

**INTERNATIONAL MARITIME ORGANIZATION**

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“sharing maritime knowledge”

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## NEWS FROM IMO

### PRESS RELEASES

[MARPOL amendments to prevent pollution during ship-to-ship oil transfer operations adopted](#) - 22/7/2009

[IMO environment meeting issues technical and operational measures to address GHG emissions from ships](#) - 17/7/2009

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[IMO Council makes 2010 the “Year of the seafarer”](#) - 3/7/2009

[Uganda is 169th IMO Member State](#) - 3/7/2009

*Briefing 25/2009:* Uganda has become the latest Member of IMO

Brochure: [International Maritime Transport and Greenhouse Gas Emissions](#) - Climate Change: A Challenge for IMO too! IMO, 2009

### MEETINGS

Click [here](#) for the programme of IMO meetings for 2009, the summary reports for meetings held so far in 2009 and the provisional agenda. If you wish to receive such briefings regularly, please email your request to [Media](#).

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### PUBLISHING

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## **[SPEECHES](#)**

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## **[NEWS FROM THE UNITED NATIONS](#)**

UN Agencies 'Deliver as One' To Realize a Green Economy:

**June 2009** - At least 21 UN agencies backed the call for a world-wide transition to a low carbon, resource efficient Green Economy able to deliver multiple economic, social and environmental opportunities in the 21st century. [Joint Statement](#)

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

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## MARITIME NEWS IN THE PRESS

### 1. CASUALTIES

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**Seven dead and 23 crew missing after standby vessel sinks - By David Osler** "Seven bodies were yesterday recovered after the sinking of a safety standby vessel close to Doha in Qatar, and the death toll was expected to rise further as 23 of those on board remained unaccounted for, the operator confirmed. Five people, including the master, were rescued because they happened to be either on deck or in the

wheelhouse at the time of the sinking. According to the Equasis shipping safety database, ABS had recently rescinded class on grounds of an overdue survey on the 30-year-old vessel, but subsequently reinstated it." LLOYD'S LIST, 2 July 2009, p 1

**Accidents highlight oil industry risks - By Martyn Wingrove** "Several incidents in the Middle East offshore oil industry in the past nine months have highlighted the dangers of these operations at a time of high activity levels. The recent accidents included a helicopter crash in the United Arab Emirates and a rig collapse in Qatar. The Middle East is an area perceived to be one of the most benign offshore environments in the world, but these incidents show that there are still dangers to watch for." LLOYD'S LIST, 2 July 2009, p 1

**Demas Victory bodies removed as inspection of wreck begins - By David Osler** "Thirty people are now confirmed dead after their bodies were recovered from Demas Victory, the 1979-built, 246 gt safety standby vessel that sank off Qatar last week. The hull appears to be undamaged, suggesting adverse weather conditions might have played a role." LLOYD'S LIST, 8 July 2009, p 4

**Marco Polo passenger dies in norovirus scare - By David Osler** "One passenger has died and a further four have been hospitalised after more than 150 people were taken ill following a suspected outbreak of norovirus on Transocean Tours' cruiseship Marco Polo, which is currently alongside in the Scottish port of Invergordon." LLOYD'S LIST, 8 July 2009, p 4

**Crush accident on ferry sparks MAIB call for safety rethink - David Osler** "Freight ferry Eurovoyager regularly compromised its watertight integrity by making the Ostend-Ramsgate Channel crossing with many of its internal doors open, according to a Marine Accident Investigation Branch report, which bases the claim on data from the vessel's voyage data recorder. The MAIB is now calling on the relevant authorities in Britain, Belgium and flag state Cyprus to propose amendments to current international regulations in the hope of improving the effectiveness of European Union inspections." LLOYD'S LIST, 8 July 2009, p 4

**MOL Prosperity fire believed to have started in dry freight box - By Keith Wallis** "Fire department officers in Hong Kong have launched an investigation into a blaze onboard the 6,350 teu boxship MOL Prosperity after it emerged that the fire started in a container of dry freight rather than one carrying dangerous goods. Marine Department spokesman Patrick Wong told Lloyds List that dangerous goods were suspected initially because smoke was seen escaping from the hatch of number six hold, where there were three International Maritime Organization Class III tanktainers. But he added: "It is now clear that the fire started - and was essentially contained - in number seven hold, in which there were no dangerous goods. While the ship's fire detection unit initially showed fire in number six and seven holds that could not rule out dangerous goods might be involved, subsequent events indicate that it is unlikely that dangerous goods played any part in this fire." LLOYD'S LIST, 10 July 2009, p 4



**LPG fire blamed on shoddy hoses - By Bob Rust** "Greek owner Benelux Overseas is blaming discharge apparatus for the LPG fireball that killed officers three years ago. Rats gnawing through shoreside LPG-discharge hoses may have been to blame for an LPG fireball that killed four Jordanian naval officers and destroyed a Greek LPG carrier, according to shipowner Benelux Overseas. The Greek owner, insured by the American Club, is fighting a \$35.6m London arbitration battle with Jordanian Petroleum Refinery Co over its losses and liabilities from the event three years ago." TRADEWINDS, 10 July 2009, p 18

**Chief officer slept as ship ran aground - By Adam Corbett** "A chief officer had been drinking prior to falling asleep while acting as the lone watch on the containership Karin Schepers (built 2007) when it grounded in the Baltic, according to an official investigation. A Danish Maritime Authority (DMA) probe into the 22 March incident found that the dozing officer even managed to sleep through the grounding at

North of Drogden in the Baltic Sound. He was woken by a pilot from a passing ship who had boarded to investigate the accident. The officer had also slept through three attempts to contact him by vessel-traffic services and the nearby pilot on VHF radio when, the report says, "it was obvious the ship was following the wrong track". The DMA probe found that the chief officer had a blood-alcohol content of 1,286 parts per 1,000. The ship's master, who was asleep in his cabin at the time of the accident, had a blood-alcohol level of 1,765 parts per 1,000." TRADEWINDS, 10 July 2009, p 38

**Lloyd's List Opinion: Lessons from MSC Napoli - By Janet Porter** "Lateral thinking was needed to work out how to remove the badly damaged stern of the MSC Napoli . Tried and tested methods failed, and eventually purpose-built equipment was constructed that enabled the salvors to place a chain cradle under the wreck and raise the aft section in one piece. Within a month, the final remains of the containership should have disappeared from Lyme Bay, but the postmortem on the wreck clearance operation is likely to continue for some time because of the lessons learned and questions that remain unanswered. For a brief time, the 4,700 teu MSC Napoli was the world's largest containership. But compared with today's giants, the 1992-built ship, with a length of 275 m, breadth of 38 m, and weighing 53,400 gt, is a minnow. Take one of the latest ships to join the world fleet, the MSC Kalina . This titan has a nominal intake of 14,000 teu, is 349 m long, 51 m wide and weighs in at 151,559 gt, almost three times that of the MSC Napoli . Ships of this size are becoming commonplace in the Asia-Europe trades, and many more will be delivered over the years ahead. So what if the worst should happen and one of these, piled high with containers, was involved in a major shipping accident?" LLOYD'S LIST, 22 July 2009, p 2

**Sodden cargo sinks another bulker - By Adam Corbett and Pinaki Routray** "A partly liquefied cargo of iron-ore fines has led to a sinking off Mangalore. Continued warnings about the loading of iron-ore fines in wet weather appear to have been ignored, leading to another casualty - that of the Asian Forest (built 2007). The South Korean-controlled, 14,400-dwt ship went down off Mangalore earlier this month apparently when its 13,600-tonne cargo of iron-ore fines partly liquefied, making the cargo unstable and leading to a heavy list that claimed the ship. All crew members survived the accident. It is understood that protection-and-indemnity (P&I) clubs have been warned about the potential problems as iron-ore fines continued to be loaded during a heavy monsoon this year. " TRADEWINDS, 31 July 2009, p 38

**Sunken bulker 'Ioannis NK' was preparing for sixth special survey - By Adam Corbett** "A Greek bulker that sank in heavy seas off South Africa last week was heading for a dry docking and life-extension work in the Far East. The 26,000-dwt Ioannis NK (built 1977) was due for its special survey in August, less than a month after it was hit by water ingress, went into a 45° list and forced the crew to abandon ship and send an emergency call to the South African search and rescue. The 32-year-old ship went down 181 kilometres (11 miles) off Cape Columbine on South Africa's west coast. TradeWinds understands that Greek owner Agios Fanourios Shipping took a sugar cargo from Brazil to India to reposition the ship for dry docking with yards in India, Sri Lanka and China under consideration and not to scrap the vessel after its final voyage." TRADEWINDS, 31 July 2009, p 38



## 2. IMO

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**Year of the Seafarer earmarked for 2010 - By David Osler** "Next year will mark the Year of the Seafarer, the council of the International Maritime Organization declared in a session in London last week, endorsing a proposal from secretary-general Efthimios Mitropoulos. The decision has been taken to allow the maritime industries to pay tribute throughout 2010 to the world's seafarers for both their contribution to society and the risks they take in carrying out their duties, the IMO said in a statement. Mr Mitropoulos said that "the unique hazards confronting the 1.5m seafarers of the world - including pirate attacks, unwarranted detention and abandonment - coupled with the predicted looming shortage of ships' officers, make it ever more incumbent to take immediate and effective action to forestall a situation from

developing in which ships are not manned with sufficient skilled personnel". The theme complements the IMO's ongoing Go to Sea! initiative to attract new entrants to the shipping industry, which was launched in November 2008 in association with the International Labour Organisation, the Round Table of shipping industry trade associations and the International Transport Workers' Federation." LLOYD'S LIST, 7 July 2009, p 4

**Lloyd's List Opinion: IMO pushes forward** "The International Maritime Organization, whose role in carrying forward a global solution to carbon dioxide emissions reduction is sometimes held in doubt, has been hard at work behind the scenes in recent months. As our coverage of the status of negotiations in the run-up to the United Nations Framework Convention on Climate Change in Copenhagen in December illustrates, progress within IMO on CO2 reduction has been relatively successful, despite the drum beat of criticism from some governments, the European Union and the press. The most divisive issue involves the inclusion of market-based instruments into any global solution. Development of these instruments has been held in check until after Copenhagen, due to a longstanding disagreement between developing and developed countries regarding what each party must contribute." LLOYD'S LIST, 27 July 2009, p 2

[See more under the Pollution/Environment heading](#)

**IMO adopts new sewage standards** "Shipboard sewage treatment plants installed from the beginning of January 2010 must comply with new effluent standards and performance tests, following adoption of an IMO Resolution. It applies to all vessels of 400 grt and above, and all ships certified to carry more than 15 people. The new regulation also requires that sewage treatment plants can operate for 24 hours at an angle of 22.5 degrees in any plane from the normal operating position." LLOYD'S LIST SHIP MANAGER, 27 July 2009, p 22

**IMO in dire call for more flags to try audit scheme - By Adam Corbett** "Concern is growing that flag states appear to be losing their enthusiasm for a recently introduced audit scheme that is intended to raise standards in the shipping industry. The IMO voluntary member state audit scheme has been running for two years. So far more than 30 ship registers out of 160 IMO member states have participated. The scheme was initially taken up by leading flags such as the Marshall Islands, Liberia and the Bahamas and national registers such as the UK, Denmark and Sweden. Most recently, the world's largest flag state, Panama, volunteered to be audited." TRADEWINDS, 31 July 2009, p 39



### 3. LAW AND POLICY

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**Lloyd's List Opinion: Onward to Rotterdam - By Tom Leander** "Eleventh hour battles always gain attention, particularly in the slow-moving world of international rule-making. So it is with the Rotterdam

rules, a convention to be signed in September in the eponymous city, and now the subject of bitter dispute. The intention of the rules is to replace outmoded cargo liability regimes, such as the Hamburg and Hague/Visby Rules. The industry has long been seeking to apply uniformity for the international carriage of goods over the current plethora of maritime liability regimes. The convention has received strong endorsements, most notably from the Paris-based International Chamber of Commerce." LLOYD'S LIST, 1 July 2009, p. 2

