



DAY OF THE  
SEAFARER  
—25 JUNE—

GREEN AWARD

# Happy Seafarer Day

## Do seafarers have the right skills to protect marine environment?

Seafarers spend a great deal of time at sea and are a big part of the solution when it comes to protecting the marine environment, as is stated by the International Maritime Organisation (IMO). At the occasion of the inter-national Day of the Seafarer we elaborate on what is required for our seafarers.



Although seas are being polluted by many ways, for protecting the marine environment by the shipping industry itself, much depends on the “green” skills of the seafarer and company policies. Having these skills is not self-evident. New environmental regulations for the maritime sector, as well as the impact of technology and digitalisation, are changing the skill sets required for jobs at sea and in the maritime sector ashore.

Recently, as outcome of EU co-funded project [SkillSea](#), it is recommended that maritime profes-

sionals need to be up- and re-skilled on a large scale. Rapid emerging technologies, digital transformation on ships and in ships operations, and an increased focus on sustainability require future-proof skills, including “green” skills. Modern technology and skills must be used to repositioning maritime shipping professions, is advised.

At the same time, seafarer labour market is tightest on record. Officer supply shortfall has reached a record high and is not expected to improve. This will lead to manning cost inflation re-

ording to the latest Manning Annual Review and Forecast.

So, are seafarers *capable* of being “a big part of the solution” when it comes to protecting the marine environment?

At Green Award we look at quality, safety and environmental performances of ships, their crews, and their owners. We use the UN -SDG’s as our compass for setting our certification requirements and more and more determine the links with ESG. To a certain extend the seafarers do play an important role in implementing companies policies.

Continued on page 2

The Day of the Seafarer was established in a resolution adopted by the 2010 Diplomatic Conference of the International Maritime Organization in Manila to adopt the revised STCW convention. Its stated purpose is to recognize the unique contribution made by seafarers from

## Day of the Seafarer

all over the world to international seaborne trade, the world economy and civil society as a whole. The resolution "encourages Governments, shipping organizations, companies, shipowners and all other parties

concerned to duly and appropriately promote the Day of the Seafarer and take action to celebrate it meaningfully". Day of the Seafarer is recognized by the United Nations as an observance day.

See the [video message](#) of IMO Secretary-General Kitack Lim.

*Continued from page 1*

In our international staff we have colleagues with a background as seafarer. Although most of the Green Award surveyors are shore based for a while, we've asked them for their contribution on protecting the marine environment during their career at sea.

**Surveyor Glenn Raes (at sea as master, until 2022):** "To be honest, nothing in particular. On board we did everything to comply with legislation, but nothing extra. Could I have done more? Perhaps I could have created some more awareness."

**Surveyor Hamed Bashiri (at sea as chief engineer until 2019):** "I always made sure that engine department staff should follow the rules, regulations and precautions related to marine environment. I have paid attention to colleagues to avoid getting into situations where they can cause problems due to fatigue or other reasons to prevent environmental pollution by human errors. And of course, I've made sure all machineries related to marine environment are in good conditions. Doing more in that time

was possible. More meetings with the engine room staff related to marine environment protection. I could also have more contribution with the company and giving more suggestions to make marine environment more protective."

**Certification officer Nicolai Kudriavtcev (at sea as 2<sup>nd</sup> officer until 2022):** "It is annoying to see plastic everywhere at sea or ashore. In my last company it was promoted to stop using plastic onboard voluntary. By not using bottled water you must use drinking water from the ships freshwater tank. This water is de-salted and de-mineralized. There were a lot of complaints from the crew regarding that drinking water. But I skipped bottled water,



and never bought plastic bottles onboard again. I also once prevented oil from leaking overboard due to a leak in the hydraulic system on the main deck.

