

2025 April 10

Newsclips



**MASTER MARINERS
OF CANADA**

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Fincantieri and Viking unveil the world's first hydrogen-powered cruise ship 9 April 2025

Fincantieri is proud to announce the launch of the world's first hydrogen-powered cruise ship, the 'Viking Libra', in partnership with Viking. Currently under construction at Fincantieri's Ancona shipyard, this groundbreaking vessel will utilise onboard-stored hydrogen for both propulsion and electricity generation, with delivery scheduled for the end of 2026.

The Viking Libra will feature a gross tonnage of approximately 54,300 tons, a length of 239 metres, and the capacity to accommodate up to 998 passengers in 499 staterooms. Designed with sustainability at its core, the ship will operate with zero emissions, enabling access to even the most environmentally sensitive areas (pictured: Viking Star in Flam, courtesy Viking).

The vessel's state-of-the-art hydrogen propulsion system, combined with advanced fuel cell technology, will generate up to six megawatts of power, setting a new benchmark for the decarbonisation of the cruise industry.

In addition, Viking's upcoming Viking Astrea, also under construction at the Ancona shipyard and scheduled for delivery in 2027, will be powered by hydrogen as well.

This major achievement is made possible by Fincantieri's expertise in integrating cutting-edge technologies. A key contributor is Isotta Fraschini Motori (IFM), a Fincantieri subsidiary specialising in fuel cell technologies, which will provide tailored solutions for the Viking Libra. The ship will also feature innovative hydrogen loading and storage systems, further enhancing operational efficiency.

Additionally, Fincantieri and Viking have signed an agreement for the construction of two new cruise ships, with delivery slated for 2031, further strengthening their longstanding and successful partnership.

Pierroberto Folgiero, CEO and Managing Director of Fincantieri, stated: "With the Viking Libra, we are not only delivering the world's first cruise ship powered by hydrogen stored on board, but we are also reinforcing our commitment to shaping the future of sustainable maritime transportation.

"Furthermore, we are thrilled about Viking's decision to expand its fleet with the order of two additional ships, which reaffirms the strength of our partnership, and the trust placed in our expertise. This new order is a testament to our shared vision for a more sustainable cruise industry, as together we continue to set new standards for innovation and responsible shipbuilding."

*IAL Comment: WOW! This is why Canada needs LH2 production.
We've got the power!*



[Lynda Crothers](#) KIVALLIQ W upbound passing Cape Vincent, Wolfe Is, Wed. afternoon, 12:30, April 9 safe trip!

Import cargo levels at US container ports to drop sharply amid sweeping new tariffs

By Maritime Magazine 2025 April 09



WASHINGTON - With sweeping tariffs now imposed on all U.S. trading partners, import cargo at the nation's major container ports is expected to drop dramatically beginning next month, according to the [Global Port Tracker](#) report released today by the National Retail Federation and Hackett Associates.

“Retailers have been bringing merchandise into the country for months in attempts to mitigate against rising tariffs, but that opportunity has come to an end with the imposition of the ‘reciprocal’ tariffs,” NRF Vice President for Supply Chain and Customs Policy Jonathan Gold said. “Tariffs are taxes on U.S importers ultimately paid by consumers. They are creating anxiety and uncertainty for American businesses and families alike with the speed at which they are being implemented and stacked upon each other. At this point, retailers are expected to pull back and rely on built-up inventories, at least long enough to see what will happen next.”

Following tariffs on China, Canada and Mexico announced earlier this year, President Donald Trump last week set a minimum tariff of 10% on all U.S. trading partners and “reciprocal” tariffs as high as 50% on dozens of nations. China has since announced tariffs on U.S. goods, prompting President Trump to announce additional tariffs on China, bringing the base rate to 104% just for the national emergency tariffs. The rate goes even higher when the base tariff rate and earlier Section 301 tariffs are added in.

As a result, imports during the second half of 2025 are now expected to be down at least 20% year over year, Hackett Associates Founder Ben Hackett said. Even balanced against elevated levels earlier this year, that could bring total 2025 cargo volume to a net decline of 15% or more unless the situation changes.

