

OFFSHORE C.S. NEWS “THE TIP” MARITIME



Message from the Executive Director

We wish to bring to awareness of esteemed Owners and stake holders that – ship management is a discipline where cost benefits in all spheres of management activities need to be achieved at all costs, else costs escalate to sky high. By wrong decisions and planning – lots and lots of finances simply get wasted or run down the drain, which otherwise could have been controlled by proactive and planned steps.

Systems are only effective when tried and tested over the period of time and proven to be effective and we must trust such systems. Hence weightage to be justifiably laid on the proven results.

This quarter our team is getting engaged with taking delivery of two AHTS vessels. Preliminary preparations are on. Based on feedback from our esteemed clients we have taken the steps to position – one experienced manager in Nigeria to be the point of direct contact to address any concerns from Oil Owners and Oil Companies. We sincerely hope that this step will further boost our commitment to reinforce client’s relationship.

We are aware that Nigeria has ratified implementation of BWMS on vessel operating within its territory, nevertheless it is a difficult and costly proposition for Owners to implement such mandatory requirement, pleased to advise that CSO has devised necessary tools to address the BWMS implementation on offshore vessels which can waive such requirements without affecting vessels operations anywhere. However, this would apply to certain specific vessel type only. We are ready to assist Owners in dealing with any concerns in respect of such implementation plan.

Lastly, we are happy to announce that CSO possess rich experience and expertise in new Ship building projects in any Chinese Shipyards or elsewhere, and till date we have overseen close to twenty of such projects globally. Owners may contact us for the consultancy required for New take overs or New building projects from keel level.

Indications are high that Hull and machinery insurance could rise by 10% and P&I by 6% in 2020. They could rise by 2% year-on-year after that, and forecast a 2% rise in lubricants costs, 1% increase in stores procurement and 1.5% hike in manning expenditure. Owners now need to factor in the year-end holidays and in the interim general slowdown globally, hence need to plan all decisions accordingly.

Wishing all a Happy & Prosperous 2020!



Mr. Balbir Singh Nagi

Maritime News

Shell to Supply Biofuel for CMA CGM Vessel



French container shipping major CMA CGM has selected oil and gas company Royal Dutch Shell to supply tens of thousands of tons of marine biofuel to its fleet. This quantity of second-generation biofuel derived from used cooking oil will allow the CMA CGM's ships to travel nearly 1 million kilometers, equivalent to over 80 round-trips between Rotterdam and New York

Source: World Maritime News

The Ocean Cleanup Brings First Catch of Plastic to Shore, Unveils New Project

The Ocean Cleanup has brought the first batch of ocean plastic to shore following its first mission in the Great Pacific Garbage Patch.

This plastic trash will be transformed into sustainable products that will be sold to help fund the continuation of the cleanup operations, Boyan Slat, Founder and CEO of the Dutch organization announced.



Source: World Maritime News

DP World Creates New Marine Unit Following Topaz Acquisition



Global port operator DP World has established a Dubai-based marine solutions and logistics company, P&O Maritime Logistics (POML).

POLM is the result of DP World's recent USD 1.1 bn acquisition of Topaz Energy and Marine and its integration with P&O Maritime.

Source: World Maritime News

Høglund and DNV GL join forces to improve data generation and sharing

Høglund Marine Solutions and DNV GL have signed a Memorandum of Understanding (MoU) to help generate and export big data from ships. This is a step towards greater digitalization of the marine industry, providing Høglund with the opportunity to further develop their automation expertise and systems and DNV GL the potential to enhance their classification services.



Source: Hellinic Shipping News

Offshore News

Total eyes new production hub offshore Angola

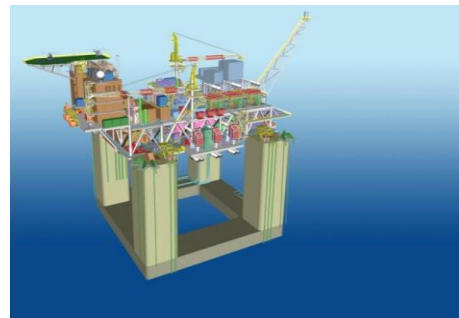


French oil giant Total has acquired interests in two new licenses offshore Angola in view of developing a new production hub. In addition, Total has extended all Block 17 production licenses until 2045.

Source: *Offshore Energy Today*

Chevron orders Anchor hull from South Korea's DSME

U.S. oil major Chevron has awarded a contract to build a hull for the Anchor project in the U.S. Gulf of Mexico to South Korea's Daewoo Shipbuilding & Marine Engineering (DSME).



