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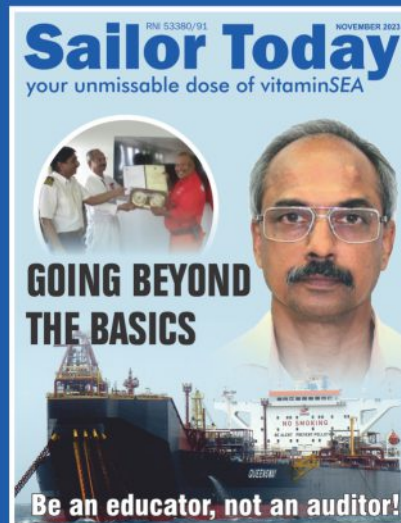
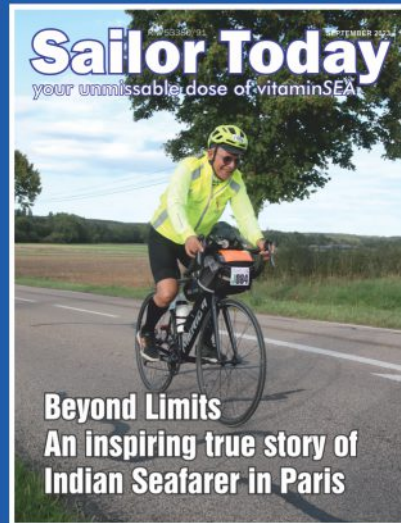
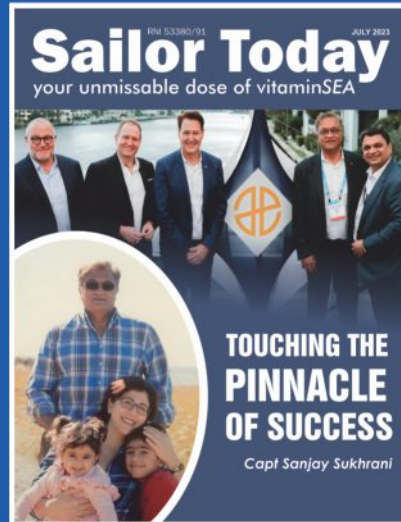
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Capt. Charanjeet Singh Kalra

Senior Marine Safety Inspector

Seafarer Certification

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Transport Canada



TRANSPORT CANADA'S ADHERENCE TO INDUSTRY STANDARDS UNDERSCORES ITS DEDICATION TO PROMOTING MARITIME SAFETY, PROTECTING THE MARINE ENVIRONMENT, AND FOSTERING A CULTURE OF EXCELLENCE WITHIN THE CANADIAN MARITIME INDUSTRY.

Professional Journey: Could you share a brief overview of your professional journey, from your time at sea as Master, Chief Officer, and Watchkeeping Officer to your current role as a Senior Marine Safety Inspector with Transport Canada?

From navigating tumultuous waters as a

watchkeeping officer to anchoring as a senior marine safety inspector at Transport Canada, my professional voyage has been nothing short of an odyssey. Initially setting sail after completing my apprenticeship and securing my Watchkeeping Officer certificate of competency (CoC), I joined International United Shipping for a contract on a general cargo vessel. In 1986, I joined Barber Ship Management and worked on cellular container vessels, a Ro-Ro vessel, Pure Car Carriers (PCCs), and the cruise vessels Coral Princess and Millenium Queen. I worked as a watchkeeping mate for five years, then as chief mate for five years, and got my command in 1996 on the cruise vessel Coral Princess, a passenger casino vessel that operated around the coast of Malaysia, Thailand, and Singapore.

In 2007, I charted a new course, migrating to Canada in pursuit of fresh horizons. I

Through collaboration with industry stakeholders and participation in safety initiatives, Transport Canada contributes to fostering a culture of safety within the maritime community.

COMBINING MY ACADEMIC QUALIFICATIONS WITH PRACTICAL EXPERIENCE AS A MASTER MARINER HAS OPENED OPPORTUNITIES FOR CAREER ADVANCEMENT IN VARIOUS SECTORS OF THE MARITIME INDUSTRY.

embraced the challenge, acquiring Canadian certification and leveraging my expertise to instruct at the Marine Institute. Fuelling my passion for education, I earned diplomas in adult education and an MBA in shipping and logistics. As an instructor at the Marine Institute, I had two months leave during summertime, and I used one month of that to sail onboard seismic survey vessels in the Arctic off Greenland, where I obtained the experience of navigating a vessel through ice. My thirst for knowledge and advancement led me to set sail towards a master's degree in Maritime Management, a journey I completed amidst the rigors of professional life.

In 2014, an opportunity emerged at Transport Canada, the federal department in Canada responsible for transportation policies and programs and promotes safe, secure, efficient, and environmentally responsible transportation. Here I anchored my expertise as a Senior Marine Safety Inspector. Combining my wealth of experience with newfound knowledge, I've been ensuring maritime safety and adherence to regulations, navigating the

intricate waters of examination and certification and other matters related to marine personnel certification.

Educational Background: How has your educational background, including your Master Mariner certification and maritime management degrees, contributed to shaping your career in the maritime industry?

My Master Mariner certification demonstrates my technical expertise and proficiency in ship handling, cargo operations, stability calculations, and



The importance of industry standards serves as benchmarks for training, certification, and professional development, ensuring that seafarers possess the necessary knowledge, skills, and abilities to navigate vessels safely and efficiently.

maritime regulations. This qualification is crucial for assuming leadership roles and ensuring the safety and efficiency of maritime operations, quality management, and managing emergencies effectively.

Additionally, my maritime management degrees have equipped me with specialized skills in areas such as maritime law, marine policy, project management, information systems, maritime risk analysis and management, business of shipping, etc. These skills are essential for managing personnel, optimizing resources, and ensuring compliance with industry regulations. Combining my academic qualifications with practical experience as a Master Mariner has opened opportunities for career advancement in various sectors of the maritime industry. Lastly, my exposure to international maritime regulations and conventions provides me with a global perspective necessary for navigating the complexities of the industry on an international scale.

Current Role: As a Senior Marine Safety Inspector at Transport Canada, could you elaborate on your responsibilities and the key aspects of your role in ensuring maritime safety and compliance?

As a Senior Marine Safety Inspector at Transport Canada, I am tasked with critical responsibilities to uphold maritime safety and ensure compliance with regulations.