“In this environment of complete uncertainty, our forecast for import cargo will be subject to significant adjustments over the coming months,” Hackett said. “At present, we expect to see imports begin to decline by May and that they will drop dramatically during the remainder of the year.”

U.S. ports covered by Global Port Tracker handled 2.06 million Twenty-Foot Equivalent Units - one 20-foot container or its equivalent - in February, although the Ports of New York and New Jersey have yet to report final data. That was down 7.5% from January but up 5.2% year over year. It was the busiest February in three years even though the month is traditionally the slowest of the year because of Lunar New Year factory shutdowns in China.

Ports have not yet reported March's numbers, but Global Port Tracker projected the month at 2.14 million TEU, up 11.1% year over year. April - which includes cargo shipped before the new tariffs were announced - is forecast at 2.08 million TEU, up 3.1% year over year. But May is expected to end 19 consecutive months of year-over-year growth, dropping sharply to 1.66 million TEU, down 20.5% from the same time last year. June is forecast at 1.57 million TEU, the lowest volume since February 2023 and a 26.6% drop year over year. July is forecast at 1.69 million TEU, down 27% year over year, and August at 1.7 million TEU, down 26.8%.

Before the latest round of tariffs was announced, April was forecast at 2.13 million TEU, up 5.7% year over year; May at 2.14 million TEU, up 2.8%; June at 2.07 million TEU, down 3.2%, and July at 1.99 million TEU, down 13.9%.

The current forecast would bring the first half of 2025 to 11.73 million TEU, down 2.9% year over year rather than the total of 12.78 million TEU, up 5.7% year over year, that was forecast before the tariffs announcement.

Imports have been elevated since last summer, first as retailers brought in cargo ahead of an October strike at East Coast and Gulf Coast ports and then in anticipation of an escalation of tariffs after the November elections. Imports during 2024 totaled 25.5 million TEU, up 14.7% from 2023 and the highest since 2021's record 25.8 million TEU during the pandemic.

Global Port Tracker, which is produced for NRF by Hackett Associates, provides historical data and forecasts for the U.S. ports of Los Angeles/Long Beach, Oakland, Seattle and Tacoma on the West Coast; New York/New Jersey, Port of Virginia, Charleston, Savannah, Port Everglades, Miami and Jacksonville on the East Coast, and Houston on the Gulf Coast.

LATE NEWS: Early this afternoon, President Trump somewhat softened his tariff warfare, announcing a 90-day pause in the “reciprocal tariffs” to all countries announced last week. All rates have been lowered to 10 per cent. But he has escalated tariffs on Chinese imports to 125 per cent.



(Photos of Port of Long Beach and NY/NJ)

IMO Legal Committee addresses key maritime issues at the 112th session

Published BIMCO 2025 April 01

The Legal Committee (LEG) of the International Maritime Organization (IMO) convened for its 112th session from 24 to 28 March 2024 at the IMO Headquarters in London.

The recent session of the IMO Legal Committee saw significant discussions and developments across a range of maritime issues impacting shipping and particularly seafarers. Key topics included the adoption of guidelines for the fair treatment of detained seafarers, rising concerns over seafarer abandonment, and progress on the 2010 HNS Protocol. Additionally, the committee addressed ongoing security threats in the Black Sea, fraudulent ship registrations, and the regulatory challenges posed

by maritime autonomous surface ships (MASS). These initiatives reflect the committee's continued commitment to enhancing maritime safety, security, and fairness in the industry.

