



## Local gov'ts to cooperate in giving jobs

**Seafarers now allowed Covid vaccines at ports of call; JSU urged local governments; Unique work schedules considered; Seafarers' voices get heard**



**Seafarers have up until now been locked out of getting vaccine shots at recommended intervals because they are often at sea working or at a port of call that is not their registered residences.**

The All Japan Seamen's Union (JSU) has called on Japan's central government, relevant governmental organizations and local governments to inoculate seamen with Covid-19 vaccines early in effective and smooth ways. The union has claimed that even if seafarers become infected with the coronavirus, it is difficult to receive appropriate medical treatment once they are on duty at sea. As they frequently spend several consecutive days on board

ships and off duty, which is a lifestyle peculiar to seafarers, it is also difficult to receive two vaccine shots at the recommended schedule. On Sept. 6, as such, Japan's ministries of Land, Infrastructure, Transport and Tourism and Health, Labor and Welfare jointly requested the health departments of local governments to smoothly provide vaccines to seafarers. The ministries asked the departments

to allow seafarers to get vaccine jobs at ports of call and other locations regardless of where they are registered as residents. The ministries also requested that when doing so, seafarers would not have to notify in advance the local governments in order to receive the vaccine shots.

Working in unusual environments, seafarers are frequently subject to special assignment pat-

terns under which they continue to stay on board and vacation for many consecutive days. In domestic shipping in Japan, for example, seafarers sometimes work continuously for three months and then vacation for one month. They, however, still must complete two vaccine doses in a determined number of days apart while they are off duty. Some may have to get vaccines when their vessels stop at

ports of call that are away from their homes. For these reasons, it is difficult now for them to make the reservations for the vaccine shots.

Taking such work circumstances and other related factors into consideration, the JSU has worked relentlessly and called on the MLIT and other governmental bodies to get seafarers vaccinated.

In September, as a consequence, the MLIT's Maritime Bureau and the MHLW's Health Service Bureau jointly asked the health authorities of prefectures, cities, towns, villages and wards for cooperation. Details are described below.

1) The Maritime and Health Service bureaus requested the local health authorities to allow seafarers to receive vaccines at places other than their registered residences in case they do so at ports of call and other locations. The bureaus also asked that when doing so, seafarers would not have to notify in advance the local governments in order to receive the vaccine shots.

2) Due to their on-board schedules and other matters, not all seafarers can have two vaccine doses at the same locations. Therefore, the bureaus asked the authorities to make arrangements so that even those who only want to get second shots can make reservations.

3) The bureaus called on the local governments of cities, towns and villages exercising jurisdiction over ports of call to take measures for smooth vaccine inoculations. More specifically, the municipalities were asked to lend their ears and give suggestions when receiving inquiries on vaccine reservations to be made in consideration of seafarers' on-board schedules and other matters from shipping service providers.



### STATEMENT (Full Text)

Sept. 6, 2021

Subject: measures to inoculate seamen with COVID-19 vaccines

To: the health authorities of prefectures and other municipalities

From: the Seafarers Policy and Coastal Shipping divisions of the MLIT's Maritime Bureau and under the Health Service Division of the MLHW's Health Service Bureau

Currently, local governments and other relevant entities are advancing the inoculation of COVID-19 vaccines in accordance with the Preventive Vaccination Act (Act No. 63, 1948). As for vaccine administration to seamen, shipping service operators are making efforts to help them appropriately get vaccine

jobs by arranging schedules as much as possible while trying to maintain ship operations.

In many cases, however, seamen work in service patterns under which they continue to work and have days off for long period of time (in domestic shipping, for example, seamen work for three months and then take leave for one full month). Therefore, it is difficult to complete two vaccine shots in limited amounts of time while they are away from work. Some may have to receive shots when their vessels stop at ports that are far away from their homes. Due to such work environments peculiar to seamen, it is also difficult to appropriately make reservations and get vaccines.

Taking into consideration such work environments peculiar to seamen and other

conditions, as such, the JSU is making the requests that are described below regarding vaccine administrations to seamen and asking for understanding.

#### Requests

Seamen work in peculiar service patterns, meaning that, for example, they remain on and off duty for many consecutive days. Therefore, it is sometimes difficult to have two vaccine shots at their hometowns while they are off duty. Taking this fact into consideration, it is requested that seamen would be allowed to get vaccine shots at ports of call and other locations that are not where their residencies are registered. It is also asked that seamen would not have to inform

the local governments of the places where they want to get vaccine shots in advance. Some seamen cannot have two jobs at the same locations owing to their on-board schedules and other reasons. Therefore, it is demanded that arrangements will be made for smooth inoculation, for example, allowing even those who just want to have second doses can make reservations.

