

**INTERNATIONAL MARITIME ORGANIZATION**

**MARITIME KNOWLEDGE CENTRE**

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**“sharing maritime knowledge”**



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## IMO

### IMO IN THE NEWS

**Hedegaard presses IMO but backs 2011 deadline - By Craig Eason** "Europe's new commissioner for climate change, Connie Hedegaard, has backed earlier deadlines set by Europe to give the International Maritime Organization until 2011 to find a clear way of tackling climate change from shipping. Speaking in a hearing before the European Parliament ahead of her assuming the role as commissioner, Ms Hedegaard was questioned about the development of the European emission trading scheme for transport. "We should try, as much as we can, to make shipping regulations come through the IMO, but I must also say very clearly that sometimes the IMO has acted very slowly," she said." LLOYD'S LIST, 8 February 2010, p 1

**IMO takes action on damage stability** "Damage stability in chemical tankers came under scrutiny again at the International Maritime Organization (IMO) during the last week of January 2010, the UK authorities were at the forefront of the debate." THE NAVAL ARCHITECT, February 2010, pp 50-52

**Industry welcomes mandatory flag audits - By Felicity Landon** "The International Maritime Organization's decision to move the Member State Model Audit Scheme from voluntary to mandatory has been welcomed by many as key to increasing standards of quality and training in the industry. The 26th session of the IMO Assembly in November adopted a five-year plan to phase in the scheme as mandatory by January 2015. The decision was welcomed by the Marshall Islands, which was one of the first to go through a voluntary audit, in January 2007. Bill Gallagher, president of IRI, which runs the Marshall Islands Registry, said the audit process was extremely thorough and detailed." LLOYD'S LIST, 18 February 2010, p 10

**Fight for green recovery at MEPC 60** "MEPC meeting attempts to limit the impact of COP15. Shipping must prepare for the 60th meeting of the IMO's Marine Environment Protection Committee in March 2010 knowing that key developing nations are working to minimise the impact of the Copenhagen Accord in national legislation. But moves towards greater energy efficiency remain the 'lowest hanging fruit' for industrialised countries, as they seek to reduce greenhouse gas emissions, according to a member of the United States mission to the European Union." FAIRPLAY, 25 February 2010, p 23

**IMO on COP15 outcome** "Commenting on the outcome of the United Nations Climate Change Conference (COP15) in Copenhagen, IMO Secretary-General Efthimios Mitropoulos said: 'Like many others, who have made comments on the outcome of COP15, I have viewed the end result with mixed feelings: with concern that the target initially pursued, following the 2007 Bali Conference, of a legally binding instrument, was not achieved: with measures satisfaction that, through the Accord tabled at the end of the deliberations, a step in the right direction was taken enabling progress to be made towards a

legally binding instrument; and with hope that, following new rounds of consultations to be held post-Copenhagen, the required consensus on action needed to be taken to save the planet will be reached at the next Conference – possibly in Mexico one year from now.” MER, February 2010, p 8

## PRESS RELEASES

### [ISM Code, 2010 Edition, now available](#) - 1/3/2010

*Briefing 05/2010* Now available from IMO is the 2010 edition of the International Safety Management (ISM) Code, which includes all related guidelines and consolidates all amendments to the Code adopted since the last edition was published in 2002.

### [Hydrographic survey for Marine Electronic Highway in Straits of Malacca and Singapore underway](#) - 22/2/2010

*Briefing 04/2010:* Key hydrographic survey within the TSS of Straits of Malacca and Singapore is now underway

## MEETINGS

Click [here](#) for the programme of IMO meetings for 2010, the summary reports for meetings held so far in 2010 and the provisional agenda. If you wish to receive such briefings regularly, please email your request to [Media](#).

## PUBLISHING

Latest [IMO NEWS](#) (Issue 4 2009).

The [Publications Catalogue](#) is now available in book and mini-CD format. Please ensure that you receive your copies by [emailing](#) your requirements to the Publishing Service.

**SPEECHES** [Secretary-General's speeches to meetings](#)

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## NEWS FROM THE UNITED NATIONS

[UN News Centre](#) [UN Dispatch](#)

## MARITIME NEWS IN THE PRESS

### 1. CASUALTIES

**On the rocks Tanker grounded off Crete - By Nigel Lowry** "Salvors were on Friday planning a weekend attempt to refloat a tanker stranded on the southeast coast of Crete. The 12,733 dwt tanker Athina was in ballast when it grounded on a rocky shoreline just over two miles from Kali Limenes. The Tsavlis Salvage Group is handling the operation in co-operation with another Greek firm, Lybousakis Salvage & Towage, under a Lloyd's Open Form salvage contract with Scopic clause invoked. The salvage tug Megas Alexandros was dispatched to assist the casualty. The Lybousakis tug Hector has been contracted to assist the refloating bid." LLOYD'S LIST, 1 February 2010, p 3

**Nautilus urges urgent probe of Danny F. II - By Steve Matthews** "Nautilus, the Anglo-Dutch officers' union, has written to the Panama ship register demanding a full investigation into the sinking of the

converted livestock carrier Danny F. II,. Two Nautilus members, including the British master, were among the 45 sea- farers who died. Nautilus spokesman Andrew Linington said the union believed there were aspects of the sinking that required urgent investigation and that the findings should be published and could identify a need for new international legislation. The 1976-built vessel sank off the coast of Lebanon just before Christmas. It was built as a car carrier and several earlier safety inspections had highlighted stability issues. It is understood to be owned by Egyptian interests and has been registered in Panama since 2005." LLOYD'S LIST, 3 February 2010, p 5

**Fatal fire ship Aegean Wind was in top condition - By Justin Stares** "The ill-fated bulk carrier Aegean Wind was by all reports in top condition when fire broke out on board on Christmas Day. Details revealed by the European Commission show that the Greek-flagged, 1983-built, 38,909 dwt vessel had been inspected less than three months before the casualty and it had not been detained once over the past decade. All paperwork was in order. Nine seafarers were killed and five injured in the mystery blaze off Venezuela. The bodies of six Filipinos and three Greeks were found on board." LLOYD'S LIST, 4 February 2010, p 4

**Danes dismiss rejecting probe's fatigue findings - By Adam Corbett** "The Danish Maritime Authority (DMA) has denied claims that it has rejected recommendations on fatigue made following an investigation into a fatal accident on the 4,900-dwt Thor Gitta (built 1996). TradeWinds reported last week that the Australian Transport Safety Board (ATSB) investigation report had concluded the DMA did not find fatigue the cause of the accident and would not review its manning procedures. The probe claimed the six-hours-on, six-hours-off roster a Philippine sailor was working on the ship caused fatigue and affected his judgement. The man was killed when hit by a falling lashings bin. This drew criticism from international officers union Nautilus, which said more work needed to be done on tackling fatigue." TRADEWINDS, 12 February 2019, p 51

**Cyprus flag logs big rise in casualties - By Adam Corbett** "The Cyprus Register of Shipping has recorded a marked increase in casualties as it seeks to tighten up its marine-investigation policy. Figures from the Department of Merchant Shipping (DMS) show the number of accidents to Cyprus-registered ships shot up a whopping 60% last year to 119 from 70 in 2008. The most significant increases came in personal-injury accidents, up to 32 in 2009 from just nine in the previous year, and in ship-machinery failures, up at 22 from 13 over the same period. The figures seem to go against the industry trend in which casualties have declined slightly as ship utilisation falls in line with a downturn in the market. Cyprus DMS director Serghios Serghiou says that in reality there has been no increase in accidents but a change in the way they are recorded and categorised led to the rise." TRADEWINDS, 26 February 2010, p 38

## 2. HEALTH AND SAFETY

**New body will aim to improve seafarer health** "A newly-formed medical trade association will address key health issues facing mariners, such as loneliness and social pressures, SASI was told in January. The International Maritime Medical Association (IMMA) will aim to change many of the maritime industry's old health rules and practices "many of which are not good" and replace them with new and better ones, IMMA president Michael Van Hall explained." SAFETY AT SEA INTERNATIONAL, February 2010, p 7

**Germany pushes for safety hike - By Adam Corbett** "A report into two 'avoidable fatalities' on German boxships is urging the industry to raise occupational-safety standards. Germany's marine-casualty investigators are urging shipowners and operators to adopt higher standards of occupational safety after publishing a report into two avoidable fatalities on national-flag containerships. The two deaths happened on the 2,500-teu Santa Alina (built 2001) in December 2008 and 1,730-teu MOL Utility (built 1999) in March 2009. Both accidents involved a flouting of basic safety rules. The Federal Bureau of Marine Casualty Investigation (BSU) has demonstrated the extent of often avoidable personnel accidents on ships through marine-insurance data. In one year alone, German insurer See-Berufsgenossenschaft recorded 573 occupational accidents causing three days or more leave. Three of the accidents were fatal." TRADEWINDS, 12 February 2019, p 50

## 3. LAW AND POLICY

**SSL chief tells clubs to end confusion over piracy cover - By Christopher Munro** "Protection and indemnity clubs must take on more of a vocal role in limiting the threat of piracy off the coast of Somalia, a leading insurance broker has urged. SSL Insurance Brokers managing director Andrew Bathurst said P&I clubs were "in a terrific position of trust" and could do more to help their members deal with the issue of

piracy. Under the International Group rules, piracy is a P&I covered risk - but there has been confusion throughout the marine insurance market because some P&I clubs have not been paying out on claims arising from hijackings in the Gulf of Aden and the Indian Ocean." LLOYD'S LIST, 4 February 2010, p 9

**Arab League states urged to sign Rotterdam Rules - By Roger Hailey** "Arab League member states have been advised to sign the Rotterdam Rules cargo liability convention, a move which would broaden regional support for the global regulatory regime. The Rotterdam Rules, meant to replace the ageing Hague Visby and Hamburg liability conventions when ratified by 20 states, were subject to an official signing ceremony by an initial 16 nations at the Dutch port in September last year. The Alexandria Declaration announced yesterday follows a two day workshop hosted by Arab Academy for Science, Technology and Maritime Transport in Egypt for over two hundred government and industry delegates from 15 Arab League countries. Among those attending were delegates from Djibouti, Egypt, Iraq, Jordan, Kuwait, Libya, Morocco, Oman, Palestine, Qatar, Saudi Arabia, Sudan, Syria, Tunisia and Yemen." LLOYD'S LIST, 5 February 2010, p 2

**Rotterdam Rules: prepare now** "The Rotterdam Rules introduce the concept of maritime performing parties, which makes anyone handling goods on a shipowner's behalf liable, said Claire Messer, a solicitor at Hill Dickinson. This liability will apply to a host of parties, including stevedores and freight forwarders. The rules could come into force by 2015 and shipowners are starting to act now. Overall, the Rules have been welcomed by shipowners as they seek to streamline contracts. Shipowners should, however, be aware of shippers' obligations in relation to dangerous goods and the requirement that shippers provide timely information for all cargoes." FAIRPLAY, 18 February 2010, p 19

**Counter-Piracy Law Enforcement and Human Rights – By Douglas Guilfoyle** INTERNATIONAL & COMPARATIVE LAW QUARTERLY, Part 1, January 2010, pp 141-169

**The European Union's role in the prevention of vessel-source pollution and its internal influence – By Liu Nengye and Frank Maes** THE JOURNAL OF INTERNATIONAL MARITIME LAW, September-October 2009, pp 441-422

**Trafigura compensation finally to reach victims - By Adam Corbett** "Nearly \$50m paid out in compensation by Trafigura to Ivorian claimants suffering ill health from waste dumped from its 31,250-dwt tanker Probo Koala (built 1989) in Abidjan will finally be distributed after a legal wrangle. London human-rights law firm Leigh Day, representing 30,000 claimants, has come to an agreement with the Co-ordination of Toxic Waste Victims Cote de Ivorie (CNVDT-CI), which contested control of the compensation fund in the Abidjan courts." TRADEWINDS, 26 February 2010, p 38

