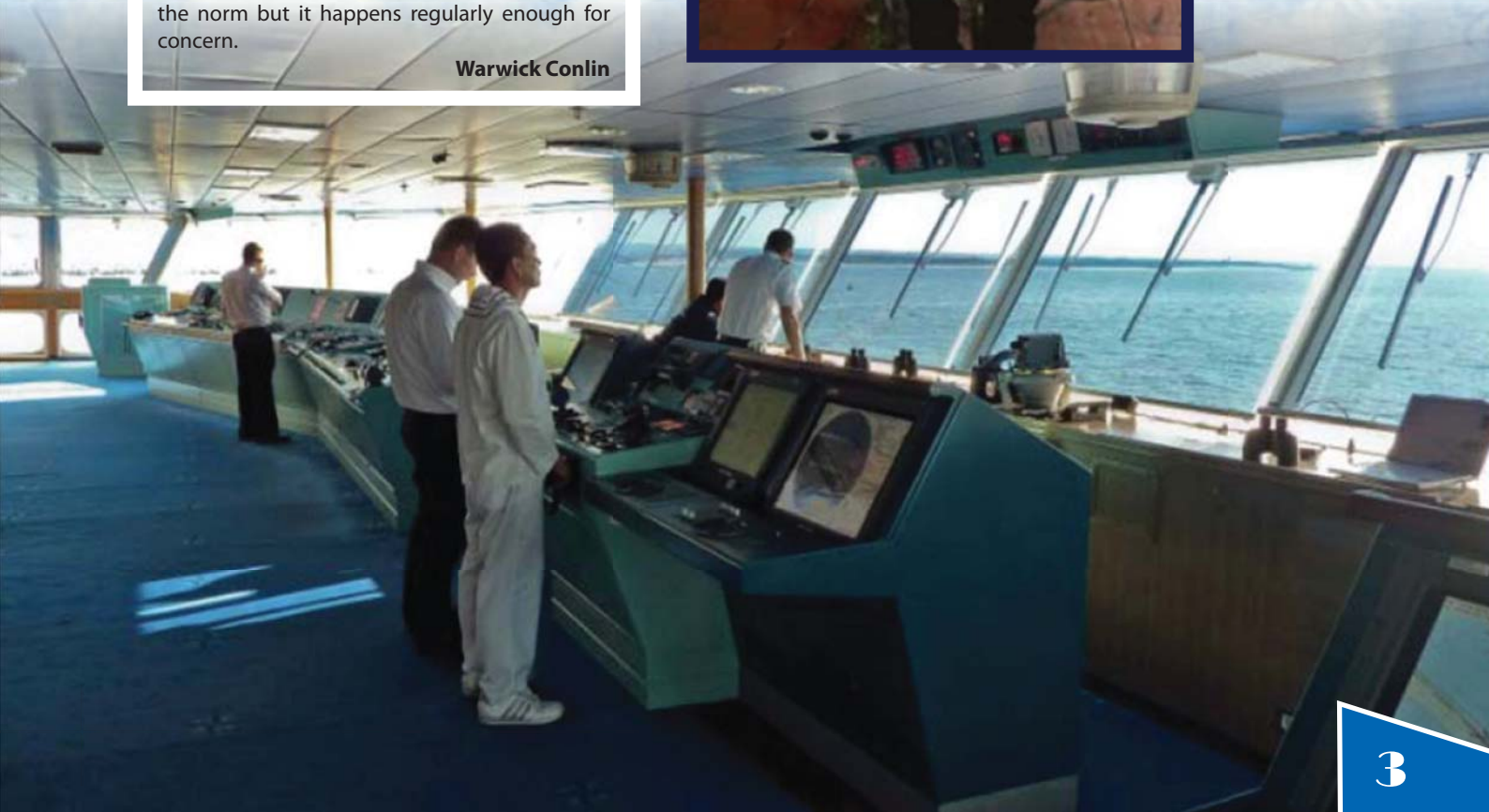
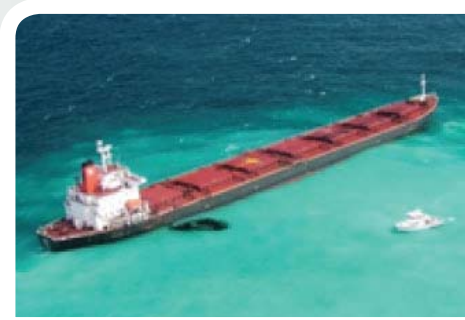
Some years ago I remember seeing a video that stated 80% of pilots agreed that they conducted a professional Master Pilot Exchange (MPX) and the Master received and understood all necessary information. At the same time, 80% of Masters agreed that they did not receive a professional MPX and did not fully receive nor understand all the necessary information. A survey from the 'other' perspective may show up some glaring disconnects!