Source: *Offshore Energy Today*

New report shows oil companies as the seven seas' greatest scourge



According to a new study, much of the pollution in the world's oceans can be directly linked to the largest oil and gas companies. Saudi Arabian Aramco contributes the most, and French Total is also shown to have a detrimental effect on marine environments. The fossil energy industry bears a huge responsibility for the deterioration of marine life, which is taking place at unprecedented speed.

Source: *Shipping Watch*

Chevron and Total invest billions in tough oil field

The oil majors have made their final investment decision on deep water field Anchor in the Gulf of Mexico. Total pursues another, similar, discovery.



Source: *Shipping Watch*

Our Laurels



2019 – Winner
 "Outstanding Performance
 in Maritime Services 2019"
 at Transport & Logistics
 Middle East Excellence
 Awards

2019 – Award
 Recognition from
 TOTAL



2018 – Winner
 "Outstanding Performance
 in Maritime Services 2018"
 at Transport & Logistics
 Middle East Excellence
 Awards

**Seatrade
 Maritime Awards**
 Middle East, Indian
 Subcontinent & Africa

FINALIST
 Offshore Marine Award for Owners And Operators
 2018



2016 – Winner
 Mr. Balbir Singh Nagi,
 Executive Director of
 CS Group was awarded
 "Maritime Excellence
 Award".

2016 – Winner
 "Offshore Marine
 Development –
 Africa" at Seatrade
 Maritime Awards



**Seatrade
 Maritime Awards**
 Middle East, Indian
 Subcontinent & Africa

FINALIST
 Offshore Marine Award for Owners And Operators
 2015

2014 – Winner
 "Offshore Marine
 Development – Africa"
 at Seatrade Maritime
 Awards



2012 – Award
 Recognition from
 Exxon Mobil

2012 – Award
 Recognition from ENI
 (Nigeria Agip
 Exploration)



BRAIN TEASER

Give me food, and I will live. Give me water, and I will die. What am I?

*** Answer on page 13

Marine Environment

What does the ocean have to do with human health?

The ocean is closely tied to human health. Our ocean and coasts affect us all even those of us who do not live near the shoreline.



Our ocean, coasts, and Great Lakes serve critical needs that are harder to measure, but no less important—such as climate regulation, nutrient recycling, and maritime heritage.

A healthy ocean and coasts provide us with resources we rely on every day, ranging from food, to medicines, to compounds that make our peanut butter easier to spread!

What does all of this have to do with human health?

Ocean in Distress

When we think of public health risks, we may not think of the ocean as a factor. But increasingly, the health of the ocean is intimately tied to our health. One sign of an ocean in distress is an increase in beach or shellfish harvesting closures across the U.S. Intensive use of our ocean and runoff from land-based pollution sources are just two of many factors that stress our fragile ecosystems—and increasingly lead to human health concerns. Waterborne infectious diseases, harmful algal bloom toxins, contaminated seafood, and chemical pollutants are other signals. Just as we can threaten the health of our ocean, so, too, can our ocean threaten our health. And it is not public health alone that may be threatened; our coastal economies, too, could be at significant risk.

Closing the Safety Gap

Throughout the U.S., there are thousands of beach and shellfish closures or advisories each year due to the presence of harmful marine organisms, chemical pollutants, or algal toxins. To address public health threats and benefits from the sea, NOAA scientists and partners are developing and delivering useful tools, technologies, and environmental information to public health and natural resource managers, decision-makers, and the public. These products and services include predictions for harmful algal blooms and harmful microbes to reduce exposure to contaminated seafood, and early warning systems for contaminated beaches and drinking water sources to protect and prevent human illness.

Emerging Health Threats

Whales, dolphins, and other marine mammals eat much of the same seafood that we consume, and we swim in shared coastal waters. Unlike us, however, they are exposed to potential ocean health threats such as toxic algae or poor water quality 24 hours a day, seven days a week. These mammals, and other sentinel species, can shed important light on how the condition of ocean environments may affect human health now and in the future. As the principal stewardship agency responsible for protecting marine mammals in the wild, NOAA's Marine Mammal Health and Stranding Response Program supports a network of national and international projects aimed at investigating health concerns. One project is an assessment of the health conditions of dolphins in coastal waters in areas where contaminants may be of concern. These assessments involve a veterinary examination, medical sampling, and attachment of radio transmitters that track dolphin movements and help determine contaminant sources. This research can not only warn us about potential public health risks and lead to improved management of the protected species, but may also lead to new medical discoveries.