More measures are also requested for smooth vaccine administration. For example, when the local governments of municipalities managing ports of call have inquiries from shipping service operators on vaccine reservations to be made in accordance with seamen's schedules, they are asked to lend ears and provide help.

# IBF ends talks, recognizes seafarers' sacrifices

The ITF and JNG met from September 1-3, 2021 for important negotiations on wage increase and other cost elements. Due to the pandemic, the social partnership had agreed to defer the start of the negotiations for the period 2021-2022, initially scheduled for March 2020.

The negotiations were particularly challenging due to the profit variations in the industry, as well as the increased operational costs due to the pandemic. However, both parties acknowledged the need to recognize the sacrifices that seafarers have made during the pandemic, continuing to keep global trade moving while unable to return home following the expiration of their contracts, and receiving no wage increase in 2021.

The negotiations were successfully concluded with the following agreement:

1. An increase on wages and compensations of 3% from January 1, 2022;

2. An increase on wages and compensations of 1.5% from January 1, 2023; and

3. An increase in JNG members' rebate from the ITF Welfare Fund to 20% to contribute to the IBF Seafarers Support Fund.

Prior to the negotiations, the social partners have had a period of exceptionally close cooperation, with both sides being deeply frustrated by the treatment of seafarers during the Covid-19 pandemic by the world's governments. Blocked from accessing crew change to go home at the end of contracts, and even barred from many countries' hospitals; labor and employer groups have been engaged in joint efforts to ensure seafarers' rights are restored.

ITF Seafarers' Section Chair Mr. David Heindel was the ITF

spokesperson and chaired the talks.

"From the initial risk the pandemic posed to seafarers, to the ongoing challenge of seafarers sometimes being denied emergency medical treatment by port states, to the global scandal that is the crew change crisis: through the last 18 months seafarers have shown exceptional professionalism and commitment. Therefore, we are proud we have managed to deliver increases to seafarers' income. Their daily sacrifices to keep supply chains moving, delivering the goods critical to our recovery to billions of consumers and businesses is recognized," Heindel said.

Spokesperson for the Joint Negotiating Group of maritime employers (JNG), Capt. Belal Ahmed echoed Mr. Heindel's message that the industry was thanking seafarers in very real

terms.

"Employers in the maritime industry, the shipowners, the management agents: the difficult and stormy waters of this pandemic have brought us closer to the crew. We see the sacrifices they have made, and, where within our means as businesses committed to being around in the future: we have endeavoured to recognize the seafarers' efforts," Capt. Ahmed said.

Also from the employers' side of the table, Chairman of JNG and IMMAJ Mr. Toshihito Inoue added that: "The pay agreement locks in stability in the seafarer wage market going forward, allowing employers to better weather the volatilities in demand being experienced in various shipping markets since 2020."

ITF President and Dockers' Section chair Mr. Paddy Crumlin, who participated in the negotia-

tions in his capacity as co-chair of the ITF's Fair Practices Committee, welcomed the deal.

"This is an important outcome not only for seafarers, but all maritime workers, as it shows commitment from reputable employers to the continued global collective bargaining process that is essential for the global supply chain. Multinationals in other sectors should strive to ensure proper framework agreements for their direct and indirect employees in their global supply chain," Crumlin said.

The International Bargaining Forum (IBF) Framework Agreement between the ITF and the Joint Negotiating Group (JNG) sets the terms, conditions and pay for the world's international seafarers working aboard vessels flying the flag of an open register designated as flag of convenience by the ITF. (Source:ITF)

## SRI-led convention mulls future-proofing challenges of MLC

London International Shipping Week 2021 was the backdrop for a unique and thought-provoking conference titled "Future-proofing the Maritime Labor Convention", held by SRI at the International Maritime Organization (IMO) recently.

Over 120 people including representatives from over 30 States attended in person to hear addresses from governmental ministry leaders, shipowners, seafarers, port state control, training colleges and cadets, each providing their unique perspective on the challenges faced over the last 18 months and the future of the Maritime Labor Convention (MLC).

The conference was opened by Deirdre Fitzpatrick, executive director of SRI. Keynote speeches were given by Kitack Lim, secretary-general of the IMO and Robert Courts MP, minister for Aviation, Maritime and Security in the United Kingdom. A presidential message was sent to the conference by His Excellency President and Mayor Rodrigo Roa Duterte of the Philippines.