**Clarifying carriage conventions** "London-based transport insurer TT Club has published a useful handbook to clarify the complex world of international carriage conventions. Conventions for the International Carriage of Goods offers a user-friendly guide explaining which conventions are in use in which countries and also describes the main provisions for each convention." PORTS & HARBOURS, July 2009, p 12

**Paris court to hear Erika appeal in October - By Andrew Spurrier** "The Erika disaster is to return to the courtroom in early October when the Paris appeal court is due to begin hearing appeals against the verdicts reached by the Tribunal de Grande Instance de Paris in January 2008. It will close a little less than a month before the December 12 10th anniversary of the break-up of the Erika off the French Atlantic coast and the release of some two thirds of the 30,884 tonnes of heavy fuel oil it was carrying into the sea. The Total oil group and classification society Rina, which were given €375,000 (\$520,800) fines after the original trial, gave notice after last year's judgment that they would be lodging appeals. But there could also be appeals from the two other defendants found guilty at the original trial: Erika owner Giuseppe Savarese and Panship shipmanagement head Antonio Pollara, who were each given maximum €75,000 fines." LLOYD'S LIST, 13 July 2009, p 2

**Liability in respect of passenger claims and its limitation – By D. Damar**, THE JOURNAL OF INTERNATIONAL MARITIME LAW, March-April 2009, pp 125-150

**Demystifying air pollution from ships via trading schemes: how far can we go? – By I. Christodoulou-Varotsi**, THE JOURNAL OF INTERNATIONAL MARITIME LAW, March-April 2009, pp 169-177

**Theotokos officer guilty of invasive species breach - By Rajesh Joshi** (The Filipino chief officer of the Polembros Shipping bulker Theotokos has become the first individual to be convicted under a US law designed to combat the introduction of invasive species into national waters. The conviction is accompanied by the ship's master pleading guilty to four felonies on pollution, ship safety and obstructing a US Coast Guard investigation. " LLOYD'S LIST, 20 July 2009, p 2

**Hong Kong delays new bunker rules - By Keith Wallis** "Plans by Hong Kong to adopt the International Maritime Organization's bunker convention have been thrown into disarray after local lawmakers decided to form a special bills committee to probe the legislation. The Bill is facing a delay of at least three months after lawmakers decided a special committee should consider the legislation when the Hong Kong government introduced it on June 12." LLOYD'S LIST, 20 July 2009, p 5



**Brussels elects new transport chairman - By Justin Stares** "British Euro MP Brian Simpson was on Monday elected chairman of the European parliament transport committee. His election, and that of the committee vice-presidents, was unopposed as the parliament's main political groups had already carved up chairmanships among themselves. In a brief opening session, Mr Simpson, an MEP since 1989 and a member of the parliament's Socialist group, promised to run the committee in a fair and efficient manner. In a sign of the hot topics for the forthcoming legislature, one MEP brought up the urgent need for measures to combat piracy off Somalia, though there was no debate." LLOYD'S LIST, 21 July 2009, p 2

**Nautilus raps UK carbon plan - By David Osler** "Nautilus International has criticised the UK government's low carbon transport strategy, published last week, for an alleged "undue emphasis" on reducing the emission of greenhouse gases by ships, and failure to recognise the potential contribution they can make to solving the problem. By contrast, the Chamber of Shipping has welcomed the document, which forms part of the Low Carbon Transition Plan, through which the UK hopes to reduce overall carbon dioxide emissions by 34% by 2020 and at least 80% by 2050. Transport in all modes currently accounts for 21% of all UK domestic carbon emissions, and the strategy sets out the policies and proposals for reducing transport sector emissions by 85m tonnes by 2022." LLOYD'S LIST, 22 July 2009, p 5

**Piracy claims hinge on meaning of 'seaworthy' - By Jerry Frank** "Shipowners without adequate anti-piracy measures when operating in high-risk waters could find their vessels deemed unseaworthy by insurers. A legal battleground looms over the definition of what is or is not seaworthy, and underwriters may use this to decide whether to pay piracy-related claims. Insurers could turn down general average claims if vessels are not equipped or crews are insufficiently trained to operate in danger zones such as the Gulf of Aden." LLOYD'S LIST, 30 July 2009, p 6

**Armed and uncertain** " Maritime legal consultant Dennis Bryant has warned that moves to permit the carriage of firearms or use of private armed security on merchant ships have failed to take account of legal ramifications. The revision by the IMO's Maritime Safety Committee of circulars 622 and 623 with advice for owners and flag states has been followed by two advisories from the US Coast Guard detailing the requirements for US flag ships in high-risk areas and evaluation of private security. But Bryant, formerly with New York law firm Holland and Knight, told Fairplay the advice puts owners in uncharted waters. If an armed guard or armed seafarer were to shoot and kill a suspected attacker in error - in either territorial or international waters - the country of the victim's citizenship would be entitled to put the shooter through its judicial process." FAIRPLAY, 30 July 2009, p 16

**Does ratification matter and do major conventions improve safety and decrease pollution in shipping? – By Sabine Knapp, Philip Hans Franses** MARINE POLICY, September 2009, pp 826-846

**The International Liability and Compensation Regime for Oil Pollution from Ships – International Solutions for a Global Problem - By Mans Jacobsson,** TULANE MARITIME LAW JOURNAL, Winter 2007, pp 1-34

**Post-9/11 Security in Post-WWII World: The Question of Compatibility of Maritime Security Efforts with Trade Rules and International Law – By Erik J. Lobsinger** TULANE MARITIME LAW JOURNAL, Winter 2007, pp 61-130

**Red Sky at Morning: The Horizon for Corporations, Crew Members, and Corporate Officers as the United States Continues Aggressive Criminal Prosecution of International Pollution from Ships – By Andrew W. Homer** TULANE MARITIME LAW JOURNAL, Winter 2007, pp 149-180

**Cruising with Terrorism: Jurisdictional Challenges to The Control of Terrorism in The Cruising Industry – By Aaron D. Buzawa** TULANE MARITIME LAW JOURNAL, Winter 2007, pp 181-202



**Flags of Terror: An Argument for Rethinking Maritime Security Policy Regarding Flags of Convenience** – By Alexander J. Marcopoulos TULANE MARITIME LAW JOURNAL, Winter 2007, pp 277-312

## 4. MARINE TECHNOLOGY

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**Insight & Opinion: Radical thinking helps Maersk clean up its act - By Steve Matthews** "Shipowners are coming under increasing pressure to implement more sustainable and less environmentally damaging ship designs and operating practices. Maersk believes that there is a commercial competitive advantage to be gained in being ahead of the game in meeting likely future regulatory requirements for greener ships. The company says its aim is to achieve eco- efficiency beyond compliance through more efficient use of resources, leading to lower emissions and discharges. This means adopting a policy of pro-active mitigation of environmental risk." LLOYD'S LIST, 3 July 2009, p 7

**IBIA warns of wrong sulphur content data - By Martyn Wingrove** "The International Bunker Industry Association has warned shipowners and crew that some marine fuel suppliers are failing to follow Marpol requirements on sulphur content. IBIA said some suppliers are failing to put authentic sulphur content information on bunker delivery receipts, endangering the health of ship engines. " LLOYD'S LIST, 6 July 2009, p 5

**Bunker levy on UN agenda - By Hal Brown** "As a new idea, the compulsory levy on fuel was originally targeted at the aviation industry, but its transfer to shipping has really given it wings. The idea of a bunker levy was proposed by the world's 50 least developed countries at the UN climate talks in Bonn in June, where 192 countries negotiated a global agreement to reduce greenhouse gas emissions. "It's now a very concrete proposal from Denmark," Nils Bjorn Mordensen, marine manager at Bimco in Copenhagen tells Fairplay. Bimco, a trade association focused on standards and regulations, will discuss the levy in more detail at the IMO's Marine Environment Protection Committee meeting on 13-17 July." FAIRPLAY, 16 July 2009, p 16

**It's in the RANS – By Patrik Wheeler** "In his paper– Mr Lee will argue that, despite the multitude of currently available technologies to reduce fuel consumption and emissions, the most cost effective way by far is to figure in energy efficiency at the basic stage and, specifically, to optimise propeller design." THE NAVAL ARCHITECT, July/August 2009, pp 53- 57

**Driving out of recession – Patrik Wheeler** "A desire to optimise propulsion efficiency is indicative in new propulsion systems unveiled during Nor-Shipping." THE NAVAL ARCHITECT, July/August 2009, pp 58-61

**Environmental demands drive lubricant developments** "International marine lubricants supplier Total Lubmarine has developed a range of biodegradable products it claims will "significantly improve the environmental footprint of the shipping industry without compromising performance or safety." BUNKERWORLD, Jul/Aug 2009, p 26

**All you ever wanted to know about bunker fuel** "Mr Draffin has penned an excellent guide to the complex structure of bunker fuel. Flash point, for example, is the lowest temperature at which a fuel will ignite when mixed with air. The author notes: "The lower the flash pint, the greater the potential hazard of explosion in storage and handling." Knowing your bunker fuel is a key component of maritime health and safety." LLOYD'S LIST SHIP MANAGER, 27 July 2009, p 13



**Innovative lifeboat design set to make big waves** “Ex-sailor develops a revolutionary approach to the lifeboat launch release system. AP Moller-Maersk general manager Bent Nielsen has replaced the release hooks-which have been criticised for the cause of many accidents – with a patented design that is easier to release.” LLOYD’S LIST SHIP MANAGER, 27 July 2009, p 19

**DFDS Tor fits world’s largest marine exhaust gas scrubber - By Craig Eason** "DFDS Tor Line’s ro-ro Tor Ficaria has had the world’s largest marine exhaust gas scrubber installed on its main engine. The 230 m vessel has just left the dry dock in Germany, where it has been lengthened. It has also had the exhaust gas scrubber installed to clean the sulphur dioxide and soot from the exhaust of its 21 MW main engine. The vessel operates between Immingham and Gothenburg, across the North Sea. This region, along with the Baltic Sea and English Channel, will become subject to increasingly tight emission controls in the near future. According to the amendments to Annex VI of the revised marine pollution rules from the International Maritime Organization, the region, known as an emission control area, will have restrictions that limit the amount of sulphur oxides that can be discharged into the air. On July 1, 2010, the limit will drop from 1.5% to 1.0%, and then from January 1, 2015, it will fall to 0.5%. The choice for DFDS Tor Lines is therefore to opt for low-sulphur fuel - and there are debates over the levels of availability of the bunkers - or to install some means of removing SOx from the exhaust gas prior to it being emitted into the air." LLOYD’S LIST, 28 July 2009, p 6

**Environmental alliance strives to go beyond CO2 emissions reductions - By Craig Eason** "Denmark’s Green Ship of the Future project has been winning awards as it strives to demonstrate how ships’ emissions can be reduced using technology that is already available. The scheme, which was established last year by MAN Diesel, AP Moller-Maersk, Aalborg Industries and Odense Shipyard, has increased in size, gaining new partners and more projects. To date there are 15 projects between 20 partners and a further four projects are under review. The scheme will be presented at the Copenhagen climate talks to highlight the various ways different industries are tackling CO2 emissions. But Green Ship of the Future scheme aims to do more than just cut CO2 because several projects look at NOx and SOx emission reductions as well. “We have a high focus on demonstrable solutions,” said Green Ship co-ordinator Thomas Eefsen. “The Green Ship project does not look for changes in 10 or 20 years, we are focusing on things we can do now, or can almost do now.” The targets set for the project are to achieve 90% reduction on NOx and SOx and 30% reduction on CO2 emissions." LLOYD’S LIST, 28 July 2009, p 6