Also, in my MPX I always brief the Master that I will be conducting the pilotage within the principles of BRM and working with him and his bridge staff as "a team". I ask that they inform me when a certain distance from each course alteration waypoint and I ask that they (OOV and Lookout) inform me of any objects observed in the water by sight or radar and other electronic means. This includes ships, small vessels, logs or debris etc.

As we progress with the passage I often have to remind bridge teams to do the above as requested. I often think that bridge teams switch off when the pilot arrives and do not realise their responsibility for maintaining safety onboard, (including navigation and collision avoidance) still rests with them. I also often get the impression that I am the lookout, as bridge watchkeepers disappear behind curtains, in brightly lit areas for extended periods.

These comments/criticisms are not necessarily the norm but it happens regularly enough for concern.

Warwick Conlin



IMO Marpol Annex VI

A Study on The Energy Efficiency Design Index (EEDI) for RoRo Vessels

By

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 Singapore



Abstract

During MEPC 62 the Committee adopted a new chapter to MARPOL Annex VI comprising Technical and Operational Measures aiming to reduce GHG-emissions from maritime transportation, which entered into force from 1st January 2013. One of these measures is EEDI for new ships. Some ship types have been excluded from the 1st phase of the implementation of a required EEDIR, including: Ro-Ro Cargo Ships, Ro-Ro Passenger Ships, Vehicle Carriers and High Speed Passenger Ferries.

The reason being the recognized and acknowledged difficulties to derive from statistical data a robust Reference Line for these segments.

Ro-Ro Passenger Ships

A Ro-Ro passenger ship (also known as a Ro-Ro ferry, or even just a ferry) is a passenger ship which can carry more than 12 passengers and which has one or more cargo decks for carriage of rolling cargo, such as cars, trucks, lorries and other rolling cargo. The size and capacity of Ro-Ro passenger ships vary considerably, with a length ranging from 20 m up to more than 200 m. The largest Ro-Ro passenger ship delivered in 2010 has a length of 240 m and an overall Ro-Ro capacity of 5500 lane metres.

EEDI (Energy Efficiency Design Index)

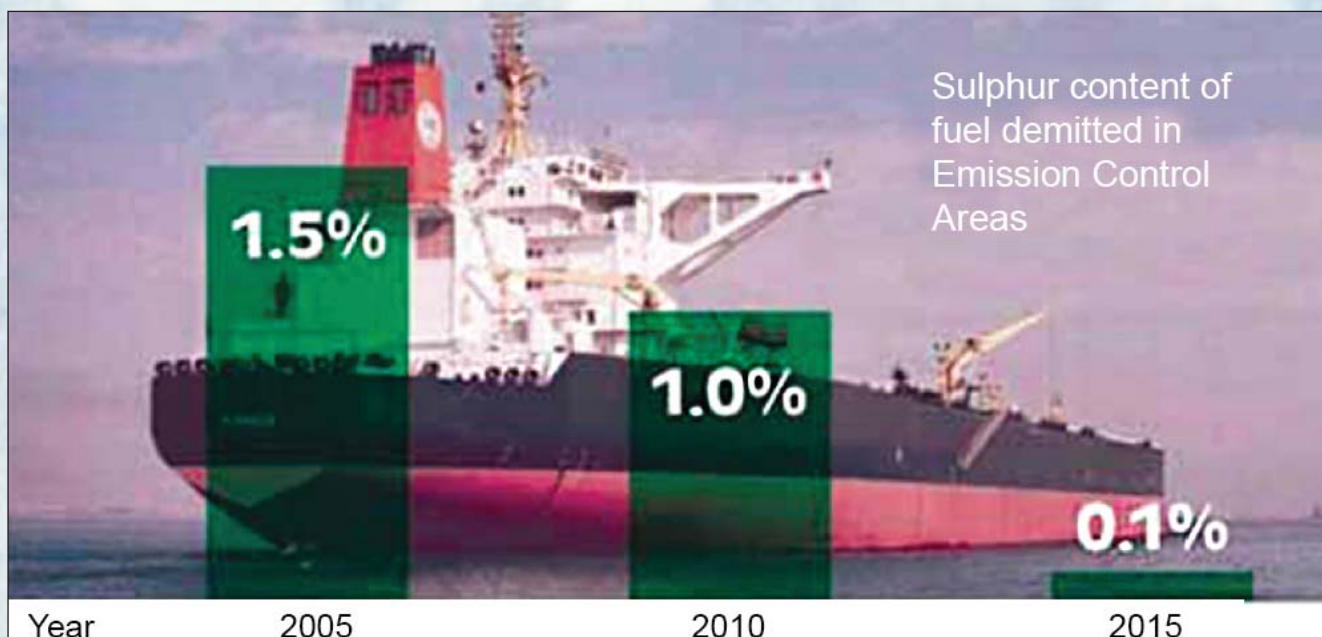
In the International Maritime Organization (IMO), there has been a debate over the last two to three years about the so-called Energy Efficiency Design Index (EEDI) expressing the CO₂ emissions per unit transport work. For most ships the unit for the EEDI will be gram CO₂ per ton deadweight per nautical mile. Originally, this unit was also suggested for Ro-Ro passenger ships, which have been a topic of debate.