## 4. MARINE TECHNOLOGY

**IUMI warns that slow steaming may fuel engine damage - By Steve Matthews** "Increasing use of slow steaming and super-slow steaming has prompted concerns from insurers about possible damage to main engines designed for high-speed, full-load operation if they are operating at low power for extended periods. International Union of Marine Insurance president Deirdre Littlefield said that insurers were "concerned" about the impact on machinery from the growing trend of slow steaming, now being strongly advocated by a number of operators as the way forward to combat high fuel prices until seaborne trade picks up. "Many large, high-speed diesel engines are designed to operate only at sustained high service speeds," she said." LLOYD'S LIST, 1 February 2010, p 1

**NK develops all-in-one waste water system - By Craig Eason** "A Korean technology company that has achieved all the approval certificates for a ballast water system is looking to create the first all-in-one system to deal with a vessel's other waste water. NK gained type approval for its ozone-based ballast water system in late 2009 and has begun installing the system on a small number of customer vessels. It is now looking to use the same ozone system to deal with black and grey water treatment in oily water separation, and even the preparation of potable water." LLOYD'S LIST, 2 February 2010, p 6

**Bunker suppliers warn of backlash from ISO revision - By Adam Corbett** "Higher bunker prices and increased contractual disputes are in prospect because of changes to the International Standards Organisation (ISO)'s marine-fuel specifications, bunker suppliers are warning. The International Maritime Organisation (IMO)'s regulations requiring the use of low-sulphur marine fuels are one of the developments prompting changes to ISO standards, which are expected to take place shortly. Among the issues to cause the most concern is a reduction in aluminium (Al) and silicon (Si) content to 60 parts per million (ppm) from the current 80 ppm. The move has been partly prompted by a desire by engine

manufacturers to see reduced cat-fines levels and engine damage." TRADEWINDS, 5 February 2010, p 37

**Wearing safety on your sleeve** "Iridium's new tracking device is no larger than a matchbox and is set to find a vital place in search and rescue. The device has been dubbed the Iridium 9602 and will become commercially available to manufacturers and resellers in June. More than 90 companies are already working on plans to embed it into new products, according to Don Thoma, executive vice-president for marketing at Iridium." FAIRPLAY, 4 February 2010, p 26

**Maersk trials new container weight system** "Maersk is trialling software that estimates the weights of containers, reducing the risk of containers lost overboard. The software is being introduced by Maersk after the accident on 12,950dwt container vessel Husky Racer in October, when 18 containers were lost overboard in Bremerhaven. Initially it was thought that many of the containers were empty, but the top containers actually had contents weighing between 15 and 30 tonnes, according to a report by the UK's Marine Accident Investigation Branch (MAIB). Specific details on the name and the workings of the software have not yet been released, but Maersk Line confirmed that it is testing the new system." FAIRPLAY, 4 February 2010, p 26

**Quick check on ballast levels** "Two Japanese organisations, ship operator MOL and Musashino, have jointly developed what is claimed to be the world's first portable liquid-level gauge for vessel ballast tanks. The gauge measures the level of ballast water in a tank using a sensor that detects air pressure changes when its portable measuring tube is dropped into the sounding tube of the ballast tank. MOL claims the new liquid-level gauge makes it quick and easy to check the levels of many ballast tanks, thereby improving efficiency and enhancing the safety of loading/discharging operations." FAIRPLAY SOLUTIONS, February 2010, p 6

**Meeting the dual-fuel demand** "In answer to environmental regulations and as a way to reduce emissions, more consideration is being given to the use of LNG as a fuel. *Solutions* looks at two designs for coastal LNG carriers developed by Swedish designer FKAB." FAIRPLAY SOLUTIONS, February 2010, p 36

**Box-monitoring unit goes live - By Roger Hailey** "A new black box satellite-based monitoring system for maritime containers in the global supply chain has entered service with Hellmann Worldwide Logistics. SeCureSystem, developed by Astrium, based in Bremen, Germany, will see a first batch of 20 intrusion-detection devices - each about the size of a chocolate box - installed in Hellmann containers. The system consists of a telematic box equipped with a monitoring system that is attached to the container doors. Sensors monitor the condition of the container - for example, whether it is open or closed and the humidity and temperature levels. On the ground, only authorised persons can open the container on its journey with a generated digital access code. The data is transferred via satellite to a remote trust centre without the need for additional, third-party ground stations. Any non-authorised entry will be flagged immediately and the anomalies reported to the customer or the security authorities." LLOYD'S LIST, 8 February 2010, p 6

**Hot air threat to green investment - By Richard Meade** "An overwhelming lack of political clarity on international measures to reduce greenhouse gas emissions is threatening investment in green shipping technology and promises to create a confusing and costly patchwork of regional regulation for shipowners. Nearly two months after the UN climate change summit failed to agree a legally-binding approach to carbon reduction, the shipping industry is still digesting the implications of the Copenhagen Accord. The key conclusion for several industry experts, however, clearly points to increased uncertainty for shipping operators. A lack of international progress and the looming uncertainty of regional action will make it harder for companies to justify big investments in unproven green technologies, particularly given the high capital, long-term investment required by such schemes." LLOYD'S LIST, 9 February 2010, p 4

**Ball-release lifeboat from box ready to make splash - By Craig Eason** "The Danish company behind a novel lifeboat launch system using a container has teamed up with a German boatmaker to promote and develop the concept. Copenhagen-based Nadiro has been testing and developing its new launch davit, which uses a patented ball design instead of a hook to release the lifeboat from the launch wires, and also a container to make the launch process more straightforward and safer. Managing director Esben Juul Sorensen said the company had achieved class approval for its system, according to the marine equipment directive, and had started to attract a lot of interest from potential customers, especially in the offshore industry." LLOYD'S LIST, 9 February 2010, p 6

**Bring on the Nukes - By Michael Grey** "Nuclear power would ideally be useful in ships where speed is appreciated." MER, February 2010, p 4



**Lloyd's Register explores nuclear propulsion** "Class society research is being focused on the application of nuclear propulsion to tankers, bulk carriers, containers ships and cruise ships." MER, February 2010, p 46

**Owners balk at cost of engine upgrades to enable slow steaming - By Ian Lewis** "Super slow steaming is leading to contractual problems between charterers and owners of older ships with gas-guzzling engines. Charterers are seeking upgrades to main engines to enable super slow steaming but that is proving too costly for owners to stomach. Some estimate it may cost up to EUR 500,000 (\$690,000) to upgrade an older engine on a 2,500-teu ship, which is seen as unfeasible in the current market. Owners claim they are already deferring maintenance on engines to save on costs." TRADEWINDS, 12 February 2019, p 13

**Wärtsilä and partners develop methanol fuel cell** "Finish engine maker Wärtsilä and its partners are developing fuel cell technology as an alternative means of power for coastal and deepsea vessels. Fuel cells are cleaner and cheaper to operate than conventional fuelled ships. Is this a duel of the future?" THE NAVAL ARCHITECT, February 2010, p58

**Selecting the right coating aids emissions control** "Although as far as shipping was concerned, COP15 was a bit of a damp squib, coatings manufacturers were already working towards products that would help cut carbon emissions and costs." TANKER OPERATOR, January/February 2010, pp 33-35

**Hempel 'guarantees' fuel savings** "Leading Danish marine coatings specialist Hempel has introduced a third generation coating, a new universal primer and is chairing a joint working group on the IMO PSPC regulation. Two more products are also to be launched later this year, which are being kept under wraps." TANKER OPERATOR, January/February 2010, pp 36-39

**Pirates to meet a watery Nemesis** "A new anti-piracy system promises to wash pirates away. Interest is growing in an anti-piracy system that uses tank-cleaning technology to prevent raiders scaling the sides of a ship. Chandler's Ford, UK-based marine cleaning specialist Dasic Marine is working with US anti-piracy company Nemesis 5000 to develop a system that is being marketed under the Nemesis 5000 name. An earlier prototype was demonstrated last year in the US and in the Middle East, and Dasic managing director Amanda Murray told Fairplay that "a couple of big names" are now considering installing the equipment. Its cost-benefit, she said, is that "it makes your ship less attractive to pirate attack." The price is "realistic" for what it does, she said." FAIRPLAY, 18 February 2010, p 24

**Sulphur rules will bring boom for scrubber makers - By Craig Eason** "Exhaust gas scrubber manufacturers are generally unconcerned at the lacklustre approach to their products by the shipping industry, and are confident that a hike in the price of low-sulphur fuels will make owners turn to their products in the near future. At least seven manufacturers of systems that scrub the sulphur out of a ship's exhaust have now performed shipborne tests. Most see the pending change in sulphur emission rules as the catalyst to their fortunes and are already marketing the cost savings that their systems can offer. They see the market beginning to take off before 2015. The current lull is giving them time to develop and prove their systems, as well as develop the marketing, manufacturing and service support that will be needed for the large-scale uptake they believe will soon emerge." LLOYD'S LIST, 23 February 2010, p 6

**Dry system uses lime pellets to clean exhaust - By Craig Eason** "Hamburg-based Couple Systems is developing a dry scrubbing system that uses pellets instead of seawater to remove sulphur from a ship's exhaust. Despite the raised eyebrows from within the industry, the company believes it has solved the technical and logistics problems of constantly supplying vessels with these special mass produced pellets. The calcium hydroxide, or lime, pellets react with the sulphur oxides in the exhaust gas to become gypsum. The company performed tests onboard a general cargoship, Timbus, last December. The vessel trades in Northern Europe and has a 3,840 kW MaK engine. The results, verified by classification society Germanischer Lloyd, showed that the system removed nearly all the SOx in a fuel of 1.78% sulphur content." LLOYD'S LIST, 23 February 2010, p 6

**Wärtsilä eyes ballast water business boom** "Equipment companies looking to bolster bottom lines continue to find opportunities in the ballast water market. Finland's Wärtsilä is the latest major player to take advantage of the work on offer after joining forces with Canada's Trojan Technologies on a deal to jointly develop, market and distribute a new ballast water treatment product for ships." FAIRPLAY, 25 February 2010, p 19



## 5. MARITIME SAFETY

**British masters urge enclosed space action** "A group of British shipmasters is campaigning to put an end to enclosed space seafarer fatalities by urging a change in the UK's health and safety legislation and is calling on the International Association of Classification Societies (IACS) to put a stop to enclosed space operations that take place without adequate training and equipment." SAFETY AT SEA INTERNATIONAL, February 2010, p 4

**Dutch urge shippers to improve cargo loading - By Craig Eason** "A Dutch-led project looking at the impact of badly loaded containers and poor lashing has reported that more can be done to prevent cargo accidents happening. The Lashing@Sea project has released some of the findings of four years' research amid heated debate over badly declared container loads leading to incidents on the Husky Trader, MSC Napoli and Annabella. Recent articles in Lloyd's List have highlighted concerns over the frequency of overweight or poorly weighed containers being loaded on to vessels." LLOYD'S LIST, 2 February 2010, p 6

**Entering enclosed spaces: how to survive – By Michael Lloyd** "Last year (2009) the master of the *Viking Islay* was prosecuted in Sheffield Crown Court following the deaths of three crew members asphyxiated in a chain locker on the ship in September 2007. The master of the vessel was found not guilty. So much has been said about enclosed spaces that it would seem there is nothing left to say. Booklets, posters, videos, ISM procedures and safety meetings all give the warnings; so why are seafarers still dying?" SEAWAYS, February 2010, pp 15-16

**Safety body says Danish-flag system hard on crew - By Adam Corbett** "The Danish Maritime Administration (DMA) has been urged to review its manning-hour requirement on board Danish-flag ships in light of recent findings from an accident report. The call was made by the Australian Transport Safety Bureau (ATSB) following its report into a fatality on board the Danish-registered, 4,900-dwt Thor Gitta (built 1996). A Filipino rating was killed when he was hit by a moving lashings bin he was trying to secure in heavy weather. The report blames fatigue for his poor decision making. It says tiredness contributed to the seafarer taking excessive risks, a common characteristic of fatigue." TRADEWINDS, 5 February 2010, p 46

