

**INTERNATIONAL MARITIME ORGANIZATION**

**MARITIME KNOWLEDGE CENTRE**

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“sharing maritime knowledge”

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## IMO

### IMO IN THE NEWS

**Lloyd's List Opinion: Strength in unity** "Consensus is a remarkably slow and boring spectator sport but it is something the shipping industry does rather well. Critics of the International Maritime Organization often reference the glacial pace at which international decisions are made, ignoring the fact that, by comparison with certain other United Nations agencies, it is actually a relatively sprightly body and a model of best practice. Yes, the system is inherently skewed to producing an agreement of the lowest common denominator, and yes, it is a cumbersome process. But it is the best we have available to us and, by and large, it produces results that work." LLOYD'S LIST, 6 November 2009, p 2

**IMO ready to step up to the plate** "The International Maritime Organization (IMO) director for the marine environment division, Miguel Palomares, says the institution is ready to regulate by enacting CO2 emission reduction measures that can be effective immediately." THE NAVAL ARCHITECT, November 2009, pp 26-28

**Climate change – "all in it together"** "The IMO made climate change the theme of this year's World Maritime Day, which was celebrated on 24 September. *Climate Change: a challenge for IMO too!* was the focus of the speech by Secretary-General Efthimios Mitropoulos, as he told the maritime community that this is the time to make tough decisions to address climate change and to act with total and undivided commitment." PORTS & HARBOURS, November 2009, p 36

**IMO clarifies bunker certificates** "IMO's Legal Committee sought to clarify aspects of the implementation of the Bunkers Convention, when it met for its 96<sup>th</sup> session, from 5-9 October. It approved a draft Assembly resolution on the issuing of bunker certificates of insurance to bareboat-registered vessels." PORTS & HARBOURS, November 2009, p 37

**IMDG update on dangerous goods at IMO** "IMO's Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC) met over 21-25 September for its 14<sup>th</sup> session. The sub-committee continued its regular review of the International Maritime Dangerous Goods (IMDG) Code and agreed draft amendments for submission to MSC 87 for adoption (amendment 35-10)." PORTS & HARBOURS, November 2009, p 39

**Carbon countdown** "In the final run-up to Copenhagen, has IMO done enough to retain its mandate to handle shipping's CO2 emissions, asks Ian Middleton." SEATRADE, Nov/Dec 2009, pp 33-34

**IMO and ISN to the fore at Maritime Cyprus** "The great and the good of world shipping made their biennial trip to Maritime Cyprus in Limassol during late September. This year's event cleverly combined the twin themes of the recession and CO2 emissions into its conference entitled 'A changing climate: emerging opportunities.' IMO secretary-general Efthimios E Mitropoulos tackled both themes head on, forecasting shipping's supply and possible demand scenarios before concluding that "there will always be a demand for ships and shipping." SEATRADE, Nov/Dec 2009, p 41

**Marshall Islands seeks a seat on IMO council - By Michelle Wiese Bockmann** "The Marshall Islands, which hosts one of the world's largest flag registries, is making its first bid for membership of the

International Maritime Organization's 40-member council. The tiny Pacific country's registry, managed by US-based International Registries Inc for the last seven years, is now regarded as the world's third or fourth-largest, with over 2,000 vessels of 50m gt flying its flag. The IMO's 169 member states will vote today to elect members of council, which manages the United Nations agency, and vote on major changes to regulations and rules. The Marshall Islands delegates are lobbying for a place under category C - covering special interests in maritime transportation - for which 20 places are available and around 26-27 countries are seeking election." LLOYD'S LIST, 27 November 2009, p 2

**Fitting tribute to heroes in our midst - Michael Grey** "Last Monday evening, there was a meeting at the International Maritime Organization to honour some maritime heroes. When inaugurated three years ago, this was an initiative by the secretary-general, who felt that it was high time such bravery was properly and internationally acknowledged, and put the process in hand. It was judged a great success and the IMO awards have now been made an annual event. It is first of all a tribute to some very brave people, and moreover an important acknowledgement that human life remains sacred and universal, and that their bravery really matters to the world. Second, to be informed about such courage in such a fashion is good for everyone's morale. Third, it seems entirely appropriate for the world's principal maritime regulator to be the agent of this recognition." LLOYD'S LIST, 30 November 2009, p 7

**Marshall Islands seeks more involvement in IMO council - By Adam Corbett** "The fast-growing Marshall Islands ship register is making a bid to join the International Maritime Organisation (IMO) council to have more say in the organisation's administration. The Marshall Islands is now ranked as one of the world's largest ship registers with a fleet that has more than doubled in size in the past three years from 18.5 million gt to 50 million gt. Despite its size, the register, managed by International Registries Incorporated (IRI), has never had a say in the IMO's administrating council. IRI president Bill Gallagher said: "This is part of an evolutionary process for a fast-growing register like ourselves. We have been doing our duty at the IMO not only in monetary terms but also in contributing to discussions. The Marshall Islands can bring a lot to the table at the IMO and we would take things to another level in terms of our participation." TRADEWINDS, 27 November 2009, p 71

## PRESS RELEASES

### [Republic of Korea continues financial support for IMO's technical co-operation agenda - 27/11/2009](#)

*Briefing 37/2009* The Republic of Korea has continued its long-term support for IMO's technical co-operation activities with another generous financial donation.

### [IMO diligent and thorough, Secretary-General tells delegates as 26th IMO Assembly opens - 24/11/2009](#)

*Briefing 36/2009* IMO has been able to react swiftly and decisively to new problems and unforeseen challenges, delegates told

### [2009 IMO Awards for Exceptional Bravery at Sea presented to a rescue swimmer and American sailors - 24/11/2009](#)

*Briefing 35/2009:* 2009 IMO Awards for Exceptional Bravery at Sea and Certificates for Exceptional Services Rendered to Shipping and Mankind presented during ceremony

### [France becomes first to sign Hong Kong Recycling Convention - 23/11/2009](#)

*Briefing 34/2009:* France signs recycling convention

### [IMO Assembly to meet for 26th session - 19/11/2009](#)

*Briefing 33/2009:* 26th IMO Assembly meets at the IMO Headquarters 23 November to 4 December 2009

## [IMO to support Somalia to repress piracy](#) - 2/11/2009

Briefing 32/2009: IMO SG reiterates support to Somalia on piracy

### 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](#).

### PUBLISHING

Latest [IMO NEWS](#) (Issue 3 2009).

