

BUILDING COLLABORATIVE SUSTAINABILITY SOLUTIONS

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**TOGETHER, WE ENABLE SUSTAINABLE
MARITIME DEVELOPMENT**

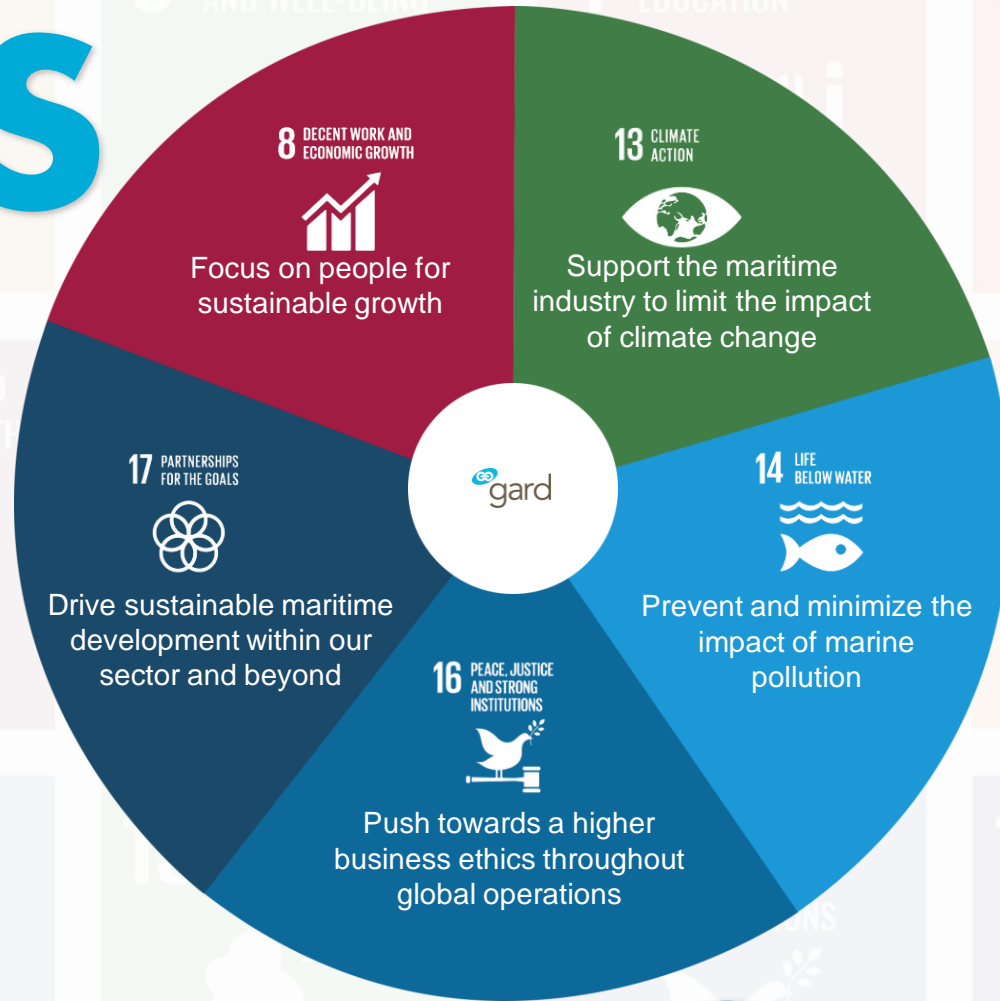


GARD'S FOCUS AREAS

FOR SUSTAINABLE BUSINESS OPERATIONS



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GARD 'OUTREACH' EFFORTS

“Seeking a better working relationship with authorities, leading to more effective and technically reasonable responses to serious casualties”