**ISM guide updated** "A fourth edition of the ICS/ISF Guidelines of the Application of the IMO International Safety Management (ISM) Code is about to be published by Marisec Publications. It will supersede and replace the previous 1996 edition. The guidelines are being fully updated to take account of the latest amendments and guidance agreed by IMO, and experience gained in the eight years since the ISM Code became fully mandatory in 2002." FAIRPLAY SOLUTIONS, February 2010, p 6

**Nautilus concern over safety record of Emsa ship - By David Osler** "The European Maritime Safety Agency has chartered a bunker tanker that has repeatedly breached maritime pollution regulations and other safety requirements, sparking a protest from Nautilus International. The Anglo-Dutch officers' union is also concerned at the use of non-European Union crew. The 1990-built, 6,608 dwt Sara is flagged in Malta and crewed by Russian nationals. It is set to enter operational service later this year under contract to the European Union body, which was set up in the wake of the Erika and Prestige oil tanker accidents expressly to counter pollution from shipping. The vessel will be based at Portland in the UK and will cover the Channel and its Atlantic approaches. Port state control records show that numerous deficiencies have been discovered on the ship since 2004. Though none of the inspections led to detentions, a number of violations of Marpol are evident." LLOYD'S LIST, 9 February 2010, p 2

**Tough line urged on box weights - By Janet Porter** "Container lines and terminal operators should make an example of shippers who provide the wrong information about the weight of a container. That is the message from both the TT Club and the International Cargo Handling Co-ordination Association, which continue to highlight the dangers of misdeclarations and seek ways of cracking down on a problem that puts both lives and ships in danger. The shipping industry should not look for outside assistance in tackling a practice that is thought to be widespread but is nevertheless very hard to quantify." LLOYD'S LIST, 10 February 2010, p 12

**UK gears up for bridge- management initiative - By Adam Corbett** "The UK's Maritime Accident & Investigation Branch (Maib) is set for a safety drive on bridge-team management in response to a series of recent casualties. It has already sat down with the International Chamber of Shipping (ICS) to discuss concerns over the growing contribution of bridge-management failings in a number of accidents. In a circular to members, the ICS said: "These Maib investigations have identified occasions when statutory requirements, company procedures and industry guidelines including the ICS's Bridge Procedures Guide [BPG] were not followed. "It has been established that effective monitoring by a company of its safety-

management system [SMS] will help to identify areas of non-compliance and where corrective action is required." The ICS has told members to review their bridge systems and to consider sending officers on specialist training courses. Updated SMS advice is to be presented in its guidelines on the International Safety Management (ISM) code at the end of the year." TRADEWINDS, 12 February 2019, p 50

**Philippines coastguard given powers to detain unsafe vessels - By Keith Wallis** "The Philippines coastguard has finally been given tougher powers to detain and stop unsafe vessels putting to sea, eight years after the plans were first put forward. This follows the signing of a new law by Philippines President Gloria Macapagal-Arroyo that transfers control of the coastguard from the national defence department to the Department of Transportation and Communications. Coastguard commandant Wilfredo Tamayo said the new law had vested the coastguard "with the authority to enforce regulations on maritime safety standards within Philippines territorial waters". He added: "Under the law, the coastguard can now detain, stop or prevent from sailing or leaving port all ships or vessels that are non-compliant with safety standards, rules and regulations or the so-called substandard vessels." LLOYD'S LIST, 17 February 2010, p 5

## 6. MARITIME SECURITY

**Cargotec scores top marks in box scanning trials - By Roger Hailey** "Crane-mounted container scanners used to detect potential dirty bomb radiological materials have achieved 99.9% reliability in trials with the US government. Cargotec, the Finland-based manufacturer of ship-to-shore, straddle and reachstacker equipment, achieved the near perfect score during tests at the US Department of Energy's Oak Ridge National Laboratory in December. The tests involved the ability to detect gamma and neutron signatures in specially configured, highly shielded containers using concrete, lead and steel to hide the radioactive material. The challenge now is to transfer the technology to the quayside in a practical way that does not impede normal quayside ship-to-shore and on-dock terminal movements at the world's major container ports, which can handle several million maritime boxes per year." LLOYD'S LIST, 1 February 2010, p 12

**Atalanta addition Ukraine commits special forces - By David Osler** "Ukraine is to contribute personnel to Operation Atalanta, the European Union-led anti-piracy effort in the Gulf of Aden. The announcement follows the visit of a delegation led by Ukrainian Foreign Minister Petro Poroshenko (pictured) to the taskforce's London headquarters last week. Mr Poroshenko reaffirmed Ukraine's intention to offer special forces troops as part of a vessel protection detachment to be assigned to Operation Atalanta. Detailed planning for the move would start shortly, he added." LLOYD'S LIST, 1 February 2010, p 12

**Port security questioned after Detroit bomber** "A highly placed source within the US Department of Homeland Security expects the failed bombing incident on board Northwest Airlines Flight 253 on 25 December to restart the debate over 100% container scanning in the US. Nigerian-born Umar Farouk Abdulmutallab hid plastic explosives in his underwear for his flight from Amsterdam to Detroit with the intention of destroying the plane over its destination city. The explosives failed to detonate and he was restrained by passengers and crew." SAFETY AT SEA INTERNATIONAL, February 2010, p 13

**UN group calls on more states to prosecute Somali pirates - By David Osler** "States must be more ready to prosecute suspected pirates, according to an official statement issued following a plenary session of the United Nations contact group on Somali piracy in New York. The words used will be taken as veiled but unmistakable criticism of those countries, including Britain, which have frequently allowed even those caught red-handed to sail away with only a caution. "The Contact Group on Piracy off the Coast of Somalia underlined the need to end impunity of piracy... The effective prosecution of piracy suspects is a key element to countering piracy and crucial to the success of the international efforts off the coast of Somalia," the statement said." LLOYD'S LIST, 2 February 2010, p 14

**ACL installs onboard cells for stowaways - By Janet Porter** "Atlantic Container Line is installing secure cabins on its ships in which to detain stowaways following a recent incident in which crewmembers were threatened with violence. Security experts are advising ACL on the design of a room that can double as a prison, and are also training crews on how to handle a potentially dangerous confrontation, amid increasing alarm about the way in which European governments and police forces are turning their backs on the problem. That is why ACL chief executive Andrew Abbott has decided to go public with his concerns after three stowaways who were found on board the Swedish-flag Atlantic Compass turned aggressive towards the ship's officers when demanding a "comfortable" passage to North America." LLOYD'S LIST, 4 February 2010, p 1

**Prevention measures are not working - By Richard Meade** "Preventing stowaways from boarding vessels has proved to be a difficult task for the shipping industry despite the increased security measures introduced in the form of the International Ship and Port Facilities Security Code in 2004. While the number of stowaway incidents appeared to decline steadily following the radical international security legislation, the effect was not sustained. According to the latest statistics compiled by the Standard P&I Club, 2009 saw a slight fall in the number of stowaway cases reported by shipowners entered on their books compared with 2008. However, the frequency of incidents has fuelled suggestions that current prevention techniques are simply not working properly." LLOYD'S LIST, 4 February 2010, p 1

**Dockwise refuses charter because of hijack danger - By Keith Wallis** "The heavylift shipping company Dockwise has refused a charter because of the threat to ships posed by piracy in the Gulf of Aden and nearby areas in the Indian Ocean. Chief executive Andre Goedee confirmed to Lloyd's List that the company, which has a fleet of 20 heavylift and semi-submersible vessels, turned down one contract because of the piracy risk. He added that while the company has used the protected convoy system offered by EU Navfor, one ship has also received a dedicated escort from a naval frigate. However, Mr Goedee ruled out any move to either arm Dockwise crews or put armed guards on its vessels." p 4

**ECDIS and the law – By Alan Weigel** "ECDIS has unquestionably improved the practice and safety of navigation. Compared with paper charts, paperless navigation has reduced overall costs and the workload on navigating officers. Most importantly, ECDIS has reduced the rate of navigation related accidents. Some crew and vessel owners, however, have attempted to reap the benefit of paperless navigation without using fully approved ECDIS. While this option may seem to be an attractive way to further reduce costs, it can subject an owner to increased liability if the non-approved electronic chart system is implicated in a navigation casualty." SEAWAYS, February 2010, p 12

**Who's monitoring the monitor? – By Nick Nash** "As we move forward with our bridge team operations and introduce a pilot/co-pilot system to utilise ECDIS to its full advantage with cockpit style bridge layouts – what is the best way to ensure monitoring of the navigational track is best maintained?" SEAWAYS, February 2010, pp 24-26

**Somali Basin protection not a priority for Atalanta - By Justin Stares** "Protecting shipping from pirate attacks in the Somali Basin is not a top priority for the European Union's anti-piracy effort, Operation Atalanta, according to the force commander. The EU fleet deployed in the region - seven ships on average and three full-time maritime patrol aircraft - is not large enough to protect merchant vessels in the "huge, huge piece of ocean" stretching eastwards from Somalia towards India, Rear Admiral Peter Hudson told a gathering in Brussels. "The Somali Basin is not at the top of priorities," Rear-Adm Hudson said. "My priority remains humanitarian tasking, support for the AU [African Union] and the strategic artery of the Gulf of Aden." There was no chance of eradicating piracy, he said: "It is impossible, impossible to eradicate piracy. We are not here to defeat it in the Somali Basin. We have neither the assets nor, given that huge expanse of ocean, the time to do that." LLOYD'S LIST, 5 February 2010, p 5

**Pirates seize Libyan ship - By David Osler** "Somali pirates in the Gulf of Aden have captured Libyan-owned general cargoship Rim from a position north of the Internationally Recommended Transit Corridor, according to a statement from EU Navfor. The hijack of the 1973-built, 4,800 dwt vessel, which is flagged in North Korea, occurred on Tuesday, although the development has only been reported today. According to the Lloyd's Marine Intelligence Unit database, the ship is associated with Tripoli-based White Sea Shipping. Confirmation of the incident came from US destroyer Porter and a helicopter from another US warship, Farragut. Both are part of Combined Task Force 151. "Rim has now altered course and is heading towards the Somali Basin. Coalition forces will now monitor the situation," EU Navfor added." LLOYD'S LIST, 5 February 2010, p 5

**EU trains Somalis** "Shipowners faced with the threat of loss of revenue from piracy can breathe a sigh of relief now that the EU is pro-actively addressing the problem with its new training programme. The EU will train Somalian security forces as the new government copes with lawlessness and piracy which severely affects trade routes off its coast." FAIRPLAY, 4 February 2010, p 20

**Nato marines storm hijacked ship and safely recapture vessel - By Richard Meade** "Danish marines recaptured a Slovenian-owned bulk carrier on Friday and rescued the vessel's 25 crew who had locked themselves in a secure room in the accommodation block. Special forces from the Nato anti-piracy ship Absalon stormed the Antigua & Barbuda-flagged, 32,441 dwt Ariella in the early hours of Friday morning after the ship's master issued a security alert warning that pirates had boarded the vessel. The dramatic rescue was the first time a warship has been used to intervene once pirates had already hijacked a vessel. According to a spokeswoman for Nato command, the unprecedented decision to board the vessel was only made because the master of the Ariella was able to confirm that the crew had been safely

locked down inside a secure cabin and the risk of injury in any potential shoot out had been deemed minimal." LLOYD'S LIST, 8 February 2010, p 2

**Seychelles to hear piracy cases - By David Osler** "Seychelles has joined Kenya in agreeing that suspected Somali pirates can be tried through its justice system, according to a report from Radio France International. The move is likely to be welcomed by the shipping industry, which has expressed concern over incidents in which people caught in the act of attempting to hijack a merchant ship have been set free, because of a reluctance to prosecute on the part of western nations. For its part, Seychelles has been economically damaged by the recent spread of Somali piracy away from the Gulf of Aden and into the Indian Ocean." LLOYD'S LIST, 9 February 2010, p 2