However, this led to a very large scatter in the statistical data of the EEDI in calculations of the Index from a large statistical sample of Ro-Ro passenger ships. One of the reasons for this scatter is the ship design diversity of Ro-Ro passenger ships. Some of the ships carry relatively few passengers and much cargo, such as lorries, resulting in a relatively high deadweight, while other Ro-Ro passenger ferries carry many passengers and focus more on service and entertainment (eat, drink and sleep) for the passengers. Such a concept leads to large passenger spaces (lounges, cafeterias, bars, restaurants and cabins) requiring large ships with a relatively low deadweight. In both cases a large amount of volume is needed, which in general is proportional to the gross register tonnage (GT) of the ship. Therefore, IMO has suggested that in the EEDI calculation procedure for Ro-Ro passenger ships, deadweight has to be replaced by GT, so that the unit of the EEDI for Ro-Ro passenger ships is gram CO₂/GT/ nautical mile.

Energy Efficiency Operational Index (EEOI)

For existing ships, IMO has suggested introducing a so-called Energy Efficiency Operational Indicator. The Marine Environment Protection Committee (MEPC) has agreed to circulate guidelines (MEPC.1 - Circ.684) for voluntary use of the Ship Energy Efficiency Operational Indicator (EEOI). These guidelines can be used to establish a consistent approach to voluntary use of an EEOI, which can be used in the evaluation of a ship's performance with regard to CO₂ emissions. As the amount of CO₂ emitted from a ship is directly related to the consumption of bunker fuel oil, the EEOI can also provide useful information on a ship's performance with regard to fuel efficiency.

These EEOI Guidelines present the concept of an indicator for the energy efficiency of a ship in operation, as an expression of efficiency in the form of CO₂ emitted per unit of transport work. As the Guidelines are recommendatory in nature and present a possible use of an operational indicator the shipowners, ship



operators and parties concerned are invited to implement either these Guidelines or an equivalent method in their environmental management systems and consider adoption of the principles herein when developing plans for performance monitoring. In its most simple form the Energy Efficiency Operational Indicator is defined as the ratio of mass of CO₂ emitted per unit of transport work: **EEOI = Mass of CO₂/(transport work)**

Determination of Volumes for the Different Types of Cargo

In order to determine the volumes for the different types of cargo carried on a Ro-Ro passenger ship, general arrangement plans for several Ro-Ro passenger ships have been analysed by the researchers and the volumes for the following spaces were determined:

- ✦ Cargo space for rolling cargo
- ✦ Accommodation for bars, restaurants, cafeterias, corridors, toilets etc.
- ✦ Accommodation for pantries, galleys, air-conditioning rooms and store rooms
- ✦ Accommodation for passenger cabins and associated corridors and store rooms

With increasing focus on the environmental performance of different transport modes (for example trucks, trains, ships and aircraft) it is of utmost importance that the different transport modes are compared on an equal basis so that the environmental impact, defined as energy demand and/or emissions per transport unit, is related to the same unit for the different transport forms.

For Ro-Ro passenger ferries it can be difficult to find a suitable common transport unit, as they often transport a mix of cargo, such as passengers, passenger cars, trucks, lorries, buses and other rolling transport units. There will be EEDI sector specific methodology for the Ro-Ro and High Speed Craft Passenger Ferry sector.

The decision of the IMO MEPC to proceed with sector specific methodology for energy efficiency requirements for ro-ro cargo and ro-pax vessels has been welcomed by the industry.