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

#### [IMSBC Code and Supplement, 2009 edition now available](#)

Briefing 29/2009: International Maritime Solid Bulk Cargoes (IMSBC) Code and Supplement, 2009 Edition, published

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

## NEWS FROM THE UNITED NATIONS

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

## MARITIME NEWS IN THE PRESS

### 1. CASUALTIES

**Superferry 9 update** "Officials investigating the sinking of ro-pax *Superferry 9* sinking were addressing the possibility that the vessel's crew failed to seal the side entrance before it sank in the Philippines, it was reported in late September." SAFETY AT SEA INTERNATIONAL, November 2009, p 10

**Safe stowage inquiry urged** "The poor stowage of trucks – said to have contributed to the grounding of *Riverdance* IN 2008 and the *Stena Voyager* incident in January 2009 – should be the subject of an inquiry, a senior accident investigator has urged." SAFETY AT SEA INTERNATIONAL, November 2009, p 12

**Fire engulfs rig at leaking Australian oil platform - By Martyn Wingrove** "Fire has engulfed the West Atlas drilling rig and Montara oil platform in the Timor Sea off Western Australia, where an oil well has been leaking for two months. Project operator PTTEP Australasia, a subsidiary of Thai state-run company PTT, intends to tackle the fire once it has the faulty well back under control this week. PTTEP first used the *Nor Captain* to fight the fire, which broke out on Sunday, but moved the vessel away when it became too dangerous. Norwegian rig owner Seadrill, which is controlled by shipping tycoon John Fredriksen, confirmed there were no personnel on the West Atlas jack-up rig at the time and its emergency response team was working with PTTEP to extinguish the fire." LLOYD'S LIST, 3 November 2009, p 5

**Weather hinders Zoorik oil clean-up - By Hui Ching-hoo** "Zhejiang Maritime Safety Administration said bad weather was hindering the salvage of the Iranian-registered cargo ship Zoorik , which ran aground off east China's coast on Sunday. The ship, which was sailing from Nantong in Jiangsu province, was hit by strong waves and grounded on rocks at the Luhushan waters at the estuary of the Yangtze River on Sunday morning. Zhejiang Maritime Safety Administration and Zhejiang salvage department had sent two helicopters and one rescue craft to help in the salvage operations." LLOYD'S LIST, 3 November 2009, p 5

**Boxship and warship burn after collision – By Adam Corbett** "Navigational blunders by the South Korean-controlled, 706-teu Carina Star (built 1998) are being blamed for a collision with a Japanese destroyer last week. Leaked reports of an official Japanese probe into the accident say the actions of the Carina Star in overtaking an unnamed cargoship led it to collide head-on with the destroyer Kurama . Six seafarers were injured in the collision in the narrow Kanmon Strait. Both ships also caught fire. However, the consequences could have been much more serious as the Kurama was carrying ammunition on board at the time." TRADEWINDS, 6 November 2009, p 39

**Two die in China collision - By Hui Ching-hoo** "A passenger ferry collided with a sand barge in Panyu, south China, on Thursday leaving two passengers dead and nine injured. The 1993-built San Bu , with 75 passengers and nine crew on board, sailed from Hong Kong to Panyu on November 5. The ship collided with a sand barge near to its destination of Lian Hua Shan. The conveyor belt of the sand vessel pierced the cabin of the passenger ferry, according to Singtao Daily. The Panyu Maritime Safety Administration deployed several vessels to help in the rescue. Two passengers on board the ferry, both Dutch nationals, were confirmed dead and nine passengers sustained fractures and bruises. The nine injured and a number of other passengers were sent to Shilou hospital." LLOYD'S LIST, 9 November 2009, p 5

**MAIB Vallermosa report blames multiple errors - By David Osler** "An overworked and stressed pilot, lax supervision from the bridge and a wrongly completed customs form all featured as factors in a three-vessel collision in Southampton earlier this year, according to a report from the Marine Accident Investigation Branch. The incident took place last February, and saw Navigazione Montanari's 2003-built, 34,700 dwt products carrier Vallermosa make contact with 2007-built, 76,600 dwt BW Orinoco and Teekay's 1992-built, 95,200 dwt Navion Fennia , both of which were discharging alongside at Fawley Marine Terminal. Vallermosa was laden with a full cargo of 35,000 tonnes of jet fuel and bound for the BP Hamble Terminal in Southampton Water. The accident caused structural damage to all three vessels, minor damage to the jetty and minor pollution." LLOYD'S LIST, 16 November 2009, p 2

**Four die as storms take toll on North Asia shipping - By Keith Wallis** "Marine accident investigators from South Korea and Hong Kong are probing a collision between the 2,494 dwt general cargoship Joshu Maru and a trawler between South Korea and Japan that left four fishermen dead and three missing. The collision was one of three shipping incidents during stormy weather conditions in North Asia since Friday. In the other casualties, seven fishermen are still missing following a collision between a fishing boat and the 1,482 gt Calm Ocean cargoship off eastern China's Zhejiang province on Sunday. Also, 28 passengers and crew from the passenger ro-ro ferry Ariake were rescued after it ran aground in Japan on Friday." LLOYD'S LIST, 17 November 2009, p 2

**Ferry deaths Master blames bad weather - By Marcus Hand** "The master of an Indonesian ferry that sank at the weekend leaving at least 29 dead blamed bad weather for the tragedy. Dumai Express 10 was sailing from Batam island to Dumai when it sank close to Karimun island. The vessel's master, Johan Napitupulu, told AFP there had been no warning when the vessel left port that it would be sailing into bad weather. "The weather was fine when we left Batam port. There was no sign of rain and we also did not get any warning from anybody saying the weather could turn bad at sea." He said waves of over 2 m high had cracked the vessel's hull, causing it to sink in just 27 minutes. At least 29 passengers and crew are reported to have drowned in the sinking; a further 21 remained missing today, while 254 were rescued. Many of the survivors were rescued by passing commercial shipping traffic in the busy Malacca Strait." LLOYD'S LIST, 24 November 2009, p 16

## 2. HEALTH AND SAFETY

**Asbestos awareness for owners** "Owners planning to scrap older ships need to consider how asbestos will be removed. Although the use of asbestos in ships was banned under SOLAS in 2002, almost every vessel built before that year contained some materials containing asbestos (MCAs). The International Labour Organization estimates the average ship built before 2002 contains about six tonnes of asbestos." FAIRPLAY, 26 November 2009, p 21