Speaking following the conference, Deirdre Fitzpatrick said: "We were delighted by the number of contributions we received to the ongoing discussion on the future of the MLC. The MLC is a living instrument that has been

challenged in the face of the Covid-19 pandemic.

"Now more than ever the convention must be seen as something dynamic, that can be part of the solution addressing some of the issues that were perceived to have failed during the pandemic," Fitzpatrick said.

"The industry has forged ahead with a raft of initiatives to address the plight of seafarers and to support the maritime industry during Covid-19. Many of these initiatives have broken new ground. As we discuss the future of the industry, the effective operation of the MLC will be a central part of that discussion for seafarers and the maritime industry generally. We at SRI will remain engaged in the discussions on these matters," she said.

The opening session of the conference focused on the need for more states to designate seafarers as key workers and to ensure fair treatment of seafarers following maritime casualties in the context of the MLC.

A second session discussed the role of port state control in enforcing the MLC.

In the final session on career and skill development for seafarers, cadets from Warsash Maritime School addressed the conference and shared their priorities and hopes for their future careers. (Source: SRI)

## ClassNK joins in call for decarbonization

Signatories of the Call to Action for Shipping Decarbonization urge world leaders to align shipping with the Paris Agreement temperature goal. The private sector is already taking important steps to decarbonize global supply chains. It is indispensable that governments deliver the policies that will supercharge the transition and make zero emission shipping the default choice by 2030.

Full decarbonization of international shipping is urgent and achievable. This is the clear message from more than 150 industry leaders and organizations representing the entire maritime value chain, including shipping, cargo, energy, finance, ports, and infrastructure.

In conjunction with the UN General Assembly and ahead of critical climate negotiations at COP26 in Glasgow this November, they call on governments to

work together with industry to deliver the policies and investments needed to reach critical tipping points in decarbonizing global supply chains and the global economy.

Signatories of the Call to Action for Shipping Decarbonization call on world leaders to:

Commit to decarbonizing international shipping by 2050 and deliver a clear and equitable implementation plan to achieve this when adopting the IMO GHG Strategy in 2023.

Support industrial scale zero emission shipping projects through national action, for instance by setting clear decarbonization targets for domestic shipping and by providing incentives and support to first movers and broader deployment of zero emissions fuels and vessels.

Deliver policy measures that will make zero emission shipping

the default choice by 2030, including meaningful market-based measures, taking effect by 2025 that can support the commercial deployment of zero emission vessels and fuels in international shipping.

Signatories to the Call to Action for Shipping Decarbonization include some of the world's largest actors in global trade, and ClassNK has joined. Taking this opportunity, Hiroaki Sakashita, President & CEO of ClassNK says "ClassNK commits to support both public and private approaches to zero emission by carrying out reliable regulatory service, developing broader certification service responding to emerging needs, and extending outcomes from partnerships with industry pioneers. With all our strengths, ClassNK will accompany the journey to shipping decarbonization." (Source: ClassNK)

## ICS launches new guidance on Covid challenges

On the first day of London International Shipping Week, the International Chamber of Shipping has published new and updated guidance to protect seafarers and shipowners against the challenges of the coronavirus pandemic.

The free resources include guidance on vaccinations, manning agents, mental health issues, and shore leave.

Despite noted improvements in rates of vaccination for seafarers, only 25% are fully vaccinated, and most are not in line to receive a vaccine through their national programs until at least 2022.

Meanwhile, severe travel re-

strictions across the world have led to seafarers being stranded on board, some for more than 18 months. This deterrent to existing workers and potential new recruits has stretched global supply chains to breaking point, with shortages of key goods reported, and shipping costs approaching all-time highs.

Now, ICS has worked with a coalition of industry partners to produce new and updated guidance, which aims to empower seafarers and shipowners with the knowledge to protect and support themselves through the next stage of the pandemic. The

guides were produced in association with International Maritime Health Association, INTERTANKO, International Transport Worker Federation (ITF), European Community Shipowners' Associations (ESCA), Intercargo, InterManager, International Association of Ports and Harbors, International Christian Maritime Association, International Marine Contractors Association, International Maritime Employers' Council Ltd., Asian Shipowners' Association (ASA), and the International Maritime Employers' Council (IMEC). (Source: International Chamber of Shipping)

VOICES from SEAFARERS



**Signing off crewmembers of MV CORAL QUEEN**

We had successfully spent months of firm challenge evading the infection of the corona virus with extra precautions in disguise of the health protocols. For your safety, please follow every port regulations on covid-19 by way of example.