Cures from the Deep

Keeping our ocean healthy is about more than protecting human health—it's also about finding new ways to save lives. The diversity of species found in our ocean offers great promise for a treasure chest of pharmaceuticals and natural products to combat illness and improve our quality of life. Many new marine-based drugs have already been discovered that treat some types of cancer, antibiotic resistant staph infections, pain, asthma, and inflammation. For example, NOAA and U.S. Department of Agriculture researchers recently found that a fish-killing toxin has the potential to kill or slow the growth of cancer cells, even at very low concentrations. Preliminary studies have demonstrated the toxin to be highly effective against renal cancer, one of the most challenging cancers to treat. NOAA and its partners are involved in many studies like this to seek out potential new benefits to make us healthier.

(Source: National Ocean Service)

How can you help our ocean?

Here are **10 simple things** you can do at home, around town, on the water, or anywhere!

10 WAYS TO HELP OUR OCEAN

at home **around town** **on the water**

- 1. Conserve Water**
Use less water so excess runoff and wastewater will not flow into the ocean.
- 2. Reduce pollutants**
Choose nontoxic chemicals and dispose of all chemicals properly.
- 3. Reduce waste**
Cut down on what you throw away.
- 4. Shop wisely**
Choose sustainable seafood. Buy less plastic and bring a reusable bag.
- 5. Reduce vehicle pollution**
Use fuel efficient vehicles, carpool or ride a bike.
- 6. Use less energy**
Choose energy efficient light bulbs and don't overset your thermostat.
- 7. Fish responsibly**
Follow "catch and release" practices and keep more fish alive.
- 8. Practice safe boating**
Anchor in sandy areas far from coral and sea grasses. Adhere to "no wake" zones.
- 9. Respect habitat**
Healthy habitat and survival go hand in hand. Treat with care.

10. Volunteer
Volunteer for cleanups at the beach and in your community. You can get involved in protecting your watershed too!

anywhere, anytime

oceanservice.noaa.gov

Cyber Security in the maritime industry

Maritime cyber security services and solutions



Benefit from tailored DNV GL solutions for maritime cyber security addressing systems, software, procedures and human factors.

Cyber security threats have grown in reach and complexity. As a consequence, cyber security has become a concern and should be considered as an integral part of the overall safety management in shipping and offshore operations. With multifaceted vulnerabilities and cyber-attack scenarios (intended or unintended), the answer to cyber security lies in a multifaceted approach to manage risks.

DNV GL uses a systematic approach to assess the cyber security of vessels and their interaction with land-based management. Best practices from risk management in oil & gas, maritime and energy applications come together to identify threats and build counter-strategies, looking at both technical and behavioural aspects.

Proven cyber security management approaches look at:

- ⇒ Raising the awareness of all stakeholders, including onshore personnel and offshore crews
- ⇒ Assessing and implementing defensive and reactive countermeasures
- ⇒ Monitoring and reviewing effectiveness and robustness of barriers, emphasizing continuous improvement

Our approaches address information technology (IT) as well as the industry-specific operational technology (OT) systems. Our range of services and solutions include:

- 1) Recommended practice "Cyber security Resilience Management (for ships and mobile offshore units in operation)": To guide owners, managers and operators of ships or mobile offshore units towards enhanced cyber security of their assets.
- 2) Cyber security assessment: Our interdisciplinary teams engage with your onshore personnel and offshore crews to identify and address your cyber security risks via various levels of assessment; starting with a high-level self-assessment through an App on MyDNVGL, to more detailed assessments tailored to your specific business risks.
- 3) Cyber security enhancement – Based on a systematic assessment, we help you efficiently close cyber security gaps by supporting the development of improvement plans, looking at systems, the human factor and management procedures.
- 4) Penetration testing – Testing the robustness of your barriers is essential to ensure that your assets are secure. Our penetration testing offers comprehensive and effective validation of your systems and procedures.
- 5) Verification for newbuilds - We provide third-party verification of cyber security requirements throughout the newbuild project life cycle and issue a letter of compliance (LOC).

- 6) Verification for ships in operation - We provide an assessment of your vessel's on-board cyber security and issue a LOC.
- 7) Training – Our classroom training covers management, technical and hacking lessons. Our e-learning solution can be performed on board or in the office, so your crews can address pivotal aspects of any cyber security system – covering the human factor.
- 8) ISO/IEC 27001 preparedness – DNV GL Maritime assesses the existing documentation to help you prepare for certification.
- 9) Certification – DNV GL Business Assurance certify against ISO/IEC 27001 and ISO 22301.