**Lauritzen vessels test lab-on-a-ship concept - By Craig Eason** "J Lauritzen is one of five Danish shipowners participating in the country’s industry-wide Green Ship of the Future project. It has been testing NanoNord’s lab-on-a-ship concept onboard two of its handysize vessels and will soon install new computer models to calculate exhaust gas emissions. The result will be an accurate determination of sulphur levels going both in and out of a ship’s engine, according to the company. The lab-on-a-ship system has the capability to monitor the quality and characteristics of bunker oil, lube oil and other engine room lubricants as they are used. The system is taking automatic samples and tests of the fuel throughout the daily operation of the vessel, constantly measuring oil temperature, viscosity, water and sulphur as it is sent into the engine. Lauritzen Bulker technical manager Poul Kondrup said the system’s capabilities to measure different lube oils would help improve engine maintenance, as well as checking SOx levels." LLOYD’S LIST, 28 July 2009, p 6

**Nuclear Power for Merchant Ships – Past failure but future success? – By Keith Ray** “Nuclear power for merchant shipping seemed to hold such great promise yet failed to achieve anything significant and never really caught on in any country, for a variety of reasons, as this history of a very brief era will show. Of all the propulsion developments of the last 120 years it was the most challenging and may yet have a future.” MER, July/August 2009, pp 38-44



**Fast forward to 2020 – what will the ultra-large container ship of the future look like then?** “The long-term future of heavy-fuel oil (HFO) engines is currently being questioned, both in terms of our dependence on oil, but also in regard to their environmental friendliness. Accordingly, MAN Diesel has got out its crystal ball to predict some likely trends.” MER, July/August 2009, p 46

## **5. MARITIME SAFETY**

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**No politicians, please** "Philippe Louis-Dreyfus, who chairs the European shipowners' organisation, has had some bright ideas in his time and his proposal to endow the European Maritime Safety Agency with control over vessel casualty incidents is likely to be met with some resistance. His reasoning is sound – European governments tend to react to casualties with more than one eye on their voters. These decisions, he explained, have been shown to be both harmful and counterproductive. Safety must be above political sensitivities, and those responsible for maintaining standards and protecting life, property and the environment should have enough authority to act without fear or favour." FAIRPLAY, 2 July 2009, p 2

**New lashing rules set to be unveiled - By Felicity Landon** "Lloyd's Register is preparing to introduce new provisional rules on ergonomic container lashing aimed at protecting stevedores and ships' crews from the hazards of securing containers on deck. The rules, to be introduced this autumn, have been drawn up in direct response to the fact that there are too many accidents suffered by stevedores involved in container lashing operations, said Lloyd's Register containerships manager David Tozer." LLOYD'S LIST, 8 July 2009, p 12

**Europe's LNG sector faces safety risk of crew shortages - By Tony Gray** "The challenges facing European liquefied natural gas shipping, such as crewing shortages and congestion risks, have been highlighted in a new report by the European Commission's Joint Research Centre. The report also expresses concern about the possibility of an LNG cartel being formed. The JRC's report warns that the growth in the LNG carrier fleet could lead to crew shortages and a lowering of recruitment criteria. In turn, this could result in increased risks to safety and security. "In this context, European countries could do more to encourage investment in human capital," the report says. "Good training and support would encourage more Europeans to try a career at sea." LLOYD'S LIST, 9 July 2009, p 5

**Marco Polo operator faces penalty for norovirus failures - David Osler** "Transocean Tours is likely to be formally cautioned for its failure to report a norovirus outbreak on board cruiseship Marco Polo. As well as the adverse publicity consequences, the decision is expected to serve as a warning and may be taken into account if the Bremen-based company is found guilty of other regulatory breaches in future. The move comes after the London Port Health Authority and the Health Protection Agency confirmed that they would allow the vessel to leave Tilbury to commence a cruise to the Balkans. One passenger on Marco Polo died and several were hospitalised after contracting norovirus infections on a voyage around the British Isles last week, and LPHA said that Transocean Tours had not met its obligation to report earlier norovirus cases." LLOYD'S LIST, 14 July 2009, p 2



**Ferry accident prompts bulkhead safety review - By Sandra Speares** "A report by the Marine Accident Investigation Branch is recommending revision of International Convention for the Safety of Life at Sea regulations on watertight bulkheads, following an accident on the Transeuropa ferry Eurovoyager last year. The Cyprus Maritime Administration, the UK Maritime and Coastguard Agency and the Belgium Federal Public Service, Mobility and Transport are recommended to present a paper to the International Maritime Organization's Maritime Safety Committee next year on revisions to Solas regulation 15 on watertight bulkheads in passenger ships. These revisions would be to reflect the requirement in MSC circular 1176 for the provision of a local visual indication as to whether a watertight door is being operated in the remote mode. The MAIB also recommends that the paper includes the application of Solas regulation 15 to all vessels fitted with powered watertight doors." LLOYD'S LIST, 15 July 2009, p 2

**Crane checks urged after Southampton accident - By David Osler** "Health and safety chiefs call for tests on Morris cranes of design that collapsed this week. The UK Health and Safety Executive is telling all users of workhorse port cranes made by defunct British manufacturer Morris to carry out urgent safety tests, following the collapse of two units of this marque at DP World Southampton in the last 18 months." LLOYD'S LIST, 16 July 2009, p.1

**Viewpoint: Shed some light on small craft hazards - By Michael Grey** "At night their lights are often grossly inadequate. The latest newsletter of the UK's Confidential Hazardous Incident Reporting Programme contains salutary reminders about the ineffectiveness of small craft radar reflectors and about the uselessness of a new type of LED light bulb that is finding its way into small craft navigation lights. All of which tends to emphasise the need for gimlet-eyed lookouts, and enough of them, in all circumstances." LLOYD'S LIST, 22 July 2009, p 4

**US cruise safety progress - Sandra Speares** "Discussions on the US Cruise Vessel Security and Safety Act 2009 are to begin shortly in the House Committee on Transportation and Infrastructure. Proposals include ship safety measures such as levels for guard rails on balconies, time-sensitive key technology for cabin doors, installation of technology to detect if a passenger has gone overboard and measures on reporting incidents, crime scene response and training." LLOYD'S LIST, 22 July 2009, p 6

**Emsa overhauls port state ship inspection regime** "The European Maritime Safety Agency has revealed more details of the new ship inspection regime to be introduced by the Paris Memorandum of Understanding from the beginning of 2011. Under the new system, vessels will be grouped according to risk criteria, which will include the owner/operator's performance record, record of the ship's flat state and recognised organisation, the vessel's age and ship type." LLOYD'S LIST SHIP MANAGER, 27 July 2009, p 21

## **6. MARITIME SECURITY**

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**Flag state obstacle to anti-piracy protection. By - Justin Stares** "Belgian owner unable to arm vessel on Luxembourg register. BELGIUM refused a request to place armed officers on board a Belgian-owned ship sailing through the Gulf of Aden because the vessel was sailing under a foreign flag, it was revealed yesterday. The request, thought to be from dredging giant Jan de Nul, was denied because the ship was on the Luxembourg register. "This was a legal problem, that's why we turned it down," said Benoit Ramacker, spokesman for the Belgian crisis centre. "The ship had a Luxembourg flag." Jan de Nul declined to comment." LLOYD'S LIST, 1 July 2009, p. 2



**Security firms deny collusion over ransoms - By Richard Meade** "Private security operators have hit back at suggestions that payments for hijacked vessels are being deliberately manipulated by third-party negotiators and suppliers of kidnap ransom insurance have categorically denied that their policies have sparked a rapid inflation of ransom prices. Neither side, however, has offered a credible explanation for the underlying causes behind the creeping upwards trend in ransom demands off Somalia. According to International Maritime Organization head of maritime security Chris Trelawny, the answer is simple: ransom prices are going up because the industry is prepared to pay out. Ransom payments for an individual vessel have jumped from less than \$50,000 five years ago to over \$3m today. The highest successful ransom to date is understood to be the \$3.2m paid in January for the release of the Vela-operated tanker Sirius Star, but this was seen by security analysts as an anomaly caused partially by the high media profile of the hijacking. However, the release of the Belgium-flagged dredger Pompei for \$3m earlier this week has raised serious concerns that a new benchmark has been set." LLOYD'S LIST, 2 July 2009, p 14

**Change of tack Somalia aid plan needed - By Richard Meade** "The international community will not be able to stem the growing problem of piracy because it has no practical plan beyond existing naval patrols, an anti-piracy envoy of Somalia's Transitional Federal Government has told Lloyd's List. "There are people in Somalia with no food, no access to education and no medical facilities, but they do have AK-47s," said Ismail Haji Noor. While acknowledging the positive contributions being made by the European Union, the International Maritime Organization and the United Nations piracy contact group, Mr Haji Noor criticised the lack of international cohesion for development aid being offered on land in Somalia. "Pirate gangs are recruiting more young men than ever and it is easy for them," he said. "They all know warships are there but they see nothing being done about illegal fishing or toxic dumping. To see change [the international community] needs to win hearts and minds with the offer of action and access to education and medical care. To the people of Somalia there is no agenda here beyond the warships."" LLOYD'S LIST, 2 July 2009, p 14

**Prosecuting the pirates** "Putting Somali pirates ashore for trial in Kenya is no longer an option, unless the Kenyan courts are replaced by an international tribunal. Alexander Zvyagintsev, deputy prosecutor-general, has given Fairplay the longest official statement on the piracy issue since the Russian Navy dispatched a destroyer squadron to patrol the waters off Somalia last year. According to Zvyagintsev, the 29 pirates captured by the Admiral Panteleyev on 28 April following an armed attack on a Russian oil tanker, included 12 Pakistanis, 11 Somalis, and six Iranian nationals. He said their claims of being fishermen were not credible. But Zvyagintsev did not disclose what has been done with the men. Russia is unlikely to put them on trial in Moscow, he hinted. Sending them to the Kenyan courts is also unlikely, because he said Kenya will have "serious problems" in trying up to 100 men there already charged with pirate offences off Somalia." FAIRPLAY, 2 July 2009, pp 26-27

**Pressure on pirates could soon win release of ships - By David Osler** "Western ransom negotiators are now predicting that four or five of the remaining 12 ships held in Somalia will be freed on payment of ransoms in the next two months, following pressure on the pirates from the strife-torn country's main factions. The move comes after developments at the political level, with western interests said to be dangling the carrot of substantial financial aid to Somalia on condition that the piracy issue is resolved." LLOYD'S LIST, 6 July 2009, p 1



**North Korea rejects use of guards on aid vessels - By Justin Stares** "North Korea is refusing requests from European Union anti-piracy forces to place armed guards on World Food Programme ships bound for Somalia. Ships flagged in the Democratic People's Republic of Korea and chartered to carry food aid to starving Somalis are not being protected by armed guards from the EU Navfor force as requests are always refused. The source said around half of all World Food Programme ships sailing to Mogadishu are DPRK-flagged, though the Rome-based World Food Programme denied this, saying the true figure was lower. A WFP source said the agency outsources much of its Somalia-bound cargoes to companies in Nairobi, Kenya, and so has no control over issues such as ships' flags. The refusals are thought to stem from the fact that DPRK-flagged ships are manned by North Korean nationals, unlike ships flagged elsewhere, which can carry crews of a variety of nationalities." LLOYD'S LIST, 6 July 2009, p 2

**Somali pirates shift attacks to 'safe' regions - By John Drake** "Somali pirates have once again shifted their area of focus. AKE's Marine Piracy Threat Assessment shows a rise in the number of pirate attacks in the Arabian Sea and a notable fall in the number of attacks taking place off the east coast of Africa in June. Ships are now at risk of attack in regions previously considered to be moderately safe. Recent weeks have seen attacks taking place in the Red Sea and off the coast of Oman'. So far this year, the Gulf of Aden has accounted for the vast majority of world piracy activity, with 42.2% of all recorded cases taking place there. However, increased international naval patrols have forced pirates to consider newer, less confrontational waters in which to carry out their assaults. Over the past nine months, there has been a rise in the number of attacks conducted further out into the Indian Ocean. To date the region accounts for 20.8% of all attacks this year." LLOYD'S LIST, 6 July 2009, p 10