My duties involve conducting thorough inspections of vessels, training facilities, and equipment to verify adherence to safety standards. I assess risks, identify hazards, and recommend measures to mitigate them. I play a key role in certifying vessels and licensing operators, ensuring they meet stringent safety criteria. In cases of non-compliance, the department enforces regulations by issuing warnings, administrative monetary penalties, and may even initiate legal actions. We also investigate maritime incidents to determine root causes and prevent future occurrences. Through collaboration with industry stakeholders and participation in safety initiatives, we contribute to fostering a culture of safety within the maritime community.

Auditing Maritime Schools: In your role at Transport Canada, you audit maritime schools for approving Nautical Cadet programs. Could you share some insights into the criteria and standards you look for during these audits?

Transport Canada's requirements and guidelines for approving nautical cadet programs involve several key considerations. These include ensuring that the curriculum covers essential topics such as navigation, seamanship, chartwork, etc., aligning with standards set by Transport Canada. Transport Canada standards

Regular drills and training sessions are vital for maintaining crew readiness and expertise and effective emergency response



include standards recommended by the International Maritime Organization through model courses. Transport Canada also requires training providers to maintain a Quality Management System (QMS). Collaboration with industry stakeholders ensures that the program meets the needs of the maritime industry and prepares cadets for successful careers at sea. Transport Canada follows a comprehensive and updated checklist when auditing the cadet program to assess the courses and training.

Standards Review: You've been involved in reviewing standards for seafarer education, examination, and certification. How do you stay

updated on industry standards, and how important are these standards in ensuring the competence of seafarers?

Transport Canada keeps pace with industry standards through various channels, including active participation in international maritime organizations, ongoing collaboration with industry stakeholders, continuous regulatory monitoring, and investment in research and analysis. These efforts ensure that Transport Canada remains informed about the latest developments, trends, and best practices in the maritime sector. The importance of industry standards serves as benchmarks for training, certification, and professional

Problem-solving, crisis management capabilities, and a comprehensive grasp of maritime regulations and protocols are vital to ensure the safe and efficient operation of the vessel.

development, ensuring that seafarers possess the necessary knowledge, skills, and abilities to navigate vessels safely and efficiently. Compliance with industry standards helps mitigate risks, enhance safety at sea, and maintain the integrity of maritime operations. Transport Canada's adherence to industry standards underscores its dedication to promoting maritime safety, protecting the marine environment, and fostering a culture of excellence within the Canadian maritime industry.

Onboard Experience: With over 13 years at sea as Master on various vessels, can you highlight some key challenges you faced, and lessons learned during your command?

As a Master onboard, there were challenges galore. A few are as follows:

Complacency: On every vessel that I commanded, I could see complacency setting in among some of the staff.

Complacency is the seed for human error, which remains a leading cause of maritime accidents. The lesson learned is to emphasize vigilance and safety, provide ongoing training, promote open communication, and lead by example.

Pure Car Carriers (PCC): Wind is a great challenge for PCCs as they are difficult to keep alongside with offshore wind, easily drag their anchor when anchored, and difficult to steer at slow speed. The lesson learned is to be proactive, have a plan, exercise the option of using extra breast ropes, use of thrusters, keeping a tug standing by, taking extra ballast, anchoring with two anchors, anchoring in an area with better holding ground and away from dangers and good communication with the bridge team.

Cultural differences onboard cruise vessels: With crew from 15 different countries, challenges included language barriers hindering effective communication, cultural differences leading to



Lessons learned included promoting cultural awareness and inclusivity, implementing clear communication strategies, and fostering a supportive work environment.

misunderstandings and conflicts, and the need for culturally sensitive leadership to ensure cohesion and morale among crew members. Lessons learned included promoting cultural awareness and inclusivity, implementing clear communication strategies, and fostering a supportive work environment.

Multifaceted Responsibilities: In your onboard roles, you oversaw ship operations, from training staff to budget preparation. How did you manage such diverse responsibilities, and what skills do you consider crucial for a successful maritime career?

Essential skills include effective communication to convey instructions and coordinate activities, strong leadership to inspire and motivate the crew, technical proficiency to oversee vessel operations, and adaptability to address changing conditions and challenges at sea. Moreover, problem-solving, crisis management capabilities, and a comprehensive grasp of maritime regulations and protocols are vital to ensure the safe and efficient operation of the vessel.

Risk Management: Given your extensive experience, how do you approach risk assessment, contingency planning, and drills to

ensure the safety and security of both the crew and the vessel?

Leveraging my extensive experience, I approach risk assessment by thoroughly analyzing potential hazards inherent in maritime operations, considering various factors like weather conditions, navigational complexities, equipment reliability, and crew proficiency. Contingency planning involves crafting thorough strategies to mitigate identified risks, including protocols for emergency response, evacuation procedures, and communication plans, ensuring a prompt and efficient reaction to adverse events. Regular drills and training sessions are vital for maintaining crew readiness and expertise and effective emergency response. Through proactive risk management, robust contingency planning, and continuous training, I prioritize the safety and security of both the crew and the vessel.

Tech Skills: Your computer certifications are impressive. How have your Microsoft Certified Systems Engineer, A+ Service Technician and Cisco Certified Network Associate qualifications been beneficial in the maritime field, particularly in your role at Transport Canada?

Transport Canada has its dedicated IT section which looks after day-to-day IT

Balancing a maritime career with multiple roles while nurturing family life requires prioritization, effective time management, and clear communication



needs of the employees and stakeholders. However, my IT certifications equip me with a strong foundation in IT systems, networking, and cybersecurity, allowing me to effectively manage digital platforms and infrastructure crucial for my role at Transport Canada. As Transport Canada is moving towards eLearning, the knowledge gained through the above certifications will help me be involved with assessing the digital platforms of the course providers.

Inspections and Audits: Can you share some insights into the coordination of internal and external audits, routine/random inspections, and the process of rectifying deficiencies to maintain compliance with regulations?

As a Senior Marine Safety Inspector at Transport Canada, I am responsible for overseeing the coordination of internal and

external audits, routine/random inspections of course/training providers, and rectifying deficiencies to maintain compliance with regulations involves a comprehensive approach.

We establish audit and inspection schedules based on a risk assessment and regulatory requirements, conducting thorough examinations of facilities, equipment, documentation, and practices to assess compliance. Identifying deficiencies through these assessments, we provide clear guidance to course/training providers to correct issues, collaborating to develop corrective action plans and timelines.

Continuous improvement, analyzing findings to identify trends and updating regulatory requirements and guidance materials accordingly is key. Through collaboration, communication, and a commitment to excellence, we ensure the

highest standards of safety and quality in maritime education and training.

