

CIC to focus on STCW compliance

Paris, Tokyo MoUs reveal ship inspections to begin Sept. 1 in conjunction with Port State Control

A new Concentrated Inspection Campaign (CIC) has been announced by the Paris and Tokyo Memoranda of Understanding (MoU), specifically focusing on compliance on Standards of Training, Certification and Watchkeeping (STCW) for seafarers. So, ship owners, operators, Masters and crews should now focus on the specific details as clearly identified by them as listed below.

The campaign will run for three months, from September 1, 2022 to November 30, 2022. The CIC inspections will be applicable for all ships and conducted in conjunction with the regular Port State Control inspection. A ship will be subject to only one inspection under this CIC during the campaign period.

The campaign on STCW aims to confirm that:

- The number of seafarers serving on board and their certificates are in conformity with the relevant provisions of the STCW Convention and Code and the applicable safe manning requirements are as determined by the Flag State Administration;
- All seafarers serving on board, who are required to be certificated in accordance with STCW Convention, hold an appropriate certificate or a valid dispensation, or

provide documentary proof that an application for an endorsement has been submitted to the Flag State Administration;

- The seafarers on board hold a valid medical certificate as required by STCW Convention;
- The watch-keeping schedules

with their statutory and non-statutory requirements, be duly manned and show evidence of their crews' qualifications during PSC inspections. The shore-based management also has to meet their obligations, contributing effectively and prudently to a success-

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All vessels must fully comply

ful and non-detainable inspection of the vessels under their management.

Any CIC which is focused on raising the awareness of owners, managers, vessel's crew, to the specific requirements of the STCW Convention and Code needs to be applauded. The outcome of any

raises awareness of the importance of the prevention and remediation of deficiencies, contributing to the safety of life at sea, the prevention of marine pollution and is provided as part of our standard service to our clients.

DPS has been fully administrated by PISR with the main objec-

ive to introduce a more preventive and risk-based approach to all ships registered under PISR, especially to those that have been identified as Priority 1-2 in our system, which may be eligible for inspections by working proactively with these vessel PISR helps them to enhance their quality status. The success of the DPS is evidenced through PISR's significant rise in its ranking within the Paris Memoranda of Understanding (PMoU) Flag State performance Review covering Jan. 1, 2019 until Dec. 31, 2021. PISR lies within the top third tier of the Grey List of flag states.

It is self-explanatory that "Prevention" is better than "Correction" on any shipping industry issues.

PISR as a proud member of the IMO's STCW White List since 2019 will support the Paris-Tokyo MoU CICs with immediate effect, advising all registered vessels of the campaigns, so that vessels operating under their flag fully meet all requirements as outlined in the campaign.

Safety and environment awareness should not only be implemented only during a campaign, BUT should ALWAYS be adhered to, duly verified by attending PSC surveyors along with issued inspection reports. (Source: *Hellenic Shipping News, Tokyo MoU*)

Seafarer morale rebounds with easing of COVID restrictions

Crew travel and schedules becoming more clear and certainty on when crew will return home has large impact

Happiness rose across all categories, leading to an overall increase to 7.2/10 from 5.85 in Q1.

Much of the lift in the latest report seems to stem from the easing of constraints on seafarers related to the COVID-19 pandemic. As international travel restrictions eased, crew travel became easier to facilitate and seafarers' schedule became clearer; certainty on when crew will return home has a large impact on morale.

"After more than two years of uncertainty caused by COVID-19, seafarers are beginning to see the light at the end of the tunnel," said the report.

"Although challenges remain due to restrictions in some Asian countries, China has loosened quarantine requirements for Chinese

seafarers. Significantly, restrictions have also been lifted in Singapore, and the Philippines and India have also lifted a range of travel bans and COVID measures - all of which means that seafarers have a far greater chance of getting back home unhindered. This lifts the mood dramatically and understandably so."

Data in the report suggested 41% of seafarers were now on-board for between one and three months, improving greatly over recent quarters.

During contract, there are further bonuses for seafarers as COVID restrictions ease. Many seafarer centres have reopened, giving crews better access to support, entertainment, and provisions while ashore.