There were two proposals at MEPC 64 on EEDI on RORO ships:

- ✦ Danish proposal (Denmark, Japan and Norway) - MEPC64/4/9
Correcting the EEDI reference line by DWT/GT
- ✦ Swedish proposal (Sweden, Germany and CESA) - MEPC 64/4/14
Correcting the EEDI value by speed and other ship parameters: V, L, B, D, Δ

A proposal submitted by Germany, Sweden and the European Shipbuilders Association (CESA) has now been recognised by



the IMO as the best way forward. The proposal incorporates ship design features into the Energy Efficiency Design Index (EEDI) formula, which otherwise typically focuses on the amount of installed power in relation to the vessel's size and speed.

Conclusion

An approach to a workable EEDI solution for ro-ro vessels should bring about absolute efficiency gains and a consequent reduction in greenhouse gas emissions. It also has to ensure that new ships can be built for all ro-ro markets taking into account any external factors; ie limitations on draught or length or the need for having enhanced power to operate in tidal areas or across very busy straits.

The EEDI, in force since Jan 2013, affects most ship types. For every ship new building the index value is calculated, and this attained EEDI value is then compared to a required threshold. This baseline is a function of ship type and size. If the attained index value is below the baseline, the ship passes the index.

In the present stage the regulation will cover ten different types of ships, of which seven are included in the first phase of implementation; bulk carrier, gas tanker, tanker, container ship, general cargo ship, refrigerated cargo carrier and combination carrier.

Vehicle carrier, RoRo volume carrier and Ro-Ro weight carrier will be included in the second phase of implementation which is scheduled for January 2015 (IMO 2010a).

In the previous IMO sessions, an extended timeline was agreed for Ro-Ro ferries due to the extensive variation of their design, after concerns were raised that the approach was too simplistic for the ro-ro sector. Ferries are often one-off bespoke designs for a particular route. Ships classified as high speed craft are not yet included but it is intended that they will be.



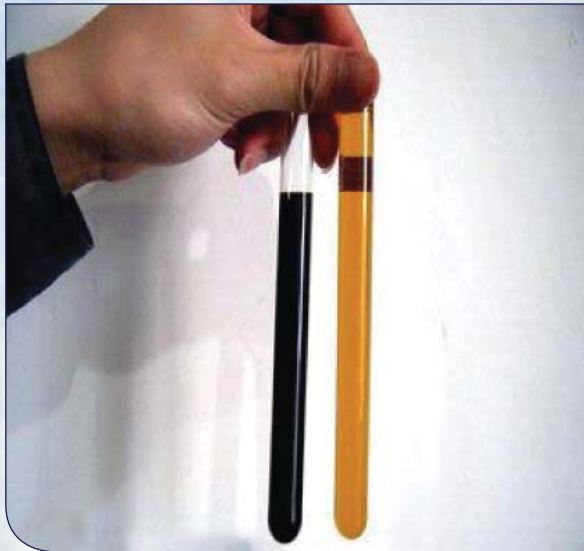
Caring for Lubricating Oil



These days on board a ship you may find lubricating oils of different makes and grades and they are many times neither properly labeled nor carefully stored. This results in wrong usage. We do not study the lubricating oil characteristics till the time comes for its use on a particular machinery and at such times we tend mostly to take a wrong decision. Lubricating oils are costly and good planning should go into buying and storing at the cheapest port. Shipping companies should monitor any price rise in near future and fill up the tanks beforehand.

Leakages of lubricating oils must be tackled, especially on deck machinery and pipe lines to prevent loss and accidents due to slipping. This includes checking of leakages at mooring stations and in deck crane houses and power packs for hatch operation. Some older vessels consume 400-500 Ltr oil per month on these systems.

Lubricating oils in modern diesel engines are used for reducing friction, preventing corrosion and to act as a cooling medium and therefore purification and filtration



are of utmost importance. Filter cleaning is not to be left to Oilmen only and the Chief or Second engineer must check the filters before cleaning and before boxing up after cleaning. Onboard analysis of lub oil must be carried out and regular testing by a shore laboratory every 3 to 6 months as per company procedure. The sample should be taken after the separation and filtration of oil, before the engine. A responsible engineer should collect the samples. Oil suppliers give good instructions on sampling points and procedure.

The viscosity of lub oil can be expected to increase gradually during operation due to oxidation and polymerization of oil compounds and increase of solid contents in the oil. Main engine crankcase oil should be regularly replenished with fresh oil to keep the sump level sufficiently high in the case of oil cooled pistons. A general reason for unexpected viscosity decrease could be fuel oil dilution such as diesel oil finding its way into the crankcase. On main engines, good inspection of under piston spaces before cleaning is very indicative of faults.