**Last Word: Safety begins at college** "The British Shipping Safety Awareness Awards have again uncovered some real talent coming up through the ranks of the industry. Winners of this year's competition, which asked students to suggest an idea to improve any aspect of health and safety at sea, received their prizes at the UK Chamber of Shipping last week. The judges specified the winning projects should be original, innovative and capable of implementation - and that is precisely what Martyn James produced with his winning anoxia immediate response device to prevent loss of life in enclosed spaces onboard ship. The device is a simple face mask and respirator but with an atmosphere detector and regulated air supply. The device should be used in conjunction with existing policies and practices, but its use could make the difference between life and death in an enclosed space." LLOYD'S LIST, 27 November 2009, p 16

### 3. LAW AND POLICY

**Happy ending for Kassian in pollution case – By Bob Rust** "A Greek shipowner has scored a victory in the US federal court against US government environmental prosecutors. Over the objections of the US Department of Justice (DoJ), Judge Henry Lee Adams of the Middle District of Florida federal court has ordered that reformed polluter Kassian Maritime Navigation Agency's request for an early termination of its sentence of probation be granted. The order is said to be a first of its kind and comes after complaints by Kassian that US officials had neglected to supervise the shipowner in its efforts to implement a stringent fleetwide environmental-compliance plan." TRADEWINDS, 6 November 2009, p 18

**Brussels uses Lisbon Treaty to seek wider IMO role - By Justin Stares** "Brussels is lining up a new push for a greater say in the workings of the International Maritime Organization on the back of the newly ratified Lisbon Treaty. Long-standing claims that the European Union should enjoy IMO observer status, or even full membership, have been given impetus by the treaty, which comes into force next month. European Commission officials say the treaty establishes the principle that the Union - a combination of the institutions and the member states - should be represented in all international organisations. Currently, only the European Commission has IMO observer status. "The Lisbon Treaty changes the state of play as far as the IMO is concerned," said one Brussels official." LLOYD'S LIST, 9 November 2009, p 1

**Brussels in a tussle over transport shake-up - By Justin Stares** "The chairman of the European parliament transport committee says he will resist any move to split maritime transport from the Brussels transport portfolio. Asked to comment on calls for a new parliamentary committee on maritime affairs with responsibility for industry, British Euro MP Brian Simpson said: "No way, that is not going to happen." Speaking on the sidelines of a seminar in Brussels, he told Lloyd's List: "Maritime transport is very much part of transport and that is the way it is going to stay." European Union Maritime Affairs Commissioner Joe Borg last month suggested both the parliament and the European Union Council of Ministers restructure and set up formations to look exclusively at maritime affairs." LLOYD'S LIST, 12 November 2009, p 2

**Lloyd's List Opinion: Grounds for concern** "File under pluck. Our newspaper reported on Monday that, riding on the Lisbon Treaty, Brussels is seeking a greater say in decision making by the International Maritime Organization. The European Commission is arguing that the treaty establishes that the Union - a combination of the institutions and member states - should be represented in all international organisations. Only the commission currently has observer status with the IMO. Title Six of the Lisbon Treaty includes this language: "The Union shall establish all appropriate forms of co-operation with the organs of the United Nations and its specialised agencies." This, of course, would include the IMO." LLOYD'S LIST, 12 November 2009, p 2

**Further concern over Rotterdam Rules - By Miriam Fahey** "The Rotterdam Rules' electronic transport documents have come under scrutiny because the electronic platforms required for the transfer of data do not yet exist. Morten Ligaard, head of the legal department at Norden, the Scandinavian dry bulk and tanker specialist, said: "There is currently no such system that is working, but it would be useful if we had one." There is an electronic billing system in the tanker business, he explained, but none yet exists for the transfer of documentation under the Rotterdam Rules." FAIRPLAY, 12 November 2009, p 7

**MCA ready to take tanker damage stability evidence to IMO** "January's meeting at the International Maritime Organization (IMO) to discuss chemical and product tanker damage stability is expected to present some tough negotiations, but to resolve the issue with a workable compromise." THE NAVAL ARCHITECT, November 2009, THE NAVAL ARCHITECT, November 2009, pp 46-49

**International Affairs – Speaking for shipping** "For the shipping industry to act at its best, a level playing field is required, in which regulation and legislation is global. Regional solutions, for a transport system

which criss-crosses all the world's seas, spell protectionism and conflicts of interest, both of which can only serve to hinder international trade – and therefore hold back local economies." BIMCO BULLETIN, No.5, 2009, pp 10-11

**Erika appeal judgment in March - By Andrew Spurrier** "The seven-week appeal hearing into responsibilities for the Erika disaster ended yesterday with the Paris court of appeal reserving its judgment for March 30. Over the last three days, lawyers representing the Total oil group, Italian classification society Rina, Erika owner Giuseppe Savarese and technical manager Antonio Pollara have pleaded for the overturning of the convictions pronounced against their clients by the Tribunal de Grande Instance de Paris in January last year. On Monday, Total lead counsel Daniel Soulez-Larivière called on the court to refuse the legal precedent, which he said had been set by last year's judgment. He claimed that the judgment, under which the group was fined a maximum €375,000 (\$561,000) for marine pollution and ordered to pay a share of damages totalling €192m, had been a "veritable revolution" in maritime law. Calling for Total's acquittal, he insisted that, as Erika's charterer rather than its owner or manager, Total could not be held responsible for the hidden defect that led to the vessel's break-up in December 1999 and the extensive pollution of the French Atlantic coast that ensued." LLOYD'S LIST, 19 November 2009, p 2

**Estonia claimants get court hearing - By Andrew Spurrier** "A French court has been authorised to hear claims for damages from the builder and classification society of the Estonia, the ferry that took the lives of 852 people when it sank in the Baltic Sea in the early hours of September 28, 1994. Following 13 years of legal procedure, the Paris court of appeal has declared the Tribunal de Grande Instance de Nanterre in the Paris suburbs competent to hear the claims against German shipbuilder Meyer Werft and French classification society Bureau Veritas." LLOYD'S LIST, 25 November 2009, p 4

**Seaworthy? Be prepared to prove it** "Shipowners must be prepared to demonstrate that their vessels are seaworthy in order to head off the threat of large cargo claims that could be filed when the Rotterdam Rules become law next year. Failure to prove vessel seaworthiness would be the first line of attack recommended for claimants under Article 17 of the rules. Seaworthiness means the owner did everything in his power to ensure the vessel and crew were prepared for the perils of a voyage, explained Rhys Cliff, partner at UK law firm Hill Dickinson. There are 15 perils outlined in the rules that the owner must prepare to face." FAIRPLAY, 26 November 2009, p 21