Besides the knock-on effects from

COVID recovery, the report noted an increased focus on seafarer wellbeing from owners and operators.

"There has also been a focus within the industry on finding solutions to many of the frustrations which have been dogging seafarers for years. Some of these initiatives appear to now be delivering. With more vaccinations, better travel, wage rises and new amendments to the Maritime Labour Convention (MLC) delivering hopes of universal maritime connectivity, there is cautious optimism. Nonetheless, while the data does suggest improvements, there should be no complacency," said the report.

The term 'grin washing' was coined in the latest report, a spin on the term 'green washing', to refer to companies who invest in im-

pressive looking facilities onboard but fail to ensure crew have time to make use of those facilities.

"This latest data shows there are signs of better things ahead for seafarers. However, any recovery in seafarer happiness should be treated delicately and can easily be lost. It is important that the industry continues the work to improve crew wellbeing and does not rest on its laurels," said the report.

The Revd Canon Andrew Wright, Secretary General of The Mission to Seafarers, said: "While it has been a difficult two years, it is nice to see some optimism return, which is largely down to the hard work the industry has done to make life better and raise spirits on board. However, there are still areas that can be improved upon,

which is why it's so critical for organisations to continue taking meaningful steps to boost seafarer happiness and crew welfare."

Thom Herbert, Idwal Crew Welfare Advocate and Senior Marine Surveyor added: "While there is an increase in the score this quarter, and cause for optimism, for every positive we see there are many more negatives that still need to be addressed. Hours of work and rest continue to be in conflict, and the individual instances quoted in the report indicate that this issue needs more focus. Communication with home remains a major challenge, and although it's good to hear that there is seafarer positivity around the MLC changes, the reality is likely to be disappointing." (Source: *Seatrade Maritime News*)

'Glimmer of hope' as grain ship leaves Odesa port

The first ship to carry Ukrainian grain through the Black Sea since Russia invaded Ukraine five months ago left the port of Odesa for Lebanon on Monday under a safe passage deal described as a glimmer of hope in a worsening global food crisis.

The sailing was made possible after Turkey and the United Nations brokered a grain and fertilizer export agreement between Russia and Ukraine last month—a rare diplomatic breakthrough in a conflict that has become a drawn-out war of attrition.

The Sierra Leone-flagged ship *Razoni* will head to the port of Tripoli, Lebanon, after transiting Turkey's Bosphorus Strait linking the Black Sea, which is dominated by Russia's navy, to the Mediterranean. It is carrying 26,527 tons of corn.

But there are still hurdles to overcome before millions of tons of Ukrainian grain depart from its Black Sea ports, including clearing sea mines and creating a framework for vessels to safely enter the conflict zone and pick up cargo.

Russia's invasion of Ukraine on Feb. 24 has disrupted global food and energy supplies and the United

Nations has warned of the risk of multiple famines this year.

Ukrainian President Volodymyr Zelenskiy, in an evening video address, described the shipment as "the first positive signal that there is a chance to stop the development of a world food crisis."

Ukraine, known as Europe's breadbasket, hopes to export 20 million tons of grain in silos and 40 million tons from the harvest now under way, initially from Odesa and nearby Pivdennyi and Chornomorsk, to help clear the silos for the new crop.

Moscow has denied responsibility for the food crisis, saying Western sanctions have slowed its exports and accusing Ukraine of laying underwater mines at entrance of its ports. The Kremlin called the *Razoni*'s departure "very positive" news.

Trade from Russia's Black Sea ports recovered in mid-May after dropping in April, although it has fallen slightly in recent weeks, according to VesselsValue, a London-based maritime intelligence provider.

Turkish Defense Minister Hulusi Akar said the vessel was to anchor off Istanbul and be inspected by Russian, Ukrainian, United Nations and Turkish representatives.

"It will then continue as long as no problems arise," Akar said.

Before the *Razoni* left, Ukrainian officials said 17 ships were docked in Black Sea ports with almost 600,000 tons of cargo, mostly grain. Countries expressed hope more would follow.

"This is a glimmer of hope in a worsening food crisis," a German foreign ministry spokesperson told a government briefing.