**USCG clarifies role of masters in arms debate - By Rajesh Joshi** "Use of arms to defend US-flag ships from piracy remains the prerogative of the shipmaster, and masters retain control over and responsibility for the actions of even embarked security teams, the US Coast Guard has said. The federal agency has released two port security advisories that clarify how existing US laws apply to armed self-defence and carriage of firearms on ships. A third advisory lays down standards for contracted security teams placed on ships. The self-defence advisory says the master has a legal right to protect his ship and crew from damage or loss." LLOYD'S LIST, 7 July 2009, p 2

**Europe backs masters' authority over guards - By Justin Stares** "Masters remain in full control of their vessels even if navy forces are on board, a commander with the European Union's operation Atalanta said on Monday. Teams of armed guards in no way usurp a master's right to decide on issues such as routes or evasive action, said David Lintern, a Royal Navy officer working with the EU Council of Ministers. " LLOYD'S LIST, 7 July 2009, p 2

**Intertanko stands firm over use of armed guards to avert piracy - By David Osler** "Intertanko has reiterated its opposition to the use of armed private security guards on tankers transiting the piracy-prone Gulf of Aden, and highlighted some of the drawbacks of relying on flag state military protection. The tanker owners' trade association said the use of arms onboard ships would tend to escalate the violence of pirate attacks, thereby putting lives at risks. Crews should not be armed, as they are not trained in the use of weapons, it said. Escort services from private companies should be avoided, as there were question marks over quality control, liability, insurance and command and control issues." LLOYD'S LIST, 7 July 2009, p 2

**Pompei crew threatened by captors high on khat - By Justin Stares** "The crew of hijacked Belgian dredger Pompei were frequently threatened with death after their captors consumed the drug khat, the latest evidence of widespread drug use among Somali pirates." LLOYD'S LIST, 8 July 2009, p 2



**Japan and Iran send more warships to Gulf of Aden - By Keith Wallis** "Japan and Iran have strengthened their anti-piracy efforts in the Gulf of Aden by sending additional warships to the area." LLOYD'S LIST, 8 July 2009, p 2

**Turkish navy shadowing Horizon I after hijack - Keith Wallis** "A Turkish navy frigate is shadowing the handysize bulk carrier Horizon 1 after the 34,173 dwt vessel was hijacked by Somali pirates on Wednesday in the Gulf of Aden." LLOYD'S LIST, 10 July 2009, p 2

**Somalia calls for coastguard funding - By David Osler** "Somalia will launch a legitimate armed coastguard service charged with anti-piracy duty, provided sufficient financial support from other countries is available, a senior official in the country's interim government has stated. According to a report in the Financial Times, deputy prime minister Abdulrahim Adan Ibrahim said on a visit to London: "From July 26, if we have the kind of support we want from the international community, we will patrol the whole coastline of Somalia." Unlike the international naval patrols in the Gulf of Aden, the Somali coastguard will also be mandated to take action against pirates on land. Hundreds of young men were in training to sign up to the new service, Prof Ibrahim said. The development has been welcomed by BIMCO, the largest shipowner trade organisation. BIMCO security specialist Giles Noakes said: "We are aware that the Somali foreign minister and others have been calling for assistance to help build a Somali coastguard. "This is an extremely important request and one that we know will go a long way to resolving some of the many problems ashore and on land." LLOYD'S LIST, 10 July 2009, p 16

**Prompt piracy reporting is crucial - By Ramadas Rao** "Even as piracy in the South China Sea has resurfaced after a lull, reporting of incidents remains a critical issue. The sooner the information gets relayed to the nearest law-enforcement agencies, the more effective the chances of prevention. The International Maritime Bureau and the recently established ReCAAP Information Sharing Centre are both emphasising prompt reporting of incidents." FAIRPLAY, 9 July 2009, p 8

**Owners want anti-piracy measures - By Neil Connor** "Shipowners are asking Chinese yards to build anti-piracy measures on vessels, says the boss of a Jiangsu shipyard. Modifications include "safe rooms" where crew members can hide from pirates and windows that do not smash inwards, adds Jin Xin, president of Jiangsu Eastern Shipyard (JES). This is obviously a very recent trend. When most of our ship orders were made at the beginning of 2008, piracy was not as much of an issue as it is now," he said." TRADEWINDS, 10 July 2009, p 8

**A fifth of German owners are victims of piracy - By Friederike Krieger** "One in five German shipowners has been the victim of a pirate attack, according to a survey by PricewaterhouseCoopers. Most of the incidents happened off the Somali coast, with the rest in Nigerian waters and the Malacca Strait. Of the companies polled, 52% of said that insurance premiums had risen due to the increased risk of pirate attacks. Operational costs had also increased. More than 20% of the owners now use longer and therefore more expensive routes to avoid high-risk areas. "The companies suffer from the indirect follow-up costs of piracy, which put additional pressure on them because of their already difficult economic situation," said Claus Brandt, head of the maritime competence centre at PwC. "Only two out of 10 owners believe that they can compensate for the additional costs at least partly with price increases." Precautionary measures, such as noise guns and panic rooms, are also expensive. One in eight companies already employs security firms when sailing through pirate-ridden regions." LLOYD'S LIST, 13 July 2009, p 2



**Nigeria attacks driven by crime not politics, says BRS - By David Osler** "The large majority of attacks on maritime targets in Nigeria are motivated by criminality rather than politics, even though in some cases the perpetrators may be the same, according to a new analysis from Bergen Risk Solutions. The Norwegian-based risk consultant said that of 35 incidents up to June, the Movement for the Emancipation of the Niger Delta has claimed responsibility for just five. In the second quarter of this year, there were 19 attacks on shipping and offshore petroleum assets with international stakeholders, compared to 16 in the first quarter. Some 19 foreign nationals were kidnapped, with 17 released and two Filipinos killed in crossfire. Four hostages abducted in March have not yet been reported released. " LLOYD'S LIST, 14 July 2009, p 3

**Stowaways on the increase again, warns London Club - By Jerry Frank** "Stowaway incidents are on the rise after a brief period of decline following the introduction of international ship and port security arrangements earlier in the decade. The London Club is the latest mutual to report an increase in stowaway cases in 2008, amid fears that scant attention is being paid to international security procedures in some parts of the world. The warning comes amid concern that ISPS Code procedures to prevent stowaways from boarding ships in ports and terminals are not being implemented with rigour in parts of Africa, South America and the Caribbean." LLOYD'S LIST, 14 July 2009, p 4

**Armed response Pirate attacks double - By David Osler** "Piracy attacks more than doubled in the first half of the year due almost entirely to attacks off Somalia according to the International Maritime Bureau. The IMB's piracy reporting centre said there were 240 pirate attacks in the first half of this year, compared to 114 in the first six months of 2008 " LLOYD'S LIST, 16 July 2009, p.1

**Gloves come off on piracy** "Last month Japan's parliament moved to enact a revision to the country's Self-Defence Forces Law that will authorise Japanese warships to protect all commercial vessels from pirate attacks. The law takes effect on 24 July. The Japanese Maritime Self Defence Force dispatched two destroyers to the Gulf of Aden in March to assist in international efforts to protect commercial shipping; however, until now their rules of engagement have meant that they have only been permitted to assist Japanese owned, crewed or registered vessels within very strictly limited rules of engagement. The revised law also enables the MSDF ships to open fire on pirates attacking merchant ships if repeated, clear warnings are ignored. Destroyers Harusame and Yokosuka have now been sent to take over the escort duties. Dispatching MSDF ships on overseas missions is a contentious political issue in Japan, because the country's post-1945 constitution limits the use of force." FAIRPLAY, 16 July 2009, p 27

**Fears grow for crew of Hansa Stavanger - By David Osler** "Fears are growing for the mental health of four seafarers from hijacked German boxship Hansa Stavanger, who have been detained by pirates deep within Somali territory for several weeks while being subjected to death threats and other ill-treatment. The fate of the three Germans and one Russian national, some of whom are described by one source as "rapidly losing the plot", has been known in shipping security circles for several weeks, but with tacit agreement not to make it public. But the silence has now been broken, after German news magazine Der

Spiegel reported on the case over the weekend. Rather than being held onboard ship, as is the usual pirate practice, the hostages are at a location at least one hour inland from the Somali coast. One security specialist confirmed the details to Lloyd's List, saying that the men were being made an example of by a particularly vicious pirate faction, who were incensed after learning of an aborted attempt in May by Germany's elite GSG 9 special forces to rescue the Liberia-flagged, 1997-built, 1,550 teu vessel." LLOYD'S LIST, 21 July 2009, p 1



**Puntland president vows to address its piracy problem - By David Osler** "Puntland - the northern area used by many Somali pirates as an operational base - is fully committed to tackling piracy, the president of the breakaway region told foreign policy experts in London last week. However, Abdirahman Farole offered only evasive answers to questioners who suggested that elements of his administration are complicit with the pirates, deflecting criticism to shipowners who pay ransom demands and thereby fuel the crisis. "The policy of the government of Puntland is strictly not to pay ransom money to pirates, because ransom payments help fuel future pirate attacks and attract new recruits," he said." LLOYD'S LIST, 21 July 2009, p 4

**Fears grow in Yemen that Somali pirates are linking up to attack - By David Osler** "Somali pirates may be adopting new "pack tactics", with reports that Yemeni armed forces have beaten back an attack on a Yemeni oil tanker staged by 14 pirate boats that were working together. Western security sources in the region confirmed that some form of engagement did take place on Tuesday afternoon, and did involve the exchange of gunfire, but were unable to verify specific details of claims being made by official Yemeni media outlets. According to the state-owned news agency Saba, the vessel at the centre of the incident was Yemen Oil 7, which was en route from Aden to Hodeidah at the time. Following naval intervention, the attackers were beaten back. A private security consultant based in the Gulf of Aden said: "The Yemen tankers are very high-risk vessels and there is more than one organisation that tries to create problems for them. That is why they always have armed teams and escorts." Meanwhile, 12 Somali suspected pirates have been charged with hijacking a Yemeni oil tanker earlier this year, Yemeni authorities said." LLOYD'S LIST, 24 July 2009, p 14

**Terrorism link raises ransom concerns - By Adam Corbett** "A new report is urging the UK government to do more to investigate the possible links between terrorism and piracy, which, if established, could make the payment of ransoms illegal. So far, London law firms have been able to advise shipowners that the payment of ransoms is legitimate under UK law as long as no link to terrorism exists. They have argued that Somali pirates are no more than "organised hoodlums" simply seeking financial gain through criminal activity. However, the House of Lords's European Union (EU)-committee report into money laundering and terrorism this week claimed that no link had been found because the UK government had not bothered to investigate. It said: "The government says they have not found a link between the two. We believe they would find one if they looked for it." The report went on to say that "the government, together with other states, is far better placed than individual owners to decide whether ransoms are likely to be used to finance terrorism". TRADEWINDS, 24 July 2009, pp 34-35

**Ransoms wrangle could boost risks for hijack crews - By Jerry Frank** "A battle between insurers over how to divide up ransom claims threatens to leave shipowners out of pocket and unwilling to meet the escalating demands of Somali pirates. London maritime lawyers are warning that wrangles over apportioning these costs could trigger a change in attitude among shipowners towards paying ransoms and expose crews to renewed levels of risk. Legal experts have observed that escalating costs are placing renewed pressure on the mechanism of general average that shipowners have traditionally declared to reimburse hijack payments. Hull underwriters are also airing their concern that when general average is declared by shipowner whose vessel has been hijacked, they alone are making the contributions." LLOYD'S LIST, 31 July 2009, p 1



**Hijacked Hansa Stavanger edges towards release - By David Osler** "Hopes are high that the full crew complement of 24 will be on board the vessel when it is freed. Discussions have been particularly fraught after the pirates learned of an aborted attempt in May by Germany's elite GSG9 special forces to rescue the Liberia-flagged, 1997-built, 1,550 teu vessel. But a private security contractor downplayed reports that claimed that a deal had been struck for a \$3m ransom payment, only for the vessel's captors to table a last-minute additional demand." LLOYD'S LIST, 31 July 2009, p 2