Real Estate Involvement: How did your involvement in real estate, both in Ontario and Newfoundland, complement your maritime career, and what skills did you transfer between these two seemingly different industries?

Involvement in real estate can complement one's maritime career in several ways, and there are transferable skills between these seemingly different industries:

Creative problem-solving: Tackling challenges inherent in real estate transactions or maritime operations demands resourcefulness and innovation, skills readily applied across industries.

Regulatory finesse: The real estate and Maritime industry are both heavily regulated in Canada so there is need to go through the regulations thoroughly and understand the complexities. Adhering to legal frameworks are shared responsibilities in both the real estate and maritime sectors.

The 4 stages: A real estate deal also requires appraisal, planning, execution and monitoring like voyage planning. During appraisal we gather information through all available means and come up with an approximate price. Planning is the stage in which the full course is planned from making an offer to the possession of the



property. Execution requires signing documents, sending offers, counter offers, notices, deposits, thorough inspections, etc. and the monitoring stage is to see that both parties are moving ahead in the right direction by accepting the notices in a positive manner and whole documentation being accepted and then possession and funds being processed by lawyers.

Integrity: This serves as the main pillar for professionals in real estate and maritime safety roles, guiding their actions, decisions, and interactions to uphold ethical standards, build trust, and maintain credibility in their respective fields.

Post-Secondary Instructor Certificate: How has your Post Secondary Instructor Certificate contributed to your role in educating and mentoring individuals within the maritime sector?

My Post-Secondary Instructor Certificate significantly elevates my role in educating and mentoring individuals within the maritime sector. Through the certificate program, I've honed crucial skills like instructional design and assessment strategies enabling me to craft tailored training programs that resonate with maritime professionals. The program

CONTINUOUS IMPROVEMENT, ANALYZING FINDINGS TO IDENTIFY TRENDS AND UPDATING REGULATORY REQUIREMENTS AND GUIDANCE MATERIALS ACCORDINGLY IS KEY TRANSPORT CANADA




provided insights into effective classroom management, fostering an environment conducive to learning and collaboration among maritime students.


How do you manage to juggle your career in the maritime industry along with multiple professional roles while still maintaining a fulfilling family life?

Balancing a maritime career with multiple roles while nurturing family life requires prioritization, effective time management, and clear communication. Setting boundaries ensures dedicated focus on both professional and personal commitments, while adaptability allows for flexibility in managing evolving priorities. Also, I am grateful for the unwavering support of my wife and son, who have stood tall with me during tough times.


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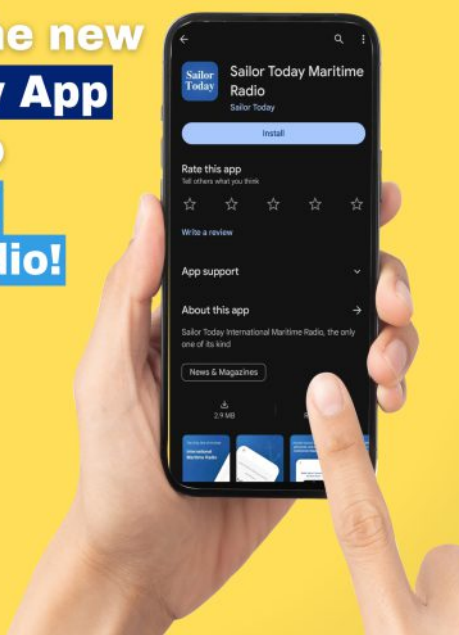
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Preamble: This series of articles from Navguide Solutions, one every month, will focus on Rightship Inspection requirements, eventually going deeper into the subject and helping the industry phase into the RISQ regime.

RISQ Series | Article 2 | Mar 2024

Author: Avinash Hegde, Head of Engineering, Navguide Solutions

ENSURING SAFETY IN ENCLOSED SPACE ENTRY: A RIGHTSHIP PERSPECTIVE

INTRODUCTION:

Enclosed spaces on board vessels can pose significant risks to the safety and health of seafarers. In this blog, we will delve into the enclosed space entry requirements as per RISQ 3.0, emphasising the importance of training, risk assessment, and safety protocols.

IDENTIFYING ENCLOSED SPACES:

What is an enclosed space, and what are its characteristics?

An enclosed space is a space that is not used for day-to-day activity and which has any of the following characteristics:

1. Limited opening for entry and exit
2. Inadequate ventilation
3. Is not designed for continuous worker occupancy

The first and most important step in ensuring safety during enclosed space entry is to

identify the spaces that present a risk of oxygen-deficient, oxygen-enriched, flammable, and/or toxic atmospheres. Areas with inadequate ventilation can develop harmful atmospheres under certain conditions. Proper identification and listing of these ship-specific spaces is crucial for implementing appropriate control measures. To avoid any doubt in the minds of Seafarers, all enclosed spaces should be marked. Very often, this is missed in the machinery spaces.

ENCLOSED SPACES VS CONFINED SPACES

Sometimes there's confusion in the minds of Seafarers between Enclosed, Confined and Restricted spaces. As per Occupational Safety and Health Administration [OSHA] there is a difference in the terms 'Confined Space' and 'Enclosed Space'. But for the marine industry, the term 'Enclosed Space' has been elected for use by IMO. The

Bosun store may become hazardous due to an open vent pipe connecting it to the Forepeak Tank.

- If there is a minor leak in O2 cylinders, spaces adjacent to the Oxygen room may become oxygen-enriched, increasing the possibility of combustion.

CONTROL MEASURES:

Based on the findings of the risk assessment, appropriate control measures may include

- the use of personal protective equipment (PPE),
- proper ventilation,
- atmospheric testing, and
- monitoring equipment.

This is not an exhaustive list. The vessel's Safety Management System (SMS) must clearly define the control measures. An enclosed space entry permit must be followed. The permit should state the maximum permitted time between atmosphere testing and personnel entry, as atmospheric conditions can change rapidly.

ATMOSPHERIC TESTING AND TIME INTERVALS:

The entry permit for enclosed spaces should state the maximum permitted time between atmosphere testing and personnel entry, as atmospheric conditions can change rapidly. This can be achieved through the use of portable gas detectors or fixed gas monitoring systems. Monitoring should be performed at regular intervals



not exceeding 30 minutes to detect any changes in the atmosphere.

ENTRY PERMIT AND SAFETY

PRECAUTIONS:

Before entering an enclosed space, a valid entry permit not exceeding 8 hours must be obtained. The permit should outline the necessary safety precautions, including the use of appropriate PPE, communication equipment, and rescue equipment. It should also specify the number of personnel allowed inside the space and the duration of the entry.