**Pirates seize scrap vessel - By Brian Reyes** "A vintage cargoship destined for scrapping in Bangladesh was hijacked by Somali pirates last week. Cash buyer GMS said the incident was believed to be the first time that pirates have boarded a vessel sold for demolition. The 1973-built, 4,800dwt general cargoship *RIM*, flagged in North Korea and owned by Libya-based White Sea Shipping, was captured near the Gulf of Aden." LLOYD'S LIST, 9 February 2010, p 12

**\$3.1m ransom to secure ship release - By David Osler** "Speculation is growing that Somali pirates will free another vessel shortly after receipt of a \$3.1m ransom earlier this week, according to a report from Reuters. "Some of our friends have already disembarked and the rest will get off the ship soon," a pirate source is quoted as saying. "We hope it will peacefully sail away in the coming hours." The identity of the ship to be released has not been confirmed, but on the basis of information available the most likely candidate is Indian-owned bulk carrier *Al Khaliq*, thought to be carrying 24 Indian and two Burmese crew." LLOYD'S LIST, 10 February 2010, p 2

**Al Khaliq freed after \$3.1m ransom is paid - By David Osler** "Somali pirates have released Indian-owned bulk carrier *Al Khaliq* after receipt of a \$3.1m ransom earlier this week, according to a statement from the European Union naval taskforce in the Gulf of Aden. The vessel was hijacked on the early morning on the October 22 last year, 180 miles west of the Seychelles. The crew of 26 includes 24 Indians and two Burmese nationals. A tug, *Alpha Pina*, is providing supplies to the ship. No help has been requested from EU Navfor, the statement confirmed." LLOYD'S LIST, 11 February 2010, p 5

**Clipper calls for unity in fight against pirates - By Craig Eason** "Evidence collected after a vessel is released by Somali hijackers should be gathered in a central system to allow proper prosecution in the future, says Danish shipmanager and owner Clipper Group. The company has called for a centralised international body to harmonise the collection of evidence for prosecution after beginning its own proceedings against the hijackers of one of its vessels. It filed criminal charges against the hijackers of the *CEC Future*, despite not having their full identities." LLOYD'S LIST, 16 February 2010, p 2

**Clipper files charges against pirates - By Craig Eason** "Copenhagen-based Clipper Group has launched criminal proceedings against the pirates who hijacked one of its vessels in 2008. It could be the first national criminal investigation launched into an attack on a vessel in international waters. The Danish company believes it can begin proceedings for blackmail against the pirates who hijacked the *CEC Future* in November 2008 while it was on a voyage through the Gulf of Aden. Clipper chief executive Per Gullestrup told Lloyd's List a case was filed yesterday using a paragraph in the Danish criminal code that states the law can be enforced when a criminal act is effectively made against a Danish company, in this case Clipper Project Management. Even though the pirates have yet to be caught, and there are complexities relating to crimes committed in international waters that have yet to be resolved, the Danish shipowner believes that using a national law to bring the pirates to justice could be the way forward." LLOYD'S LIST, 16 February 2010, p 14

**BIMCO calls for police on anti-piracy patrol vessels - By David Osler** "Law enforcement officers should join warships deployed as part of anti-piracy efforts as riding squads, thus getting round Interpol's self-imposed ban on sharing information with any military force, BIMCO has demanded. The leading shipowner grouping says that such a development would effectively remove obstacles to keeping tabs on pirate gangs through the international policing agency, which has now built a sizeable database of piracy suspects. The problem is that following the Second World War, Interpol in 1946 decided to limit its activities to the prevention and combat of ordinary law crimes, and to stress its commitment to neutrality while respecting the sovereignty of states." LLOYD'S LIST, 17 February 2010, p 1

**Disagreement on anti-piracy action - By Felicity Landon** "The escalation of piracy and how best to protect ships from attack is a major issue for the world's ship registers. Belgium has gone as far as agreeing in principle to set up a vessel protection detachment and train four specialist teams drawn from its armed forces. However, while these teams are available, they have not been deployed - mainly

because there are still legal and insurance problems to be resolved, including the issue of liability, said Belgium's director-general of shipping Frans van Rompuy. " LLOYD'S LIST, 18 February 2010, p 11

**Poor lifeboat safety highlights inadequate regulation** "Will the revisions to SOLAS that allow for alternative design and arrangements solve the problems identified? Stark figures released by the Paris and Tokyo Memorandums of Understanding (MOU) on Port State Control (PSC) have revealed that around one-third of PSC detentions in a recent joint Concentrated Inspection Campaign (CIC) were due to poor lifeboat launching arrangements." FAIRPLAY, 18 February 2010, pp 22-23

**Ships face greater attack risk in Indian Ocean - By John Drake** "If a vessel is attacked by pirates in the Indian Ocean, it is more likely to be hijacked than a vessel attacked in the Gulf of Aden. Vessels are also being held for longer periods of time and ransom demands are rising. With these issues in mind, shipping operators are going to have to be more vigilant than ever over the course of 2010. Otherwise they will risk loss of business, significant ransom demands and potential harm to their crew members, hulls and cargo. In the last three months of 2009, at least 13 pirate attacks, including four hijackings, took place 60° east in the Indian Ocean." p 13

**Worries over US plan on ransoms - By Adam Corbett** "The US is looking to use UN resolutions to prevent shipowners with US assets from paying ransoms to pirates. A new State Department initiative is seeking to use United Nations (UN) resolutions on Somalia to stop shipowners handing over ransoms as high as \$7m to pirates to recover hijacked ships and their crews. The move echoes comments made by UK foreign secretary David Miliband calling for an end to the payment of ransoms, suggesting that piracy is prospering because shipowners are paying out." TRADEWINDS, 19 February 2010, p 38

**High Court clarifies legality of ransom payments - By Richard Meade** "An English High Court ruling has provided the shipping industry with an unambiguous confirmation that ransom payments to pirates are not illegal or contrary to public policy. Coming amid rumours that the US government is planning legislation to outlaw ransom payments, and an increasingly tough stance from the UK government, advising against making payments, the clear judgment has reassured industry experts of their ability to continue negotiations with pirates holding crew hostage. While there is currently no UK legal restriction to prevent shipowners paying ransoms, the British government has publicly urged the shipping industry against making payments, arguing that concessions to pirates will only encourage future hijacks." LLOYD'S LIST, 22 February 2010, p 1

**Ships warned to steer clear of hijacked car carrier - By Richard Meade** "Vessels in the Indian Ocean have been warned to avoid the car carrier Asian Glory, which was hijacked last month, because it is still under the control of pirates. Despite reports on Friday suggesting the Zodiac Maritime Agencies-controlled vessel had been released, the International Maritime Bureau issued a warning that pirates were using Asian Glory "for their pirate activities". The BBC had previously quoted Somalian's Shabelle Media Network as reporting that the 1994-built, 13,363 dwt ship had been freed. The latest update from Zodiac, however, stated there has been no significant development over the past week." LLOYD'S LIST, 22 February 2010, p 4

**Hong Kong owners sound alarm over talk of US ban on ransoms - Keith Wallis** "Hong Kong shipowners have written to the Chinese government warning of the possible consequences if the US goes ahead with plans to make ransom payments to pirates illegal. Shipowners' Association managing director Arthur Bowring told Lloyd's List there were "slightly firm rumours" circulating within international maritime circles that the US might be considering amending its own legislation to outlaw ransom payments. He added that the association had also been told this week that the US was also proposing the amendment of a United Nations Security Council resolution that would also make the payment of ransoms in Somalia illegal. Mr Bowring said there was some detailed information about the amendments, which suggested they were more than just rumours. He added that the US and UN legislation could be "amended very quickly". LLOYD'S LIST, 22 February 2010, p 4

**Leading insurers face UK grilling on pirate ransoms - By Jim Mulrenan** "Two leading representatives of the Lloyd's of London insurance market were facing a grilling from a UK parliamentary subcommittee yesterday on the ethics of paying pirate ransoms. A foreign affairs and defence subcommittee of the UK's House of Lords is set to challenge Andrew Voke and David Croom-Johnson on the role of the insurance industry in relation to piracy in the Gulf of Aden. But the House of Lords is not suggesting what would happen if insurers did not pay ransoms, leaving shipowners to settle pirate detentions from their own resources." TRADEWINDS, 26 February 2010, p 15

**Coup de grace for 100% box scanning** "A second report on secure trade issued by the European Commission has concluded that 100% scanning of US-bound maritime containers would create new trade

barriers instead of improving security. Strengthening supply chain security is a major EU priority, EU customs commissioner Algirdas Šemeta outlined in a report presented to the World Customs Organization last week. But he added that "implementing 100% scanning would increase transport costs significantly and entail massive welfare losses." FAIRPLAY, 25 February 2010, p 23

## 7. NAVIGATION AND COMMUNICATIONS

**Report slams navigation failures - By Adam Corbett** "A Norwegian report says the failure of a pilot and bridge crew to work together led to a 'gradual loss of control'. A complete collapse of communication and team work on the piloted bridge of the 36,000-dwt Fednav handysize bulker Federal Kivalina (built 2000) led to its grounding on Norway's north-west coast last year, according to investigators. A hard-hitting report by the Accident Investigation Board Norway (AIBN) concludes that at the time the ship grounded at 5:10am on 6 October at Arsundoya a situation had developed "where there was no one on the bridge who was navigating the ship." TRADEWINDS, 5 February 2010, pp 46-47

**How to get from A to B via C** "With shipping routes constantly changing due to a variety of reasons not least new separation zones; regulatory routes, such as SECA areas; anti-piracy protection zones; new terminals etc, there is a need for more accuracy in voyage planning when calculating the distance between ports." TANKER OPERATOR, January/February 2010, pp 20-11

**Galileo Gets Moving at Last** "Galileo has been the subject of years of political bickering, industrial wrangling and the regular redrawing of timelines. As 2010 dawned though, it finally began to look as though Galileo might become more than a European dream. In December, the EC paved the way for a constellation of up to 32 satellites by signing a framework contract with both OHB System AG and EADS Astrium." NAVIGATION NEWS, January/February 2010, p 4

**China to Launch ten Satellites by 2012** "China is planning to launch ten Beidou navigation satellites between now and 2012, according to the China Academy of Space Technology. A researcher with the Academy told China Daily 'The Beidou (Compass) Navigation Satellite System, which will be completed in 2020 with 35 satellites, will enable China to shake off its dependence on GPS and achieve huge economic benefits.'" NAVIGATION NEWS, January/February 2010, p 7

**Digital Waters** "The maritime world is overflowing with talk about electronic navigation systems and the revolution they've brought to the art of oceanic travel. The UKHO's Chris Smith, Technical Advisor, and Hugh Phillips, Head of Products show us there we really are with electronic charts – and how we got here." NAVIGATION NEWS, January/February 2010, pp 13-16

## 8. POLLUTION/ENVIRONMENT

**Nations slow to enforce Brussels' new sulphur rules - By Julian Macqueen and Craig Eason** "Brussels' directive on low sulphur fuels is being applied inconsistently across European member states. Member states were expected to apply the European Parliament's ruling from January 1 that ship's spending more than two hours either anchored or berthed in a port had to switch to using a marine gas oil that has a sulphur content of 0.1% or lower. The ruling also tells European Union member states that gasoils over 0.1% sulphur content should no longer be placed on the market. Sources in the industry have told Lloyd's List that member states have been slow to apply the letter of the law as countries are still developing how they will monitor shipping and deal with any fines in the national legislature." LLOYD'S LIST, 5 February 2010, p 4

**EPA words make amends** "A change of wording in the regulations governing the impending ECA for US and Canadian waters has been welcomed by the Exhaust Gas Cleaning Systems Association. The move by the US EPA and Environment Canada was confirmed at the end of December. It states that the regulation will require all vessels operating within 200 miles of the US and Canadian coastlines to use fuels with either 0.1% sulphur levels or achieve the equivalent by alternative means. The final three words are important because their omission had led to fears that scrubbers would not be accepted as a means of compliance." FAIRPLAY SOLUTIONS, February 2010, p 4

