

## TRAINING STANDARD FOR HANDLING ALTERNATIVE FUELS IN THE MARITIME SECTOR – RELEASED

With a 10-part scheme of work, **the Standard**, published free of charge by **The Nautical Institute**, provides guidance to training providers to offer programmes of learning that ensure seafarers will have the knowledge to handle bunkering of alternative fuels safely and confidently. “As the first milestone in the IMO’s [International Maritime Organization] 2023 GHG [greenhouse gas] strategy approaches with the requirement for between 5% and 10% of the world fleet expected to be powered by zero or near-zero GHG emission technologies, many shipowners have had to take a decision on how they will fuel their fleets before all the variables have been fully tested. The result is that we can expect vessels powered by a number of different fuels such as ammonia, methanol and hydrogen to be launching within the next few years before the IMO will be able to establish STCW [the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers] competency requirements,” underscored The Nautical Institute in a press brief. “This standard doesn’t replace the STCW requirements that will be established in the coming years. Rather, it seeks to offer interim support that bridges the gap until that time and, having been designed as a living document, it will be able to evolve with industry best practice,” added Capt **John Lloyd FNI**, CEO of The Nautical Institute.



### Training Standard for Handling Alternative Fuels in the Maritime Sector

Ammonia, methanol and hydrogen

A guide for trainers and training managers

## TT CLUB'S LATEST TT TALKS

The global insurance provider released this autumn a series of its TT Talks, covering a broad range of safety and legal topics concerning the transport & logistics sector. **Legal Eagle** reflects on relying on a ‘force majeure’ clause; **Slips, trips and falls** focuses on the most common safety-related incidents faced by businesses operating in the supply chain; four other ‘managerial’ TT Talks look at **asset management in the face of climate change**, **leadership in supply chain risk management**, **spare part inventory management**, and at **port environmental sustainability from a ballast water management** point of view; another TT Talk delves into **incident response strategies for logistics**. The two latest highlight the **UNCITRAL project** (on negotiable cargo documents and electronic cargo records) and the importance of **personal protective equipment** (as the last line of defence).

## THE INTERNATIONAL MEDICAL GUIDE FOR SHIPS – IN NEED OF UPDATING

Marine Medical Solutions is calling on the **International Maritime Organization (IMO)** to update the May 2007-published Guide, which it sees as essential for providing medical care on board ships and that serves as the primary reference for pharmacies that supply the list of essential medicines for seafarers. The company has raised concerns about the outdated nature of the Guide, emphasising that advancements in medicine over the past 15 years have not been reflected in the current recommendations. “[...] without regular updates from the IMO, seafarers are at risk of not receiving the most effective care. A doctor’s insight is crucial in ensuring that the medical supplies on board are not only adequate but also improved for current medical standards,” underlined Doctor **Jens Tülsner**, CEO of Marine Medical Solutions. His company outlines that flag states and other organisations have become active in improving the situation, e.g., the **Maritime Medical Service** of the German Flag published a completely revised version of the Maritime Medical Handbook for ships flying the country’s flag in 2019/2020 (German/English version), including adaptations of the medical equipment on board. In 2023, the **International Chamber of Shipping** provided a new handbook aimed at improving onboard medical care. However, Marine Medical Solutions notes that none of them have been adopted by the IMO. “By updating the Guide and ensuring that it reflects modern medical practices, we can provide better support and care for seafarers, who often face challenging and isolated conditions at sea,” Doctor Tülsner urges the global body.

## KNOW YOUR CUSTOMER!

Following a multi-year development project, **Baltic Exchange** has partnered with **Moody’s** to launch the **Know-Your-Customer (KYC)** data platform for the maritime sector. The initiative utilises the latter’s Orbis for Compliance database, which covers over 445 million entries both in shipping and non-shipping, along with its Global Regulatory Information Database (GRID) that provides 12m+ records on known or suspected corrupt private and public sector figures, fraudsters, illicit financiers, money launderers, and more. “KYC is a regulatory requirement in the banking and financial services sectors to ensure businesses do their due diligence on customers to prevent fraud, money laundering, and terrorism financing. With shipping a vital part of global commerce, the need to manage the risk of fraud and compliance with regulatory sanctions have become paramount, particularly surrounding reputational management and liability issues,” Baltic Exchange said in a press release. KYC is available to both members and non-members who can purchase credits in order to undertake the required checks and scans (with the former receiving a discount when using the platform).