Be on the safe side of cyber security with DNV GL:

- ⇒ Combining traditional IT security best practices with in-depth understanding of maritime operations and industrial automated control systems
- ⇒ Local and international experts draw on extensive knowledge and experience in cyber security risk management, maritime operations and the human factor
- ⇒ All testing and recommended mitigation measures are tailored to specific maritime needs

(Source: Maritime Cyber security services and solutions, DNV GL)

The rise of cyber threats and GPS-jamming on OSVs

OSV owners need to protect DP systems from failures and the spoofing of GPS signals, while preparing crew to identify cyber threats

Offshore support vessel owners need to ensure their bridge teams, especially dynamic positioning (DP) operators, are aware of cyber threats, particularly from global positioning jamming and malware. Although there has been no direct attack on DP vessels, they are still being impacted by jamming or spoofing of GPS in regions exposed to state players.

According to International Marine Contractors Association (IMCA), jamming signals from satellites to vessels' position reference systems helped cause a 50% jump in DP events reported in 2018. IMCA received 147 event reports in 2018, up from around 95 in 2017 and 80 in both 2015 and 2016.

IMCA technical adviser Capt. Andy Goldsmith said part of the jump was due to improved reporting by vessel owners, but not all of it could be explained that way. Addressing the offshore vessel owners, operators and managers at Riviera's Asian Offshore Support Journal Conference in Singapore on 18 September, Capt Goldsmith said: "A big part of this in 2018 was reference system signal jamming in the Middle East."

Of the 147 events reported in 2018, 24 incidents involved a loss of automatic DP control, said Capt Goldsmith, 82 were labelled 'undesired events' and 41 came in under the heading 'observations'. He said the most frequent causes for DP events were electrical and human factors. The electrical issues were due to "poor design, component selection and lack of maintenance and testing" he said. Human factors included lack of knowledge, training or experience of DP functionality, operator error or insufficient processing and procedures.

To protect OSVs from the impact of a GPS jamming and spoofing, DP systems should have differential GPS with connectivity to various Global Navigation Satellite Systems (GNSS), such as Glonass, Galileo and Beidou where they are available. DP systems should also source data from multiple position reference sensors.

Veripos provides Apex high-accuracy GNSS services with Precise Point Positioning (PPP), an absolute positioning technique that corrects all GNSS error sources such as: satellite orbit and clocks; tropospheric; ionospheric; and multipath errors. PPP is not dependent on the location of reference stations and provides position accuracy regardless of location.

Veripos operates its own Orbit and Clock Determination System (OCDS) which derives real-time corrections for all available satellite constellations using proprietary algorithms. The OCDS uses data from Veripos' reference station network. Apex can be complimented by Veripos' Ultra service that provides real-time corrections using JPL's OCDS and reference stations.

Increased spoofing and jamming

In addition, DP operators should be equipped to identify any GPS signal issues, cross check with other position reference sensors and be prepared to take control of the vessel. However, Naval Dome chief executive and cyber security expert Itai Sela thinks if there is a DP issue because of GPS spoofing and jamming, owners should not blame this on human error.

“There is an increase in spoofing and jamming of DP systems,” he tells OSJ. “But, it is not enough to apportion blame on individuals or consider the breach of a critical system simply as a technical failure unless a cyber event has been ruled out.”

He warns owners to have greater awareness of other cyber threats to OSV bridge systems, including DP computers and controls. This comes after an offshore drilling unit in the Gulf of Mexico lost control of its DP system due to malware incursion. A report into the incident indicated viruses entered the system after crew members plugged in mobile devices on the bridge. “Would this have been considered human error if the DP and associated operating technology were adequately protected and the hack thwarted,” asks Mr Sela. “I doubt it. If cyber-crime continues to be designated a human factor event, then the industry does not fully grasp the cyber problem.”

OSV crew should be aware they can be the unwitting assistance to a cyber-criminal by accidentally spreading a virus on board. “We should be careful not to attribute blame to the crews or individuals when systems malfunction due to a cyber incident,” says Mr Sela.

“After all, the hacker will always be able to penetrate systems unless a technical solution has been established to protect these systems.”



Albwardy Damen has started construction of a DMB 8020 Multifibuster vessel with DP2

Another cyber expert, SoftImpact maritime consultant Alexandros Theofilou, thinks OSV bridge systems, including DP are vulnerable to malware, viruses and hacking programs, through unauthorised use of USB memory devices.

