



## 19 – 20. September 2023 Brussels

Summing up by Odd Rune Malterud 21.09.23

ESS2023 in Brussels with a joint ETF & the European Community Shipowners' Associations (ECSA) session on "Fair Transition and Human-Centred Decarbonisation for Seafarers."

Odd Rune Malterud, the Assistant Director and Technical Assistant of our affiliate, the Det norske maskinistforbund & chair of the ETF WG on Safety Security and Well-being of ships' crew, highlighted the importance of Health & Safety that needs to be the 1st priority when handling new, complex hybrid and zero-emission systems.

Political goals should go hand in hand with the technical facts. It is critical to ensure that workers are trained, prepared and protected, able to achieve the competency of basic STCW training, ship-specific training and onboard familiarisation, and to have sustainable manning.

The questions

- **What are the main challenges and key opportunities that the green and digital transitions present for seafarers?**

*In fact, seafarers are already educated, trained and used to cutting-edge technologies – subject to strict international emissions requirements!*

*We have deal whit automations since 1970, when we get the Engine Zero systems and MARPOL for 50 years!*

*The Chief Engineer has huge responsibility that the ship is complying with all the regulations of MARPOL, therefore, it is critical that the equipment is correct, and ship-*

*specific expertise is offered according to UNCLOS ARTICLE 94 Duties of the flag State, and the ISM Code!*

*The Master is in overall command of all personnel and operations and will be criminalized together with the Chief Engineer – not the politicians!*

*The challenge is that the politicians do not understand that we must have SAFE energy sources for propulsion, manoeuvring and operation of the ship also for the crew - and the emissions calculation from well to propulsion power is crucial to reach the sustainability goal -Political views must go hand in hand with technical facts!*

*That's why we have to cooperate so we can achieve the sustainability goals of the IMO and sustainable manning - onshore and offshore. - use existing regulations, don't wait for IMO - it is not distorting competition, but an investment!*

*Refer to IMO SDC 9/ WP.4 January 2023*

*Risk and Hazard analysis*

*Followed by 2023 IMO Strategy on Reduction of GHG Emissions from Ships*

*- a marching order to the maritime industry*

*IMO MSC 107 June 2023:*

*ISM is designed to be goal-based, generic and flexible, and it's a clear link through human element between the ISM Code and the STCW Convention*

*SOLAS Chapter II-2, oil fuel shall not jeopardize the safety of ships or adversely affect the performance of the machinery or be harmful to personnel.*

*Develop a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels.*

*(Ref. Characteristics, Construction, & Design, Environmental Effectiveness, Fire and explosion risks, Health and safety issues)*

*Follow up with MEPC 80 THE MARINE ENVIRONMENT PROTECTION COMMITTEE 80*

*2023 IMO STRATEGY ON REDUCTION OF GHG EMISSIONS FROM SHIPS*

*5.5 The Committee recognizes the need for a broad approach to regulating safety of ships using zero or near-zero GHG emission technologies, fuels and/or energy sources, including addressing the human element, to ensure a safe implementation of this Strategy.*

*5.6 Recognizing the impact this Strategy will have on seafarers and other maritime professionals, the Organization is further requested to assess its instruments, guidance and training standards to help ensure a just transition of seafarers and other maritime workforce that leaves no one behind.*

And - life cycle GHG intensity of marine fuels (LCA guidelines). The LCA guidelines allow for a Well-to-Wake calculation, including Well-to-Tank and [Tank-to-Wake emission factors](#), of total GHG emissions related to the production and use of marine fuels. (well to propeller)

You find everything you need in UNCLOS Article 94, use the existing IMO regulations as ISM and SOLAS chapter II-1

(Confirmed by Roel Hoenders, Head of Climate Action and Clean Air at International Maritime Organization, who also stated that the IMO is in fact the **flag states** and to criticize the IMO for spending many years on new regulations is their own bias. You don't need to wait for WW Mandatory regulations, which will also have to take care of the world outside the EU, use existing instruments with human and safety at the centre!)

- **What role does the Diversity and Inclusion plays in the fair transition?**

First step to be a seafarer is the Medical examination to be sure medically fit for duty on ships.

Second steps are The Certificate of Competency / Certificates of Proficiency

Third steps are respect for all your colleague who have passed these requirements regardless of gender, nationality, sexual orientation, gender identity or religion - because each one means only one thing **SAFETY** – It's all a safety ISSUE for yourself, your colleague, the ship and the environment.

We all must ensure gender neutral Career and competence development as well as employment opportunities for maritime positions, especially in the 24/7 society in the maritime space. Ref. ILO Convention No. 186 (MLC 2006), Regulations 2.7 and 2.8

MLC 2006 Regulation 2.7 deals with Seafarer Manning Levels. It is important that there are a sufficient number of seafarers employed on board a ship to ensure that it is operated safely, efficiently, with regard to Security and to take into account concerns about seafarer fatigue and the particulars of a voyage.