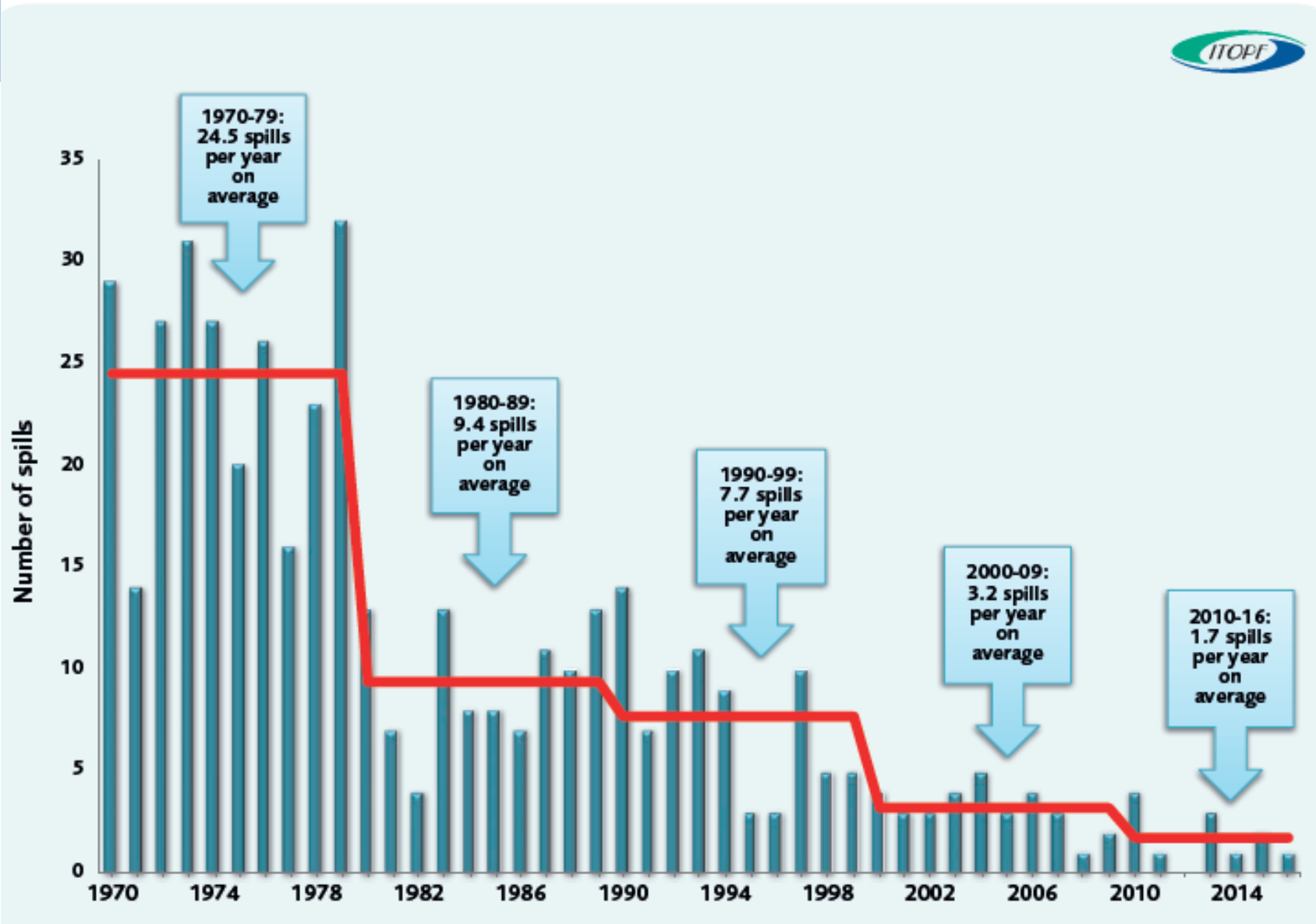
- Prevent a serious incident becoming a disaster
- Keep loss/damage to a minimum
- Protect the environment
- Protect the member's reputation
- Keep costs as low as possible
- Develop competence/experience in-house