**Piracy returns to Singapore Strait - By Marcus Hand** "There was increase in significant pirate attacks against shipping in Asia in the first half of this year, according to a Singapore-based anti-piracy centre. The Regional Co-operation Agreement on Combating Piracy and Armed Robbery against Ships in Asia's half-year report said there 38 successful pirate attacks in Asian waters, two more than the same period the year before. The number of attempted attacks in the first half of the year fell from nine to five. The report said it was more apparent that there had been an increase in what ReCAAP classifies as "moderately significant" incidents. These are attacks on vessels under way, mainly tugboats with low freeboards towing barges. There were 16 such incidents in the first six months of the year compared with just seven in the first half of 2008. The majority of these attacks were in the straits of Malacca and Singapore, and off Pulau Aur in the South China Sea." LLOYD'S LIST, 31 July 2009, p 2

## **7. NAVIGATION AND COMMUNICATIONS**

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**Year-round Arctic trade problematic - By Dale Wainwright** "Year-round, trans-Arctic container-shipping trades are unlikely to happen any time soon, according to Det Norske Veritas (DNV). A study by the Norwegian classification society to evaluate the possible advantages of utilising the shorter route between Asia and Europe has concluded that despite global warming, "no year-round regular container-shipping trades crossing the Arctic area are foreseen within the coming decades". "The predictions show a continuous decrease in ice extent, concentration and thickness. However, even in 2050, the ice conditions will remain heavy during winter and spring," said DNV programme director for Arctic shipping Morten Mejlaender-Larsen." TRADEWINDS, 3 July 2009, p 22

**Strait aid Malacca donor hands over \$2.5m - By Marcus Hand** "The Nippon Foundation, a key shipping industry benefactor, has handed over \$2.5m to the Malacca Straits Aids to Navigation Fund. The fund was established last year with the aim of collecting contributions from user states and the shipping industry to pay for the maintenance and replacement of navigational aids in the Malacca and Singapore straits. The foundation agreed to provide one-third of the funding for the first five years." LLOYD'S LIST, 9 July 2009, p 5

**Panama ambition kicking off at last - By Terry Macalister** "The deal is done - but will a \$5.25bn expansion project see the world's most famous canal triumph over adversity? The world's most important maritime-infrastructure project should finally begin its descent down the slipway with the awarding of a \$3bn-plus building contract any day now. Confirmation that an Italian/Spanish construction consortium can proceed with the expansion of the Panama Canal will bring relief to Beijing and Athens as much as it will to Panama City. The canal, linking the Atlantic and Pacific oceans, handles 5% of world waterborne cargoes but cannot cope with the new generation of post-panamax vessels. The widening programme would allow the mixture of canals and natural inland waterways to take ships of over 1,200 feet (365 metres) long." TRADEWINDS, 17 July 2009, p 2



**E-navigtion on IMO radar - By Sandra Speares** "E-navigation and ship reporting and routing systems are on the agenda for discussion at the International Maritime Organization this week. The Sub-Committee on Safety of Navigation will consider the development of an e-navigation strategy implementation plan and guidelines for integrated bridge systems, including performance standards for bridge alert management. Among papers submitted to this week's meeting is one from the International Association of Classification Societies, which is a draft interpretation clarifying the requirements relating to navigation bridge visibility of the ship's side. Other issues include measures for the safety of pilot transfer arrangements, draft amendments to Solas regulation V, which relates to mandatory testing of AIS equipment to minimise incorrect data transmissions, and the revision of performance standards for voyage data recorders." LLOYD'S LIST, 27 July 2009, p 12

**Manoeuvring made easy** "Oslo-based navigation specialist Fugro Seastar has announced the introduction of the MarineSTAR manoeuvring system. Not only does it provide a highly accurate, stable position reference for ship's bridge systems such as ECDIS, but it can also provide an alternative to conventional navigation aids such as gyro compass and rate-of-turn indicator. As well as heading, the system displays and outputs speed over the ground in both the fore and aft and athwartships directions." FAIRPLAY SOLUTIONS, July 2009, p 9

**New ICDIS unveiled** "A new electronic chart display and information system (ECDIS) was launched by Danelec Marine at last month's Nor-Shipping exhibition in Oslo. The DM-800E has been developed specifically for retrofit installation, taking into account that from 2012 carriage of ICDIS will be mandatory." FAIRPLAY SOLUTIONS, July 2009, p 9

**Broadband makes for-sighted idea a reality** "Maritime Satellite communications have been around for 30 years, but for much of that time were suitable only for basic services such as telex, voice or data messaging. Only recently, with the introduction of Inmarsat broadband and VSAT, have vessels at sea been able to make use of more data-intensive applications such as internet and video services." FAIRPLAY SOLUTIONS, July 2009, p 32

**Manufacturers rush to develop new systems after IMO ruling** "Paper charts on board could become a thing of the past as maritime body makes Ecdis mandatory for most ships from 2012." LLOYD'S LIST SHIP MANAGER, 27 July 2009, p 4

**Leading shipping authorities back e-navigation** "Ecdis has been welcomed by many as a useful tool and the way forward, but some experts are also quick to point out the key fundamental changes this means to the way a ships navigator works and thinks." LLOYD'S LIST SHIP MANAGER, 27 July 2009, p 5

**A new generation of aids to navigation with indirect illumination in Norwegian coastal waters – By Per Erik Ose** IALA BULLETIN, 2009/2, pp 38-40

**From paper charts to ECDIS – By Captain Harry Gale** "A practical voyage plan: Part 2" SEAWAYS, July 2009, pp 4-7

**What's up in navigation displays? – By Captain Paul Chapman** "Electronic chart orientation, head up and situation awareness in pilotage waters." SEAWAYS, July 2009, pp 8-10



## 8. POLLUTION/ENVIRONMENT

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**Owners told to scrub up over SOx emissions. – By Craig Eason** “An industry body set up to represent emissions scrubbing technology companies has called on shipowners to stop complaining and get behind the impending European port directive on reduced sulphur emissions. The European Union's port directive, which limits the levels of sulphur in fuel to 0.1% when alongside, comes into force next January. The UK-based Exhaust Gas Cleaning Systems Association wants shipping organisations like tanker owners' organisation Intertanko to stop complaining about the deadline and support the industry in making one of the first jumps in reducing SOx emissions.” LLOYD'S LIST, 1 July 2009, p. 3

**NYK reduces CO 2 output in drive to cut emissions - By Adam Corbett** "Leading Japanese shipping company NYK Line managed to reduce its carbon-dioxide (CO 2 ) output last year despite a growing fleet. Its latest environmental-impact accounts show its 777-strong fleet burned 5.3 million tonnes of fuel in fiscal 2008 (ending in March 2009), as compared with 5.4 million tonnes in fiscal 2007. Similarly, CO 2 output fell from 16.9 million tonnes to 16.7 million tonnes. NYK's container terminals showed the biggest fall in greenhouse-gas emissions, falling from 19 million tonnes to 17.4 million tonnes. NYK is providing annual emissions reports as part of its drive to slash greenhouse-gas output and help conserve the environment." TRADEWINDS, 3 July 2009, p 39

**Teekay installs oil flow meters to reduce risk of spills - By Martyn Wingrove** "Teekay Shipping will install oil flow meters on its shuttle tankers to reduce the risk of spills during the loading of oil in the North Sea. The Canadian group is paying \$500,000 to British supplier Expro Group for meters that can provide an early warning of a potential loss of oil between a loading facility and the shuttle tanker. The move comes after Norwegian state firm StatoilHydro was forced to improve its offshore oil loading performance following two large spills in 2007 and 2008." LLOYD'S LIST, 6 July 2009, p 12

**EU CO2 legislation is postponed** “Delays in the decision-making process have forced the European Commission to postpone a proposal to instigate greenhouse gas controls within the maritime industry. Brussels will not include further greenhouse gas legislation in its 2009 work programme.” PORTS & HARBOURS, July 2009, pp 40-41

**Oil spills at record low in 2008 despite increase in tanker trade - By David Osler** "Oil spills by tankers last year were at the lowest level since records began, with just 2,000 tonnes of pollution, according to figures from the International Tanker Owners' Pollution Federation, cited in the annual report of Intertanko. To put the achievement into context, the trade association added that the previous low was in 2001, with 8,000 tonnes spilled. The 2008 figure represents a reduction of three-quarters on the previous best performance." LLOYD'S LIST, 9 July 2009, p 4

**Spill alert Cruiseship faces Norwegian investigation - Craig Eason** "The Norwegian Coastal Administration is to board a cruiseship believed to have spilled diesel and heavy oil into a fjord in the north of the country. The Bahamas-registered Spirit of Adventure (was in Geirangerfjord when it is believed to have discharged the oil on Sunday. The coastguard said the cruiseship's crew noticed the leak in the fjord and deployed oil booms and absorbents to contain the spill, which is now being cleaned up. It is the second spill in the same fjord in a week. Up to 200 litres oil were collected from the water a week ago, although it is not known which cruiseship caused that spill. Officials are boarding all cruise vessels known to have been in Geirangerfjord at the time to take samples and identify the offending vessel." LLOYD'S LIST, 14 July 2009, p 2



**US proposes third way for achieving CO2 cuts - By Craig Eason** "The US is proposing the use of the energy efficiency design index as a basis for an industry-wide mechanism for cutting greenhouse gases, even for existing ships. The submission to the International Maritime Organization comes after months of debate in the maritime industry of the only two measures, both market-based, that have so far been proposed. All three will now be considered during this week's marine environment protection committee at IMO headquarters. The submission proposes the use of EEDI on existing ships as a way to give a measure of their potential reductions and then to set a benchmark. Ships that operate below the benchmark will be able to sell credits to those that operate above it. The EEDI has been created by industry as a practical formula for measuring a value for carbon dioxide emissions from the design criteria of new vessels. The current proposal is for this to be made mandatory for new vessels, with the energy efficiency operational index and the ship efficiency management plan to be used to create fuel savings from existing tonnage." LLOYD'S LIST, 14 July 2009, p 6

**Tide turns for enforcing ballast water convention - By Craig Eason** "Among the 191 papers the marine environment protection committee will study this week are 11 requesting that various ballast water systems be subject to either basic or final approval. Basic and final approval are required by the International Maritime Organization for any system that uses a chemical or other active substance to destroy organisms in a ship's ballast water. While these systems will not be given the ultimate type approval from a flag administration until at least six months after final approval, it is an indication that the number of systems becoming available is set to multiply in 2010. To date there are only four systems that have been type approved by a flag state." LLOYD'S LIST, 14 July 2009, p 6

**Cutting CO2 is crucial climate target, says IMO - By Sandra Speares** "Reducing carbon dioxide emissions from ships will be the crucial hurdle for the shipping industry in the fight against global warming, according to a report presented this week at the International Maritime Organization. CO2 is the most important greenhouse gas that ships emit. "Both in terms of quantity and of global warming potential, other GHG emissions from ships are less important," the IMO's second greenhouse gas study stated." LLOYD'S LIST, 16 July 2009, p. 4

**Too much gas, not enough action - By Justin Stares** "Viewed from Brussels, the International Maritime Organization has blown its last chance. The Marine Environmental Protection Committee's 59th meeting failed to tackle shipping's greenhouse gas emissions and the IMO will now be sidelined, argue commission insiders. After three years of preparatory work, MEPC 59 participants made a vague promise to look at market-based mechanisms for reducing emissions over the next two years. Even by then, in 2011, there is no guarantee a decision will be taken. Disappointment is evident in the official reaction to the MEPC 59 outcome. "The commission had hoped that after three years' work, agreement would have been found in the IMO for mandatory measures that will reduce CO2 emissions from ships," said a commission environment spokesperson. "The European Commission is examining possible European measures." LLOYD'S LIST, 28 July 2009, p 4