**Getting there slowly** "Time is ticking by and the Ballast Water treatment saga continues. More systems are being approved but the convention languishes, awaiting sufficient ratifications to bring it into force. *Solutions* looks at the current state of play and expected new developments." FAIRPLAY SOLUTIONS, February 2010, pp 10-12



**Study backs inclusion of shipping in EU emissions trading scheme - By Justin Stares** "Proposals to include shipping within Europe's emission trading scheme have gained added support after a new report backed moves towards cap and trade policy for the sector. A long-awaited study led by CE Delft on options for reducing shipping's greenhouse gas emissions reported that an emissions tax with "hypothecated" or earmarked revenues could work, but is unlikely to get the go-ahead because it would require unanimous government approval. The authors say that both a cap-and-trade scheme for maritime transport and an emissions tax with hypothecated revenues are capable of reaching the primary policy objective of reducing carbon dioxide emissions of maritime transport." LLOYD'S LIST, 8 February 2010, p 1

**US states impose strict ballast regulations - By Rajesh Joshi** "Separate developments in California and New York have highlighted that restrictive regional state-level ballast water regulations in the US continue to challenge industry. The Port of Oswego, which spearheaded a host of US and Canadian industry organisations in opposing the State of New York's ballast water requirements that far exceed those envisioned by the International Maritime Organization, last week lost an appeal in the state's court system. In California, an additional reporting burden was proposed for incoming ships which, if adopted, would require the ships to furnish the state with a vessel report that details the ballast water treatment systems on board." LLOYD'S LIST, 9 February 2010, p 1

**Toxic shock as new ballast water treatment fails test - By Craig Eason** "The environmental impact of chemicals used in ballast water systems is being questioned after one of the first approved makers is forced to stop production. Germany's Hamann Ag is to cease work on its product after being told that the chemical it uses remains toxic for longer than it thought. The company used a chemical known as Peraclean from Evonik Industries along with mechanical measures to remove or kill off anything in a ship's ballast. However, despite gaining approval for the chemical from the International Maritime Organization-backed group of experts, Peraclean has been found to react differently in cold water such as the Arctic, or in fresh water conditions." LLOYD'S LIST, 9 February 2010, p 6

**IMO design index faces clash of interests - By Craig Eason** "Differing approaches to the design index for newbuildings could hamper the efforts of the International Maritime Organization to have it become mandatory soon. IMO members have been developing the energy efficiency design index as one of the key tools to prove that the organisation has the direction and capabilities to tackle greenhouse gas emissions from shipping. Developed over the last 18 months, the index has been created to allow a set of benchmark levels for different ship types to be created and to then mandate future newbuildings to strive to be below a specific benchmark." LLOYD'S LIST, 9 February 2010, p 6

**US EPA issues environmental rules** "The US' Environmental Protection Agency (EPA) has issued its final 'regulatory announcement' regarding emission reductions of sulphur and nitrous oxides and particulate matter from shipping services in coastal waters. The regulations do not cover emissions of greenhouse gases. The announcement incorporates two key elements: the adoption of emission standards for new diesel engines installed into US-flagged vessels and clarification of the proposed Emissions Control Area (ECA) around US and Canadian coastal waters." CONTAINERISATION INTERNATIONAL, February 2010, p 18

**Brussels questions IMO's ability to enforce emissions trading scheme - By Justin Stares** "The eagle eyes of Brussels law-makers are already trained on next month's meeting of the Marine Environment Protection Committee. At stake is the ability of the International Maritime Organization to lay down enforceable law governing shipping's greenhouse gas emissions. There will be talk of worldwide instruments such as emissions trading systems and bunker fuel taxes, but are such goals anything other than pipe dreams?" LLOYD'S LIST, 10 February 2010, p 4

**Clean-up Putin's Baltic pledge - By Helen Kelly** "Russian Prime Minister Vladimir Putin has committed to being part of an international plan to clean up the Baltic Sea. Speaking at the Baltic Sea Action Summit in Helsinki, Finland, he said Russia had drafted a programme to "invigorate" the Baltic Sea and will present it in May at a ministerial session of the Helsinki Commission in Moscow, Russian state-run news agency Itar-Tass reported. Mr Putin is expected to announce new clean-up measures in Kaliningrad province on the southeast Baltic shore." LLOYD'S LIST, 11 February 2010, p 3

**Uncertainty after Copenhagen: What now for ship emissions?** "Hopes were running high ahead of climate change talks in Copenhagen that the maritime industry would get clear signals. But the absence of a bunker deal means the battle over key areas is set to continue." BUNKERWORLD, January/February 2010, pp 1-2

**Super-slow steaming** "A growing number of shipping lines are expected to begin 'super-slow' steaming as companies face rising bunker fuel prices, according to latest reports. Super-slow steaming, also



known as extra-slow steaming, cuts fuel consumption and reduces greenhouse gas (GHG) emissions." BUNKERWORLD, January/February 2010, p 10

**The realities of Arctic shipping** "As the Arctic sea ice continues to melt Bunkerworld looks at the shipping opportunities and environmental challenges that lie ahead for the region." BUNKERWORLD, January/February 2010, pp 24-25

**'Ballasted' legislation** "The problems evident by the impact of invasive aquatic species transported via ballast water in ships are nothing new to the shipping industry. But what to do about it has been, until now, complicated." MER, February 2010, pp 32-38

**Shipping remains muddled by EU sulphur mandate - By Jim Wilson** "Despite an exemption period, confusion about the low sulphur directive still abounds. The EU's recommendation of an eight-month exemption from the requirements of its low-sulphur directive 2005/33/EC (which had been due to come into full force on 1 January 2010) has done little to remove the shipping industry's doubts over the mandate. The latest twist in the low-sulphur fuel regulations saga follows indications that many vessels have not yet completed the measures necessary to switch to cleaner fuels. At the European Commission, Fotis Karamitsos, a senior official responsible for maritime transport policy, believes that technical solutions to limit the safety risks of switching fuels are available, but not all vessels "have gone through the necessary modifications and very few ships have undergone the necessary verification and certification process." FAIRPLAY, 11 February 2010, p 20

**Saving on ballast water management** "Early installation allows owners to get ahead of the regulatory curve. What is claimed to be the world's first major ballast water management system contract for large ships was announced at the end of January, even though the IMO does not yet have enough ratifications for the Ballast Water Management Convention to be certain when it will enter force. In addition, the owner whose ships will benefit from the installation - Oman Shipping Company - is based in a country that has not ratified the convention and the ships will fly the Maltese flag, another state yet to ratify it. So what's the rush? In a statement, OceanSaver CEO Stein Foss said the deal "signifies a breakthrough for IMO's Ballast Water Management Convention", but it is also significant for his company, which has focused solely on ballast water management systems since 2002." FAIRPLAY, 11 February 2010, p 21

**\$3.6bn green-fuel shock for owners - By Julian Bray** "Fears have been voiced that new IMO rules could make some routes uneconomical. The annual cost to shipping of complying with the International Maritime Organisation (IMO)'s new sulphur-reduction targets in Europe could be up £3.6bn (\$5.7bn), according to a UK government report that has only just been released six months after it was completed. The likely cost of implementing the new rules, along with worries over adequate supply of low-sulphur fuel, emerged as Europe's shortsea shipping operators started to mount a fight-back against the limits, warning it could damage shipping services and trade." TRADEWINDS, 12 February 2010, p 4

**Pricey renewables still no substitute for oil and gas - By Liz McCarthy** "The renewable energy sector poses no threat to the oil and gas industry, due to its expensive cost base, with fossil fuels set to continue dominating the energy market. "We need to be realistic about the limitations of renewable energy sources. Oil and gas are fuels that will drive the global economic recovery as well as power the world for decades to come," Lloyds TSB head of oil and gas Andrew Moorfield said at the International Petroleum Week conference. "Oil remains in abundant supply, even if finding it is becoming harder and more expensive. This does not mean that we should abandon renewable energy sources. "However, we must recognise oil and gas will remain the world's most vital sources of energy production." LLOYD'S LIST, 17 February 2010, p 10

**2009 the cleanest year yet as oil spills hit all-time low - By Adam Corbett** "There were no major oil spills from tankers last year and pollution from the industry hit an all-time low, according to the latest industry statistics. The International Tanker Owners Pollution Federation (ITOPF) says 2009 marked the first year since it started collecting data on tanker spills that it recorded no major pollution incidents. The ITOPF rates a major spill as over 700 tonnes. The industry's spill record has improved dramatically. Between 2000 and 2009 there has been an average of just three spills a year, as compared with eight in the previous decade and nine in the 1980s. In the 1970s, the tanker industry was racking up an average of 25 major spills a year. However, the clean record in 2009 is unlikely to be continued this year, with one major spill having already occurred in January. The 95,600-dwt Eagle Otome (built 1995) is estimated to have spilled around 1,400 tonnes of crude oil following a collision with a barge in Port Arthur." TRADEWINDS, 19 February 2010, p 39

**Australian federal government lifts pollution levy** "The Australian federal government has announced it will temporarily lift the Protection of the Sea Levy to recover clean-up costs of the 23,737 dwt general

cargoship Pacific Adventurer , which spilled oil off the Queensland coast in March last year. The levy would increase by A\$0.03 from April to A\$14.25 (\$12.80) per net registered tonne, Federal Transport Minister Anthony Albanese said. The levy plan was flagged last August when the federal and Queensland governments announced that Pacific Adventurer 's owner, Swire Shipping, had agreed to pay \$25m in compensation for the oil spill. "Although the payment agreed was in excess of the company's legal obligations, it was below the actual cost of the clean-up, estimated to be \$31m," Mr Albanese said." LLOYD'S LIST, 23 February 2010, p 4

**Norway hands Cosco \$39m spill bill - By Craig Eason** "The Norwegian Coastal Administration is set to hand Cosco Shipping a bill for more than Nkr230m (\$39m) for the clean-up operation following the Full City grounding. The 26,800 dwt dry bulk vessel dragged its anchor during a storm last summer, and spilled fuel oil drifted ashore along the length of the south Norway coastline. A report into the clean-up operation has highlighted it as being the largest and most expensive one in Norway's history. It also raised a number of issues relating to the way the operation was conducted, highlighting areas for improvement. The evaluation by PricewaterhouseCoopers pointed to 31 operational and communication issues between the NCA and the local organisations involved in the clean-up that should be revised and improved. NCA emergency director Johan Ly said that current estimates for the costs were about Nkr230m, but there still needed to be more assessment of the seabed and coastline in March when the weather conditions improved." LLOYD'S LIST, 25 February 2010, p 4

**Italy and France track Mediterranean oil slick - By Andrew Spurrier** "Italian and French coastal surveillance authorities are monitoring the movement of an oil slick created by a collision between a tug and the 5,782 teu CMA CGM Strauss in the port of Genoa last week. The slick, which comprises scattered globules of solidified fuel stretching out over 10 km, was last reported to be some 10 km off the French Mediterranean coast, not far from Nice. The maritime prefecture in Toulon said it was sending a pollution prevention vessel and a tug to assist the Italian authorities in dealing with the slick. CMA CGM estimated yesterday that 184 tonnes of fuel oil had been released into the sea following the collision between CMA CGM Strauss and the tug Francia , which had opened one of the containership's fuel tanks." LLOYD'S LIST, 25 February 2010, p 4

**Prepare to meet the costs of new ECA - By Rajesh Joshi** "Ships calling in US ports must prepare for higher costs as the emissions control area of 200 nm outside US and Canadian coastlines becomes reality. About 60% of US refineries' residual oil is sold to ships as bunkers. As stricter sulphur regimes take effect, refiners would need to invest billions of dollars - at least \$450m to \$1bn per refinery - to accommodate the change. These costs are expected to be passed on to ship operators. Alternatively, if owners want to continue using cheaper fuels, they would need to invest in expensive scrubbers." LLOYD'S LIST, 25 February 2010, p 8