**Beginning to make the right moves** "China might be slow off the mark when it comes to facing up to its global environmental responsibilities but the Beijing government is acting to regulate its internal waterways. Neil Connor reports." TRADEWINDS, 27 November 2009, p 38

**Extortion fears over toxic-slop funds - By Adam Corbett** "A new appeal date of 4 December has been set by an Abidjan judge as London law firm Leigh Day attempts to recover £30m (\$49.6m) in compensation for the 30,000 victims of waste dumped in the Ivory Coast city from the 31,250-dwt tanker Probo Koala (now Gulf Jash, built 1989). At a hearing last week, the judge merged Leigh Day's appeal to be allowed to distribute the funds and Ivorian Claude Gohourou's claim that he represents the victims and should manage the compensation fund. The £30m paid out in an agreement reached with Trafigura in October is currently frozen in a bank account in Societe Generale Cote d'Ivoire. Gohourou claims that he had appointed Leigh Day to represent the 30,000 claimants who had suffered minor ailments as the result of the alleged dumping of toxic waste in Abidjan in 2006." TRADEWINDS, 27 November 2009, p 70

## 4. MARINE TECHNOLOGY

**Computing competence** "Can artificial intelligence change the face of tanker officer assessment and vessel safety? Martin Watts looks at an advance in tanker simulation that takes human error out of the equation." SAFETY AT SEA INTERNATIONAL, November 2009, pp 18-22

**EEDI questioned by industry** "Delegates and speakers at the German Society for Maritime Technology's (STG) 2<sup>nd</sup> International Conference on Ship Efficiency called into question the validity of the proposed IMO Energy Efficiency Design Index (EEDI). Speaker Professor Stefan Krueger of TU Hamburg Harburg, Institute of Ship Design and Ship Safety, explained the motivation for introducing an energy efficiency index. In his view, the EEDI philosophy had serious drawbacks and would undermine technical progress, while the possibilities for optimising ship design would be extremely limited." FAIRPLAY SOLUTIONS, November 2009, p 12

**Big still beautiful in a macho world – By Terry Macalister** "It seem size still matters in the macho world of shipping, with Royal Caribbean International unveiling with great fanfare the biggest-ever cruiseship.



The Oasis of the Seas stakes its claim to fame on being able to carry 6,360 passengers, having 21 swimming pools and even an indoor park with "growing" trees. The "big one" was in Southampton this week on its way to Fort Lauderdale in Florida where it will go through an official naming ceremony. And to show how truly modern it is, the owners boast that it is the "most environmentally friendly cruiseship to date". "TRADEWINDS, 6 November 2009, p 2

**AIS from space** "Additional frequencies and new messages would make AIS monitoring from space more feasible and reliable; it would reduce interference and minimize time slot garbling. To that end, there are various ITU inputs circulating on improved AIS monitoring from space; yet, the question remains: why seek additional frequencies or new AIS messages when global-tracking is available via IMO LRIT or regional AIS network (for example HELCOM)?" IALA BULLETIN, No.3, 2009, p 11

**The AIS-Assisted Collision Avoidance – By Hua-Zhi Hsu** "Shipborne AIS provides independent traffic information to the bridge lookout on duty. This study examines the effect of AIS enhanced bridge lookout operation by means of ship simulator. The two groups of participants, all qualified British deep sea deck officers undertook identical simulation scenarios, but one group had the AIS on and the other did not. Those with AIS information were found to avoid possible collisions faster than the group for whom AIS information was not available." THE JOURNAL OF NAVIGATION, October 2009, pp 657-671

**DNV considers potential for nuclear power on vessels - By Craig Eason and Leo Ryan** "Marine engineers are beginning to reassess the potential for nuclear power on ships. As the shipping industry faces increased environmental legislation, class societies, engineering academies and other institutions have started looking at the feasibility of a vessel being constructed with a nuclear reactor on board. Norwegian classification society Det Norske Veritas has begun looking at nuclear as an energy source, but has yet to develop any serious plans." LLOYD'S LIST, 10 November 2009, p 6

**Fuel cells offer in-port power solution - By Craig Eason** "The fuel cell could become the answer to many vessels' requirement for an emission-free auxiliary generator for in-port operations. A Norwegian project aimed at using a fuel cell on a gas-powered supply vessel could be about to prove the commercial viability of the technology. European Union rules on SOx emissions in ports come into force at the end of this year, after which any vessel berthed for more than two hours, or at anchor in a port limit, must switch to a fuel source that emits only 0.1% SOx." LLOYD'S LIST, 10 November 2009, p 6

**Scanjet's Marine Protection System** "Scanjet Marine AB, has announced its latest product in tackling piracy the anti-pirate water cannon. The Swedish company has developed a Marine Protection System based on existing tank cleaning technology. The Scanjet water cannon defence system is a system that is designed to protect the crew, vessel and cargo, making boarding at sea virtually impossible, and to prevent gun fire onboard." THE NAVAL ARCHITECT, November 2009, p 20

**Zero emissions for MOL** "MOL has created a concept for its next-generation vessels, which it claims "will be technically practical in the near future, by building on and refining technologies it has already developed and adopted". Two main features underlie the concept: During loading and unloading in port, it produces zero emissions through use of renewable energy sources, such as solar power. When underway, it produces 41% fewer emissions than conventional vessels thanks to optimised propeller efficiency, a voyage information system, wind-resistant design and other advanced technologies." PORTS & HARBOURS, November 2009, p 10

**Starving for virtual consistency** "As more ports take the opportunity to use simulators in their training programmes, an EU project seeks to harmonise the ways in which they are employed. Tom Bailey reports." PORTS & HARBOURS, November 2009, pp 18-22

**Japan's green carriers on hold - By Miriam Fahey** "Japan prides itself on innovation, but its car carrier trade will have to wait for recovery before a high tech concept design can be brought to fruition. Government plans to reduce the country's greenhouse gas emissions by 25% by 2020 should be met by Japanese car carrier designs. The new target is more aggressive than that of the previous government, which would have reduced greenhouse gas emissions by about 8%, according to IHS Global Insight. It is expected that the 25% target will be imposed by the UN Conference on Climate Change (COP15) to be held in Copenhagen in December. The conference will tackle measures to improve energy efficiency from trades that include shipping, with the introduction of a new convention that will replace the Kyoto Protocol of 1997, which did not address shipping." FAIRPLAY, 12 November 2009, p 26