**Regional action threats yet to be carried out - By Richard Meade** "The threat of regional European Union action on CO2 reduction in the shipping sector has long been a source of frustration within the International Maritime Organization, but insiders remain sceptical that such threats will be matched by action. The European Commission has voiced its support for shipping to be included in its emissions trading scheme and a feasibility study is under way. A detailed plan of how such a scheme would work, however, has so far not emerged, despite repeated requests for such information from IMO officials. Under the most recent wording from the EU Council of Ministers, mandatory EU rules should be developed unless the IMO could develop its own international rules to enter into force by 2013. The current IMO work plan makes clear this will not happen. Despite this, no formal plan has yet emerged from Brussels and calls for clarification from the IMO have not been returned. Experts are optimistic that the United Nations Framework Convention on Climate Change meeting in December will offer a potential key to resolving this apparent stand-off and no formal decision from the European Commission is expected prior to this." LLOYD'S LIST, 28 July 2009, p 4



**Letters to the Editor: Real lesson of MEPC 59 is that good progress has been made - By Miguel Palomares** "Sir, It was, as ever, informative to read Justin Stares's article in Lloyd's List, quoting the reactions of a European Commission spokesperson to the outcome of the 59th session of the International Maritime Organization's Marine Environment Protection Committee on the issue of climate change ('Too much gas, not enough action', Lloyd's List July 28). If the quotations are indeed accurate, the anonymous environmental spokesperson may have been ill-advised in believing that MEPC 59 was expected to take final decisions on technical, operational and market-based measures to limit and reduce greenhouse gas emissions from ships. This was far from being the case since, as agreed at the MEPC's previous session, in October 2008, on this very complex topic, further development of such measures and associated in-depth discussion should continue during the session under review, without thereby taking formal regulatory action in advance of the forthcoming Copenhagen climate change conference in December. Considering that the European Union's 27 member states consented to that course of action last year, and that the commission's representation to the IMO was present at the time, it was disappointing, although not surprising, to realise just how unacquainted with the real work of IMO, and of its own member states, the commission spokespersons appear to be on occasion. To underline the point, Richard Meade's accompanying article 'Regional action threats yet to be carried out', contains the irony that, while the commission had previously stated that in the absence of IMO action on market-based instruments, it would deliver them, "no formal decision from the European Commission is expected" on this important issue prior to Copenhagen, which is nothing more, nothing less than what IMO itself had previously decided and MEPC 59 confirmed. No one disputes that, in the main, the IMO is a technical body and that cutting carbon dioxide requires technical measures, first and foremost, backed up by market-based schemes, which also rely on the technical indicators and indexes in order to implement them. The IMO has developed such measures and continues to work on the schemes. So the real outcome of MEPC 59 was that further good progress has been achieved and no observer of good faith can dispute the IMO's readiness to enact the technical and operational measures it has diligently and for such a long time been crafting as soon as a decision has been made in Copenhagen." LLOYD'S LIST, 31 July 2009, p 4

**Furore in Australia over Swire oil spill - By Adam Corbett** "Swire Group owner Sir John Swire is feeling the full force of Australian public anger for failing to pay the full AUS \$34m (\$27m) clean-up costs for the spill from the 23,700-dwt Pacific Adventurer (built 1991) around Cape Moreton in March. A press campaign has stoked up public feeling and brought a political response from Queensland State Premier Anna Bligh. Reports say she is threatening to audit the group's business and ban the use of Swire Group companies, including airline Cathy Pacific, by state public services. Rupert Murdoch-owned Brisbane paper The Courier Mail has been running the campaign against Swire Group's response to the spill and readers have been encouraged to pass opinion on the Swire conglomerate." TRADEWINDS, 17 July 2009, p 39

**Swire holds firm over Queensland clean-up - By David Osler** "Swire Shipping is holding firm to its decision not to meet the full clean-up cost of a recent bunker spill off the Queensland coast, despite mounting clamour from politicians and the Australian media. The UK-owned company maintains that, legally speaking, its liability is capped at A\$14.5m (\$11.6). But Queensland state premier Anna Bligh is arguing that it should pick up the A\$32m tab in full. A meeting between the two sides is reportedly set for later this week. The case centres around an incident earlier this year in which the Pacific Adventurer lost more than 30 containers during Cyclone Hamish, resulting in the holing of the vessel and the loss of 270,000 litres of bunker fuel." LLOYD'S LIST, 20 July 2009, p 2

**US-flag vessels could fall foul of Marpol revision - By Sandra Speares** "Owners and operators of US-flag vessels should check that they are compliant with revised Marpol provisions on sewage, according to US law firm Blank Rome. January 1, 2010 sees the entry into force of effluent standards for onboard sewage treatment outlined in the revised Marpol Annex IV." LLOYD'S LIST, 22 July 2009, p 6



**Shipping to plug multi-billion dollar gap in UN climate deal - By Richard Meade** "Shipping, along with aviation, could be used to plug a multi-billion-dollar gap in the funding of CO2 reduction schemes when governments meet to agree a post-Kyoto climate change pact in December. Estimates suggest that the United Nations Framework Convention on Climate Change would need \$100bn-\$160bn annually to finance the global package of greenhouse gas reduction measures on the negotiating table at the forthcoming Copenhagen meeting. There is now growing interest within the UNFCCC that the development of market-based instruments for the shipping industry, such as a bunker fuel levy or emissions trading schemes, could become a potential source of funding for these measures. While estimates remain highly speculative, with a long list of associated provisos, Yvo de Boer, executive secretary of the UNFCCC, has suggested that maritime transport could provide over \$4bn annually, while others have pointed to figures well in excess of \$10bn from shipping and aviation combined. Key decisions about which market-based initiative the shipping industry should opt for will not be agreed by governments until after the Copenhagen meeting." LLOYD'S LIST, 24 July 2009, p 1

**UN to usher in fuel levy or emissions trading - By Richard Meade** "The prospect of either a bunker fuel levy or shipping emissions trading scheme will become a reality in the months following the United Nations Framework Convention on Climate Change meeting in Copenhagen. Proposals for both options as well as a potential third hybrid option, now exist in draft format and a final decision is expected to be made within the next year. Initial support, within International Maritime Organization circles at least, appears to be favouring a bunker levy scheme. But more detailed proposals for an emissions trading scheme are expected to emerge in the months following Copenhagen. Whichever scheme gets the final approval, it is likely that it will require a new international convention, along with a secretariat to administer the multi-billion dollar revenues created by the instrument. Experts suggest that practical application of such funds, and the creation of a new convention via the IMO within two to three years, would not result in too many technical problems or a need for new models, because such processes already exist." LLOYD'S LIST, 24 July 2009, p 4

**CO2 issues and costs: where is shipping?** "As the international community moves to put in place tougher restrictions on greenhouse gas (GHG) emissions, particularly carbon dioxide (CO2), to limit the effects of human activity on the global climate, shipping's contribution to global emissions has come under increasing scrutiny." BUNKERWORLD, Jul/Aug 2009, p 1

**Sulphur limits bring results** "A report prepared for the International Maritime Organization (IMO) says the sulphur limits agreed for existing sulphur emission control areas (SECAs) are leading to large emission reductions. And bunker suppliers operating in the Baltic are convinced there is good compliance among ships operators." BUNKERWORLD, Jul/Aug 2009, p 4

**Shipping and CO2** "The cost for shipping will depend on the decision between taxes and caps to reduce ship emissions." BUNKERWORLD, Jul/Aug 2009, pp 10-11

**A new era for shipping in California** "The introduction of California's Air Resources Board low-sulphur fuel regulation on July 1 has already had quite an impact on the state and shipping. Bunkerworld takes a look at the benefits and challenges of this new rule." BUNKERWORLD, Jul/Aug 2009, pp 23-24

**Arctic threatened by black carbon** "With the shipping world set to address greenhouse gas emissions such as carbon dioxide at the International Maritime Organization (IMO) Marine Environment Protection Committee meeting in July (MEPC 59), now is an opportune time for the sector to consider other climate-forcing emissions such as black carbon, the light-absorbing, carbonaceous element of soot that increasingly threatens the Arctic." BUNKERWORLD, Jul/Aug 2009, p 25



**Fuel for Thought** “Even though shipping is one of the most efficient methods of transport in terms of carbon produced per tonne-mile, it is the target of major carbon reduction efforts. Shipping accounts for around 4% of global greenhouse gas emissions which is likely to double by 2050. And as only 30-31% of marine fuel is used to power the vessel, technology will be the crucial factor in reducing these emissions. MER, July/August 2009, pp 28-30

**Questions raised over particulate matter:** Study reveals a 'weak relationship' between heavy fuel oil and PM emissions. A new study by the California Air Resources Board (ARB) has raised doubt over whether reducing the sulphur content of fuel will in turn dramatically reduce particulate matter (PM) emissions from vessels <http://www.bunkerworld.com/news/2009/6/87258?tag=0-17560-4882723-0>

**Study ties deaths to ship fumes** A STUDY has argued that sulphur emissions from ships could cause tens of thousands of premature deaths each year from 2012. The research paper, published by the American Chemical Society in the July issue of the **journal Environmental Science & Technology**, looked at premature deaths that it said had been caused by sulphur emissions from ships. Full text at <http://pubs.acs.org/doi/abs/10.1021/es803224q>

**DET NORSE VERITAS Regulations for the Prevention of Air Pollution from Ships – Technical and operational implications.** Full text [http://www.dnv.com/binaries/marpol\\_annex\\_vi\\_tcm4-125462.pdf](http://www.dnv.com/binaries/marpol_annex_vi_tcm4-125462.pdf)

**Crossing the divide: The challenges of designing an ecologically coherent and representative network of MPAs for the UK – By P.J.S. Jones, A. Carpenter** MARINE POLICY, September 2009, pp 737-743

**Protecting the Oceans** “The world’s scientific community is calling for urgent actions to halt rising levels of acidity in the oceans.” IAEA Buletin, Vol.50, No.2, May 2009, pp 11-14

**Marine ecosystem-based management in the Southern Cone of South America: Stakeholder perceptions and lessons for implementation – By Stefan Gelcich, Omar Defeo,** MARINE POLICY, September 2009, pp 801-806

## **9. SEAFARERS**

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**Unease over 'potential health crisis' - By Adam Corbett** "The deaths of four middle-aged officers have raised concerns over the pressure currently placed on seafarers. Four senior officers have died on duty in the past eight weeks. All were experienced men who died suddenly due to health reasons, with at least two of them suffering a cardiac arrest. The deaths have raised questions over whether the added pressures and stresses of work are taking their toll on seafarers and officers who are at a vulnerable age, leading to a health crisis in the industry. Over the past few years, officers have had to take on the additional responsibility of new security measures, piracy and criminalisation. But unions say a shortage of senior seafarers has also led to a situation where crew are being worked harder while higher wages are tempting them to stay at sea for longer." TRADEWINDS, 3 July 2009, p 38



**Quarterpoints: Complacency and the plight of the seafarer - By Rodger MacDonald** “The Marine Accident Investigation Bureau report concerning the collision of the general cargoship *Scot Isles* with the bulker *Wadi Halfa* saddens any professional seafarer, although some of my seafaring colleagues suggested that the findings of the report did not surprise them. As a committed believer that fatigue is a major factor in maritime accidents and that this is directly related to the acceptance of 'unsafe' manning levels, I have had to admit that fatigue was definitely not an issue in this case. I have therefore had to study this report and I have questioned myself on what can be learned from the MAIB's findings.” LLOYD’S LIST, 1 July 2009, p. 4

**New project to examine watchkeeper exhaustion - By Dale Wainwright** "A new European research project has been launched that aims to help tackle the growing industry problem of seafarer fatigue. Project Horizon intends to examine the way in which fatigue affects the cognitive performance of ships' watchkeepers. The 30-month programme is costing (\$5.3m) and will be funded by the European Commission (EC). It will bring together 11 academic institutions and organisations with a broad range of interests in the shipping industry, including the UK's Southampton Solent University, Sweden's Chalmers University of Technology, the Stress Research Institute at Stockholm University and Bureau Veritas (BV)'s marine division. “ TRADEWINDS, 3 July 2009, p 39