DEVELOPMENT OF NUMBER OF OIL SPILLS

SPILLS FROM TANKERS IN EXCESS OF 700 TONS





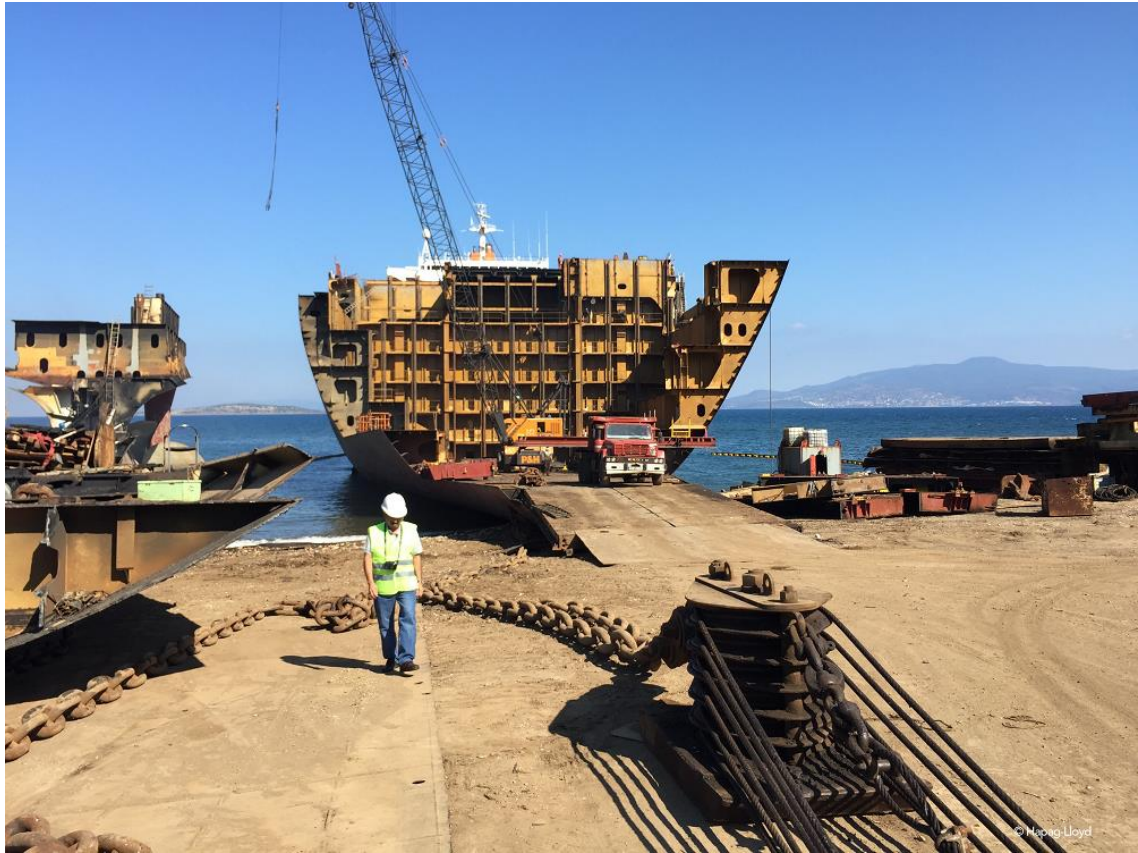
REALIZE BUSINESS OPPORTUNITIES

IN THE TRANSITION TO A DECARBONIZED ECONOMY





SUSTAINABLE SHIP RECYCLING



**Gard's commitments
and recommendations
for our Members
and clients.**



UN COVID-19 TASK FORCE

CREATING GLOBAL “KEY WORKER” STATUS FOR CREW



Sustainable
Ocean Business
Action Platform

COVID-19 TASK FORCE ON GEOPOLITICAL RISKS AND RESPONSES

CALL TO ACTION: IMMINENT THREATS TO THE INTEGRITY OF GLOBAL SUPPLY CHAINS

In order to slow the spread and mitigate the effects of COVID-19, countries all over the world have closed borders, curtailed travelling and imposed quarantine restrictions. These extensive national measures are threatening the integrity of global supply chains carrying cross-border flows of food, fuel, medical supplies, raw materials and products needed for the continued functioning of modern societies and to support the health and well-being of all people. Without immediate and coordinated political actions to facilitate the cross-border movement of goods and essential personnel, significant delays and disruptions are likely to appear within a very short period of time.

The scale, complexity and urgency of the problem calls for a comprehensive, systemic and coordinated approach at the global level. These issues cannot be effectively dealt with on a case-by-case basis, bilaterally or between a limited number of countries. An absence of decisive policy responses at the global level will likely trigger ripple effects which will reverberate through national economies and impede cross-border supplies of critical goods.

The COVID-19 pandemic is a human, economic and social crisis transcending national and administrative borders, threatening lives and livelihoods, and grinding global economic systems to a halt. A particular challenge concerns **ocean-based supply chains**. Almost 90 per cent of global trade of goods is carried by vessels. Offshore operations produce a third of global supplies of oil and gas, and mariculture and capture fisheries constitute vitally important sources of food and animal feeds.

Regional and inter-continental shipping constitute the **core of the global logistical system**. At any given time 50,000 vessels and 1.2 million seafarers are in operation between ports in different parts of the world. Each year, these vessels make more than 4 million port calls. As a consequence of national COVID-19 measures, local restrictions and reduced manpower capacity in ports, problems are piling up for vessels calling at ports for discharging, loading, maintenance, repair, certifications and crew changes.

These restrictions are also placing the **physical and mental health** of these 1.2 million seafarers at risk. Ensuring seafarers have crucial access to the medical attention that would be provided under normal circumstances is proving almost impossible, with reports of crew members dying. A further **critically urgent problem** concerns the **monthly changeover** of 200,000 seafarers. Travel restrictions and grounded airplanes have rendered routine **crew changeovers** virtually impossible. As a temporary solution, changeovers due in April have generally been postponed for one month, until mid-May. While work cycles vary in the offshore sector, capture fisheries and coastal fish farming, these **will all run into similar problems** within a short period of time.

The challenge of moving essential personnel is not just limited to seafarers. While looming labor shortages in the aquaculture industry pose a risk to the **seafood sector**, it is already almost impossible to get specialized personnel **on board vessels** and on **offshore energy platforms** to undertake operations, maintenance and repair. Regulatory and classification bodies and trade unions are unable to get representatives on board to ensure compliance with safety and employment regulations and crew welfare, and to renew classifications and certifications approaching expiration. While exemptions present an immediate solution,





GARD OUR OCEANS

THINK GLOBAL, ACT LOCAL





Gard launches first sustainability report



29.06.2020



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