Relief

A junior engineer on the vessel, *Abdullah Jendi*, said the crew were happy to be moving after their prolonged stay in Odesa and that he, a Syrian, had not seen his family in more than a year.

"It is an indescribable feeling to be returning to my home country after suffering from the siege and the dangers that we were facing due to the shelling," he said.

He said he was scared the ship might hit a mine in the hours it would take to leave regional waters.

The U.S. Embassy in Kyiv also welcomed the shipping resumption and said the world would be watching for more. Chicago wheat and corn prices fell amid hopes that Ukraine's cereals exports could resume on a large scale.

Key arrangements, including

shipping procedures, still need to be worked out before empty vessels can come in and pick up cargoes from Ukraine using the new corridor, Neil Roberts, head of marine and aviation insurance with Lloyds Market Association, told *Reuters*.

"There is some way to go," Roberts said.

Bombardments in south and east

With fighting still raging, three civilians were reported killed by Russian shelling in the eastern Donetsk region—two in Bakhmut and one in nearby Solder—in the last 24 hours, regional governor Pavlo Kyrylenko said.

An industrial city and transport hub, Bakhmut has been under Russian bombardment for the past week as the Kremlin's forces try to occupy all of Donetsk after seizing most of the neighboring region, Luhansk, last month.

Russian strikes also hit Kharkiv, Ukraine's second-biggest city and near the border with Russia, regional governor Oleh Syngubov said. Two civilians were wounded, he said.

After failing to seize the capital Kyiv early in the war, Russia has been aiming to capture the eastern Donbas region, made up of Donetsk and Luhansk, which

were partially occupied by Russia-backed separatists before the invasion. It also has aimed on capturing more of the south, where it annexed Crimea from Ukraine in 2014.

Ukraine, which has launched a counter-offensive in the south, continues to ask the West to supply more long-range artillery as it tries to turn the tide in the conflict. The country has received billions of dollars in Western military aid and weapons since the start of the war.

Ukraine's defense minister said Kyiv had received four more U.S.-made HIMARS rocket systems from the United States. The Pentagon said it would provide Ukraine with more HIMARS ammunition as part of a lethal aid package valued at up to US\$550 million.

Moscow says Western arms supplies to Ukraine only drag out the conflict and the supply of longer-range weapons justifies Russia's attempts to expand control over more Ukrainian territory for its own protection.

Russia invaded Ukraine in what it called a "special operation" to demilitarize its neighbor. Ukraine and Western nations have dismissed this as a baseless pretext for war. (Source: *Reuters*)

Seafarers' wellness and connectivity: How are they linked?

While it is only one aspect of the highly complex seafarer welfare puzzle, connectivity is taking an increasingly central role at the heart of discussions about seafarers' welfare. Today, it is no secret that technology has a vital role in improving crew welfare; a matter of utmost importance as the Covid pandemic and the resulting crew crisis put a firm spotlight on seafarers' mental health.

Need for digital services

As internet connectivity at sea improves, the demand for digital services will grow. This will require more resources to be put into digital service delivery. But with the right systems and training in place, people that currently staff physical port welfare services could deliver the same pastoral support and advice digitally, whether by phone, video call, or chat.

Further, the use of digital tools to enable learning and skills development should be leveraged to help seafarers and their families to access education that can enrich their lives. There is a vast and growing range of free or very low cost education products that exist today outside the maritime industry. Helping seafarers of any rank, any nationality, and any economic background to access this education and learn the skills needed to provide financial, health, and

wellbeing security for their families should be prioritised as a long term goal for welfare organisations. Digital tools are a fantastic enabler for doing this at scale.

That said, digital tools can only reach so far. There will always be a need for physical interaction and support for seafarers and their families. As access to ships gets more difficult, welfare organisations should look to seafaring communities as a source of beneficiaries. Seafarers and their families tend to be clustered around coastal cities, ports, and near major training centres.

As well as investing in digital outreach for those who are on-board, the creation of seafarer support centres for those who are ashore should not be neglected, and a new model for welfare that focuses on preventative and proactive measures should be provided locally to seafarers and their families.