**Signing off crewmembers of MV GOOD HORIZON**

Signing off is one of the happiest moment in a seafarer's life. Though the present condition was felt with caution amid the pandemic, we're so thankful to the concern authorities who had taken care of our safety during the repatriation.



**Crewmembers of MV KUMANO**

Stay safe everyone! Observe the necessary health protocols to avoid the spread of the corona virus. We wish everybody to be fully vaccinated on their next embarkations.



**Officers and crew of MV RISING HIMEJI**

The presence of the corona virus is invisible to the naked eyes. It is our prerogative to be aware of this pandemic. Contain the spread of covid-19 by observing the essential health protocols at all times.



**Signing off crewmembers of MV MIGHTY DANDY**

There is a joy and excitement in signing off. Soon we'll see our families, as they are waiting on delighted smiles under this grave condition of pandemic. We hope all is well and thanks to the people who had arranged this pleasing repatriation.



**Officers and crew of MV SPRING LIBERTY**

Exercise is one of the important errands in boosting our immune system. Doing so, we're into sport to develop strengths and to protect us against any infection from the pandemic. Our aim is to stay fit and healthy to the rest of our contracts and to reach our destinations safely.

# Stabilization of crew change crisis seen as vaccinations up

Travel restrictions, flight cancellations and domestic lockdowns continue to prevent seafarers from going back home. This is according to reporting from the world's top ship managers provided for the Neptune Declaration Crew Change Indicator.

But there could be light at the end of the tunnel. After months of deterioration, the September Indicator shows that the number of seafarers onboard vessels beyond the expiry of their contract has slightly decreased from 9.0%

to 8.9% in the last month. Similarly, the number of seafarers onboard vessels for over 11 months has slightly decreased from 1.3% to 1.2%. The Maritime Labour Convention states that the maximum continuous period a seafarer should serve on board a vessel without leave is 11 months. Thus, the September Indicator confirms the tendency from August that the situation may be stabilizing.

The September Indicator has another bright spot. The Neptune Declaration on Seafarer Wellbeing and Crew Change calls for seafarers to be recognized as key

workers and given priority access to Covid-19 vaccines. New numbers suggest that programs set up to offer vaccines to international seafarers, especially in the US and some European countries, are starting to kick in. The September Indicator shows that the aggregate percentage of seafarers who have been vaccinated has risen from 15.3% in August to 21.9% in September.

"It is very encouraging to see that the number of seafarers who have been vaccinated has increased by 6.6 percentage points in the last month. But

there is room for improvement. Vaccination rates remain behind large shipping nations in Europe, North America and Asia where more than 50% of the population is fully vaccinated," says Kasper Sogaard, Managing Director, Head of Institutional Strategy and Development, Global Maritime Forum.

Ship managers report for the first time that they are facing a shortage of seafarers and cite travel restrictions for Indian seafarers and the European summer holiday period as causes. Still governments and ports are plac-

ing stricter crew change requirements which have resulted in the cancellation of crew changes.

Despite the progress in seafarer vaccinations, ship managers highlighted that there continues to be limited access to Covid-19 vaccines for seafarers due to supply issues. Furthermore, ensuring access to the second dose of the vaccine remains a challenge and, in many cases, there is a significant gap between the two doses for seafarers. Ship managers also report reluctance by some seafarers to get vaccinated. (Source: Global Maritime Forum)

# Technology can be used to ease administrative, workload pressures on seafarers

The latest Seafarers Happiness Index (SHI) has revealed a "steep and concerning" drop in happiness levels in Q2, linked in part to the impact of Covid-19 hygiene requirements on workloads and the pressures of administrative work rising.

In the report there were complaints of far too many emails from shore to ship. Previously there was a sense that office management and executives ashore were trying not to put too much pressure on

ships, but now their demands for paperwork and data are causing major problems at sea.

Alexander Buchmann, Managing Director, Hanseaticsoft said that shipping companies need to move away from using outdated technology and legacy systems and embrace cloud-based digital solutions to lighten the administrative burden on seafarers.

Buchmann says, "The Covid-19 pandemic shone a light on the technology shipping companies

were using, with many realising the systems they had in place were inadequate. There is now a growing need for companies to invest in flexible cloud-based solutions which can centralize data and information, reduce administration and help to manage entire fleets.