“USB are commonly used to transfer data to port authorities and by service engineers,” he said at the Seatrade Offshore Marine & Workboats Middle East Conference in Dubai, in September.

“When the program can damage ECDIS or change the depth alarm or jam GPS, this could cause vessels to crash, leading to damage and pollution,” he said.

(Source: Maritime Digitalisations & Communications)

CS Team Spotlights

CS Maritime | Offshore has officially won the Outstanding Performance in Maritime Services 2019 Award at the recent TLME Excellence Awards held in Dubai

CS Group has consistently proved their abilities with exemplary services in Maritime & Offshore sector. Honored & proud to be the Award winner of prestigious Transport and Logistics Middle East Excellence Awards on 11th November for -

"Outstanding Performance in Maritime Services 2019"



The TLME Excellence Awards 2019 were the first to utilise a public voting system which proved highly popular and meant the winners acquire even more kudos.

The management of shipping assets has never been more important as operational margins for shipping lines get more tightly squeezed, meaning this award carries extra esteem this year.

TLME CEO Sam Khan said: "Maritime service companies that have provided the best products and services, whether they be in stores, ship repairs and maintenance, or crew training and staffing, were considered for this award.

"However, CS Maritime has clearly shown a consistent regard for optimum safety practices, an industry-wide awareness, and a dedication to highlighting solutions for the risks and challenges within the maritime sphere, so a huge congratulations to them."

(Source: Transport and Logistics Middle East)



#tlme_digital #csoffshore #csmaritime

When incorporating more physical activity into your life, remember **3** simple guidelines:

- 1) Exercise at moderate intensity for at least 2 hours and 30 minutes spread over the course of each week.
- 2) Avoid periods of inactivity; some exercise at any level of intensity is better than none.
- 3) At least twice a week, supplement aerobic exercise (cardio) with weight-bearing activities that strengthen all major muscle groups.

Physical Fitness: Making Exercise a Habit

The number one reason most people say they don't exercise is lack of time. If you find it difficult to fit extended periods of exercise into your schedule, keep in mind that short bouts of physical activity in 10-minute segments will nonetheless help you achieve health benefits. Advises Permuth-Levine, "Even in the absence of weight loss, relatively brief periods of exercise every day reduce the risk of cardiovascular disease."

Set realistic goals and take small steps to fit more movement into your daily life, such as taking the stairs instead of the elevator and walking to the grocery store instead of driving. "The key is to start gradually and be prepared," says Permuth-Levine. "Have your shoes, pedometer, and music ready so you don't have any excuses."

To help you stick with your new exercise habit, vary your routine, like swimming one day and walking the next. Get out and start a baseball or soccer game with your kids. Even if the weather doesn't cooperate, have a plan B — use an exercise bike in your home, scope out exercise equipment at a nearby community center, or consider joining a health club. The trick is to get to the point where you look at exercise like brushing your teeth and getting enough sleep — as essential to your well-being.

*Remember that physical fitness is attainable.
Even with small changes, you can reap big rewards
that will pay off for years to come.*

(Source: LinkedIn)



Our Sponsors for the Edition

 <p>(Authorized dealer)</p>  <p>GOTRA A "ONE STOP" Supply Chain Service www.gotra-trading.com</p>	 <p>SPERAVI TECHNICAL VENTURES BN:2188706 For your blasting and painting services; coating inspection services; supply of marine/protective coatings and general marine procurement. CONTACT: +2347032149064, +2349094577745 EMAIL: speraviventures@gmail.com</p>	<p>W & E WE CARE</p> <p>—</p> <p>WE WATER & ENVIRONMENT TECHNOLOGIES PRIVATE LIMITED</p> <p>www.w-e.global</p>
---	--	--

OUR TAG LINE
"DELIVERING BEST PRACTICES"
www.cs-offshore.com

Available 24/7 for all your offshore needs

Disclaimer:

- ⇒ This Newsletter contains information about offshore & maritime. The information is not advice, and should not be treated as such
- ⇒ Without prejudice to the generality of the foregoing paragraph, we do not represent, warrant, undertake or guarantee... that the information in newsletter is correct, accurate, complete or non-misleading
- ⇒ We will not be liable to you in respect of any social, indirect or consequential loss or damage
- ⇒ If a section of this disclaimer is determined by any court or other competent authority to be unlawful and/or enforceable, the other sections of this disclaimer continue in effect
- ⇒ This press release, from which no legal consequences may be drawn, is for information purposes only