Polarized views

The heightened interest in connectivity within the seafarer welfare debate has revealed polarised views on occasions. For example, while the benefits of connectivity in opening up access to friends and family via high speed internet is a widely lauded improvement, there has also been increased interest in whether connectivity could

trigger social anxiety through a 'fear of missing out (FOMO)' on land activities while they're at sea.

It's too early to tell how much of an impact that FOMO has had on overall seafarer welfare. However, it should be noted that some have indirectly rebuffed it. For example, when contributing to the 2018 Crew Connectivity Survey Phil Parry, Chairman of Spinnaker Global, stated that 'social interaction is not a seafarer problem, it's a societal problem'.

More widely, evidence suggests that the overall influence of connectivity on seafarer well-being is positive. Namely, the Mission to Seafarers has noted that the issue of contact with family and loved ones is the most important aspect for seafarers. In fact, seafarers have explained that they receive a great of enjoyment from being in contact with home.

Communication with family a key concern

Furthermore, the latest Seafarers Happiness Index report, revealed the lowest levels of seafarer satisfaction for 8 years. One of the reasons why is the issue of connectivity and contact with families. More specifically, seafarers' happiness regarding contact with family when they are at sea fell to 6.39, from 6.92.

Namely, this issue is something that shapes the happiness of seafar-

ers massively and it is a common message from the Index, that vessels with good, cost-effective internet provision have the happiest crews by far. When vessels do not have such connectivity, then seafarer responses were unsurprisingly frustrated.

As a respondent mentioned "not having Wi-Fi is the biggest challenge on board and the voyages we take are long voyages which means we only talk to our loved ones after two months."

On the other hand, although the survey raises a wide array of issues that should be the cause of great concern for all ship owners, operators and managers, a number of seafarers also took the opportunity to share examples of steps taken to improve welfare and morale onboard.

More specifically, there was positive feedback from seafarers who spoke about some of the efforts made to make life at sea more comfortable and enjoyable, despite other concerns. This included examples of vessels having funds allocated for wellbeing events and activities, such as weekly crew gatherings, quizzes, karaoke, sports, TikTok video making, movie nights, and barbecues.

Commenting on the results of the survey, Revd Canon Andrew Wright shared his hope that "through the rest of 2022, organ-

isations will take further meaningful steps to improve the welfare of crews and help boost seafarer happiness. With financial backing and compassionate leadership, there are still actions that they can be taken to improve seafarers' quality of life."

Need to reduce isolation

According to a recent report by Inmarsat, between 1976 and 2002, 87% of reported suicides at sea happened on deep-sea ships. The researchers blamed, "... recent reductions in crewing numbers...". As automation reduces crews, seafarers' isolation will only increase.

What is more, the COVID-19 pandemic brought seafarer mental health issues to the fore, with lack of social contact or shore leave exacerbating the problem. Especially in the beginning of the pandemic that was a big issue, as no one knew how long COVID-19 quarantine measures would continue for, or how the world would react in future to a similar outbreak.

Finally, bullying and harassment is a known problem at sea, and most targets feel unable to report it on board. With smaller crews, the seafarers of 2050 will face not just less opportunity for onboard socialising, but also less opportunity for on-board support if they're targets of bullying, harassment or assault. (Source: *safety4sea*)

Piracy, armed robbery at lowest level in decades

The ICC International Maritime Bureau (IMB) received the lowest number of reported incidents for the first half of any year since 1994—a testament to its pivotal role in raising awareness to make waters safer.

IMB's latest global piracy report details 58 incidents of piracy and armed robbery against ships—the lowest total since 1994—down from 68 incidents during the same period last year. In the first six months of 2022, IMB's Piracy Reporting Centre (PRC) reported 55 vessels boarded, two attempted attacks and one vessel hijacked.

IMB Director Michael Howlett said: "Not only is this good news for the seafarers and the shipping industry it is positive news for trade which promotes economic growth. But the areas of risk shift and the shipping community

must remain vigilant. We encourage governments and responding authorities to continue their patrols which create a deterrent effect."