"Moving to the cloud can create a more connected workforce to ensure easy, real-time exchange of data between crews at sea and teams working remotely or in the office. With data accessible in one central

place, people no longer work in silos and can communicate and collaborate easily with colleagues.

"This reduces the need for emails to go back and forth as information can be accessed by the entire workforce whether they are on shore or at sea, in one central place. Cloud-based software can be used to empower ship masters to take a more active part in crew management and do a variety of administrative tasks directly on board.

New apps can enable companies

to easily manage all the documentation crews need, as well as their visas, allocate accommodation, and schedule their working and rest hours in line with regulations. Seafarers have access to a crew portal too, where they can view important information such as their schedules and rest hours or performance related data and manage their work documents – this element of self-service saves managers time and administration. (Source: Hanseaticsoft)

## Reporting requirements for vessels entering China waters

The Maritime Safety Administration of the People's Republic of China (PRC) notice of August 27, 2021 contains information on the type of ships covered by this requirement, the information that must be reported and how the reporting shall be made. Oasis P&I Services' circular contains an English translation of the requirements.

The China Navy Hydrographic Office (CNHO) is China's official hydrographic surveying and mapping organization and pub-

lishes the nautical publications authorized by the government. Currently no Notices to Mariners released by CNHO or its counterparts in the United Kingdom, the United Kingdom Hydrographic Office (UKHO), contain the reporting requirement.

### China's territorial waters

The MSA notice refers to foreign vessels entering the territorial sea of China. The partial baselines of the territorial sea of China can be found on the webpage of the Ministry of Foreign Affairs, PRC.

Mariners who would like to verify the limits of the territorial waters of China should refer to the above website which give the details of China's claimed territorial waters. There are no declared baselines in Bohai Sea. Vessels bound for ports in the Bohai Sea should contact their local agents prior to arrival to ensure effective compliance with the reporting requirements.

### Penalties for non-compliance

Where vessels do not comply with the requirements, the Maritime Safety Administration can impose

a fine of between CNY50,000 to CNY500,000 (US\$7,700 to US\$77,000) on the owner, operator or manager of the vessel and a fine of between CNY10,000 to CNY30,000 (US\$1,550 to US\$4,600) upon the master.

### Recommendations

We recommend that masters of vessels calling any port in China familiarize themselves with the Circular and look out for any future Notices to Mariners from the hydrographic office or any changes to the Admiralty Sailing Directions.

The reporting limits should be marked on the navigation charts and all navigating officers should familiarize themselves with the requirements.

Masters should contact their local agents before calling ports in China to ensure they comply with the reporting requirement. In case of any doubt Gard correspondents can be contacted for clarification.

(Source: *gard* <https://www.gard.no/web/updates/content/32336035/reporting-requirements-for-foreign-vessels-entering-chinas-territorial-sea>)

## Shipping industry proposes levy to speed up zero carbon future

Leading shipping associations have proposed creating a global levy on carbon emissions from ships to help speed up the industry's efforts to go greener.

With about 90% of world trade transported by sea, global shipping accounts for nearly 3% of the world's CO2 emissions and the sector is under growing pressure to get cleaner.

For the first time, the International Chamber of Shipping (ICS) and Intercargo jointly proposed a levy based on mandatory contri-

butions by ships trading globally, exceeding 5,000 gross tonnage, for each ton of CO2 emitted.

The money collected would go into a climate fund that would be used to deploy bunkering infrastructure in ports around the world to supply cleaner fuels such as hydrogen and ammonia, according to the proposal.

"What shipping needs is a truly global market-based measure like this that will reduce the price gap between zero-carbon fuels and conventional fuels," ICS Secretary

General Guy Platten said.

The proposal was submitted to the UN body, International Maritime Organization (IMO).

An IMO spokesperson said all proposals were welcome and would be up for discussion later this year, adding that "proposals on market-based measures are in line with the initial IMO GHG (greenhouse gas) strategy".

The IMO will hold an inter-annual working group meeting scheduled for late October, ahead of a late-November session of the

Marine Environment Protection Committee, which will address issues including carbon-reduction efforts.

The European Commission in July proposed adding shipping to the bloc's carbon market, targeting an industry that had for more than a decade avoided the EU's system of pollution charges.

The ICS said "piecemeal" approaches such as the EU's proposal would significantly complicate "the conduct of maritime trade". (Source: *Reuters*)

## MoU on cargo handling safety

A Memorandum of Understanding (MoU) has been signed by ICHCA International, representative of global cargo handling operators, including many of the leading cargo and container terminal groups, and the International Vessel Operators Dangerous Goods Association, whose membership consists of the world's ocean carriers.