**Keeping training real – By Captain Stephen Healy** “Safety training needs to be based on realistic scenarios if the lessons learned are to be remembered and acted upon at crucial times. Without continuous improvement, accidents and near-missies will not reduce in number and severity.” SEAWAYS, July 2009, pp 11-13

**Seatime requirements for deck cadets – By Captain George Oommen** “There is increasing pressure to reduce the time cadets spend at sea, making up for it by shore-based training. Is this an adequate substitute? Certainly not, according to Captain Oommen: the skills of the officer-to-be cannot be honed without extensive practical experience.” SEAWAYS, July 2009, pp 21-22

**The liferaft and the ‘black box’ syndrome – By Captain Juan Alcazar** “What is a ‘black box syndrome’? According to Captain Alcazar, it is how seafarers behave when faced with particular pieces of equipment whose working are not understood or which seem somehow mysterious. And there is the risk that some types of mandatory equipment onboard run the risk of becoming ‘black boxes’.” SEAWAYS, July 2009, pp 25-26

**ITF sends food to ‘abandoned’ Bosphorus crews - By David Osler** "The International Transport Workers’ Federation is to send food and other supplies to thousands of seafarers on board vessels laid-up near Istanbul, claiming that many of them have been abandoned by the vessels’ owners. According to the ITF’s estimate, somewhere between 400-500, foreign-controlled ships of all shapes and sizes are now laid-up in the Bosphorus as a result of the global economic downturn. Most of the vessels have only a skeleton crew on board, and the ITF argues that some are forced to exist on “barely subsistence level wages and provisions” over many months while the vessels to await new cargo." LLOYD’S LIST, 8 July 2009, p 12

**Tanker crew training cuts pose threat to safety - By Martyn Wingrove** "Modern tankers are too sophisticated for vessel crews and officers and manuals need to be much more understandable, says BP Shipping’s head of health and safety. Martin Shaw said there was a worrying trend in accidents on tankers. Part of the problem was the lack of experience of crews. He called on tanker owners not to cut crew and training spending at a time when charter rates are at their lowest for a decade, to prevent further accidents. “We have seen accident rates climbing and this is a worrying trend. Around 80% of incidents are due to human error,” Mr Shaw said at an Institute of Marine Engineering Science & Technology seminar. “We have a modern fleet, so maybe this is to do with the design of new vessels. I have concern about crew on modern ships and feel there is a mis-match between the people and the ships,” he said." LLOYD’S LIST, 9 July 2009, p 3



**Division over universal seafarer wages - By Jaya Prakash** "Any attempt to benchmark seafarer wages to a universal standard would be counter-productive because nations dependent on foreign crew would be unlikely to comply, a 10 July Singapore conference heard. The controversial issue of a universal seafarer wage standard was the subject of heated debate at the Maritime Manpower 2009 conference at which Stephen Cotton, maritime co-ordinator and secretary, special seafarers department, International Transport Workers Federation (ITF), argued in favour of the standard. There was plenty of opposition. "Our vessels are all manned by foreign crew. A universal standard which raises wages will impact our shipowners badly", protested a source close to the Singapore Shipping Association (SSA). He hinted of possible intervention by the country's port regulatory body to thwart such moves as, potentially, a universal standard would threaten Singapore's maritime competitiveness." FAIRPLAY, 16 July 2009, p 10

**Crewing agencies look to Latvia to plug the manning shortage** "The search for new sources of seafarers is continuing in earnest as owners and managers endeavour to fill the additional positions as the global fleet expands, despite the market downturn and increased scrapping and lay-ups." LLOYD'S LIST SHIP MANAGER, 27 July 2009, p 8

**Singapore owners fear benchmark pay will cost jobs - By Marcus Hand** "Singapore shipowners and seafarers' unions are united in opposition to a plan by the International Transport Workers Federation to impose its benchmark pay rates for foreign nationals serving on Singapore-flagged vessels. The ITF is pushing for its benchmark pay rates for seafarers serving under flags of convenience to apply to non-domiciled seafarers serving on national flags such as Singapore, Hong Kong, Norway and Sweden." LLOYD'S LIST, 28 July 2009, p 16

**Cases of abandoned crew are increasing, says ITF - By David Osler** "Crew abandonments are once again becoming commonplace, with more and more seafarers stranded on account of the global economic downturn, according to the International Transport Workers' Federation. The problem has been a pronounced feature of both shipping sector-specific slumps and wider recessions in the past, and has never been entirely absent, even during periods of prosperity. But unions and employers have worked together more closely in recent years, in the hope of avoiding reruns of some situations that generated massive unfavourable publicity for the industry as a whole. However, a spokesman for the ITF, a trade union umbrella group, said that the general trend in recent months is sharply upwards, with new cases coming in so thick and fast that up-to-date figures are difficult to calculate." LLOYD'S LIST, 31 July 2009, p 2

**MAIB warns of complacency over safety onboard ships - By Sandra Speares** "Marine Accident Investigation Branch chief inspector Stephen Meyer has warned of the dangers of complacency as seafarers continue to die in avoidable accidents. Mr Meyer has called for international action on shipboard deaths in enclosed spaces. In his introduction to the MAIB's 2008 annual report, Mr Meyer said he used the word "complacency" in the context of the "natural human consequences resulting from familiarity with a task or operation". While crew deaths in 2008 remained at roughly the same level as the previous 15 years, barring a significant increase in 2007, "each death is a tragedy and each was avoidable", Mr Meyer said. Fatalities in enclosed spaces featured in two MAIB reports during the course of 2008, following the three deaths on board the Viking Islay in 2007. These accidents and similar ones identified by the Marine Accident Investigators' Forum "clearly illustrate the need for concerted international action to address this issue", Mr Meyer maintained." LLOYD'S LIST, 31 July 2009, p 3

**Seafarers have their say** "Young seafarers have flagged up criminalisation, job security and the image of seafaring amongst a range of key issues they believe should be tackled if maritime careers are to be promoted." TRANSPORT INTERNATIONAL, Jul/Sep 2009, p 8



## 10. SHIPBUILDING AND RECYCLING OF SHIPS

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**Brussels considers ship scrap scheme to ease fleet - By Justin Stares** "Brussels is considering a European Union ship scrapping scheme as a means of easing the sector's suffering, Maritime Affairs Commissioner Joe Borg said.. Such a scheme would help rid the European fleet of some of its older vessels and would leave it "in much better shape when the inevitable economic upturn kicks in", Mr Borg told a conference in the Azores. It is, however, bound to be controversial. The commission is also eyeing new state aid to the shipbuilding sector, according to a copy of his speech circulated in Brussels. "On shipbuilding, our present focus could extend beyond research with the aim of broadening our state aid guidelines to allow support for building ships, which implement higher environmental standards," Mr Borg said. "We could also have scrapping measures centred on shortsea shipping vessels which are often relatively old, high- emission ships." LLOYD'S LIST, 7 July 2009, p 5

**Owners voice doubts over Brussels' scrapping plan - By Justin Stares** "Brussels' ship scrapping plans are off to a sticky start after Europe's shipowners expressed doubt that any such scheme would be feasible. The European Commission is understood to be looking to transfer a successful car scrapping scheme to the maritime sector, but the shipowning industry has warned of key differences that could torpedo the plan. Maritime affairs commissioner Joe Borg on Tuesday talked of "scrapping measures centred on shortsea shipping vessels, which are often relatively old, high-emission ships". He said Brussels wanted to "allow support for building ships that implement higher environmental standards" LLOYD'S LIST, 10 July 2009, p 2

**China raises stakes in recycling market - By Bouko De Groot** "China aims to control one-third of global demolition capacity in the short term, delegates at the 2009 Ship Recycling Summit in Shanghai heard last week. "China's total ship recycling capacity is around 4M ldt per year," estimated Janice Liu, manager of Zhongxin Ship Recycling and chairman of International Ship Recycling Association (ISRA). Most of that capacity is run by a handful of specialised yards. Four of those yards do it the 'green' way, accounting for 3M ldt per year. Liu expected a further 2M ldt/year would be added by 2014 through construction facilities turning to recycling. "It won't be easy," she said. "A drydock itself does not guarantee green recycling. You need to train people, know the laws and get official approval." FAIRPLAY, 9 July 2009, p 10

**Newbuildings to push up number of idle boxships - By Marcus Hand** "Idle boxship capacity could hit 2m teu by the end of the year or the start of 2010, according to forecasts from Alphaliner. Alphaliner said the number of idle containerships has fallen to 1.2m teu as of July 10 from a peak of 1.4m teu earlier in the year. However, a glut of newbuildings to be delivered in the coming months were expected to push the number up sharply later in the year. "The current reduction in idle capacity is a result of service reactivations for the summer peak season as well as increased scrapping of older tonnage," Alphaliner's weekly report said." LLOYD'S LIST, 15 July 2009, p 3

**Scrap-happy brokers - By Christopher Browne** "The IMO's ship recycling convention already appears to be paying dividends despite lingering opposition. Adopted by 63 countries following its ratification in Hong Kong in May, the IMO's ship recycling convention will take years to become law. However, talk to owners and brokers and they will say the convention, being refined this week by the IMO's Marine Environment Protection Committee, has alerted the industry and made the so-called 'bad boys' begin to try to address their faults. Nikhil Gupta, secretary of India's Ship Recycling Industries Association, said: "Most of the convention regulations are already implemented as ordered by our Supreme Court. Training, equipment, safety and waste-handling must all follow the highest standards and are rigorously checked by the government." FAIRPLAY, 16 July 2009, pp 4-5



**Rina notes Chinese twist to cancellations - By Gillian Whittaker** "The percentage of newbuilding cancellations may not be as significant as predicted by some but a shift in market dynamics may see them financing the development of the Chinese fleet, says Ugo Salerno, head of Italian classification society Rina. Salerno believes the cancelled newbuildings will continue to be built and in many cases, will be delivered to Chinese companies. Companies that originally booked vessels will have forfeited their deposits, indirectly subsidising the eventual buyers." TRADEWINDS, 17 July 2009, p 7

**Brussels 'has no plans' for ship scrapping subsidies - Justin Stares** " A senior official from the commission's directorate-general for transport said there were "no plans" to allow state subsidies for owners wishing to replace aging tonnage with new ships built in European yards, contrary to reports by Maritime Affairs Commissioner Joe Borg. "There is nothing on the table, no plans," the official told Lloyd's List. "If we went down that route there would just be flagging out." Earlier this month, the commission distributed a speech given by Mr Borg in the Azores where he talked of "broadening our state aid guidelines to allow support for building ships which implement higher environmental standards". The commissioner added: "We could also have scrapping measures centred on shortsea shipping vessels which are often relatively old, high emission ships." LLOYD'S LIST, 22 July 2009, p 1

**IMO to 'remind' yards of ballast- water systems - By Adam Cobertt** "Shipyards are to be told they should be doing more to ensure newbuildings are designed to fit ballast-water-treatment systems (BWTs), even though the Ballast Water Convention (BWC) has yet to come into force five years after it was originally agreed. The International Maritime Organisation (IMO)'s Marine Environment Protection Committee (MEPC) has decided to send out guidance to yards to "remind" them of Ballast Water Convention (BWC) requirements. Delegates also agree that there are now enough BWTs that have gone through the rigorous approval process for a full implementation of the convention." TRADEWINDS, 24 July 2009, p 34

## 11. SHIPPING

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**More Greeks flag at home - By Konstantin Tsolakis** "An increasing number of Greek owners choose to hoist the Greek flag on their newly delivered vessels, data from Greece's National Statistics Agency has revealed. The increase reverses the downward trend observed in the Greek registry during the first quarter of 2009. April saw the registry increase by 12 vessels - the highest monthly rise in over a decade - bringing the number of Greek-registered vessels to 2,100.." FAIRPLAY, 2 July 2009, p 7