While the reduction in reported incidents is indeed encouraging, the IMB PRC continues to caution against complacency—vessels were boarded in 96% of the reported incidents. Despite no crew kidnappings reported during this period, violence against and the threat to crews continues with 23 crew taken hostage and a further five crew threatened.

Cautious gains in the Gulf of Guinea

Of the 58 incidents, 12 were reported in the Gulf of Guinea, ten of which defined as armed robberies and the remaining two as piracy. In early April, a Panamax bulk carrier was attacked and

boarded by pirates 260nm off the coast of Ghana. This illustrates that despite a decrease in reported incidents, the threat of Gulf of Guinea piracy and crew kidnappings remains.

On being notified of the incident, IMB PRC immediately alerted and liaised with the Regional Authorities and international warships to request for assistance. An Italian Navy warship and its helicopter responded and instantly intervened, saving the crew and enabling the vessel to proceed to a safe port under escort.

IMB PRC commends the prompt and positive actions of the Italian Navy which undoubtedly resulted in the crew and ship being saved. It urges the Coastal response agencies and independent international navies to continue their efforts to ensure this crime is permanently addressed in these

waters which account for 74% of crew taken hostage globally.

Cautious gains in the Singapore Straits

Vessels continue to be targeted and boarded by local perpetrators when transiting the Singapore Straits, which account for over 25% of all incidents, reported globally since the start of the year. The perpetrators were successful in boarding the vessels in all 16 incidents reported. While considered low level opportunistic crimes, crews continue to be at risk with weapons reported in at least six incidents.

Outside the Singapore Straits, the Indonesian archipelagic has seen a slight increase in reported incidents for the first time since 2018, with seven incidents being reported compared to five over that same period last year.

Five vessels were boarded at anchor and one each while the vessels were at berth and steaming. Weapons were reported in at least three incidents with one crew reported threatened.

Threat subsists in the Gulf of Aden

Although no incidents were reported there since the start of the year, the threat of piracy still exists in the waters off the southern Red Sea and in the Gulf of Aden, which include the Yemeni and Somali coasts. Although the opportunity for incidents has reduced, the Somali pirates continue to possess the capability and capacity to carry out incidents, and all merchant ships are advised to adhere to the recommendations in the latest Best Management Practices, while transiting in these waters. (Source: ICC Commercial Crime Services [CCS])

Automation systems to be installed on South Korean ships

HD Hyundai, South Korea's shipbuilding giant, reported through its technology company Avikus that it has received the first order for advanced automation systems to be installed on large, ocean-going vessels. Two regional South Korean shipping companies placed the combined order for the new system that was demonstrated earlier this year assisting an LNG carrier on the first automated transpacific voyage.

Launched in 2020, the technology division of Hyundai is working to accelerate the development and commercialization of automation technologies for ships. Avikus reports it has already sold 220 systems of its first-generation autonomous control technology to international shipping companies for use on LPG carriers and containerships. South

Korea's Sinokor Merchant Marine Co., which operates containerships and bulkers on Asian routes, and SK Shipping, which operates a fleet of tankers, gas carriers, bulkers, and containerships, placed the first order for the 2.0 system. Starting next year, they plan to begin the installation on a total of 23 vessels including ones under construction by Hyundai.

The first version of the system includes technology to minimize fuel consumption, design optimal routes based on accumulated navigation data, and autonomous control of the vessel's engines. The HiNAS 2.0 technology adds autonomous navigation solutions. Using sensors and deep learning technology the system determines and alerts the crew to potential collisions and obstacles in the ship's

path. The system will also allow for speed regulation, collision avoidance, and further fuel efficiency.

During the demonstration earlier this year, the HiNAS 2.0 technology guided the LNG carrier for more than half its Pacific crossing. The company reported the vessel avoided 100 ships while also optimizing its operations and fuel efficiency.

Avikus CEO Lim Do-hyeong points out that autonomous ship operations remain in their infancy. He cites market data that the industry can grow to more than \$235 billion in 2028.

"In the future, we will strive to equip all large ships in the world with HiNAS 2.0 by obtaining approval from various shipping associations and countries." Starting next year, the company also plans

to begin offering an autonomous system for recreational boating.