Guidelines for Fair Treatment of Detained Seafarers Adopted

A key outcome of the IMO Legal Committee's recent session was the adoption of guidelines to ensure fair treatment of seafarers detained on suspicion of crimes. For more details, see the article [Guidelines for Fair Treatment of Detained Seafarers Adopted by IMO's Legal Committee.](#)

Financial Security in Case of Abandonment of Seafarers

The IMO Legal Committee expressed significant concerns over the alarming rise in seafarer abandonment cases, with 310 new incidents recorded in 2024 alone, surpassing previous years. Of these, 144 lacked mandatory financial guarantees for repatriation, leaving 3,133 seafarers stranded across 282 vessels. This surge in cases highlighted the urgent need for stricter enforcement of the Maritime Labour Convention (MLC), particularly its financial security provisions. The Committee acknowledged the efforts of the ILO, IMO, and ITF but stressed the importance of improving compliance with the MLC and the accuracy of reporting in the IMO/ILO joint database, which is an essential tool for resolving abandonment cases.

Delegates emphasised the emotional and psychological toll on abandoned seafarers and called for more rigorous monitoring and timely responses. They also recommended enhanced coordination among stakeholders, the establishment of national contact points to aid repatriation and the need for concentrated inspections on financial security. Member states were urged to ratify and implement international instruments, with additional campaigns to raise seafarers' awareness of their financial security in case of abandonment. The Committee also highlighted the importance of updating the IMO/ILO joint database to improve coordination and the timeliness of responses.

Advancing the Entry into Force of the 2010 HNS Protocol

The IMO Legal Committee reviewed progress on the 2010 HNS Protocol, highlighting efforts to increase ratifications and facilitate its entry into force. The protocol, which addresses compensation for damage caused by hazardous and noxious substances (HNS) transported by ships, is nearing its required ratification threshold.

Currently, eight contracting states have signed the Protocol, with just four more needed to meet the entry-into-force requirements. Delegations from Belgium, Germany, the Netherlands, Sweden and Finland shared updates on their coordinated progress toward ratification. The committee acknowledged the importance of the HNS Convention in completing the IMO liability and compensation framework, which will also cover alternative fuels such as ammonia, ethanol, biodiesel and other new components that comprised alternative fuels, transferred as cargo. In conclusion, the Committee urged member states to ratify the 2010 HNS Protocol as soon as possible to ensure its smooth implementation.

Impact on Shipping and Seafarers of the Situation in the Black Sea and the Sea of Azov

The Committee discussed the impact of the ongoing conflict on shipping in the Black Sea and Sea of Azov, highlighting severe disruptions to marine safety, the environment, and the well-being of seafarers. Member states expressed concerns about the threat to navigation, marine infrastructure, and global supply chains. The Secretary General reported progress on a resolution supporting technical assistance for safety and environmental protection in the region. States reaffirmed their commitment to maritime safety while some raised concerns about the political nature of the discussions. The Committee aims to continue addressing the challenges faced by the maritime sector.

Combating Fraudulent Ship Registrations

The Committee discussed measures to prevent fraudulent ship registrations and registries, building on prior reports and the work of a Correspondence Group. The UK coordinated efforts on developing guidelines for ship registration that focus on safety, security and environmental protection. The Committee aims to adopt a holistic approach to address fraudulent practices and enhance data sharing. It was agreed to add a new output to the 2026-2027 biennial agenda, focusing on developing guidelines or best practices for ship registration, with a target completion year of 2027. Further work on the topic will include contributions from other committees and the IMO Secretariat. The importance of international consistency and transparency in registration processes was also highlighted to mitigate fraud and improve maritime safety.

A New Working Group Established to Conduct a Regulatory Scoping Exercise

The Legal Committee has proposed a regulatory scoping exercise to address the issue of illegal operations in the maritime sector by the "dark fleet" or "shadow fleet." The proposal aims to review IMO conventions and identify potential loopholes, while developing actions to prevent fraudulent registrations and unlawful operations including substandard vessels. In response, discussions highlighted the need for a comprehensive approach, calling for a new output and a working group to assess the situation.

The Committee also considered updates on fraudulent ship registrations, including a review of the GISIS data system to ensure accuracy and facilitate corrections by ship registration authorities. The working group will develop a new output for the regulatory scoping exercise and submit its findings by March 2025. This initiative aims to improve the enforcement of maritime regulations and address substandard shipping practices effectively.