MLC 2006 Regulation 2.8 - Career and Skill Development and Opportunities for Seafarers' Employment to Promote Career and Skill Development and Employment Opportunities for Seafarers. The obligation to implement is generally directed to countries with an interest in developing their seafaring workforce.

Individually adapted work, protection and life-saving equipment must be offered - regardless of gender!

And remote operated ships shall be **manned** with STCW certificate holders with ship-specific course at management level, then this person who wants to serve on this type of ship can combine their competence with their family, keep their certificate and go to sea again - when the time comes!

Note: ECSA Vice-President, Karin Orsel commented that she was provoked by the word **manning**, and only wants to hear the word crewing to ensure equality. The word manning is

enshrined in UNCLOS 94 and has nothing to do in the fight for equality was supported by ICS, and the term SAFETY was particularly welcomed.



## Placing seafarers at the heart of European shipping!

[European Transport Workers' Federation](#), [European Community Shipowners' Associations \(ECSA\)](#) and [International Chamber of Shipping](#) are taking the stage for a session on “Fair Transition and Human Centred Decarbonisation for Seafarers” at the [European Shipping Summit \(ESS\)](#) .

As the shipping industry undergoes a profound transformation towards decarbonisation and green technologies, the demand for highly skilled workers is on the rise. Reskilling, upskilling and the cultivation of new skills are imperative for us to succeed in this transition. This will be the main topic of discussion at our [#ESS2023](#) session.

### speakers:

- [David Kerr](#), Member of Cabinet of Commissioner for Equality Helena Dalli
- [François Lambert](#), Director General, French Maritime Academy



- [Arvind Natrajan](#), Senior Marine Adviser (Crewing & Training), ICS
- [Odd Rune Malterud](#), Assistant Director and Technical Manager, Norwegian Union of Marine Engineers and chairman of the ETF WG on Safety Security and well-being of ships' crew
- [Lena Göthberg](#), Executive Producer of Shipping Podcast

ECSA Vice-President, [Karin Orsel](#), who will be delivering the opening keynote together with a special address from Commissioner for Equality Helena Dalli. ECSA Director for Shipping Policy and Trade, [Luisa Puccio](#), will moderate the event.



Placing seafarers at the core of the shipping industry is a first step towards a sustainable future of the sector, stated **Livia Spera, ETF GS**, at #ESS2023.

*With the industry now being more visible, the time has come to go beyond discussions: it's time to act!.*

*We need to invest more in health & safety and use the advantage of digitalisation to improve working conditions. Better working conditions for women and youth mean better working conditions for everyone, which is key for also tackling the persistent shortage of workers in the sector. Harassment on board remains a major issue that needs to be solved.*

### **Ricardo Batista**

Policy Officer DG-MOVE Waterborne Dept - Naval Architect/ Marine Engineer

### **[EU Fitfor55 maritime regulatory framework](#)**

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

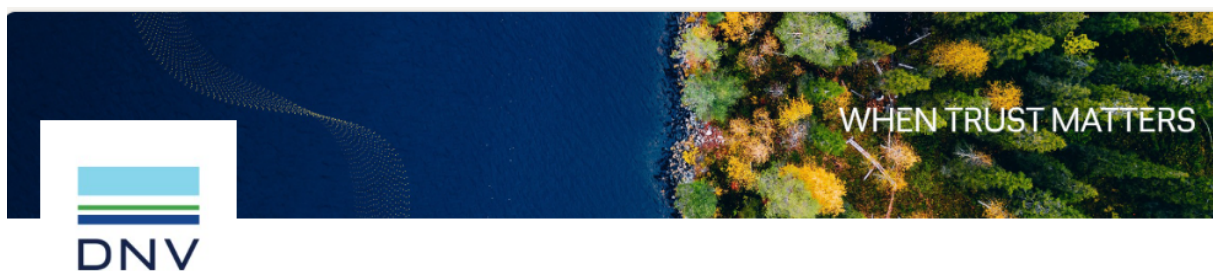
on the use of renewable and low-carbon fuels in maritime transport and amending

Directive 2009/16/EC



#### His main messages:

- 👉 **Without seafarers, shipping has no future. Together we can create a high skilled workforce in a sector that opens many career possibilities.**
- 👉 **Safety and security of seafarers comes always first on board. We need to ensure that seafarers are equipped to deal with new fuels and new technology.**
- 👉 **Digitalisation and decarbonisation will create new challenges for seafarers but also new career opportunities, especially for the new generations.**
- 👉 **We need to overcome the lack of diversity we have in the shipping industry. A diverse workforce will broaden our know-how and talent pool.**



[https://www.linkedin.com/posts/european-shipping-summit\\_ess2023-allhandsondeck-  
shipping-activity-7108465175665463296-  
O6yH?utm\\_source=share&utm\\_medium=member\\_desktop](https://www.linkedin.com/posts/european-shipping-summit_ess2023-allhandsondeck-<br/>shipping-activity-7108465175665463296-<br/>O6yH?utm_source=share&utm_medium=member_desktop)