**Hong Kong budget adopts green focus - By Keith Wallis** "Hong Kong's maritime and logistics sectors were again largely ignored in the government's budget yesterday, with just two new initiatives introduced that could help the industries. The first was a plan for a HK\$300m (\$39m) pilot green transport fund that was intended to encourage the transport sector to test green and low-carbon transport technology. Announcing the plan, Financial Secretary John Tsang said: "I hope this fund will encourage the industry to introduce more innovative green technologies and help nurture green technology in Hong Kong." While the initiative was aimed at the transport sector as a whole, Mr Tsang encouraged the territory's ferry companies to use the fund to try out low- emission and energy-saving technologies." p 16

**Samsung Heavy to build only eco-friendly ships by 2015 - By Steve Matthews** "South Korean shipbuilder Samsung Heavy Industries has set itself ambitious targets to cut harmful emissions from the ships it produces. Executive vice-president CH Park, speaking at a Lloyd's Register Technology Day in London, said that by 2015 the shipbuilder would only produce eco-friendly ships. SHI has pledged that all ships it builds by then will have greenhouse gas emissions 30% below current levels. This is the first stage of its 7090 Project, which also sets further targets. By 2020, its ships will have emissions down by 50% and by 2030 an even more ambitious 70% reduction from present emissions levels. SHI has developed its own environmental index for its ships. It is a composite index including greenhouse gases, NOx, SOx and particulates." LLOYD'S LIST, 26 February 2010, p 5

**Japan to review decision to become ECA - By Adam Corbett** "Major shipping nation Japan has said it is ready to consider becoming an emission control area (ECA) but amid growing concern over the negative economic impact of curbing shipping emissions in coastal areas it has set up a study group to review the matter. So far, only the Baltic and North Sea regions are designated ECAs with the US West Coast, the Mediterranean and now Japan also considering applying for approval. Under new rules recently agreed at the International Maritime Organisation (IMO), ships operating within ECAs, which can

extend to 322 kilometres (200 miles) from the coastline, are required to burn fuel with a sulphur content of just 0.1% by 2015." TRADEWINDS, 26 February 2010, p 38

**Shipping mulls a MARPOL precedent - By Helene Miseur** "Proposals to tighten regulations for the disposal of wastewater from passenger ships in the Baltic Sea could threaten cruising in the region and set a global precedent for all shipping sectors, an industry group has warned. Baltic Marine Environment Protection Commission (HELCOM) member states want to amend the guidelines for designating Special Areas under MARPOL 73/78 and add new criteria to MARPOL Annex IV (see box). This would make the Baltic Sea a Special Area, in which sewage from passenger ships must either be processed through an advanced onboard treatment plant before being dumped at sea or be discharged via port reception facilities. The plans will be submitted to the 60th session of the IMO's Marine Environment Protection Committee (MEPC) next month with the aim of reducing nutrient loading that causes algal blooms and eutrophication." FAIRPLAY, 25 February 2010, pp 22-23

**Cleaning up with a scrubber** "An EPA decision to allow exhaust gas cleaning could mean big savings. An announcement in late December by the US Environmental Protection Agency (EPA) to allow exhaust gas cleaning as an alternative to cleaner fuels could save operators significant sums, according to an analysis prepared for Fairplay by scrubber manufacturer Hamworthy Krystallon. It became the first non-US company last month to be accredited to the United States' National Clean Diesel Campaign's 'Emerging Technologies' list. Sigurd Jenssen, Hamworthy Krystallon's managing director, explained that the accreditation is linked to EPA regulations for smaller engines on US-registered vessels affected by rules under the Code of the Federal Register. These set out situations in which engines may need to be upgraded or replaced and "scrubbing is the alternative that the EPA wants to investigate as it's a more cost-effective and potentially a much quicker option to implement," Jenssen said." FAIRPLAY, 25 February 2010, p 24

## 9. PORTS AND HARBOURS

**Japan to raise checks on Russian ships and crew - By Adam Corbett** "The Japan Coastguard (JCG) is to tighten security checks on Russian ships and seafarers in a bid to clamp down on the drugs and gun trade. In its review of maritime crime for 2009, the JCG says Russian drug smugglers continue to feature highly among statistics of marine-drug possession and smuggling with a new trade discovered to the country's northern ports. In 16 cases of drug and gun smuggling from ships intercepted by the JCG, nine involved Russians. Six of them were in possession of cannabis, two were attempting to move large quantities of heroin into the country and one was in possession of a firearm." TRADEWINDS, 5 February 2010, p 47

**Older ships to undergo tougher inspections - By Justin Stares** "Ageing tonnage and ships with a high risk profile face an inspection clampdown in the European Union from next year, industry is being warned. Any passenger ship, oil tanker, gas or chemical tanker older than 12 years can face expanded inspection under the new port state control regime due to be rolled out by Paris Memorandum of Understanding. Operators of such vessels will from January 1 be required to notify national authorities at least 72 hours before a ship's expected time of arrival. The risk-profile calculation is being changed to take into account not only the flag state but also the ship's recognised organisation and the ship operator's prior inspection record. The operator is taken to be the company mentioned on the International Safety Management certificate." LLOYD'S LIST, 5 February 2010, p 2

**Long Beach earmarks \$9m for Green Flag Program - By Roger Hailey** "US West coast port Long Beach has earmarked nearly \$9m in extra incentives to boost participation in the Green Flag air quality programme and to increase the use of rail freight to move import and export cargo containers. The Green Flag Program, subject to board approval, will double to \$6m the annual financial incentives for operators to slow down their vessels near the port. A port authority spokesperson said: "Currently, nearly all ships docking at Long Beach slow down within a 20-mile zone around the harbour. The added incentives are expected to encourage more ships to slow within 40 miles, further decreasing air pollution from the ships' diesel engines." LLOYD'S LIST, 8 February 2010, p 6

**Port staff ease Indian inspectors' burden** "India struggles to meet its IOMOU obligations - and asks ports for help. A shortage of qualified inspectors has led India's Directorate General of Shipping (DG Shipping) to ask port officials for help in weeding out sub-standard ships. The country recently stepped up inspections in a bid to prevent shipping casualties on its coast. As a member of the Indian Ocean Memorandum of Understanding (IOMOU), India is obliged to inspect at least 25% of foreign-flagged ships calling at its ports every year. But with 12,000 ships of various nationalities calling at 12 major and 187

minor ports annually, the task has overwhelmed the directorate and culminated in expensive delays for shipowners." FAIRPLAY, 18 February 2010, p 23

## 10. SEAFARERS

**Full City officers return home** "Two officers charged with criminal neglect over the *Full City* incident have been allowed to return home to China. Chinese captain Zong Aming and third officer Qilann Lu were charged with criminal neglect after their 26,758dwt bulker ran aground in rough weather off Norway's Langesund coast on 31 July last year, leading to a 150km long oil slick." SAFETY AT SEA INTERNATIONAL, February 2010, p 6

**Putting seafarers first** "Shipowners, shipmanagers, industry associations and individuals should take a hands-on approach to the IMO's 2010 Year of the Seafarer and not "just use the idea as a great slogan", Andrew Linington, campaign chief of the Anglo Dutch seafarers union Nautilus International, told SASI in January. "We are determined to turn it into a year of achievement and to campaign for a number of key objectives such as improving seafarers' conditions, particularly their hours of work and rest," said Linington, who recently discussed seafarer training and funding with UK prime minister Gordon Brown." SAFETY AT SEA INTERNATIONAL, February 2010, p 10

**Anglo-Eastern crew academy gets ready for second phase** "Anglo-Eastern Ship management is seeking interest from shipowners to help develop the second stage of its maritime academy at Karjat, about 100km from Mumbai in India. The complex, which was formally inaugurated yesterday, is only the second academy of its type in the world owned and operated by a shipmanagement company. Group chief executive Peter Cremers said land for the second phase of the campus had been acquired and work would start "when we have money in the kitty". LLOYD'S LIST, 3 February 2010, p 5

**Study to gauge impact of piracy on seafarers - By Keith Wallis** "A group of US organisations is launching the first-ever research study about the effects of piracy on seafarers. The initiative is being carried out by the Seamen's Church Institute in association with New York's Mount Sinai School of Medicine and the New York Psychoanalytic Institute. It is supported by the International Maritime Organization. Douglas Stevenson, director of the centre for seafarers' rights at the Seamen's Church, said the study would focus on three areas. These involve seafarers who have been held hostage, those who have been on board ships that have come under attack and those who have been on board ships transiting the Gulf of Aden." LLOYD'S LIST, 4 February 2010, p 4

**Sector sounds alarm over crewing cuts - By Christopher Munro** "Inexperienced crews continue to be a cause of concern for P&I clubs and the financial crisis is only likely to exacerbate the situation, leading members of the market have warned. Before the onset of the economic downturn, shipowners were earning vast sums from their vessels and crews were in high demand. A steady reduction in the number of seafarers over recent years has meant that even inexperienced crews found themselves in high demand and it would appear that this trend remains, although for very different reasons. The financial crisis has left many shipowners in a fairly dire financial situation and, in a bid to cut costs, some have looked to employ cheap crews. But cutting costs comes at more than just a financial price - the reason these crews are cheap is because they often lack experience." LLOYD'S LIST, 4 February 2010, p 9

**Owners weigh up the price of crewing costs** "Better freight rates might mean owners will have to pay more in salaries for seafarers, despite owners' pleas. An improving shipping market could work against shipowners' interests when negotiations on minimum pay levels for seafarers re-open next year at the International Bargaining Forum (IBF). If the encouraging early year trend for firmer demand and better freight rates is maintained in 2010, the owners' Joint Negotiating Group might find it hard to plead poverty when confronted with calls from the International Transport Worker's Federation (ITF) for better financial entitlements for seafarers." FAIRPLAY, 4 February 2010, p 20

**Crew investment for cost reduction** "Investing in crews can help reduce casualties and lower insurance premiums - a vital cost-saving in the current volatile shipping market. According to Deirdre Littlefield, president of the International Union of Marine Insurance, now is the time for shipowners to invest in training to reduce their risk of accidents. "Understandably, owners and charterers are doing all they can to reduce costs, but training budgets should not be reduced," she stressed." FAIRPLAY, 4 February 2010, p 21

**IMEC warns shipowners of MLC complacency - By Neville Smith** "Flag and port states are unprepared for the pending ratification of the International Labour Organization's Maritime Labour Convention (MLC) and shipowners risk paying the penalty, the International Maritime Employer's

Committee has warned. The MLC, which has been described as a 'seafarers bill of rights' is likely to be ratified by late 2010 and become law 12 months later. But IMEC secretary-general Giles Heimann has warned that most stakeholders have underestimated the impact of the regulations and failed to budget for the preparation required." FAIRPLAY, 4 February 2010, p 24

**Denmark slammed over three stranded seafarers - By Adam Corbett** "The Danish government has come under attack for its handling of three abandoned seafarers as criminals on a 45-year-old general cargoship. Unions are accusing Copenhagen of breaking its international commitment to treat seafarers fairly by attempting to deport the men stranded on the 1,000-dwt Cormorant (built 1965). The ship has been stuck in Frederiksvaerk since last September along with three men, who have been without pay with poor provisions and no way home. Maritime union 3F says an order was issued to arrest the three seafarers - the Russian chief officer and two Ghanaian ratings - on immigration grounds." TRADEWINDS, 12 February 2019, p 51

**GAC in Irish venture to offer seafarer training - By Steve Matthews** "Maritime services provider GAC has launched a groundbreaking joint venture with the National Maritime College of Ireland in Cork to provide specialised maritime training courses for seafarers and shore-based staff. GAC Training and Service Solutions is a 50/50 joint venture between GAC Solutions and NMCI Services, the college's commercial arm. The NMCI has been seeking a commercial partner to increase usage of its advanced training facility. It features state-of-the-art bridge simulators and survival, engineering and damage control training facilities." LLOYD'S LIST, 15 February 2010, p 5