Work Concluded on Liability and Compensation Guidance

The IMO Legal Committee reviewed the work of the Correspondence Group on guidance for accepting insurance certificates and financial security providers under

the Athens Convention Relating to the Carriage of Passengers and Their Luggage by Sea, 2002. Noting the convention's unique complexities and the limited availability of war risk insurers, the Committee agreed that additional guidance was not needed at this point. Instead, it was stated that the states may refer to existing guidelines in LEG.1/Circ.16 for non-war risks. With this decision, the Committee concluded its work on the "Guidance for the Proper Implementation and Application of IMO Liability and Compensation Conventions" and marked the output as completed.

Considerations on Maritime Autonomous Surface Ships (MASS)

The IMO Legal Committee continued to discuss key legal considerations for Maritime Autonomous Surface Ships (MASS) at this session. The Joint MSC-LEG-FAL Working Group on MASS (MASS-JWG 3) concluded its work, recommending that further meetings be held only if requested. Delegates examined legal issues such as UNCLOS compliance, search and rescue obligations, jurisdiction over remote operations centres, workforce impacts, regulatory standardisation and liability frameworks. The Committee approved the MASS-JWG 3 report, aligned its roadmap with MSC 109's timeline for the MASS Code, and extended the target completion year to 2027, deferring guidelines development for now.

Legal Committee Explores Liability for Alternative Fuels

The Legal Committee has reviewed a proposal from a member state to explore the suitability of IMO liability and compensation regimes for alternative fuels such as ammonia, hydrogen, and methanol. As the adoption of these fuels grows, there is an increasing need to assess whether existing legal frameworks can effectively address the risks posed by these fuels. Delegates highlighted that such an assessment is crucial to build confidence in alternative fuels, which are vital for IMO's decarbonisation goals. The proposal received strong support, with members agreeing to include it in the 2026-2027 agenda. The committee will conduct a gap analysis to determine whether new legal instruments are necessary or if amendments to existing frameworks are sufficient, with a target completion year of 2027.

BIMCO strongly supports this proposal, recognising the need for a clear legal framework to support the safe adoption of alternative fuels. This work will also complement ongoing safety and environmental efforts at MSC and MEPC, ensuring liability and compensation remain integral to the decarbonisation journey.

Discussions on Expanding the Scope of Maritime Security Threats

A member state's proposal to address a wider spectrum of maritime security threats, including terrorism, cyberattacks, and transnational crimes, was considered by the Legal Committee. While piracy remains a core issue, the evolving security landscape calls for a broader, more holistic approach to maritime threats from a legal perspective. Supporters of the proposal emphasised the need for IMO to prioritise these issues, with consideration of the economic implications for member states. Some discussions focused on clarifying the scope and the role of other IMO bodies such as the MSC. The committee has agreed to include the proposal in its

post-biennial agenda, aiming for completion by 2027, and will invite additional proposals for further consideration.

[See more information about the Legal Committee meeting.](#)



Ships and crew in danger in drug threat ports

Published BIMCO 2025 March 7

If drugs are found on a ship in certain ports, the crew risk extreme prison sentences. Limited understanding of merchant ship operations can lead judges to believe that hiding drugs onboard or attaching them to the ship's hull is impossible without the crew's knowledge.

Misguided assumptions

The international shipping industry needs to be alerted to the substantial risk of unwarranted arrests and severe prison sentences associated with docking at certain ports around the world. Additionally, the slow pace of legal procedures in certain countries can detain crew members and shipowners for many months.

Lately, there have been instances where ships and their crews arriving from South and Central America have been detained seemingly without valid justification. In two recent court cases, crew members were given very long prison sentences with judges concluding that hiding drugs onboard or attaching them to the ship's hull is impossible without the crew knowing. Such instances are both concerning and surprising. In many jurisdictions, drugs found on board or attached to the underwater hull would not be considered evidence connecting the crew to hiding the

drugs on board their ship. Unfortunately, and disappointingly, other jurisdictions take the opposite view.