**Tackling Tier III** "David Tinsley looks at how shipowners can meet their environmental targets without breaking the bank." SHIPPING WORLD & SHIPBUILDER, October 2009, pp 36-41

**Reaching for the remote** "As the leading electric propulsion systems supplier for icebreaking vessels, ABB Marine says there is still work to be done in developing the technology capable of dealing with the harshest of requirements." SHIPPING WORLD & SHIPBUILDER, October 2009, pp 42-44

**BIMCO launches AVRA - the "one stop shop" on security risks** "An Automated Voyage Risk Assessment tool (AVRA), which provides users with a ship and voyage specific preview of security threats that may be encountered throughout a proposed voyage has been made available by BIMCO." BIMCO BULLETIN, No.5, 2009, pp 14-15

**Search within BIMCO Live** "BIMCO members can now locate useful information on the BIMCO website easier than ever. Within MyBIMCO there is a new search module which enables members to search BIMCO Live either by Topic, Geographical area, Political region or Sea area." BIMCO BULLETIN, No.5, 2009, pp 16-17

**PureBallast: Approved, awarded and ready for the ballast water challenge** "PureBallast is one of only a handful of ballast water treatment systems with International Maritime Organization (IMO) approval – and the only one that neither requires nor generates chemicals. For this, PureBallast has received awards from, among others, Green Ship, the WWF and Sustainable Shipping." BIMCO BULLETIN, No.5, 2009, pp 18-21

**Green Ship of the Future** "Green Ship of the Future is a unique Danish joint industry project with ambitious targets for reduction of ship emissions. The aim of the project is to demonstrate the possible reductions of emissions with current or soon to be available technologies. And the target is clear – with the newest technologies installed on board newbuildings the group of 25 partners aim to be able to demonstrate up to 30% reductions of carbon dioxide emissions and 90% reduction of nitrogen and sulphur oxides." BIMCO BULLETIN, No.5, 2009, pp 22-23

**More breakdowns expected as use of low-sulphur fuel oil taken up in Europe - By Adam Corbett** "Regulations put in place since July that require the usage of low-sulphur fuel oil on the US West Coast are leading to mechanical breakdowns. The situation could get worse with Europe set to introduce similar rules in just two months. The problems are linked to ships switching over from heavy fuel oil to low-sulphur fuel oil as they approach port. The US Coast Guard (USCG) has admitted the rules, which require low-sulphur fuels to be burnt within 24 nautical miles off the California coast, have led to an increase in the number of vessels experiencing propulsion loss and fuel-related equipment failures." TRADEWINDS, 13 November 2009, p 38

**Tech firm thinks big with fuel emulsification solution** "Neftech has set an ambitious five-year target to net \$1 billion in annual revenues from its fuel savings technology and to be marketed to ships worldwide, and a medium-term goal of installing the system on 200 ships in two years' time." BUNKER WORLD, November/December 2009, p 10

**New fuels and speeds: additives help adaptation to new market dynamics** "Bunkerworld asked Infineum's Jamie Pender, Marine Business Development Manager, EMEA Region, to explain the role of additives and the challenges of the current operating environment." BUNKER WORLD, November/December 2009, p 11

**Intertanko boss pledges action on engine failure - By Adam Corbett** "An increase in tanker-engine failures is one of the major safety issues that will be tackled by incoming Independent Tanker Owners' Association (Intertanko) chairman Graham Westgarth. Westgarth, who is in charge of tanker operations at Teekay Shipping, says statistics show structural failure is less of a safety issue for tanker operators today - but ship-machinery failure is a growing concern. Association secretary general Peter Swift says there have been instances of engines stopping but "luckily have not resulted in a major casualty". Swift adds that the problem is being investigated and may to some extent be due to quality issues at new shipyards where lower-standard subcontractors are employed." TRADEWINDS, 20 November, 2009, p 39

**Computer tools could render tank testing dead in the water - By Craig Eason** "The use of computational fluid dynamics to predict the performance criteria of vessel designs have advanced over recent years to become capable of replacing basic model tests, according to Futureship managing director Volker Höppner. Futureship, recently acquired by classification society Germanischer Lloyd, uses CFD programmes to determine the best designs for owners to maximise efficiencies. With the push by the International Maritime Organization to create an index for a vessel's energy efficiency based on its design criteria, Mr Höppner sees the use of CFD as a superior tool to other design methods that result in

the use of model tests to determine a limited range of potential solutions." LLOYD'S LIST, 24 November 2009, p 6

**Iridium offers satellite space for monitoring kit - By Craig Eason** "US-based Iridium Communications will offer businesses the chance to put monitoring equipment on its next generation of satellites, which are due for launch in four years' time. The satellite communications provider is in talks with two companies, Lockheed Martin of the US and France-based firm Thales Alenia Space, to become the prime contractor for the series of 66 new low Earth orbit satellites. Both companies are incorporating hosted payload accommodation into their designs. The ability to host other organisations' monitoring equipment as well as Iridium's own maritime and aeronautical communication equipment will help to generate revenues to help pay for the new constellation." LLOYD'S LIST, 24 November 2009, p 6

**Mulling engine failure** "Intertanko is to hold an investigative workshop early next year to try to discover why machinery failures - and engine stops in particular - have remained worryingly high despite the market downturn. The trend is one of the main issues facing tanker owners and operators in the near-term, newly-appointed Intertanko chairman Graham Westgarth confirmed to Fairplay. But while machinery incidents were to be expected in a frantic market that pushed both vessel and crew to the limit - and sometimes beyond - they have continued apace in a tanker market now characterised by vessel lay-ups, storage utilisation and scrapping." FAIRPLAY, 26 November 2009, p 16

**Stay dry, save cash** "Pronova's patented Top Trock system dries workwear automatically, which extends its life by up to three times, the company's managing director Jaap Baars told Fairplay. He cited studies into occupational health that he says show that using drying systems results in a significant decrease in sick leave. "Saving just one day of sick leave per employee often helps to finance the cost of Top Trock systems in the first year," he claimed. In addition, "the crew's motivation and efficiency naturally increases when provided with dry and properly maintained clothes", said Baars." FAIRPLAY, 26 November 2009, p 23

## 5. MARITIME SAFETY

**UK safety code remains outside law - By Steve Matthews** "The UK Department for Transport has launched an updated and revised version of its Port Marine Safety Code, but there is continuing controversy concerning its non-mandatory status. The original code was introduced in 2000 but has been updated to take account of lessons learned from subsequent incidents, including the sinking of the tug Flying Phantom in December 2007 and resulting recommendations from an inquiry by the Marine Accident Investigation Branch in September last year. New provisions include requirements to report accidents to the MAIB. It has also been revised to clarify roles, responsibilities and accountability." LLOYD'S LIST, 2 November 2009, p 14