BUDDY SYSTEM AND COMMUNICATION:

The buddy system should be implemented to enhance safety during enclosed space entry. This means each person entering the space should have a designated buddy who remains outside and maintains constant communication. This ensures prompt response in case of an emergency.

RESCUE AND EMERGENCY PROCEDURES:

In the event of an emergency, rescue



the safety and well-being of seafarers. Documenting guidelines in the SMS and ensuring compliance through effective and engaging training tools could prove to be game changers.

Vessel operators should empower their Seafarers with the right tools, rather than just written instructions

procedures must be followed. This includes having a designated rescue team trained in confined space rescue techniques and with appropriate rescue equipment.

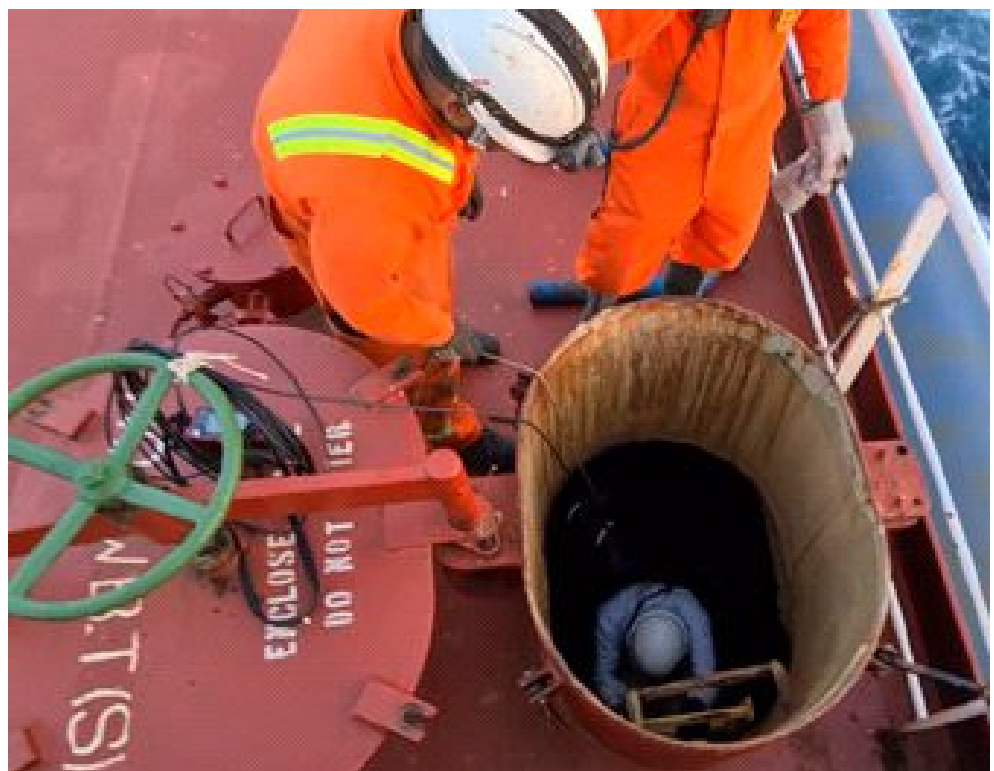
POST-ENTRY PROCEDURES:

After exiting an enclosed space, post-entry procedures should be followed. This includes decontamination, if necessary, proper disposal of any hazardous materials, and reporting any incidents or near misses. It is essential to document and review the entry process to identify areas for improvement and ensure continuous safety enhancement.

CONCLUSION:

Entry into enclosed spaces on vessels requires strict adherence to safety protocols and procedures. Training, risk assessment, control measures, and continuous monitoring are vital to ensuring

and checklists, to create a safer working environment and mitigate the risks associated with enclosed space entry. Seafarers, too, must change their mindset that this isn't just paperwork to be filed. Following the right procedures could make the difference between life and death for themselves and their colleagues. Safety; and not getting the job done, no matter the commercial pressure, should always be the priority when entering enclosed spaces.



SEAFARING TWINS CLIMB THE CAREER LADDER TOGETHER

Seafaring often becomes a family tradition and in this case doubly so! Twins Maksym and Vitaliy began their nautical careers together and have mirrored each others' progression through the ranks.

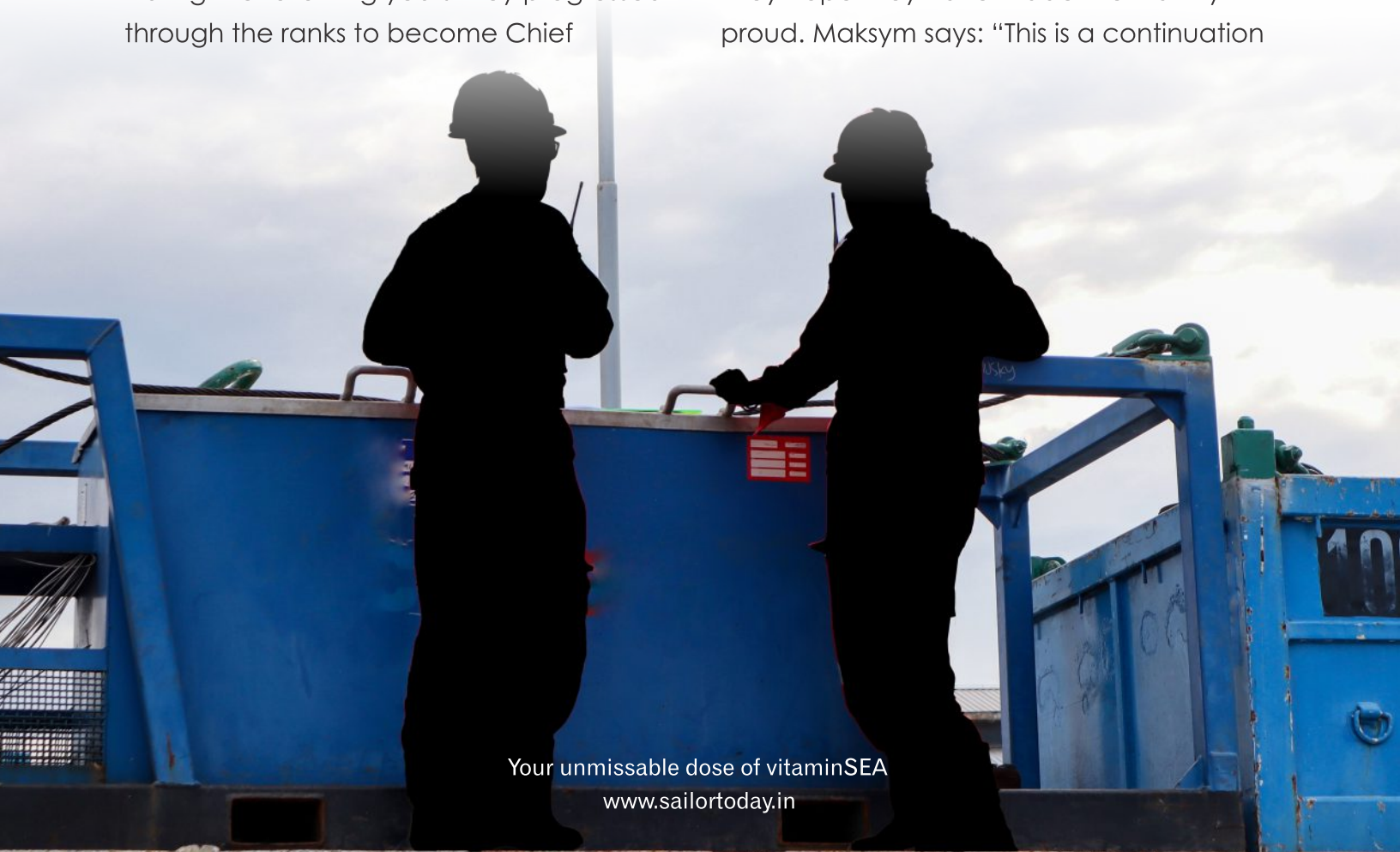
Now, as they both move ashore to become Superintendents, they look back on more than 15 years each of successful seafaring.