Smugglers' modus operandi

With the increase in coca production, especially in Colombia, the maritime industry is increasingly targeted by drug smugglers looking for opportunities to get their product to market, typically in the US or Europe. All types of ships are at risk, and ports across South and Central America are exploited for smuggling purposes.

Port perimeter security measures appear to offer little protection for the ship; drugs can make their way onto the ship in several different ways:

- Hidden on board by shore staff or, in some cases, crew members. Such perpetrators are often coerced as opposed to cooperating with criminals for financial gains
- Attached to the hull by divers and removed again by divers when the ship reaches its destination
- Hidden in shipping containers before loading
- Hidden directly in cargo holds during loading
- Hidden in the cooling units of reefer containers
- Hidden in chain lockers
- Hidden in manholes.

Sometimes, drugs are hidden in containers during its journey to the end destination. This method is referred to as a rip-on/rip-off operation. Neither the shipper nor the consignee is aware that their shipment is being used to smuggle illicit cargo. For this method to be successful, there will likely be actors in the country of origin or the transshipment port as well as in the destination country.

Practical security measures

It is often incredibly difficult for the crew to completely prevent the ship from being used by drug smugglers but there are measures that can be taken to reduce the risk:

- Provide education and regular briefings to crew on how smugglers operate
- Undertake systematic searches of the ship and cargo in connection with port calls, including using sniffer dogs if available
- Increase vigilance during port stays e.g. locking doors and compartments of the ship during loading for areas not in use, deploying extra watchmen or extending the use of electronic surveillance such as CCTV
- Conduct an underwater search of the hull immediately prior to departure.

Taking the above measures may reduce the risk but they are by no means a guarantee that drugs will not be hidden onboard by smugglers. An exacerbating issue is the occasional complicity of law enforcement, port officials and security operators making it virtually impossible for the crew to ensure that no drugs are hidden on board or attached to the hull.

Summary

A number of Turkish ports, particularly on the Black Sea, have recently been drawing attention due to their lengthy legal processes and long sentences; 30 years in two cases. We are aware of other ongoing criminal investigations in Türkiye and other countries, including Colombia.

BIMCO is committed to raising awareness on this critical issue and both supports and advocates for the fair treatment of seafarers in all respects.

BIMCO Approves Revisions to War Risk Clauses

April 9, 2025



Photo: European Union Naval Force - Operation Aspides

The Documentary Committee of BIMCO has approved revisions to its War Risk Clauses to reflect changes in the geopolitical challenges facing the shipping industry.

The Documentary Committee reviewed the existing BIMCO War Risk Clauses and agreed on the updated versions,

[BIMCO War Risk Clause for Voyage Charter Parties 2025 \(VOYWAR 2025\)](#) and the

[BIMCO War Risk Clause for Time Charter Parties 2025 \(CONWARTIME 2025\)](#).

A revision of BIMCO's War Cancellation Clause 2004 was also considered but the subcommittee decided that the clause is fit for purpose.

"We consistently revise our clauses to ensure they are up to date for this global industry. The revisions to the War Risks Clauses are essential to accurately reflect the dynamics of conflicts today, not least the war in Ukraine and recent attacks on shipping in the Red Sea," says Nicholas Fell, Chairperson of BIMCO's Documentary Committee.

The subcommittee working on the revisions ahead of the Documentary Committee has also discussed war risk insurance aspects and addressed topics such as the responsibility for premium payment and transparency of the premium payable by

charterers to the owners. The premium payment is the additional premium payable for entering into a high-risk area such as the Red Sea at times when the Houthis have targeted commercial ships in the area. The intention of the revision is to ensure clarity and balance in the additional premiums charged by shipowners.

Also, the subcommittee has introduced a new calculation method for additional freight addressed in the War Risks Clause for Voyage Charter Parties. The aim is to improve its commercial viability and make the calculation suitable also for situations requiring re-routing due to unsafe passage and not only due to unsafe load or unsafe discharge ports.