**On course for safety in China** "Chinese shipping's rapid growth caught the world's attention, but have its standards kept pace? On the eve of Marintec China, Chris Davis considers the state of maritime safety, from recruitment to regulation." SAFETY AT SEA INTERNATIONAL, November 2009, pp 26-28

**Death trap Princess Ashika had serious safety defects - By David Osler** "Princess Ashika, the Tongan-government operated ferry that sank in August with the loss of 74 lives, had multiple and obvious serious safety failings, a local commission of inquiry has heard. These are said to include holes in the decks, heavily corroded hull and deck sections, blocked scuppers and vents, worn safety rails and ropes, damaged access gates and fresh paint over badly rusted areas. Government marine engineer Mosese Fakatou showed the investigation 37 photographic slides of the vessel, pictured after the tragedy, adding that he "stepped carefully" when on board to avoid falling through holes." LLOYD'S LIST, 6 November 2009, p2

**Another confined-space tragedy sparks call for action - By Adam Corbett** "Regulators are to take action to reduce the "unacceptable" number of deaths in confined-space accidents following recommendations by the Bahamas flag and marine investigators. A paper forwarded by the Bahamas to the International Maritime Organisation (IMO) has called for a revision of Safety of Life at Sea (Solas) Convention guidelines on entering confined spaces and improving training for seafarers." TRADEWINDS, 6 November 2009, p 38

**Owners warned over capsizing risk from iron ore fines cargoes - By Marcus Hand** "Some dry bulk shipowners are taking risks with unsafe iron ore fines cargoes that can lead to vessels capsizing, just to keep their ships employed, according to law firm Stephenson Harwood. Iron ore filings stored in the open air at Indian ports, which have then become saturated in the monsoon rains, are being blamed for two

recent bulker casualties. When the moisture content of the cargo is too high it turns to sludge, which can cause sloshing in the holds. Once sloshing starts it is difficult to stop and a vessel can take as little as two hours to sink. The capsizing of the 1977-built, 37,657 dwt large handysize Black Rose outside the port of Paradip on September 9, and the sinking of the Hodasco 15 in the Malacca Strait in late August, have both been linked to their cargoes of iron ore filings having too high a moisture content." LLOYD'S LIST, 9 November 2009, p 4

**Shippers back safer container packing initiative - By Janet Porter** "Shipper organisations from around the world are supporting owners in their drive to improve maritime safety by ensuring that containers are safely packed, labelled and weighed. The International Chamber of Shipping and World Shipping Council have issued guidelines, aimed specifically at those responsible for stuffing containers, that will be distributed free of charge. The recommendations were contained in the jointly-produced Safe Transport of Containers by Sea, which was published late last year after the container shipping industry had been criticised for not establishing best practice standards. That followed the findings of two accident investigations, covering the collapse of a container stack on the feedership Annabella , and the MSC Napoli grounding, which uncovered numerous industry failings." LLOYD'S LIST, 10 November 2009, p 2

**Third Maritime Safety Package – Main elements and implications** "The entry into force of the EU's Third Maritime Safety Package constitutes the largest-ever package of legislative acts on maritime safety. Future focus is now on proper implementation." BIMCO BULLETIN, No.5, 2009, pp 46-48

**Great Majesty Engine** "The Australian Transport Safety Bureau (ATSB) has just published its enquiry into the flooding of the engine room of the bulk carrier Great Majesty in 2008. Published here are extracts from the report which is accessible on-line at <http://www.atsb.gov.au/media/737760/mo2008009.pdf> "MER, November 2009, pp 42-44

## 6. MARITIME SECURITY

**Identity swap adds to Arctic Sea mystery** "Many of the mysteries surrounding the hijacked cargo vessel *Arctic Sea* persist, more than two months after the vessel was discovered following an international search for it. Chief among these ambiguities were why the vessel changed its name and IMO number to that of a North Korean Bulker, and why the vessel's captain and three of its crew were not being allowed to leave the vessel." SAFETY AT SEA INTERNATIONAL, November 2009, p 5

**Mauritius rejects pirate prison plan** "Mauritius has turned down a requested by the UK, French and US governments to establish a special court and a detention centre for Somali pirates captured on the open sea. Foreign minister Arvin Boolell, speaking to L'Express newspaper on 29 September, said that there had been no agreement on the proposal, which would have seen suspected pirates tried by Mauritian and foreign judges specialising in maritime law." SAFETY AT SEA INTERNATIONAL, November 2009, p 14

**Bulker repels armed attack off Mombasa - By David Osler** "A US-flag bulk carrier was yesterday able to repel a pirate attack about 360 nautical miles off Mombasa, with nobody injured as a result of the incident, the US Navy has confirmed. According to a spokesman for the Fifth Fleet, two skiffs, each carrying around half a dozen pirates, came within 3 ft of the 1978-built, 25,515 dwt Harriette , which is associated with New York state-based Sealift. The merchant vessel was fired upon, the spokesman told Lloyd's List. However, the attackers were unable to board. No further information was available. Earlier, two people were reportedly killed and four injured after a Norwegian warship on anti-piracy duty returned fire on a dhow off the coast of the semi-autonomous Somali region of Puntland, according to officials from the breakaway administration." LLOYD'S LIST, 3 November 2009, p 2

**Letter to the Editor: Piracy scourge now calls for desperate measures - By Capt. Kelso** "Sir, Commenting on the possibility of intervention by Chinese warships to recover the panamax De Xin Hai , ('Pirates threaten to kill crew of hijacked Cosco Qingdao vessel', Lloyd's List, October 21) the managing director of the UK-based Merchant Maritime Warfare Centre said: "The simplest solution and the quickest resolution would be to agree a \$2m ransom and drop it now. Everyone goes home happy and piracy continues." While this defeatist attitude conflicts with their published intent to "defeat piracy" it recognises the reality of the current situation." LLOYD'S LIST, 3 November 2009, p 4