Water in oil is obviously dangerous. Maximum allowed water content in engine lubricating oil is 0.3 vol - % or weight - %. Water can find way to the crankcase from strange places like a hole in the crankcase air vent on upper deck (less frequented) or from a wasted manhole door joint below the floor plates on the tank top (rarely checked).

Oil used in air compressors needs to be closely monitored to check if enough lubrication is reaching the pistons and also if there is too much oil consumption. Lubrication on this machinery is generally neglected until some problem develops and therefore regular checking is required. These days there are good CD's provided by oil companies and purifier makers and these should be viewed and discussed on board.

Chief Engineer **Mahendra Singh**

EU Legislation

Regulation (EU) No 100/2013 of the European Parliament and of the Council of 15 January 2013 amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency.

The Agency should assist the Commission by carrying out inspections of recognised organisations in accordance with Regulation (EC) No 391/2009 of the European Parliament and of the Council of 23 April 2009 on common rules and standards for ship inspection and survey organisations (9). These inspections may also take place in third countries. The Commission and the Agency should ensure that the



the inspection tasks

and certification of seafarers in third countries pursuant to Directive 2008/106/EC of the European Parliament and of the Council of 19 November 2008 on the minimum level of training of seafarers (10), which the Commission has delegated to the Agency.

Thanks to **Michael Bourgard**
MerchantNavy@yahoo.com

New Bridge Guide on How to Avoid Collisions

North P&I club has just published a new loss-prevention guide for watchkeepers on how to avoid collisions at sea. Designed specifically for use on ship's bridges, it focuses on what the club considers to be the most important 'rules of the road' in the International Regulations for Prevention Collisions at Sea 1972 (COLREGS).

In his foreword to *Collisions: How to Avoid Them*, the Hon Mr Justice Nigel Teare, Admiralty Judge at the Royal Courts of Justice in London, says, 'Despite all the impressive electronic assistance designed to enable deck officers to avoid collisions, collisions still occur. The answer is, and always has been since radar was first introduced, that the rules of navigation set out in the COLREGS must still be applied by deck officers.'

'This short and compact guide therefore has a vital and necessary role. It reminds mariners of the basics of the COLREGS and that they must be kept well in mind and obeyed notwithstanding the profusion of equipment on the modern bridge. That equipment does not avoid collision - it is merely an aid to collision avoidance. What avoids collisions is compliance with the COLREGS,' says Teare.

The guide focuses on the 12 regulations North considers are most often misinterpreted and applied. These are: responsibility, look-outs, safe speed, risk of collision, action to avoid collisions, traffic separation schemes, overtaking, head-on situations, crossing situations, action by give-way vessels, action by stand-on vessels and conduct of vessels in restricted visibility.

According to the club's head of loss prevention Tony Baker, 'We believe these rules are the key to collision avoidance as we see



them breached time and time again when collisions occur. The guide demonstrates how these rules fit together and how the interpreting and applying each of them can be influenced, sometimes wrongly, by the vast mass of information now available from electronic aids to navigation.'

The guide also includes illustrated case studies of recent major collisions, plus fold-out charts for plotting developing situations. *'The case studies and the questions they ask are intended to be the starting point for wide-ranging discussions on all aspects of collision avoidance by bridge teams,'* says Baker.