**Green priorities for Dryport** "Environmental logistics solutions will remain a high priority for most  
**Thinking past the fence** "After years of decline the number of stowaways getting on board ships is increasing, according to the latest figures from Standard P&I Club. Chris Spencer, its director of loss prevention, tells P&H that ports can help bring them down." PORTS & HARBOURS, July 2009, p 24-25



**Driving force France urges motorways of the seas incentives - By Andrew Spurrier** "France is to press for changes to European transport regulations to allow governments to involve themselves in the purchase of ships for motorways of the seas. The proposal has been made by maritime lawyer and former senator Henri de Richemont in a report commissioned by French secretary of state for transport Dominique Bussereau. Mr de Richemont argued that the success of sea motorways depends on strong government backing, but said that governments should be able to acquire ships for such services, as well as providing aid towards the cost of creating them. He added that governments should also be able to offer financial incentives to users of sea motorways." LLOYD'S LIST, 9 July 2009, p 4

**Insight & Opinion: Threat or opportunity? Bid to make Mediterranean 'a business ocean' - By Roger Hailey** "It was July 13 last year when French President Nicolas Sarkozy launched the Union for the Mediterranean, an international body with 43 member nations stretching from Western Europe to the Jordanian desert, whose populations amount to 756m people. The union, a reshaping of the earlier Euro-Mediterranean Partnership, lists among its environmental priorities the "de-pollution" of the Mediterranean Sea and the establishment of maritime and land highways." LLOYD'S LIST, 9 July 2009, p 7

**Swedes lead by example - By Hal Brown** "Sweden's six-month presidency of the EU started on 1 July, which means the nation will take the lead in December's key climate change talks at which shipping will be high on the agenda. "Handled well, the EU presidency offers an opportunity to set the tone and broker key deals," according to an IHS Global Insight (IGI) report. Shipping was virtually ignored in the Kyoto Protocol meeting, but in Copenhagen at the end of the year Sweden will try to get EU members to speak with one voice and build a global consensus on how to deal with carbon emissions from the industry. Currently, the options are an international compensation fund, which could raise around \$10Bn annually, and a global emissions trading scheme. The trading scheme involves an emission allowance for shipowners; owners needing to increase their allowance would buy credits from shippers that pollute less. That would mean the buyer paying a charge for polluting, with the seller rewarded for having reduced emissions by more than needed." FAIRPLAY, 9 July 2009, p 6

**Preparing for boom time** "Panama's maritime sector, representing over 20% of GDP, has thrived since the announcement of the Panama Canal expansion in 2006. Although the global crisis has taken its toll on canal and port volumes, the maritime sector continues to lure foreign and domestic investments. It is essential that conditions are created "to supply the ships transiting the canal," Panama Canal Authority administrator Alberto Alemán told Fairplay." FAIRPLAY, 9 July 2009, pp 22-23

**LISCR chosen to run Liberia Register for 10 more years - By Adam Corbett** "Liberia's Bureau of Maritime Affairs has confirmed it will extend its contract with the Liberian Ship & Corporate Register (LISCR) to manage the country's ship registry for a further 10 years. Under the management of LISCR, the flag has nearly doubled in size from 1,700 vessels of 53 million gross tonnes to more than 3,000 vessels of 90 million gross tonnes, making it the world's second-largest register behind Panama. The nature of the commercial agreement between the two parties remains unclear. It has been suggested that as a concession LISCR may have to employ more Liberian nationals." TRADEWINDS, 10 July 2009, p 27

**Greenpeace inks custom-built flagship at Fassmer - By Geoff Garfield** "Germany's Fassmer Shipyard is to build a new flagship for environmental pressure group Greenpeace. The Rainbow Warrior III is pencilled in for delivery in 2011 and will cost a reported EUR 23m (\$32m). Although the 58-metre vessel will have diesel-electric propulsion, it is designed to use wind power, with an A-frame mast and sail area of 1,290 square metres. Other green technology includes using heat created by the generators for warming on-board water and pre-heating the engine. Greenpeace says it is the first time in its history that it has commissioned a purpose-built deepsea vessel instead of refurbishing an older ship. The newbuilding, which will replace the Rainbow Warrior II, will be completed in time for Greenpeace's 40th anniversary in 2011." TRADEWINDS, 10 July 2009, p 34



**Greek owners in warning against protectionism - By Nigel Lowry** "Greek shipowners have warned against lapsing into protectionism to deal with the fallout of the global financial crisis. "It is of the utmost importance to safeguard free and fair competition, which is the oxygen of shipping and trade," said Theodore Veniamis, writing the preface to the Union of Greek Shipowners' 2008-2009 annual report, his first as the UGS president. He said the shipping market should be protected from regional policies that might "service expediencies irrelevant to the supply of shipping services" on a worldwide basis. "The market should be safeguarded from short-sighted protectionist measures, which are the easy solution in times of crisis yet lead to closed markets and obstruct their recovery," Mr Veniamis said. The UGS endorsed much of the European Commission's communication on the goals of shipping policy until 2018, which was published earlier this year, but it said the "ambitious goals" needed to be reassessed in light of the subsequent crisis. Although Mr Veniamis did not elaborate on specific protectionist moves, the report urged the EU in particular to avoid adopting protectionist measures "since such a policy will deter the swift return to a healthy economy"." LLOYD'S LIST, 13 July 2009, p 2

**LISCR wins extension to rights to Liberian flag - By David Osler** "Liberia's Bureau of Maritime Affairs has extended for a further 10 years the contract giving a US company, Liberian International Ship & Corporate Registry, the right to operate the world's second-largest flag of convenience. Confirmation of the development comes after extensive speculation in recent weeks that a deal had been reached. The renewal will kick in when the existing deal expires on December 31 this year. The contract is economically important for the impoverished West African nation, which is still recovering from a long period of civil war. The government has been pressing openly for a larger slice of revenues, but there was no initial word in a statement from LISCR on how much revenue would accrue to the country. LISCR's contract was originally secured in 1999, when it displaced International Registries, another US company, which had operated the Liberian maritime programme since the 1940s." LLOYD'S LIST, 13 July, p 3

**Cyprus urges flag action to turnaround fleet decline - By Nigel Lowry** "Cypriot shipowners have called for action to restore their country's flag to the uppermost tier of international ship registries after several years of drifting for the fleet's strength. Currently third-largest in the European Union and 10th largest in the world, the fleet under the Cyprus flag has, however, been shrinking for several years and has been surpassed by the likes of the Marshall Islands, Bahamas and Malta. "Not long ago the flag was third or fourth in the world and now it is in 10th position," said Cyprus Union of Shipowners chief executive Michael Filippou. "There is also the potential for it to go lower, which concerns us." LLOYD'S LIST, 22 July 2009, p 3

**WTO says China will lead rally of global economy - By Jerry Frank** "Global commerce officials are looking to China to power a world economic recovery, but trade volumes are still set to contract by 10% this year. The World Trade Organisation, launching its annual report yesterday in Singapore, has signalled that Asia's powerhouse economy could rally the fortunes of the global economy. Latest figures from the WTO indicate that Asia is starting to see a rebound in trade from very low figures notched in the first quarter of the year, with the contraction of trade beginning to slow down. World trade volumes grew by 2% last year, compared with 6% in 2007, while output by real gross domestic product fell to 1.7% in 2008, from 3.5% a year earlier. Trade finance shortages in recent months, the WTO noted, have been one of the main factors behind the scale of the decline in goods and services on the move from the end of 2008.." LLOYD'S LIST, 23 July 2009, p 4



**Gibraltar and Algeciras reach historic agreement - By Brian Reyes** "Gibraltar and Spain will establish a maritime hotline as part of a wider agreement reached during a historic visit to the Rock by Spain's foreign minister, Miguel Angel Moratinos. In the coming months officials will work to formalise multi-level contact between the ports of Gibraltar and neighbouring Algeciras, which share a bay that is increasingly busy with shipping activity. The move aims to improve co-operation and co-ordination between the two ports in the wake of major casualties, including those that involved the New Flame and the Fedra . It will also ensure a synchronised res-ponse to pollution incidents in a region that has become a key bunkering point for vessels sailing through the Strait of Gibraltar." LLOYD'S LIST, 23 July, p 5

**Lookout: Sustaining shipping** "For the shipping industry, sustain ability involves both reducing its impact on the environment and ensuring its operations are efficient and cost-effective. These inter-related challenges are made more difficult by increasing external scrutiny. The Sustainable Shipping Awards ceremony held in London on 15 July celebrated environmental excellence. With just one exception (for protecting the ocean), all the awards related to air pollution. Awards went to the Port of Los Angeles & Long Beach, Andre Stochniol, SkySails, Maersk Line and the Danish JIP Green Ship of the Future. The PureBallast water treatment system developed by Wallenius Water and Alfa Laval picked up the ocean award. Protecting the oceans and the air from emissions topped the agenda at the IMO's Maritime Environment Protection Committee on 13-17 July and is a key issue ahead of the December climate change meeting in Copenhagen. MEPC 59 made some progress on the technical and operational aspects, agreeing guidelines on energy efficiency indices for the design of new vessels and the operation of existing ones." FAIRPLAY, 23, July 2009, pp 1-2

**Counting the cost of wreck removal** "Removing a wreck can be very expensive business but there is little clarity regarding who should pay for what. Capt Farhat Imam, COO of Resolve Marine Group in the US, urges governments to work via the IMO to bring clarity to the issue of wreck removal. They should fast-track the finalisation of conventions, so the cost can be properly allocated between government and private interests." FAIRPLAY, 23, July 2009, p 14

**New UK minister impresses shipping awards attendees** "The newly appointed UK Paul Clark is starting to make a name for himself in the world of shipping. The Gillingham and Rainham MP is obviously well briefed and has impressed experts from the International Maritime Organisation (IMO) and others who gathered for the Sustainable Shipping Awards with his knowledge of key environmental issues just a month after his appointment. But Clark showed some sympathy for the industry's predicament. "I know that meeting environmental legislative requirements is a challenge when the industry is being pressured to transport freight more quickly and at a lower cost in times of recession," he said." TRADEWINDS, 24 July 2009, p 30

**New tonnage-tax system may swell Japan-flag fleet - By Adam Corbett** "According to recent figures, Japan is set to record substantial fleet growth, reflecting a continued resurgence in national flags around the world. The introduction of a new tonnage-tax system, designed to be as competitive as those on offer in many European countries, is set to swell the number of Japanese-registered ships. " TRADEWINDS, 24 July 2009, p 34

**Gearing up for the MLC** "Owners and managers need to step up their preparation for implementation of the ILO Maritime Labour Convention 2006. The convention will come into force 12 months after 30 member states, representing 33% of global fleet gross tonnage, have ratified it. The tonnage requirement has already been met, and the European Union is pressing its members to ratify it by next year." LLOYD'S LIST SHIP MANAGER, 27 July 2009, p 8



**Suez Canal chief remains positive despite revenue slide to \$4.7bn - By David Osler** "Annual revenue from the Suez Canal was down 7.2% in the 2008-2009 financial year, falling from a record \$5.1bn to \$4.7bn in the wake of the global economic downturn. Suez Canal Authority chairman Ahmed Fadel said 19,354 ships passed through the canal in the period, down from 21,080 in 2007-2008. Nevertheless, he insisted that traffic had improved gradually in recent months. Mr Fadel said that the authority had almost completed vital major dredging work." LLOYD'S LIST, 28 July 2009, p 2

**Celebrating 12 decades of marine excellence** "This year the Institute of Marine Engineering, Science and Technology (IMarEST) celebrates its 120<sup>th</sup> anniversary. Today it has some 15000 members in 50 branches around the world and continues its many functions including the dissemination of knowledge and information to marine engineers and marine scientists." MER, July/August 2009, pp 36-37

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