The Level 2 system that will be installed aboard the South Korean ships starting next year is capable of autonomous ship operations. Avikus points out that the IMO has defined four levels, the first being data supplied to the crew and the second being autonomous operations with the crew monitoring operations. In the future, they look to class societies to being to permit Level 3 operations which equip the ship for remote operations, and finally Level 4 where the ship will be able to maneuver and manage any situation with the AI systems without a crew aboard.

Testing is getting underway on several advanced systems with the goal of building data to achieve class society recognition. In Nor-

way, Kongsberg and Wilhelmsen have launched a joint venture to test and commercialize automation technology. Testing was due to begin this year on the Yara Birkeland and recently Asko took delivery on two newly built freight barges also designed for autonomous operations. Several projects in Japan earlier this year also demonstrated automation including docking and undocking vessels while in China they have also introduced their first autonomous vessel.

Yara has set 2024 as its goal to complete the testing and certification to begin possibly the first fully autonomous vessel operations. The Yara Birkeland will be monitored and controlled by a remote operations center run by Kongsberg and Wilhelmsen. (Source: *The Maritime Executive*)

Climate change poses challenges for the shipping industry

With 90% of global trade moved by sea, shipping is a major contributor to climate change. The International Maritime Organization (IMO) estimated that the industry's greenhouse gas emissions grew by 10% between 2012 and 2018, while the industry's share of global anthropogenic CO2 emissions grew slightly to almost 3%, about the same volume as Germany. It also forecasts that 'business as usual' could see emissions increase by up to 50% by 2050 due to the growth in shipping trade.

The race to decarbonize shipping is now underway. In 2018 the IMO called for a 40% cut in greenhouse gas emissions (compared to the 2008 baseline) across the global fleet by 2030, and at least a 50% cut by 2050. Last year, the IMO also adopted short-

term measures aimed at cutting the carbon intensity of all ships by at least 40% by 2030. However, these targets do not go far enough, and the IMO plans to revise its greenhouse gas strategy by 2023.

The EU, which is aiming for climate neutrality by 2050, says it will set greenhouse gas reduction targets for the maritime transport sector (shipping emissions represent around 13% of the overall EU greenhouse gas emissions from the transport sector). Last year, the U.S. also set out its plans to reduce greenhouse gas emissions by around 50% by 2030, which included the transport sector. Nine big companies including Amazon, Ikea and Unilever have pledged to only use zero-carbon ships by 2040.

Achieving the IMO's 50% cut in emissions, let alone the more ambitious targets required to meet the Paris Agreement goal of limiting global warming to well below 2 degrees Celsius will require huge investment in alternative fuel and more efficient shipping. The scale of investment required to meet the IMO 2050 target is estimated at \$1trillion to 1.4 trillion. To fully decarbonize shipping would require a further \$400m of investment over the next 20 years.

A growing number of vessels are already switching to liquefied natural gas (LNG), while a number of other alternative fuels are under development, including ammonia, hydrogen and methanol, as well as electric-powered ships. Cargo vessels and tankers are also experimenting with wind

power, using kites, sails and rotors to supplement traditional propulsion. Wallenius and Alfa Laval, for example, have proposed a car carrier that uses wings and a specially designed hull to reduce emissions by as much as 90%.

While there are plenty of innovative ideas on the drawing board, there is not yet an obvious technical solution available that will get the industry to 2050. The shipping industry needs to make use of alternative fuels and technology to start reducing its emissions right away.

Decarbonization will transform the shipping industry's risk landscape. As the industry plots its course through the transition, it will need to ensure risks are contained within acceptable limits. As we have seen with the develop-

ment of container shipping, there can be unintended consequences with innovation.

The introduction of low-carbon alternative fuels also brings a number of risks. A growing number of vessels are being built or converted to run on liquefied natural gas (LNG) and biofuel, including some large container ships. Further ahead, a number of projects are underway to test a range of alternative fuels, including ammonia, hydrogen and methanol, as well as onboard carbon capture technology. Maersk, for example, is to run eight methanol-powered container ships from 2024.

In January 2020, the IMO introduced a new lower limit on sulfur content in shipping fuel.