The first mate was happy because he planned to clean the main deck. If the leak had not been noticed, a lot of oil would have entered the water. The oil was removed using chemically

## Pelican salvage

*"While sailing through the Pacific Ocean seafarers could observe a lot of birds. They are flying to a ship to survive - to find some food and a warm place. Some birds are quite big, such as pelicans. Once our captain noticed a pelican was stuck between some frames on the main deck, perhaps the mother or father of a whole family. I was around and decided to help to save this pelican "family feeder". It was quite a challenge because the bird was big, and even could bite. We managed to free the bird and it flew away to the family. That was a small contribution, but huge things consist of small particles."*

**Nicolai Kudriavtcev**

## FACTS ON POLLUTION

- According to the International Maritime Organization (IMO) the average age of commercial cargo vessels worldwide is over 20 years.
- Since 2010 on average six oil spills (with each over 700 tons oil spilled) are recorded annually. Fifty years ago about 79 spills were recorded per year. Last year approximately 26,000 tonnes of oil were spilled, half of it at three incidents.
- At present world's 100.000 commercial vessels consume around 300 million tons of fuel every year making shipping accountable for around three percent of global CO<sub>2</sub> emissions. And there's pollution by discharging ballast water, wastewater, solid waste, bilge water, and sound.
- Plastics are the largest, most harmful, and most persistent fraction of marine litter, accounting for at least 85 per cent of total marine waste. It's predicted that plastic pollution in oceans will continue to grow and could be more than doubled by 2030.

Don't forget ships transport 80 percent of all goods we prefer to have or buy. (Source: IMO)

## "Seafarers must be able to cope with new technologies"

*"Technology in shipping has advanced and changed significantly in recent years. Seafarers must be able to cope with these changes. Conventional training must adapt to these changes. There is still some work to be done on that point. New technologies brought to ships must be such that seafarers can handle them. In the event of emergencies and for finding and solving problems, these technologies should not be too complicated."*

Hamed Bashiri

## Seafarer's happiness is "fairly high"

Seafarers are happy, although their overall happiness dropped just a little bit over the first quarter of 2023. The impact of Covid has hit the general happiness of seafarers hard. According to the [Seafarers Happiness Index](#) of the [Mission to Seafarers](#) the morale at sea is now "fairly high" never the less the general level of happiness which was on the rise - last year to 7.72 (out of 10), 0.4 point better than the year before – has dropped to 7.1 in the first months of this year.

There are still issues that need to be fixed, and although seafarers appear to be more optimistic than previously, there remain persistent issues, such as workload, mental health impacts, and the stresses of a difficult job to contend with.

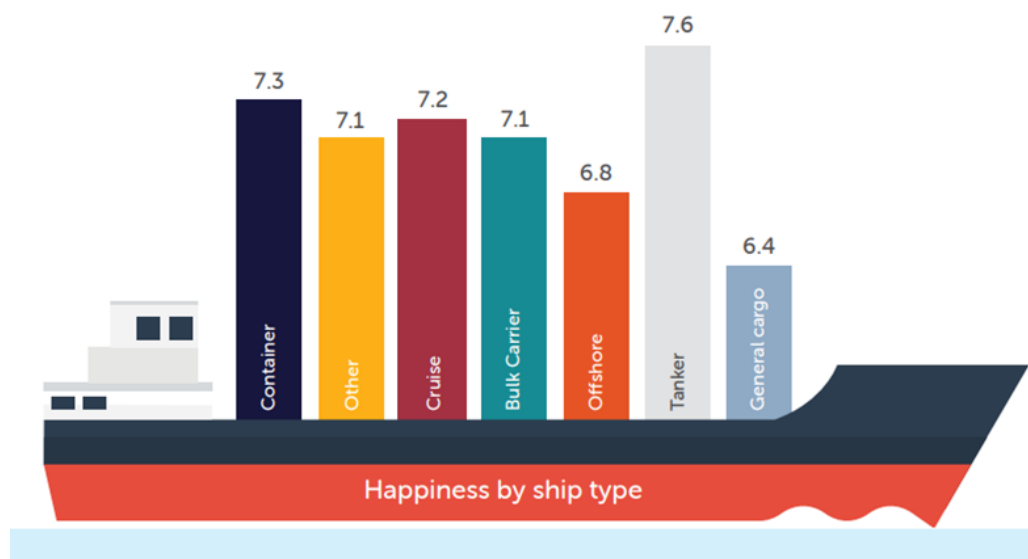


Illustration: Seafarers Happiness Index