After graduating from the Odessa National Maritime Academy, the Ukrainian born twins began their lives at sea in the engine rooms of ships trading around the world. During the following years they progressed through the ranks to become Chief

Engineers in the same year at the age of 32.

Both seafarers say the family tradition was their main reason for embarking on a career at sea. Maksym recalls: "Our father worked at sea all his life. He showed an example to follow and all the delights of this interesting profession. We also grew up surrounded by seafarers' families, so the choice of our life path was obvious." Vitaliy adds: "Our city is located on the seashore and the profession of a seafarer is valued – every boy dreams of being one."

They hope they have made their family proud. Maksym says: "This is a continuation



of the family dynasty – I hope our family is satisfied with the result.”

What kept them at sea and encouraged them to build seafaring lives? Both highlight international travel and experiencing new cultures as being a key factor. Vitaliy comments: “Foreign trading with a variety of vessels, new countries, culture and people impressed me very much and all these factors confirmed that I made the right choice to be a seafarer.”

Maksym points to the opportunities for career progression in shipping, stating: “We studied, gained experience and absorbed all the subtleties and difficulties of our profession.” He recalls how excited he was at his first promotion: “I joined the next vessel as a 4th engineer. It was a very important event in my life to receive my first officer rank.” Vitaliy is equally proud of his achievements: “Starting from my second contract, I continued my career as an engineer officer. Gaining experience on different ships, I was developing my career and at the age of 32 I reached the position of a Chief Engineer.”

It is impressive how the twins' careers have progressed at the same pace. Maksym outlines his progression: “Contract after contract, thanks to perseverance, having the goal of reaching the highest position, receiving work experience, absorbing the best shipping practices and drawing conclusions from my own mistakes, in 2018 I signed my first contract for the Chief

Engineer position.”

The twins have never served together onboard as this is against shipping practice. However, having a twin brother in the same role has provided them with an excellent support system, especially now that internet connectivity is available more readily. “We always shared various questions regarding our profession. We also always discussed our experiences since we worked on different types of ships. This helped us in our work and career advancement,” explains Maksym. Vitaliy agrees: “In view of the fact that we grew up in a career together and there was a common interest, we communicated with each other and consulted on various issues, which helped a lot.”

For the past eight years the twins have been deployed through Danica Crewing Specialists which they joined as Second Engineers after hearing good things about the company, which has crewing offices throughout Eastern Europe and in key seafaring hubs such as India and the Philippines. They both feel Danica has helped them in advancing their careers. Vitaliy says: “It is very important to start your career and develop in the right direction with the world leaders in the maritime industry with which Danica works. The high level of professionalism of employees, preparation before boarding the ship, and openness to solving any issues make Danica a leader in the crewing industry and for this reason I am really grateful.”

Maksym says it was a case of right time and right place. "Danica was actively offering vacancies for various ships and various management positions. Having visited the office in Odessa, we were left with a very positive impression. This consisted of a good attitude towards seafarers and the professionalism of the staff."

Moving ashore now is a natural progression. Comments Vitaliy: "I believe that I was pushed by enthusiasm and interest in moving forward in my career and mastering the 'other side of the coin', being devoted to my profession. Transferring my experience gained in practice is beneficial for my new position and helps to see the point from different perspectives. Therefore I appreciate a lot my experience obtained while working for Danica. Special thanks to

the crewing managers with whom I worked and to Henrik Jensen." Maksym is equally pleased to be taking up his Superintendent role: "As you know, companies do not hire people off the street for the position of Superintendent. They generally give preference to proven employees. Danica collaborates with high-level ship management, where the best conditions for permanent work are provided. Therefore, having worked for a long time in one company and proven yourself well, there is every chance for further career advancement.

The enthusiasm for shipping is clear in both these ambitious and dedicated brothers and we wish them every success as they step ashore.



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Framo Unveils Groundbreaking Turbine, Revolutionizing Cost and Energy Efficiency

Framo, a leading innovator in pump technology, proudly introduces its latest breakthrough – an inline turbine designed to recover electrical power from diverse fluid flows. Successfully tested at the company's state-of-the-art center on Flatøy, just outside Bergen, this cutting-edge technology offers substantial cost savings, energy efficiency, and a sustainable alternative to pressure reduction valves. The product is poised for imminent market launch.

Building on the success of the submerged turbine introduced in 2021, specifically designed for harnessing untapped energy from wastewater on offshore installations, Framo is now expanding its portfolio with a versatile inline turbine.

Njål Vangdal, Head of the Development Department at Framo Flatøy, says, "After receiving positive feedback and initial orders for our submerged turbine, we've advanced our technology with the inline turbine. This innovation has the capability to generate electrical power across a spectrum of industries and processes where fluid flows through pipes."