“In revising our War Risk Clauses, our focus has been on the constant challenges and threats to the way our industry operates. However, we have at the same time aimed to introduce as few changes to the clauses as possible, as they are widely used and recognized within the industry,” says Stinne Taiger Ivø, Deputy Secretary General at BIMCO.

La mise en cale sèche du F.-A.-Gauthier en vidéo

Par [Johannie Gaudreault](#) 8:00 AM - 5 avril 2025

Temps de lecture : 1 minute



Capture d'écran de la vidéo publiée le 4 avril par Chantier Davie.

L'équipe du Chantier Davie a procédé à la mise en cale sèche du F.-A.-Gauthier, traversier qui relie Matane-Baie-Comeau-Godbout, la semaine dernière. Elle a documenté cette opération en vidéo (voir ci-dessous).

« Cette cale sèche réglementaire permet d'effectuer des travaux de maintenance et d'inspection », rappelle la Société des traversiers du Québec (STQ), précisant que la cale sèche du navire sera ensuite certifiée par la société de classification maritime Lloyd's Register, elle-même déléguée par Transports Canada.

C'est avec plus de deux jours d'avance sur le calendrier que le traversier a pu être mis en cale sèche. « L'opération s'est déroulée de façon impeccable, alliant précision, sécurité et efficacité - un véritable travail d'équipe », commente Chantier Davie sur ses réseaux sociaux.

<https://youtu.be/BRdjNzF8riM>

More Shocks

Posted by [Mac](#) 2025 April 9

Shipping companies and ports have already begun to feel the effect of tariffs on goods and on certain (Chinese built) ships. The United States of America has imposed these tariffs in the misinformed and misguided belief that they will benefit the USA. In fact the tariffs will have the effect of isolating the US from coming to terms with itself and its neighbours and from finding ways to share the planet peacefully.

The latest shocker - if it is possible to be shocked anymore - follows on the US's earlier decision to withdraw from the Paris Climate Agreement. It has now removed itself from meetings of the Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO). Those groups are attempting to reduce emissions - particularly from ships - to net zero by 2050.

In a supremely illogical statement the US claims that the effort to reduce emissions is an attempt to redistribute wealth under the guise of environmental protection by unwisely promoting the use of hypothetical and unproven fuels.

The truth of course is the very opposite: the US is attempting to concentrate wealth by continuing to use (its own) fossil fuels at the expense of the environment and of other countries.

In recent days in the Port of Halifax we have seen:

1. A ship fueled by LNG (still a fossil fuel) but which can be adapted to a future fuel.



*Is the **Lake Shirasagi** an expensive exercise in "green washing" by a leading auto manufacturer or is its alternate fuel and shore power capability progress? There is the irony of a pier full of wind generator tower components with a wind propelled ship also alongside.*

2. The same ship equipped to use shore power (too bad that power here is largely fossil fuel generated and is not available at most piers anyway.)

3. A Fleckner rotor propelled ship, delivering components for offshore wind turbine power generation.



*The **E-Ship 1** uses windpower for direct propulsion.*



Notice those red and white striped power plant chimneys in the background. They are from the natural gas fueled power plant in the background (the white tanks at lower left store back up heavy fuel which is used when market fluctuations or pipeline interruptions dictate.)

4. An ancient (by shipping standards) container ship arrived spouting particulates with impunity.



MSC Ingrid, built in 1999, "steams" into Halifax April 5.

5. The Port (and other Canadian ports) bragging about the opening of another cruise ship season - surely the most senseless and unneeded use of fossil fuels - even if the ship and or port has shore power available. How can cruise ships be condoned in the era of climate emergency?



More irony?

Newsclips 2025 April 10

From Captain Ivan Lantz lantzivan@gmail.com 438 821 7288

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- To encourage and maintain a high and honourable standard of ability and professional conduct among mariners;
- To develop education, training and mentoring programs for seafarers and cadets;
- To provide input into national and international groups in matters concerning the safety, operation and regulation of ships and their crews;
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