Source: The North P&I Club 22 Jan 13

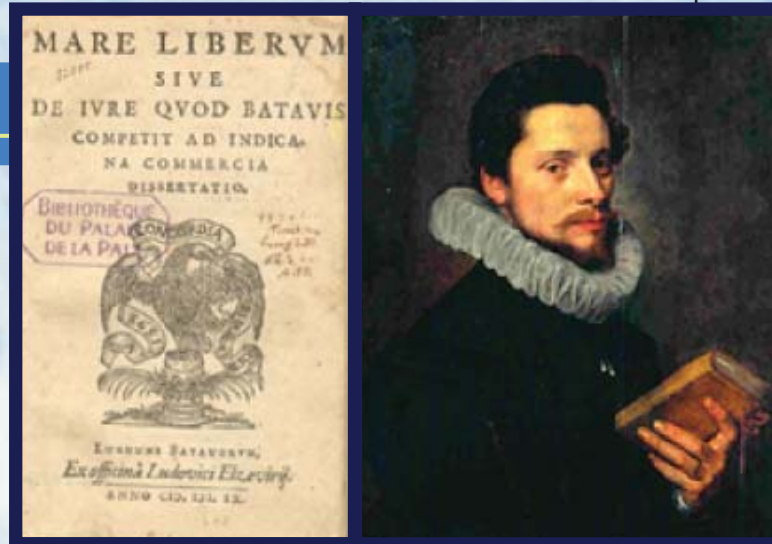


Mare Liberum

Mare Liberum (English: The Free Sea or The Freedom of the Sea) is a book in Latin on international law written by the Dutch jurist and philosopher Hugo Grotius. In *The Free Sea*, Grotius formulated the new principle that the sea was international territory and all nations were free to use it for seafaring trade. The disputation was directed towards the Portuguese *Mare clausum* policy and their claim of monopoly on the East Indian Trade. Grotius wrote the treatise while being a counsel to the Dutch East India Company over the seizing of the Santa Catarina Portuguese carrack issue.

Grotius' argument was that the sea was free to all, and that nobody had the right to deny others access to it. In chapter I, he laid out his objective, which was to demonstrate "briefly and clearly that the Dutch [...] have the right to sail to the East Indies"; and, also, "to engage in trade with the people there". He then went on to describe how he based his argument on what he called the "most specific and unimpeachable axiom of the Law of Nations, called a primary rule or first principle, the spirit of which is self-evident and immutable", namely that: "Every nation is free to travel to every other nation, and to trade with it." From this premise, Grotius argued that this self-evident and immutable right to travel and to trade required (1) a right of innocent passage over land, and (2) a similar right of innocent passage at sea. The sea, however, was more like air than land, and was, as opposed to land, common property of all.

The air belongs to this class of things for two reasons. First, it is not susceptible of occupation; and second its common use is destined for all men. For the same reasons the sea is common to all, because it is so limitless that it cannot become a possession



of any one, and because it is adapted for the use of all, whether we consider it from the point of view of navigation or of fisheries.

Mare Liberum was published by Elsevier in the spring of 1609. It has been translated into English twice. The first translation was by Richard Hakluyt, and was completed some time between the publication of *Mare Liberum* in 1609 and Hakluyt's death in 1616. However, Hakluyt's translation was only published for the first time in 2004 under the title *The Free Sea* as part of Liberty Fund's "Natural Law and Enlightenment Classics" series. The second translation was by Ralph Van Deman Magoffin, associate professor of Greek and Roman History at Johns Hopkins University. This translation was a part of a debate on free shipping during the First World War, and was published by the Carnegie Endowment for International Peace and Oxford University Press in 1916 as *The Freedom of the Seas, Or, The Right Which Belongs to the Dutch to Take Part in the East Indian Trade*.

Young Maritime International Issue 45

Washed Up After 2 Years at Sea

On 16 March 2011 ms *Oliva*, a bulk carrier launched in 2009, went aground off Tristan da Cunha, in the South Atlantic, while on a voyage from Santos, Brazil to China with a cargo of soya beans. The ship broke in two and was a total loss. All 22 crew were rescued. More

than 800 tons of fuel oil leaked from the ship and coated some 20,000 rock hopper penguins.

In February 2013, a lifeboat from *Oliva* washed up on a beach in the Coorong National Park in south-east South Australia.



American Ports Gear up for Panama Canal Expansion



The expansion of the Panama Canal is just half complete, but the expected windfall in trading volumes has already spurred billions of dollars of investment in port expansion and associated projects in the US and elsewhere, reports say, as businesses resize to accommodate the much larger ships that will pass through the Canal. Analysts say that the opening, post expansion, of the Panama Canal will be a game changer for maritime trade and the industry.

One of the biggest construction projects in the world, The Third Set of Locks Project will double the capacity of the Panama Canal by 2014 simply by allowing much larger ships to transit. The planning, that started in 2006 after a referendum in Panama overwhelmingly voted for the expansion of the Canal, will result, when the project is completed, in a new set of locks being constructed and a new lane of traffic opened. Two sets of lock complexes at either end of the Canal and the widening or deepening of existing navigational channels are on the cards. Panama expects a windfall in tolls after spending a staggering \$5.25 billion or so on the expansion.

Shipping experts say that the Panama Canal expansion will revolutionise traffic between the East and West coasts of North America and give a new meaning to the term economies of scale, and will result in a major boost to the economies of those countries that are prepared, logistically and otherwise, to handle many of the mammoth ships of tomorrow.

"A deeper, wider Panama Canal with its two new flights of triple locks will double existing canal capacity and allow transit for vessels with three times the cargo when the

upgraded passageway opens for business in early 2015," says a report in the Washington Post. "So important is the race to be ready for the more voluminous ships that the Port Authority of New York and New Jersey is spending \$1 billion to raise the Bayonne Bridge to let the taller vessels pass through." It adds that US ports may spend up to \$8 billion a year to modernise.