The inline turbine presents an ideal solution for offshore installations, offering energy recovery in processes involving continuous fluid flows. However, its applications extend beyond the oil and water sectors. The technology can seamlessly integrate into diverse processes with varying fluids, replacing traditional pressure reduction

valves while concurrently generating electrical power.

Vangdal explains the significant impact of this technology: "Fluid flows are inherent in all industries, and pressure reduction valves are commonplace. These valves are not only costly but also consume substantial energy. Our inline turbines offer substantial cost savings and contribute to environmental sustainability by harnessing this untapped energy. Essentially, our turbines can replace all pressure reduction valves."

Currently undergoing installation at Framo's cutting-edge test center on Flatøy, the inline turbine is expected to contribute to substantial annual electricity expenses savings. Under normal load conditions, the company anticipates potential savings of several million kroner annually. This achievement aligns with Framo's commitment to becoming the world's first climate-neutral pump manufacturer by 2027.

Vangdal highlights the promising test results: "Our tests demonstrate that we can regenerate over 40 percent of the input power in our test facility, showcasing the efficiency and viability of our inline turbine."

Framo's development engineers are diligently working to refine the solution, focusing on robustness and cost-effectiveness. Market research indicates

widespread potential, with applications not only in the oil industry but also in refineries, petrochemical industries, fertilizer production, and public sewage systems. Calculations suggest a payback period of one to two years on the investment, making this technology an economically viable and environmentally responsible choice.

OCEAN NETWORK EXPRESS FINALISES EUROPEAN UNION ALLOWANCES (EUA) TRANSACTION

Ocean Network Express (ONE) is pleased to announce its inaugural European Union Allowances (EUA) transaction with BNP Paribas.

Commencing January 1st, 2024, under the regulations of the EU Emissions Trading System (EU-ETS), the maritime transport industry has been included and shipping companies are mandated to monitor, report, and verify their greenhouse gas (GHG) emissions annually and this data will be utilized to determine the EUA that they need to surrender within a compliance period. Non-compliance with these regulations will result in penalties and denial of entry to EU/EEA member states.

In preparation for the immediate EU-ETS compliance, ONE has enhanced its internal systems to accurately reflect CO2 emissions data. The company has also initiated a trading account on the Union Registry to hold and transfer EUA

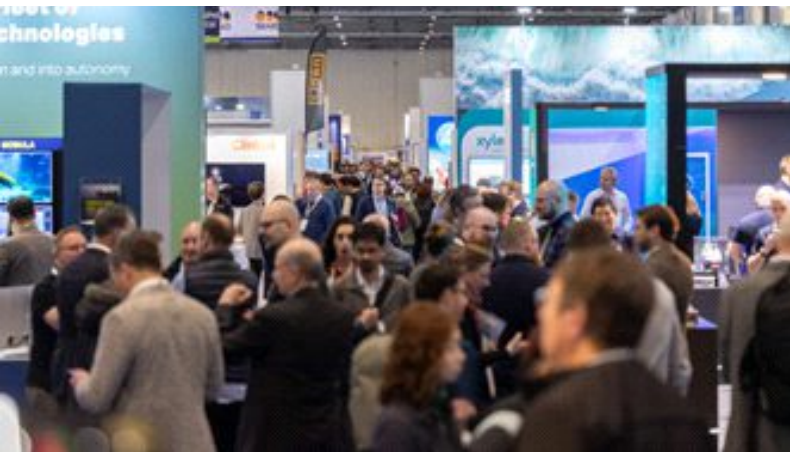
according to the procedures. Through this proactive approach, ONE was able to secure its inaugural purchase of EUA from BNP Paribas on February 8th, 2024. The acquired EUA will be subsequently transferred to respective vessel owners in compliance with the agreements as well as the EU ETS regulations, which will ultimately enable the vessel owners to meet their surrender obligations to the EU by September 30th, 2025.

"The EU-ETS is a cornerstone of EU's policy to combat climate change and its key tool for reducing greenhouse gas emissions. This EUA deal with ONE is important for Asian carriers, demonstrating proactive readiness for EU-ETS compliance," stated BNP Paribas Singapore.

ONE remains committed to ongoing preparations for EU-ETS compliance, aligning with the compliance process for surrendering EUA.

UNPARALLELED BUSINESS DONE AT OI24

The ocean innovation and technology showcase that is Oceanology International 2024 (Oi24) ended last week after bringing together thousands of the world's professionals from numerous ocean industry, technology, engineering and scientific fields. Oi24 showcased a sea of cutting-edge technologies and solutions, sparking collaboration and discovery among attendees, proving once again to be a productive and positive experience for all participants.



Oi24 outpaced all expectations, attracting a unique attendance of 7,536 people from over 90 countries, with many revisiting throughout the week for a total attendance of 13,915, an uplift of 39% on the previous edition, anchoring its position as a global facilitator of ocean connection.

"This phenomenal turnout solidifies Oceanology International as the ocean science and technology community's premier event for the industry to showcase

international collaboration and innovation, and shape the future of our oceans," said Show Director David Ince. "From a global perspective, over 90 countries were represented, and the excitement, energy and collaboration of all involved was unmistakable.

"It's also evident that exhibitors have looked to plan their strategies around Oi24 and decided it is the best time to unveil their latest developments, partnerships and technological advancements. The show floor played host to over 110 product and service launches, and a significant number of exclusive announcements."

THE HEADLINE STATISTICS INCLUDE:

- Exhibiting Companies: 443 from 31 countries
- Regional and International Pavilions: 8
- Overall Footprint / Floor space: 19,000 square meters
- Unique Attendees: 7,536 from 91 countries
- Total Attendance: 13,915, +39% up on previous edition
- Conference Speakers: 166 speaking in the Ocean Futures Theatre, Technical, ICT, Workshop and Catch the Next Wave programs
- Dockside Demonstrations: 175+



- Product & Service Launches: 110

The organisers of Oi24 launched a number of new initiatives at the show, including a Skills and Careers Trail, an Official Launch Partner, the Oi App, a media partner for the OceanICT Zone and a commercial Video Partner.

Mike Enser, Marketing Manager, commented: "We've always worked with media partners, but this year we wanted to up the ante and offer 'ownership' of parts of the show. This helped us highlight areas of the show, plus it offered us and the partners new content and the exhibitors they supported a greater share of voice. We also successfully launched the Oi App this year following feedback from the 2022 edition."

Exhibitor feedback is overwhelmingly positive, with Ryan Lumsden, Business Development Manager, SAAB, commenting: "Oi24 has been an absolute joy. The quality of visitors has been higher. Some of the other, larger shows can be very diverse. Oi is on a reasonable scale, but it's all very

relevant. We have managed to catch up with a lot of our existing clients and meet a few new ones as well, so it has been very positive from our perspective."