**Eight more Mariano Lauro crew bring suit - By Rajesh Joshi** "Eight more seafarers from the arrested bulker Mariano Lauro, including the Italian master and seven Filipinos, were yesterday preparing to file an intervening complaint in a US federal court in Florida, seeking some \$40,000 in unpaid wages. A further five Filipinos, who are owed another \$35,000 in wages, were understood to be preparing to join the claim, but did not feature in yesterday's legal action. The eight seafarers join six Croatian seafarers owed some \$31,500 in wages since December, who last week intervened in the original arrest enforced by its last charterer Compass Rose Shipping. Under the US legal pecking order, the \$110,000 owed to the seafarers, including the monies understood to be payable to the five Filipinos who have yet not signed up, holds a higher repayment priority over other items such as mortgage dues." LLOYD'S LIST, 17 February 2010, p 2

**Jeppesen Marine** "It was reported from Egersund, Norway, on 22<sup>nd</sup> September that Jeppesen Marine is contributing to the training of the next generation of seafarers in electronic navigational charts and ECDIS by supplying systems and data to one of Norway's leading maritime training institutions, Bergen Maritime Technical School. In addition to the C-MAP Professional vector database and ENC's that Jeppesen Marine already supplies for the school's bridge simulators, the company will now supply more than 50 C-MAP Ocean View systems for route planning in an office environment." IALA Bulletin, 2009/4, p 60

**EU taskforce to tackle crew recruitment crisis - By Justin Stares** "The man who championed the European Union crewing directive has been appointed chairman of the EU's seafaring taskforce. Sir Robert Coleman, formerly director-general under the now defunct Brussels ministry for transport and energy, is to lead the taskforce in its search for "innovative" solutions to the bloc's recruitment and retention problems. While working for former EU transport commissioner Neil Kinnock, Mr Coleman proposed the controversial crewing directive, which would have obliged ferry operators to use European crews between EU coastal states. The proposal was blocked by a minority of governments and was eventually withdrawn." p 2

**Denmark drops charges against abandoned crew - By Adam Corbett** "Denmark has dropped illegal immigration charges against three seafarers abandoned in the country and instead allowed them to go home. TradeWinds reported last week that Danish maritime union 3F criticised the Danish authorities for attempting to arrest the men, including two Ghanaians and a Russian, on the 1,000-dwt Cormorant (built 1965). The union said it breached Denmark's commitment to international guidelines on the treatment of abandoned seafarers." TRADEWINDS, 19 February 2010, p 39

**Spain first in EU to ratify 'bill of rights for seafarers' - By Adam Corbett** "Shipping's new so-called bill of rights for seafarers, the Maritime Labour Convention (MLC) 2006, is edging its way into force with three more countries signing up already this year. MLC 2006, which represents a consolidation of international conventions on employment standards and welfare at sea, has already attained backing of the required number of signatories, representing 33% of the world fleet, to come into force. However, it is still short on numbers in terms of countries with 30 required but only eight so far signing up. Significantly, Spain has now become the first European Union (EU) country to ratify the deal and its move is expected to be followed by fellow members. Spain has taken the lead in Europe as it currently holds the EU presidency.

But other EU members have also promised to join this year with 2010 named year of the seafarer by the International Maritime Organisation (IMO)." TRADEWINDS, 26 February 2010, p 39

**The Yardstick for Maritime English STCW Assessment Purposes – By Clive Cole and Peter Trenkner** IAMU JOURNAL, August 2009, pp 13-28

**Updating STCW Provisions for increasing Navigation Competencies – By Eugen Barsan** IAMU JOURNAL, August 2009, pp 29-37

**Maritime English education at TUMSAT: A college-level curriculum for monolingual Japanese students – By Yoko Uchida and Naoyuki Takagi** IAMU JOURNAL, August 2009, pp 38-47

## 11. SHIPBUILDING AND RECYCLING OF SHIPS

**Bringing safety to shipbreaking** "A shipbreaking zone to protect workers and prevent unregulated yards setting up along the coast of Bangladesh is being set up by the country's government after four more deaths in Sitakunda, one of the world's largest scrapyards. The move came days after four demolition workers were killed and 15 injured when a boiler exploded during a tanker scrapping on 26 December." SAFETY AT SEA INTERNATIONAL, February 2010, p 6

**Upping scrap stakes – By Geoff Garfield** "A meeting has been set up for May to help progress the implementation of the new Hong Kong Convention. The five main ship-recycling nations are expected to meet in Thailand around the end of May in a bid to advance efforts at raising industry standards. India, Bangladesh, Pakistan, China and Turkey handle around 97% of all tonnage scrapped but until now there has been a wide gap between their environmental - as well as health-and-safety - standards. This is being tackled by the new Hong Kong Convention on recycling adopted last year but it may take several years to enter into force. In a bid to smooth the path toward ratification and raise standards in advance, the International Maritime Organisation (IMO) has accepted an invitation from Thailand to bring key figures together." TRADEWINDS, 5 February 2010, p 29

**Shipbreaking reaches record levels in China - By Hui Ching-hoo** "Ship demolitions at China's yards hit a record 3.2m ldt last year due to overcapacity in the global shipping markets, according to China National Shiprecycling Association. A total of 440 vessels, comprising 3.2m ldt, were scrapped at the country's yards in 2009. The volume of imported ships and domestic vessels the yards recycled soared 400% and 150% year on year respectively. That resulted in income from import and value-added taxes to more than Yuan1bn (\$147m) for the Chinese government, the association said." LLOYD'S LIST, 12 February 2010, p 5

**The state of play as China takes a break - By Neil Connor** "Cao Yousheng, a director at the Economic Research Centre of China State Shipbuilding Corp (CSSC), says: It is possible that China will be the largest after 2013 in terms of shipbuilding completion. But there is a long way to go to match South Korea and Japan in research and development." TRADEWINDS, 12 February 2019, pp 18-19

**Navigating changing times - By Geoff Garfield** "The recycling industry is being dragged into the 21st century as campaigners highlight dubious practices that have plagued the industry. With a new convention in play, TradeWinds takes a look at what lies ahead. Vessel recycling has thrown off its image of being a boring but necessary activity that shipowners are forced to confront when the time comes to dispose of superannuated tonnage. Pressure groups seize on every opportunity to highlight the appalling standards in which many toil on beaches in the Indian subcontinent. But ship scrapping is being dragged into the 21st century through a combination of efforts by courts, governmental bodies and the International Maritime Organisation (IMO). Even shipowners and demolition yards are contributing to recycling shaking off its tardy image." TRADEWINDS, 12 February 2019, pp 22-23

**Crucial rules for a global industry - By Geoff Garfield** "A finalised convention is now in play but entry into force is expected to take at least five or six years. It took four years of hard work coupled with persuasion, compromise and manoeuvring before an international convention attended by delegates from 63 countries agreed on how to tackle the thorny issue of ship recycling. The pressure had been building for years from organisations such as Greenpeace, whose campaign of naming and shaming with its hit list of scrapping candidates suddenly pushed a previously twilight area of shipping into the public eye. Then in July 2005, the Marine Environment Protection Committee (MEPC) of the International Maritime Organisation (IMO) decided that developing legally binding international regulations for ship recycling should be a priority." TRADEWINDS, 12 February 2019, p 26



**'Ambassador and peacemaker' still has much to do advising on compliance - By Geoff Garfield**

"Nikos Mikelis, senior implementation officer at the International Maritime Organisation (IMO), has lived and breathed ship recycling in recent years. Described variously as a roving ambassador and peacemaker, he has been at the sharp end of the new Hong Kong Convention. It has been a long road - guiding, cajoling and seeking to clear up misunderstandings or bringing together factions that threaten to disrupt or derail implementation. The text may have been finalised and the convention adopted but only one country so far, France, has signed up. Also, plenty of work still needs to be done on the guidelines advising the various stakeholders how to move toward compliance." TRADEWINDS, 12 February 2019, pp 26-27

**'Dream ticket' to implementation - By Geoff Garfield** "The annual ship-recycling volume required for the new convention to go into force could be met if India and China both sign up. Nobody knows at this stage who among the five countries responsible for 97% of ship-recycling tonnage will ratify the International Convention for the Safe and Environmentally Sound Recycling of Ships (Hong Kong Convention). It is not just a case of willingness but also their ability to meet the technical requirements. China, Turkey and India are widely considered to be ready, or will be soon, in terms of facility standards. The dream ticket for implementation is that both India and China sign up based on the annual ship-recycling volume required under the convention for entry into force (EIF)." TRADEWINDS, 12 February 2019, p 28

**Japan pulling its weight - By Geoff Garfield** "A pilot project is underway to determine the feasibility of a return to recycling. Japan has moved faster than most countries in demonstrating its support for raising ship-recycling standards. Not only has it been at the centre of activities at the International Maritime Organisation (IMO) but has launched a pilot project at home. The port city of Muroran has been chosen to determine whether an industrialised country such as Japan has a role to play in the green scrapping of ships." TRADEWINDS, 12 February 2019, p 32

**Clear-out of vintage cruiseships under way - By Nigel Lowry** "A busy year lies ahead for the scrapping of vintage passenger vessels, as some owners balk at the cost of complying with International Convention for the Safety of Life at Sea 2010 regulations, which come into force in October, a leading passengership broker has said. Dennis Vernardakis, head of the Masters Shipping brokerage in Piraeus, Greece, pointed to a looming clear-out as he confirmed two demolition deals for older cruiseships that have already been struck this year. "For a number of ships it will be very difficult to upgrade to the new Solas requirements and there will be more scrapping," he said. "It may not be a straightforward matter of all these ships going before the deadline. Maybe some owners will initially lay up their ships and look at how market factors develop." LLOYD'S LIST, 15 February 2010, p 3

**Samsung to go green** "Samsung Heavy Industries (SHI) has announced that it will build only environmentally friendly vessels from 2015, that is vessels that achieve a 30% reduction on greenhouse gas emissions." THE NAVAL ARCHITECT, February 2010, p 12

**Busy Bangladeshi breakers face court's safety scrutiny - By Brian Reyes** "The demolition sector continued to come under scrutiny over standards last week, but business remained undeterred, with breakers in Bangladesh and Pakistan purchasing two large tankers, including the third very large crude carrier sold for scrap this year. A Bangladeshi court will this week consider its position on a continuing review of safety requirements for incoming vessels. Late last month, the High Court gave the government three weeks to prepare a report on the pre-cleaning of vessels prior to beaching. It was the latest step in ongoing moves to tighten labour and environmental standards in the face of a string of serious incidents in Chittagong breaking yards." LLOYD'S LIST, 16 February 2010, p 12

**Pakistan scrap chief hints at rocky path to implementing IMO recycling law - By Geoff Garfield**

"Scrapping players and governments in the Indian subcontinent should collaborate before deciding whether to ratify the new International Maritime Organisation (IMO) Hong Kong Convention on ship recycling. The surprise call from Asif Ali Khan, secretary of the Pakistan Ship Breakers & Recyclers' Association, indicates that the path toward implementing the new convention may be far from smooth. He accused those who drafted the convention of ignoring the local social and economic situation in the subcontinent. Speaking at the TradeWinds Ship Recycling Forum in Dubai, Khan urged Pakistan's "regional partners" and respective governments to form a working group to decide jointly how to proceed." TRADEWINDS, 19 February 2010, p 8

**Controversy over veteran LNG carrier - By Lucy Hine** "An elderly LNG carrier released from detention on the understanding that it was going for conversion could soon be heading for demolition in



contravention of agreements made with UK authorities. An anonymous e-mail was also circulated widely to shipping newspapers that suggested the 36-year-old, 87,600-cbm Margaret Hill (ex- Hoegh Galleon , built 1974), which had been touted as a conversion candidate for a floating LNG (FLNG) project, has been sold to Dubai-based cash buyer Argo Systems for onward sale into India. The UK's Environment Agency (EA) detained the ship on the grounds that under European law, the vessel, which contains asbestos and other hazardous substances, could not be sold to a country outside the European Union (EU) for demolition. While the veteran Margaret Hill has been "off the radar" for a few weeks, in the past few days electronic data has showed it as positioned off the Dubai coast." TRADEWINDS, 19 February 2010, p 11