It is not just port infrastructure that is being revamped. With the demand for double stacked trains set to spike in the US, in the pipeline are projects such as a \$90 million rail transfer facility at Baltimore. Also on the anvil, a \$180 million dredging project at Miami. Outside the US, countries in South America are racing against time to modernise their ports to be able to service the new, larger ships. Amongst them are the Jamaica, Brazil, Colombia, Chile and Peru.

The exact outcome and the flow of supply chains are difficult to predict, as nobody is sure how things will pan out. "This is going to take several years to sort out as the shipping industry experiments with new routes and hubs, but it is a very big deal, and there will be some winners and losers," says consultant economist Paul Bingham. Many ports in the region, however, are going full steam ahead, expecting a significant increase in bulk fertilizer, grain and containerised cargoes. No doubt ripples will be felt across the world if trade readjusts.

"Experts stress that the global shipping industry seeks a ruthless, penny-pinching efficiency, and routes and cargo flows will evolve," concludes the Washington Post, referring to shipping in the post-Canal expansion era.

Manu's scriptsoldsaltshaker.blogspot.com/

Is Training a Cost, or an Investment?

“I still come across people who make statements that training is a cost - it is a cost. I still see people who say that the market is bad, we cannot take any more cadets. I still see people who say ‘no we are not sending people for training, ‘we are cutting down the training budgets’. In my opinion -short sighted.

“There is a greater need for soft skill training, which is dealing with motivation, with team work, with people management and people taking personal responsibilities. This is more pressing, more urgently needed, than the need for technical training and teaching them how to do passage planning. Of course this is required, but this in my mind is much more important.

“How about cadets? Should they be left with their own devices? Should they be used on board as cheap labour? Or should they be trained with the focus that they are all management level officers after all. We need to focus also on our cadets, what kind of training we are doing for them.

“When you invest in training, you are probably going to save a lot of money in damages, in claims and in P&I and hull machinery costs. So, it’s money well spent - it’s an investment.

“We cannot do without training, we cannot do without a good safety culture on board, and that is where we need to focus and save our costs. Not cutting costs on wages, or on number



of people, but cutting costs, which are going in losses, cutting that money which is just going out in damages, in claims. That is where we need to increase our efficiency, increase our team work.

“Having majored and motivated skilled people on board will automatically reduce your costs. This is where we need to focus. Not focus on the wages so much, I mean the wages...of course...once we have more of our own people and there is less poaching, of course the wages will stabilise, there are enough people - supply and demand – the wages will stabilise. But this is the area where we need to focus for cutting our costs”.

Arvind Sharma, Director - Loss Prevention and HR (marine),
Bernhard Schulte Shipmanagement Group

Reducing Noise Footprint of Maritime Traffic

The silent world is becoming less and less quiet: one reason for this is the increase in global maritime traffic whose effects on marine biodiversity are complex and still largely unknown. Quiet-Oceans has been selected to participate in a joint project funded by the European Commission to reduce the underwater noise footprint of shipping and thereby better protect marine fauna and flora.

The project will help put forth solutions that will influence the design of future naval and civilian ships as well as maritime traffic regulations. The project will comply with the Marine Strategy Framework Directive (MSFD) whose aim is to achieve and/or maintain a Good Environmental Status of the marine environment by 2020. The introduction of noise energy in oceans is now considered a source of pollution and is one of the indicators for assessing the Good Environmental Status that member States must comply with.

This collaborative project, called AQUO (Achieve QUIeter Oceans by shipping noise footprint reduction), brings together a consortium of 13 EU partners (research centers, shipbuilding professionals and certification professionals) with an expertise in noise, ship vibrations and marine biology. It is coordinated by DCNS Research. 3 years will be dedicated to field work, laboratory work and the drafting of recommendations.



Being an expert in underwater acoustic modeling, Quiet-Oceans will be in charge of characterizing the noise footprint of maritime traffic and assessing the related risks for biodiversity (marine mammals, fish and cephalopods). Following the same principle as meteorological forecasting systems, Quonops®, the ocean noise monitoring and forecasting operational system developed by Quiet-Oceans, will provide maps of noise levels integrating a very detailed classification of the various ship sizes. These maps will be a determining factor for assessing the possible correlation between the noise levels generated by maritime traffic and the habitat and migration areas of the various marine species. Quonops® will thus help quantify the effects of changes in these noise levels and evaluate the positive impact on biodiversity of the recommendations regarding shipbuilding standards and maritime traffic regulations.