**Israeli Navy finds guns on German boxship - By Richard Meade** "The Israeli Navy has intercepted a German-owned containership carrying hundreds of tonnes of weapons 160 km off its coast. The 864 teu, Antigua & Barbuda-flagged Francop was caught with dozens of containers carrying 500 tonnes of weapons and ordnance reportedly disguised as civilian cargo. According to a statement issued by the Israel Defence Forces, the cache included rockets and missiles that originated in Iran and were destined

for Hezbollah militants. The vessel, which is owned by German company Gerd Bartels, has been towed to the port of Ashdod for "additional searches and a detailed inspection of the hull's cargo." LLOYD'S LIST, 5 November 2009, p 2

**Practical measures to combat pirates** "Costs of releasing a ship from pirates go far beyond paying a ransom. Owners need to be prepared." FAIRPLAY, 5 November 2009, p 14

**Fight off pirates with FiFi** "As Roger Barrett James, director of international sales and marketing at Unifire, explained, a FiFi system can form the basis of an effective anti-piracy system. A recent innovation in what Unifire calls "non-lethal ship defence" is the company's Anti-Pirate Water Cannon System (APWCS), which consists of a network of high-powered, remote-controlled water cannons that can be controlled from the bridge and/or another safe area on a ship. This system has been specifically designed to protect ships from pirate attacks." FAIRPLAY SOLUTIONS, November 2009, p 14

**Clipper opts for armed Russian marines onboard Somali transits - By Craig Eason and David Osler** "Denmark's Clipper Group is carrying up to six Russian marines at a time onboard some of its vessels for transit through the Gulf of Aden, in what appears to be the first publicly acknowledged instance of a private sector shipowner using military forces to protect vessels against piracy in the region. Other governments are making armed forces personnel available, albeit on tight conditions and at high cost. Belgian owners of Belgian-flagged vessels can hire teams of eight Belgian troops flown in from bases in Dubai, Djibouti or Mombasa, at a cost of €115,000 (\$171,000) for the duration of the gulf transit. It is not known whether any owners have taken up the offer. France has adopted a similar policy, and some French owners may have availed themselves of the facility, albeit without seeking publicity." LLOYD'S LIST, 6 November 2009, p 1

**Concern over IMO coastguard cash - By Richard Meade** "The International Maritime Organization has pledged financial support to help Somalia set up a national coastguard despite serious concerns that the investment would be premature in the absence of a fully functioning legal infrastructure. The promise of additional financial backing comes without any clear source of funding and is just one strand of several strategies being developed by an increasingly complex web of international agencies intent on tackling piracy off Somalia. IMO secretary-general Efthimios Mitropoulos discussed the issue of a Somalian national coastguard during a meeting last week in London with the Prime Minister of Somalia's Transitional Federal Government, Omar Abdirashid Sharmarke. Mr Mitropoulos later confirmed in a statement that, in association with the United Nations Office of Drugs and Crime, the IMO would provide requested assistance to establish the coastguard." LLOYD'S LIST, 6 November 2009, p 1

**Hezbollah denies link to Francop haul - By David Osler** "Lebanese guerrilla group Hezbollah has rejected accusations that the consignment of weapons intercepted by the Israeli Navy on board a German-owned boxship yesterday was destined for its armoury. According to the Israeli authorities, commandos who boarded the 864 teu Francop uncovered hundreds of tonnes of Iranian-supplied arms, including rockets, bound for the Shi'ite Muslim organisation. But the group has countered in a statement: "Hezbollah denies any link to the weapons removed from the vessel Francop. At the same time, it condemns Israeli piracy in international waters." Israeli Commodore Ran Ben-Yehuda, speaking yesterday as the search of the Antigua-flagged Francop was under way in Israel's Mediterranean port of Ashdod, said the weapons were found behind civilian goods in at least 40 shipping containers. Israel later released the ship and it left Ashdod yesterday night along with all of its crew, Israeli sources added." LLOYD'S LIST, 6 November 2009, p 2

**No value seen in private guards - By Steve Matthews** "Many private security guards used by shipowners and managers for anti-piracy duties onboard ships are a waste of money and well-trained seafarers would offer better value, says Nick Davis, chairman of the Merchant Maritime Warfare Centre, a non-profit making organisation advising shipping companies. Mr Davis is calling for a quality standard to be established for companies providing security guards for commercial vessels." LLOYD'S LIST, 6 November 2009, p 4

**New Somali clans to join pirate trade - By John Drake** "The waters between the Seychelles and the east African coast have seen numerous pirate attacks over the past 12 months, so the seizure of a British yacht by Somali pirates is hardly surprising. Furthermore, given current trends on the land in Somalia, the area is only likely to become more hazardous over the coming months as more clans enter the business and piracy syndicates spread down the coast. Paul and Rachel Chandler, taken at gunpoint while sailing between the Amirante Islands and Tanzania early on October 23, were taken by their captors towards the town of Harardere, which lies in the Mudug province of Somalia. However, the majority of piracy attacks in recent years have been conducted by Somalis from areas further north." LLOYD'S LIST, 6 November 2009, p 13

**Spain urged to remain calm over pirate threats - By David Osler** "The Spanish authorities should keep their cool in the face of the threat by Somali pirates to execute three people held on board a Spanish fishing vessel over the weekend if two suspected pirates being held in Spain are not freed, hostage negotiators have advised. Speaking on Friday afternoon, experts stressed that while the threat must be taken seriously the men are being held by an inexperienced pirate gang and there was no indication that such tactics would be extended to seafarers on merchant vessels being held in the region. The latest twist in the Gulf of Aden piracy crisis came on Friday in a telephone interview with Spanish television given by the master of tuna boat Alakrana , which was seized on October 2. Ricardo Blach told viewers: "They have taken three of our crew and have given a deadline of two days. If in two days there are no signs that those two Somalis are being sent back here, they are going to kill [the crew members] and immediately take another three hostages. This is a lottery." LLOYD'S LIST, 9 November 2009, p 1

**Israel files UN grievance over Francop arms haul - By David Osler** "Israel has filed an official grievance with the United Nations following its seizure of a German-owned containership laden with arms allegedly bound for Hezbollah. The complaint singles out Islamic Republic of Iran Shipping Lines for repeatedly engaging in arms trafficking. It has also emerged that the German authorities have no plans to prosecute the operator of the 864 teuFrancop , widely reported to be the Neu Ulmsdorf-based concern Gerd Bartels. The Lebanese militia has formally denied that the Iranian weapons found on board the vessel were heading for its armoury, and has condemned the incident as "Israeli piracy in international waters". But in a letter to UN secretary-general Ban Ki-moon and the UN Security Council, Israeli ambassador to the UN Gabriella Shalev charged: "The intended route of the Francop, coupled with the types of weaponry found on board, raise serious concerns that this incident also constitutes a violation of UN Security Council Resolution 1701 and 1373." LLOYD'S LIST, 9 November 2009, p 5