The collaboration of these two expert bodies will be significant in producing clearly defined guidelines to best practice in handling dangerous goods. They will work closely on joint projects to improve standards across numerous common safety issues affecting the transport of dangerous goods.

Association CEO Richard Steele notes, "The extraordinary disaster in Beirut last August was an all too unwelcome wake-up call to everyone involved in the transport, storage and distribution of dangerous materials. However, similar incidents, smaller in proportion, yet damaging to life and limb as well as property happen across the supply chain on a frequent basis. The mutual cooperation of IVODGA and ICHCA will be aimed at the universal understanding and application of measures for the safe handling and storage of a range of goods with potential to cause explosions, fires and noxious gas emissions etc." (Source: *ICHCA International*)

## BIMCO sees encouragement to end-user support for added value

Following several recent adjustments and new features, we encourage Shipping-KPI users to take advantage of the complementary support function.

Most companies are set up in the Shipping-KPI platform shortly after registration. However, shipping is a dynamic industry. Adjustments to the company's Shipping-KPI profile may be imposed by internal or external factors. The support on all facilities of the Shipping-KPI platform is an integrated benefit of

the system.

One of the recent adjustments to the Shipping-KPI platform includes the introduction of Cost Categories as a separated group. Since external benchmarking in this category requires a significant accumulation of information, all invested parties will benefit from the submission of data into the system. Due to the limited amount of information available, cost categories are only available on ship level. This means users must go to the

"My Ships"-section of the website and select a relevant ship to view the group.

For all matters related to the company account or user administration, please direct your enquiry to the BIMCO Shipping-KPI team: [shipping-kpi@bimco.org](mailto:shipping-kpi@bimco.org). If the enquiry is related to the day-to-day upkeep of the system, data submission or other features such as setting up business units or integrating the Shipping-KPI system with other platforms used by your

company, please direct your enquiry to the end user support team using [support@shipping-kpi.org](mailto:support@shipping-kpi.org).

Having a streamlined account set-up on the Shipping-KPI platform will:

- Increase the value and in-sights gained from the platform and the submitted data
- Ensure data submissions are relevant and consistent
- Ensure continuous access with multiple top-level administrators (Source: *BIMCO*)

## New global service combines record keeping with skills, experience

A new global service for seafarers is set to transform the way the maritime industry records and organises professional experience, using ship-tracking data to automatically record voyage details, miles sailed and port call information.

Called seaV, the platform uses data driven technology to replace paper records, autonomously building a deeper understanding of individual professional experience and talent.

Following a period of beta trials, the app has been released and is available free of charge for both iPhone and Android users.

As well as tracking live activity, historical AIS data archives allow seafarers to generate past information within minutes of downloading the app, creating a complete digital thread of their seagoing

professional experience.

seaV's goal is to become the seafarer's digital companion, going beyond recruitment and job hunting and ultimately handling everything around record keeping and qualifications, job hunting, finance, travel and flights.

One of its most important purposes is the community function. seaV allows users to connect with other crew and share their stories and experiences both within the app and through their existing social media channels.

Shore-based colleagues and the wider maritime community including friends and family can also use seaV to follow and engage with seafarers at work and the ships they sail on.

seaV launches at a time when many seafarers have been strand-

ed on ships or struggled to return home during the pandemic. seaV allows users to evidence in words and pictures what is happening, where they have been, how far they have sailed and how the pandemic has affected them.

seaV has been developed by British entrepreneurs Will Ellison, a naval architect and marine consultant, and Ed Brunyee who partners with industry experts to build innovative businesses such as the industry 4.0 company Samson VT and now seaV.

They previously worked together on a project using AIS ship tracking data to analyse the flow of commodities, providing a unique perspective on the global economy.

Their experience of the shipping industry and time develop-

ing innovative uses for ship tracking was the inspiration for seaV.

Will Ellison said: "The pandemic has made it an incredibly challenging 18 months for seafarers. It's very important that we hear their stories and seaV can help. Seafarers play a critical role in the global supply chain but all too often this goes unnoticed by us, the end consumer, and to some extent by parts of the shipping industry itself.

"What makes seaV different from other platforms is that it goes well beyond just job hunting and recruitment. Autonomous data capture requires minimum input from the user, but gives them large amounts of rich, interesting content to share with their colleagues, friends and family." (Source: *seaV*)

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