IMO: What to watch out for in monkeypox outbreak

Since May 13, cases of monkeypox have been reported to WHO by 23 Member States that are not endemic for monkeypox virus, across three WHO regions. Epidemiological investigations are ongoing, however, the vast majority of reported cases so far have no established travel links to an endemic area and have presented through primary care or sexual health services. One case of monkeypox in a non-endemic country is considered an outbreak. The sudden appearance of monkeypox simultaneously in several non-endemic countries suggests that there may have been undetected transmission for some time as well as recent amplifying events.

As of May 26, a cumulative total of 257 laboratory confirmed cases and around 120 suspected cases have been reported to WHO. No deaths have been reported. The situation is evolving and WHO expects there will be more cases of monkeypox identified as surveillance expands in non-endemic countries.

Monkeypox virus is transmitted from one person to another by close contact with lesions, body fluids, respiratory droplets and contaminated materials such as bedding. Early epidemiology of initial cases notified to WHO by countries shows that cases have been mainly reported among men

who have sex with men.

Symptoms

Monkeypox is usually a self-limited disease with the symptoms lasting from 2 to 4 weeks. The incubation period (interval from infection to onset of symptoms) of monkeypox is usually from 6 to 13 days but can range from 5 to 21 days. The infection can be divided into two periods:

The invasion period (lasts between 0 to 5 days) characterized by fever, intense headache, lymphadenopathy (swelling of the lymph nodes), back pain, myalgia (muscle aches) and intense asthenia (lack of energy); and

The skin eruption usually begins within 1 to 3 days of appearance of fever. The rash tends to be more concentrated on the face and extremities rather than on the trunk. The rash evolves sequentially from macules (lesions with a flat base) to papules (slightly raised firm lesions), vesicles (lesions filled with clear fluid), pustules (lesions filled with yellowish fluid), and crusts which dry up and fall off. The number of lesions varies from a few to several thousand. In severe cases, lesions can coalesce until large sections of skin slough off.

Fatality ratio

The case fatality ratio of monkey-

pox has historically ranged from 0 to 11% in the general population and has been higher among young children. In recent times, the case fatality ratio has been around 3 to 6%. Severe cases occur more commonly among children and are related to the extent of virus exposure, patient health status and the nature of complications. Underlying immune deficiencies may lead to worse outcomes.

Vaccination

Vaccination against smallpox was demonstrated through several observational studies to be about 85% effective in preventing monkeypox. However, today persons younger than 40 to 50 years of age (depending on the country) may be more susceptible to monkeypox due to cessation of smallpox vaccination campaigns globally after eradication of the disease. Complications of monkeypox can include secondary infections, bronchopneumonia, sepsis, encephalitis, and infection of the cornea with ensuing loss of vision.

Currently, there are two clades of monkeypox virus: the West African clade and the Congo Basin (Central African) clade. The Congo Basin clade appears to cause severe disease more frequently with case fatality ratio (CFR) previously reported of up to around 10%. As

of now, the Democratic Republic of the Congo is reporting a CFR among suspected cases of around 3%. The West African clade has in the past been associated with an overall lower CFR of around 1% in a generally younger population in the African setting. Diagnostic assays specific for monkeypox have so far found that the West African clade of the monkeypox virus is present in this multi-country outbreak.

Currently, the overall public health risk at global level is assessed as moderate considering this is the first time that monkeypox cases and clusters are reported concurrently in widely disparate WHO geographical areas, and without known epidemiological links to endemic countries in West or Central Africa.

Anyone who has direct contact with an infected person, including intimate or sexual contact, can get monkeypox. Steps for self-protection include avoiding physical contact with the person. It is also critical to avoid intimate or sexual contact with someone with a localized anogenital rash and/or oral ulcers. During the early phase of this outbreak while information is still being collected, it would be prudent to limit the number of sex partners, keep hands clean with water and soap or alcohol-based gels, and maintain respiratory eti-

quette and hand hygiene.