Rob Howard, Chief Growth Officer, Greensea IQ, said: "Oi provided Greensea IQ an excellent venue to showcase both the full line of Bayonet AUGVs and the groundbreaking in-water ship maintenance service EverClean. We look forward to continuing the discussions from this week with the hundreds of diverse visitors to our stand looking for solutions only our dual use technology can currently provide."

Rosa M Ceberio, Commercial Manager, IMPAQ, said: "It is the first time we have exhibited at Oceanology International, and it has been amazing. Oi attracts a lot more of the international community which is really great to see. It is also a lot bigger, with everyone under one roof. We've made a lot of contacts here and would definitely like to return in 2026. We've launched the brand, our corporate identity, to the world. Oi has been the space to tell the world that we're here."



Henning Langlete, Director Marketing and Communications, Kongsberg Discovery AS, said: “There is a really positive energy about the show. The hall is packed with visitors, and we are meeting with a lot of satisfied customers who care about the products and innovations. The numbers have been better than expected.”



Ian Vincent, Director and General Manager, ecoSUB Robotics, said: “We are a UK-based company, so we have to be at Oi. Our customers expect to see us and we wouldn't miss it. We have been catching up with people we are working with, meeting new people, sharing information. It feels a lot busier this year.”

Amy Gibson, Developer, Subnero, said: “This is our second time exhibiting and it has really exceeded our expectations. It has been constantly busy, even up until the last

day. Oceanology International is one of the key shows for us.”

Dr Richard Williams, Managing Director, Osil, said: “Oi24 has been good, very positive. It is a good atmosphere and nice to see the Far East coming back.”

DOCKSIDE AND CONFERENCE

With reasonably kind March weather, the dockside was busy from open until close each day, with a full program of demonstrations. Maritime Robotics ran different demonstrations across the show, using two autonomous USVs to showcase its capabilities as a supply platform for Teledyne, Norbit and Kongsberg.

Thomas Rygh, Product Manager, Maritime Robotics, said there had been “lots of interest with good attendance”.

Activity across the exhibition and conference agenda shone a light on the Blue Economy, with key themes including energy transition,



climate change and sustainability – trends which were scrutinized at the successful Catch the Next Wave conference which returned for an impactful sixth edition on the final day.

PACKED THEATRES

Other successful show features included the keynote Ocean Futures Theatre, which attracted very high attendance numbers every day, featuring panel discussions and strategic debate running alongside the technical conferences, covering the most pressing, relevant topics of today.

Commenting on the many streams of content of offer, Oi Conference Manager

Carlos Fernandes said: “Oceanology International 2024 delivered on all fronts! Across all our content locations, we’ve focused on a diverse range of topics including Careers & Future Talent, Site Investigation, UXO, Uncrewed Vehicles, Ocean Observation, the use of data across the entire Offshore Wind project lifecycle and loads more. We have offered a diverse range of content that has resonated with a wide audience. The success of our content this year is a testament to the ongoing support from our industry partners that help



curate a program that suits the evolving needs and interests of the ocean technology, engineering and science communities we serve.”

EXHIBITORS SELECT OI FOR KEY ANNOUNCEMENTS

The high number of new developments unveiled at Oi24 included global subsea engineering and technology company SMD's announcement about the sale of its first electric ROV to Luxembourg-based marine contractor, Jan De Nul Group. SMD's Quantum EV will be integrated into Jan De Nul Group's new cable laying vessel, Fleeming Jenkin, and deployed to offshore energy projects globally.

Speaking on the sale, SMD's deputy CEO,

Paul Davison, said: “We are delighted to have received the first order for our pioneering and powerful Quantum EV, the only vehicle of its kind currently market ready.”

International subsea specialist Sulmara used Oi24 to launch a new suite of services to reduce the risks clients face in subsea operations – and help them meet their net zero targets.





Saildrone also used Oi as a platform to unveil the first of a new generation of Surveyor-class unmanned surface vehicles (USVs), purpose-built for autonomous deep-water ocean mapping missions and maritime defence and security missions.

In a strategic move to strengthen its global market presence, Greensea IQ, a leading provider of marine robotics software and integrated solutions, chose Oi24 to announce the signing of BUVI Scandinavia (BUVI) to join its international sales team. The news follows another recent signing of the Spanish sales representative Uniformidad Y Suministros De Proteccion (USP).

General Oceans, encompassing brands Nortek, Trittech International Ltd, Klein Marine Systems, Reach Robotics and Strategic Robotic Systems, launched the General Oceans Academy: a collection of professional programs designed to nurture the leaders of tomorrow.

General Oceans Marketing Manager Jon Gibbs said: “We have had lots of footfall and are very pleased with the size of the stand and the location. In the build up to the event, the social media activity around

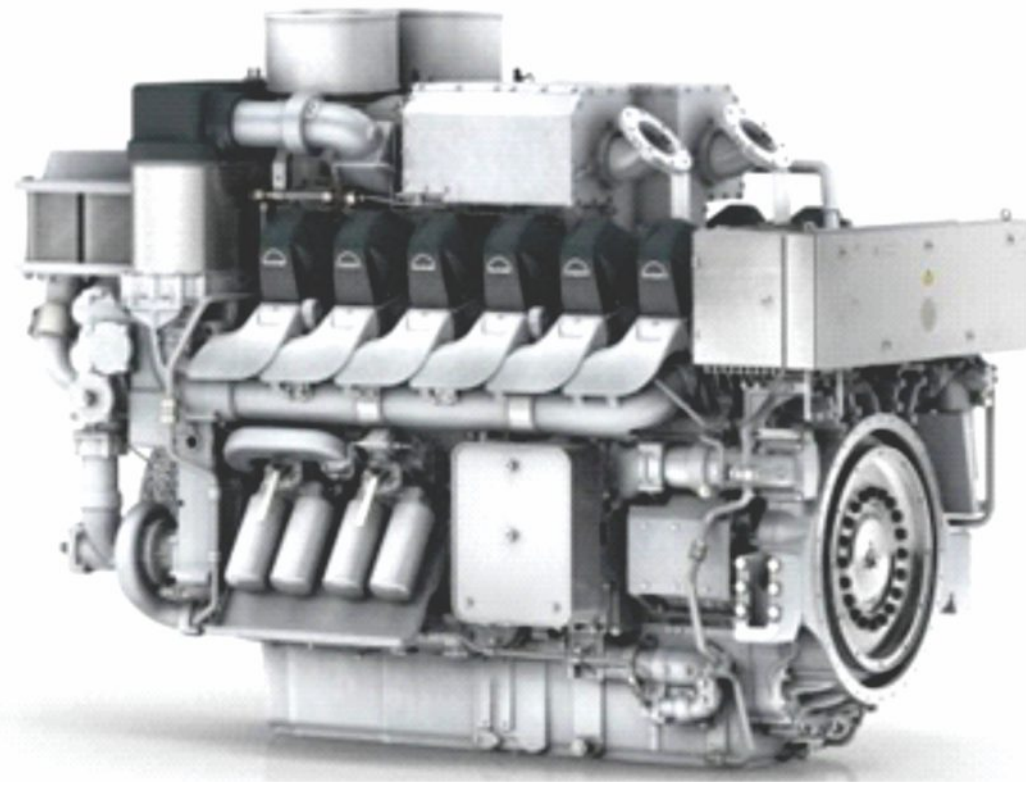
Oi really raised our engagement levels.”