Maritime News Posted on Jan 28th, 2013

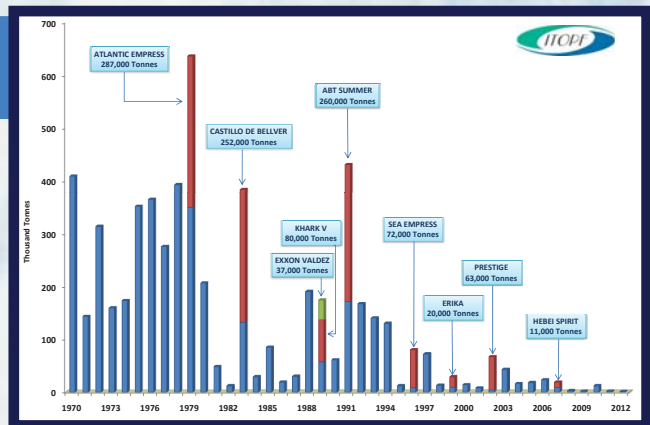
Accidental Spills from Tankers

Accidental oil spills from tankers now constitute a negligible proportion of oil finding its way into the marine environment, as demonstrated by ITOPF's annual statistics released on January 29, 2013.

While no accident involving an oil spill should be ignored as both government and industry strive towards 'zero tolerance', to put the figures into perspective, the volume of oil spilt during 2012 represents less than one millionth of the quantity of oil transported by sea.

As ITOPF's figures have historically been rounded to the nearest 1,000 tonnes, the volumes spilt recently are now so low that they can be said to be around baseline levels.

In terms of the number of incidents, there were no large spills (>700 tonnes) recorded for 2012 and, although 7 medium sized spills (7-700 tonnes) were recorded, up from 2010 and 2011, they resulted in less oil being spilt overall.



Quantities of oil spilt >7 tonnes (rounded to the nearest thousand), 1970-2012

These figures are good news for tanker operators and governments alike as they work to continually improve both safety and environmental performance.

Further details on the number and quantity of spills from tanker accidents since 1970, together with figures and tables, are available on the statistics page of ITOPF's website and in ITOPF's annual statistics package.

Source: ITOPF



VLCC 'Amoco Cadiz' breaking up on the Brittany Coast in March 1968, spilling 220,000 tonnes of light crude and 4,000 tonnes of fuel

We are delighted to include the following contribution from the South African Maritime Training Academy, a GlobalMET Member.

Third Group of BW Fleet Management Recruits Undertake Training at SAMTRA



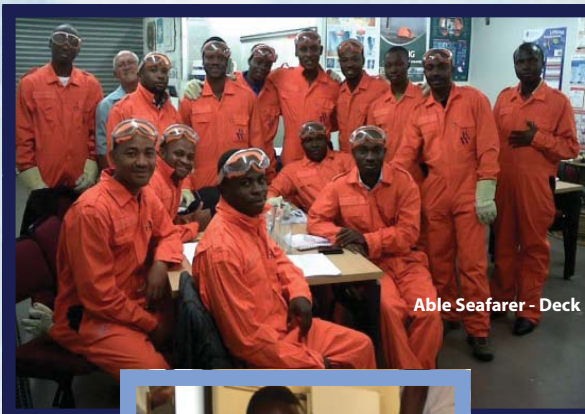
SAMTRA welcomed the arrival of the latest group of GAC Nigeria, BW Fleet Management recruits on the 18th of January. These recruits participated in a month long training programme to qualify as ratings.

The training programme comprised PSSR & PST, Designated Security Duties, Basic Training for Liquefied Gas Tankers, Marine Fire Fighting, First Aid At Sea and a pre sea familiarisation course on SAMTRA's Full Mission Bridge and Engine room simulators.

SAMTRA lecturers reported positively on their willingness to learn and their ability to absorb and utilize their training.

All the recruits successfully completed the required training.. The recruits complemented SAMTRA as a "great place for learning" and said that they "learnt a great deal" and "had a fun experience" whilst doing so.

The recruits have arrived back safely in Nigeria and are now employed as ratings onboard BW Fleet vessels.



Able Seafarer - Deck



First Aid





Carnival Triumph, disabled in the Gulf of Mexico as a result of an engine room fire on 10 February, which was extinguished through activation of the automatic fire extinguishing systems. There were no injuries to passengers or crew. The ship was towed to Mobile, Alabama.



Global Maritime Education & Training Association

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