If people develop a rash, accompanied by fever or a feeling of discomfort or illness, they should contact their healthcare provider and get tested for monkeypox. If someone is suspected or confirmed as having monkeypox, they should isolate at home or in an appropriate facility until the scabs have fallen off and abstain from sex. During this period, patients must be offered supportive medical care to ease monkeypox symptoms such as pain or itchiness. Patients should be monitored for early detection of any medical complications of the illness. Anyone caring for a person sick with monkeypox should use appropriate personal protective measures.

Any rash-like illness during travel or upon return should be immediately reported to a health professional, including information about all recent travel, sexual history and smallpox immunization history.

Residents and travellers to monkeypox-endemic countries should avoid contact with sick mammals such as rodents, marsupials, non-human primates (dead or alive) that could harbour monkeypox virus and should refrain from eating or handling wild game (bush meat). (Source: *safety4sea*)

New US Demurrage and Detention rules – what you need to know

Demurrage and Detention charges have been a particular point of contention among US shippers in the ongoing supply chain disruption and have been acted on quickly with the introduction of the Ocean Shipping Reform Act 2022 (OSRA 2022).

On June 16, barely six weeks ago, President Joe Biden signed OSRA 2022 into law greatly expanding the scope of what the Federal Maritime Commission (FMC) could do in achieving its mandate, which is to: "Ensure a competitive and reliable international ocean transportation supply system that supports the US economy and protects the public from unfair and deceptive practices."

When new legislation is enacted, Federal agencies typically have some time period to draft proposed rules, open them up for comments, and then- sometimes, revise the wording before entering the exact wording into the US Code. It is noteworthy that one aspect of OSRA 2022, that dealing with invoicing for Demurrage and Detention (D and D), an attention getting issue, takes immediate effect.

A late June message from the FMC noted that "The law, and its requirements, related to demurrage and detention charges, be-

came effective June 16, 2022." The Washington DC law firm Thompson Coburn advises that: "Because the statute took effect immediately, invoices for demurrage and detention charges should be examined for form and content compliance with the new law."

The wording concerning D and D invoicing contains very specific requirements for Vessel Operating Common Carriers (VOCCs), which include all of the major liners serving US ports. The requirements for proper invoicing are contained within the OSRA 2022 wording. Invoices must include the following:

- Date that container is made available.
- The port of discharge.
- The container number or numbers.
- For exported shipments, the earliest return date.
- The allowed free time in days.
- The start date of free time.
- The end date of free time.
- The applicable detention or demurrage rule on which the daily rate is based.
- The applicable rate or rates per the applicable rule.
- The total amount due.
- The email, telephone number, or other appropriate contact information for questions or requests

for mitigation of fees.

- A statement that the charges are consistent with any of Federal Maritime Commission rules with respect to detention and demurrage.

- A statement that the common carrier's performance did not cause or contribute to the underlying invoiced charges.

Interestingly, the bill's language also includes a powerful incentive for carriers to get it right, saying: "Failure to include the information required under subsection (d) on an invoice with any demurrage or detention charge shall eliminate any obligation of the charged party to pay the applicable charge." As a practical matter, this means that

cargo owners could see delays in getting their actual D and D invoices as carriers make sure that bills conform precisely with requisite data fields.

Mohawk Global, a well-known consolidator and customs broker, had told its customers: "Some carriers are opting to delay such billing so they can comply with changes to the laws. This may delay Mohawk Global's ability to invoice our clients on some of these charges, as carriers struggle with creating new data fields on their invoices."

The Thompson Coburn legal team puts a very broad perspective on OSRA 2022, saying: "OSRA

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The development of new fuels such as hydrogen and ammonia will take time, so in the meantime ship owners are being encouraged to switch to existing lower-carbon fuels, like LNG and biofuel. The first large bulk carriers to use LNG entered service in 2022 while LNG powered RoRo vessels and tankers are under construction, LNG group SEA-LNG says 90% of

new car and truck carriers that will enter the market in the coming years will be dual fuel LNG. CMA CGM is to test bio-fuel on 32 of its container ships this year.

The decarbonization of the industry will require big investments in green technology and alternative fuels. It is essential that the transition to low-carbon shipping does not create new risks with unintended consequences. (Source: *Marine Link*)

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