**Thomas Schulte to voluntarily issue recycling certificates - By Ian Lewis** "Reederei Thomas Schulte is taking the lead on safe and environmentally sound recycling of containerships. The Hamburg-owner has taken on Germanischer Lloyd (GL) to issue ship-recycling certificates for its fleet of more than 50 vessels. It is said to be the first shipping company to voluntarily commit itself to following the International Maritime Organisation (IMO)'s Hong Kong Convention on ship recycling, which is expected to come into force in the next few years." TRADEWINDS, 19 February 2010, p 12

**Bangladesh shipbreaking protest condemned as fake - By Liz McCarthy** "Bangladesh shipbreaking yards yesterday staged a protest against a new national import policy that requires all vessels destined for recycling in Chittagong to carry a pre-cleaning certificate. Owners of breaking yards were reported to have hired outsiders and workers from the country's steel-rolling mills to stage the protest in Chittagong city centre after a demonstration last month was unsuccessful, Bangladesh environmental groups told Lloyd's List. The Bangladesh Environmental Lawyers Association and the NGO Platform on Shipbreaking have criticised the protest, arguing that in contrast to local media reports no workers from shipbreaking yards were involved in the demonstration." LLOYD'S LIST, 23 February 2010, p 1

**Dhaka calls off 'thorny' scrap ruling - By Geoff Garfield** "Bangladesh will revise a ruling that required imported ships to be cleared of hazardous materials by exporting countries. A real threat to shipbreaking in Bangladesh is grinding to a halt because a new government directive appears to have been lifted. Ships imported for recycling would have required a certificate stating that they are free of hazardous waste or materials. The government initiative, the latest in a sudden tightening of the environmental noose in Bangladesh, was seen as impractical and triggered crisis talks with the Bangladesh Shipbreakers' Association (BSBA)." TRADEWINDS, 26 February 2010, p 13

**'Green' recycling dream is distant - By Julian Bray** "Weak markets are set to drive more ships for scrapping but few will likely be forking out for the green solution. The \$2.5bn-per-year ship-scrapping industry is set for another boom year in 2010, amid sluggish progress implementing new global regulations to clean up and make safe one of the most contentious areas of shipping. Specialist demolition broker Ed McIlvaney estimates a total of 30 million dwt to 33 million dwt of ships will be scrapped this year, up on the 886 ships of 28.2 million dwt that went to the breaker's torch in 2009." TRADEWINDS, 26 February 2010, p 22

## 12. SHIPPING

**Brussels calls for English as the sole language used in EU by ship and port - By Justin Stares** "The European Parliament is pushing for English to be established as the lingua franca in all communications between ship and port within the European Union. A common language would reduce confusion and cause fewer administrative delays, according to the parliament's amendments to a new Brussels directive. English is already used on ships' bridges and in conversations between masters and pilots. But documentation is still sometimes filed in the language of the coastal state. Masters are sometimes required to have a certain level of fluency in the local language before they are awarded pilotage exemption certificates." LLOYD'S LIST, 2 February 2010, p 3

**IMO university plots radical new course - By Craig Eason** "The International Maritime Organization's bespoke university is set to reveal the result of a major restructuring later this spring. The Malmö-based World Maritime University has whittled its board of directors from 70 to 33 and created an 11 member executive council to forge the new direction of the institution. One major change will be the removal of the IMO secretary-general as the executive chairman. The new executive will convene in April to discuss the direction and financial future of the WMU. WMU president Björn Kjerfve was appointed eight months ago as part of the ongoing changes. He hopes to be able to increase the funding of the university to up the intake of postgraduates from IMO member state administrations and other bodies. Dr Kjerfve also wants

to see the WMU take a leading role in developing research work to support the IMO." LLOYD'S LIST, 2 February 2010, p 5

**Idle fleet down 50 but deliveries pile on pressure - By Ian Lewis** "The number of mothballed vessels has fallen by nearly 50 since the beginning of the year. A total of 532 boxships are presently laid up, 30 less than two weeks ago and down from 581 at the start of 2010, according to figures from AXS-AlphaLiner. The analyst says the reduction has been because of the reactivation of larger vessels, new services launched for the smaller sizes between 1,000 teu and 2,500 teu, as well as a limited number of extra loaders being deployed in the run-up to the Chinese New Year cargo rush." TRADEWINDS, 5 February 2010, p 13

**Hamburg urges banks to push slow steaming - By Patrick Hagen and Katrin Berkenkopf** "Hamburg's economics minister Axel Gedaschko wants ship finance banks to persuade owners and container lines to adopt slow steaming more widely. Such a move would help German tramp owners to survive, with more ships needed to keep up services. "We are already in talks with two of the largest ship finance banks and want to organise them to put pressure on shipowners and shipping companies that do not use slow steaming," Mr Gedaschko told Lloyd's List." LLOYD'S LIST, 5 February 2010, p 1

**From the ground up** "Haiti's enormous rebuilding effort is slowly beginning. Long shunned by carriers, the island could now see new shipping markets open up. John Gallagher reports." FAIRPLAY, 4 February 2010, pp 4-5

**Iran sets course for regional maritime leadership - By Richard Meade** "Beyond the sanctions, the sabre-rattling politics and the controversial nuclear ambitions, Iran has been quietly building up an impressive maritime sector. Now one of the government's key political priorities, shipping companies and ports have been opened up to investment and pushed as a strategic area for expansion, particularly in terms of its tanker fleet. An ambitious programme to expand the country's port network is well under way and the country's orderbook promises to turn the once minor league player into a regional maritime powerhouse. "Our ambition over the next 10 years is to become a leader in the region in all aspects of shipping," said Ali Akbar Marzban, the deputy permanent representative of the Islamic Republic of Iran to the International Maritime Organization." LLOYD'S LIST, 11 February 2010, p 4

**'Peak Oil' report shakes things up but will it take an 'oil crunch' to make the world get the message? - By Terry Macalister** "If the world really did think that oil was an ultra-scarce commodity, then we might not just be fighting over it (are we not doing so in Iraq?) but the price would rocket beyond the 2008 levels of \$148 per barrel. However, there is a growing band of so-called "Peak Oilers" who believe this is indeed so and that we may have already seen the maximum output possible - or will do so in the next couple of years. The launch this week of a new report on Peak Oil marks a ratcheting up of the pressure on governments to take this theory much more seriously." TRADEWINDS, 12 February 2010, p 2

**Quality drive is being sustained - By Felicity Landon** "Flags have responded to the economic downturn by freezing rates or introducing new fee structures; by dishing out advice on laying up ships; and through a variety of other initiatives aimed at easing pressure on owners. But the big question that has hung over everything is: in such a severe economic climate, what happens to quality? "While the worry of falling maintenance standards has been voiced by shipping pundits, the Barbados Maritime Ship Registry [which broke the 1m gt barrier last year] has not seen any evidence of ship maintenance being reduced to supplement reducing operating margins," said BMSR principal registrar Chris Sawyer." LLOYD'S LIST, 18 February 2010, p 10

**Liberian pilot scheme for longer drydock intervals - By Felicity Landon** "The Liberian Registry has developed a pilot scheme for extending drydocking intervals, aiming to provide flexibility for shipping companies struggling in the economic downturn. The intervals between external inspection of ships' bottoms specified in Solas and classification society regulations require a minimum of two exterior inspections during the five-year validity period of the safety construction certificate. However, it is widely recognised, by class and others, that hull coatings have advanced over the years. New products are now available that are more durable and last longer than those that were available when the rules were drafted, according to the register. "The result is a reduction in the need for drydocking frequency to maintain and repaint, and a recognition that drydocking cycles are no longer inexorably linked to class renewal cycles," said Scott Bergeron, chief operating officer of the Liberian International Ship and Corporate Registry, the US-based manager of the register." LLOYD'S LIST, 18 February 2010, p 10

**Cyprus tonnage tax on horizon - By Felicity Landon** "Cyprus is in the final stages of discussion with the European Commission over approval of its new all-inclusive tonnage tax regime for shipowners,

charterers and managers. The system has been eagerly awaited by the island's shipping sector, whose growth has been slowed in recent years because of the uncertainty over how any new tax would be formulated. "We expect the system will attract tonnage to the fleet; however, we believe prospective customers/companies will need some time to become familiar with the provisions of this legislation before opting to be taxed under the new system," said Cyprus Department of Merchant Shipping director Serghios Serghiou." LLOYD'S LIST, 18 February 2010, p 11

**Argentina in Falklands Islands (Malvinas) clampdown - By David Osler** "Argentina is seeking to impose restrictions on ships trading with the Falkland Islands, as part of its efforts to assert sovereignty over the UK-controlled archipelago ahead of oil exploration operations due to start later this year. The two sides fought a brief war in 1982 over the islands, known to Spanish speakers as the Malvinas. Although diplomatic relations have since been restored, major tensions over the issue remain unresolved. Argentine President Cristina Fernandez signed a decree on Tuesday requiring all ships travelling between Argentina and the islands, as well as those that want to cross Argentine territorial waters en route to the Falklands (Malvinas), to seek prior permission. A partner at a prominent shipping law firm in the UK said the legal picture was uncertain. However, he said that EEZs (exclusive economic zone) quite clearly constitute high seas and that therefore ships of all flags had an established right of passage." LLOYD'S LIST, 18 February 2010, p 16

**See ships on your iPhone** "A new iPhone app allows seafarers to survey what ships are in the area. If you are in one of a number of US ports - or Shanghai - you can now use your iPhone to view details of ships in the area by accessing their broadcast AIS data. The application is called gTrax. It has been developed jointly with Maritime Information Systems (MIS), which specialises in vessel tracking services, and uses MIS's automatic identification system (AIS), antennae to collect information from commercial ships in the various harbours. It also uses information from AIS-B transmitters, found on super-yachts, sailing ships and pleasure boats. This is processed by MIS's server and distributed via the iPhone app, which plots each ship's location on a Google map." FAIRPLAY, 18 February 2010, p 25

**Green ratings push - By Adam Corbett** "Plans for an eco-rating system for ships are gaining ground in tandem with forthcoming IMO regulations. Two fresh industry initiatives are promoting the idea of an environmental rating system for ships that will give owners the chance to demonstrate to clients how green they are. The moves come amid heightened awareness of the extent of damage caused by greenhouse-gas emissions from shipping and increasing interest from owners in reducing their carbon footprint. The initiatives also come ahead of new International Maritime Organisation (IMO) regulations that will require owners to record ship efficiency as part of the industry drive to reduce emissions." TRADEWINDS, 19 February 2010, p 22

**Box lines get go-ahead for slow steaming talks - By Janet Porter** "Fifteen of the world's top container lines have been granted permission to exchange ideas on strategies such as slow steaming. The Federal Maritime Commission has told the Transpacific Stabilization Agreement that members can discuss and co-ordinate programmes that will reduce air and water pollution as well as save fuel consumption. The TSA, which is a discussion agreement rather than a conventional conference, had required FMC approval to talk about such matters. The Washington-based commission gave the green light late last week after a 45-day review. The impact of reduced ship-speeds will be one of the first topics to be addressed." LLOYD'S LIST, 23 February 2010, p 2

**Super-slow steaming poses threat to box fleet growth - By Michelle Wiese Bockmann** "Super-slow steaming is not only underpinning a nascent recovery in containership charter rates, but is set to effectively absorb as much as 350,000 teu from global fleet capacity this year. Analysis by London broker Howe Robinson shows that cutting ship speeds from around 24 knots during market highs two years ago, to as low as 12-14 knots in some cases, could curb fleet growth to 2.7% this year. Without slow steaming, fleet growth would have been around 5.4%. At one stage, double-digit capacity expansion was forecast for 2010. Gripped by negative cash flows and a serious overcapacity crisis, container lines have widely embraced slower speeds on major trading routes as a way to boost ship employment, stretching voyage times and allowing up to three extra ships to be employed on traditional service loops." LLOYD'S LIST, 26 February 2010, p 2

### 13. SPECIAL REPORTS

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Ballast water treatment FAIRPLAY SOLUTIONS, February 2010, p pp 10-16

Container ship safety: SAFETY AT SEA INTERNATIONAL, February 2010, pp 22-27

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## 14. SOURCES

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