Show Director David Ince added: “Once again, it was an immense privilege to bring together the global ocean science, technology, and engineering community here at Oi in London. With exceptional visitor numbers, all three days were high in energy and positivity, across the exhibition, the conferences, and the many networking events. It was particularly inspiring to see the sheer amount of new technology and innovation on show, alongside a diverse, international audience – proof that we are all working hard towards a common goal, to ensure a healthy, sustainable future for our oceans.

“We are already looking forward to Oi26 in two years' time from 10th to 12th March, with a commitment to evolve and expand the event, to introduce new features and topics, while building on the decades of history that have made Oceanology International successful. We will continue to strive to bring together the best the industry has to offer across the sectors, strengthening the bridge connecting the ocean's three pillars of industry, academia, and government, and looking towards the future with optimism.”



Svitzer Targets Methanol-Fuelled MAN 175DF-M Engine for Tug Application



THE FUTURE IS GREEN – WITH THE 175D MEOH-READY ENGINE.

MAN Energy Solutions and Svitzer have signed a Memorandum of Understanding (MoU) focused on the development of a methanol-fuelled version of the MAN 175D engine. Designated 175DF-M (Dual Fuel-Methanol), the MoU targets the finalisation of a field-test agreement

based on which a dual-fuel engine and plant equipment will be installed on board one of Svitzer's newbuild tugs.

Kasper Karlsen, Chief Operating Officer at Svitzer, said: "At Svitzer, we've set ambitious yet realistic, long-term targets



Pictured at the signing of the MoU (left to right): Kasper Karlsen, Global Chief Operating Officer, Svitzer; and Dr. Christopher Gross, Technical Project Manager – Projects Four-Stroke -Future Fuels, MAN Energy Solutions

operator as Svitzer. We are convinced that Svitzer is the right partner to start this common project with because we both have highly ambitious goals for decarbonisation and to maximally reduce our CO2 footprint. We therefore

to decarbonise our operations. In 2023 alone, we reduced the CO2 intensity of our global fleet by 24% and we're committed to making further progress through the use of low-carbon fuels like methanol, innovative engine technologies, and continuous changes of behaviour. The MoU signed with MAN represents an exciting opportunity to jointly secure valuable field experience focusing on the use of dual-fuel methanol engines within our fleet."

Svitzer has a long-standing relationship with MAN Energy Solutions, especially recently with the MAN 175D engine. In 2023, Svitzer selected the high-performance MAN 175D engines for its new TRAnverse tug design.

Ben Andres, Head of Medium- and High-Speed, MAN Energy Solutions, said: "We are very happy to enter into this agreement with such a high-profile

welcome this excellent opportunity to continue our cooperation with such an important 175D customer and look forward to the benefits it will bring for both parties."

Alexander Knafel, Senior Vice President, MAN Energy Solutions, said: "Svitzer has been working on its own low-emission concept for some time and this agreement brings this to the next level. Thus, the agreed timeline serves both companies' targets very well. Svitzer's tug operation is an excellent candidate for the field-testing of our newly developed MAN 175DF-M engine and I look forward to a close collaboration."

The next phase leading to the signing of the field-test agreement will focus on details of the fuel-supply system, engine-room design, exhaust after-treatment and engine-performance optimisation.

MARINE MEDICAL SOLUTIONS RAISES AWARENESS OVER IMPROPER USE OF ANTIBIOTICS ONBOARD VESSELS

Leading provider of medical support services for crews, Marine Medical Solutions (MMS), is concerned over the rise in crew members being given unnecessary antibiotics which may reduce the effectiveness of these vital medications in the future.

The company says that ships' Masters should ideally seek medical input whenever they feel the need to give seafarers antibiotics as this type of medication is only of benefit when treating a bacterial infection. Inappropriate or overuse of antibiotics does lead to antibiotic resistance and contribute to the emergence of antibiotic-resistant bacterial strains which will leave not only seafarers but also the wider population at greater future risk when they do develop a bacterial infection and this could eventually lead to economic losses for maritime.

Doctor Jens Tülsner, CEO at MMS, said, "We are witnessing a troubling trend where Masters and seafarers, with little medical knowledge, are resorting to antibiotics as a quick fix for various health issues onboard vessels. The improper use of antibiotics not only fails to address the root cause of the illness, for example it will have no impact on viral infections such as colds and influenza or other more serious illnesses, but may also leave users vulnerable to unnecessary and unpleasant side effects.

"Masters are expected to make difficult decisions based on limited medical knowledge and we would like them to feel free to seek professional medical assistance, such as telemedical consultations, when faced with health issues onboard. By doing so, we can ensure timely and appropriate medical care for seafarers, mitigating the risks of serious illnesses and economic losses," he said.

Ships' Masters have the authority to make medical decisions, including the administration of pharmaceuticals, but only receive scant medical training prior to taking command of a vessel and the associated responsibility for crew health and wellbeing. This lack of medical expertise has led to a concerning pattern where antibiotics are being handed out prematurely, prolonging

or exacerbating health issues rather than resolving them, says MMS, and in some cases, seafarers are even bringing their own antibiotics onboard and self-prescribing.

Failure to seek appropriate medical advice has resulted in a substantial number of seafarers with advanced stages of illnesses, requiring hospitalisation and repatriation. This not only places a significant financial burden on maritime companies but also disrupts operations and jeopardises the wellbeing of crew members, the company said.



DR JENS TÜLSNER
CEO and founder of Marine
Medical Solutions



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