**Water systems allow tankers to repel pirates - By Steve Matthews** "Rotterdam-based Secure-Marine, together with Wetering Rotterdam and Amerson Bondstrand, have devised new water-based anti-piracy products in response to increased demand following the upsurge in piracy off Somalia. Secure-Marine has been producing a 9,000 volt electronic-fence protection system for several years, costing about €50,000 (\$73.8m), and it is installed on some 30-35 vessels. This system produces an electric shock on contact, providing a "non-lethal deterrent" to attackers. Its high visibility means it can be seen some distance from the vessel. But its electric base means it cannot be installed on tankers or gas carriers. It is also difficult to install on vessels with open working decks, such as tugs and cable layers, and it requires significant maintenance and installation. The company has now responded to demands for an alternative, simpler system." LLOYD'S LIST, 9 November 2009, p 14

**Somali pirates capture ship carrying cargo of missiles - By David Osler** "Somali pirates may now have their hands on short- and medium-range missiles, after the capture of an unnamed vessel laden with weapons yesterday morning, according to private security sources with good connections in the Gulf of Aden. Nick Davis of the UK-based Merchant Maritime Warfare Centre identified the vessel as Al Mizan , a name that does not occur on either the Lloyd's Marine Intelligence Unit or Equasis databases. This may suggest that the ship, reportedly flagged in the United Arab Emirates, was using a false name to facilitate contravention of a United Nations arms embargo. Whatever the case, the ship was yesterday reportedly being unloaded while anchored off Garacad, near to Eyl." LLOYD'S LIST, 10 November 2009, p 1

**Lloyd's List Opinion: A solution is needed now** "It has often been said that a solution to stop pirate attacks in the Indian Ocean would always have to be political - some concerted effort on the part of concerned governments to bring pressure on Somalia and its unruly neighbours, along with substantial aid. But such arrangements take time, and the luxury of time no longer exists. Since the close of the monsoon rains, all parties were waiting for a new spate of attacks to begin. But several developments raise alarms over increasingly aggressive behaviour. As reported in yesterday's Lloyd's List, hostage negotiators were urging level heads regarding death threats against three seafarers taken hostage from a Spanish tuna boat in the Gulf of Aden. Today's paper brings news of an attack against a very large crude carrier almost 1,000 miles off Somalia's coast in the Indian Ocean. This is the most far-flung attack yet, and seems calculated to show the ineffectiveness of the military response." LLOYD'S LIST, 10 November 2009, p 2

**Italian owners call for boost to piracy fight - By John McLaughlin** "Italian shipowner representatives yesterday met top navy and coastguard officials in Rome in an urgent bid to secure greater resources for the anti-piracy fight south of the Gulf of Aden. They were due to press for the addition of a third Italian ship to the country's naval force in the region and the establishment of a safe corridor for vessels passing Kenya and the Seychelles. The meeting follows last month's attacks on two Messina Line vessels off the east African coast, and comes amid rising concern in Italian shipowning circles that the anti-piracy effort is



failing to address the danger to shipping from pirates who have moved south in search of easier prey." LLOYD'S LIST, 10 November 2009, p 4

**Ship hijacked as EU signs counter-piracy deal - By David Osler** "Somali pirates yesterday hijacked a Marshall Islands-flagged bulk carrier, named by sources in the region as the 1996-built, 23,709 dwt Filitsa. According to the Lloyd's Marine Intelligence Unit database, the ship is associated with Piraeus-based Order Shipping. First reports suggested that the ship was laden with chemicals and en route from Kuwait to South Africa. It is crewed by three Greek officers and 19 Filipino ratings. There is also speculation that three pirates were wounded during a shoot-out, although this could not be independently confirmed. Private security sources pointed out that the hijack took place at night at a location 62° east, which testifies to the growing attack capability displayed by the pirates. There are also unconfirmed reports that a second ship was taken, possibly a fishing vessel." LLOYD'S LIST, 12 November 2009, p 2

**African nations join ReCAAP anti-piracy workshop - By Marcus Hand** "Officials from six African nations are taking part in a workshop by the Regional Co-operation Agreement on Combating Piracy and Armed Robbery against Ships in Asia on enhancing co-operation in the fight against piracy. The six signatories of the Djibouti Code of Conduct - Comoros, Djibouti, Kenya, Maldives, Seychelles and Tanzania - were invited to participate in the workshop to familiarise themselves with anti-piracy best practices in member countries of ReCAAP." LLOYD'S LIST, 12 November 2009, p 14

**Standoff at sea - By Colin Graham** "Following the 2008 Russia/Georgia conflict, a tense situation is developing in the waters off Abkhazia. This has meant opportunities for some shipping companies. Relations between Russia and Georgia have been extremely fraught since the war between the two countries in August 2008 over the disputed republic of South Ossetia. That was, by and large, a land-based conflict, but this year's tensions between the neighbours have ratcheted up at sea - and South Ossetia's fellow 'breakaway' state, Abkhazia, has been in the frontline. The current stand-off between Georgia and Russia and its quasi-independent allies has led Tbilisi to enforce a ruling prohibiting any ship from sailing in Abkhazian waters without its consent. From the beginning of 2009 it has reportedly seized 23 ships, either on their way to or returning from Abkhazia, and particularly the port of Sokhumi, its capital." FAIRPLAY, 12 November 2009, p 16

**D'Amico urges co-ordination of anti-piracy fight off East Africa - By John McLaughlin** "Drawing the likes of Russia and China into a co-ordinated anti-piracy effort could be crucial to protecting merchant shipping off the coast of East Africa, according to Cesare d'Amico, the Italian shipping industry's point man on the issue. Interviewed in Monaco in the wake of meetings this week with Italian Navy and coastguard officials, Mr d'Amico said that "over the last couple of months there have been 15 attacks and six vessel kidnappings" in the so-called southern quadrant off the coast of East Africa." LLOYD'S LIST, 13 November 2009, p 2

**Chinese bulkers fend off hijackers in Gulf of Aden - By David Osler** "Two Chinese-owned bulk carriers came under attack yesterday in separate incidents in close proximity to one another in the Gulf of Aden. Both assaults are thought likely to have been the work of the same gang. The first incident took place 154 miles southeast of Nishtun, Yemen. Reports from the region indicate that the pirates approached the 1994-built, 70,171 dwt Full Strong in a skiff and fired assault rifles. However, the Cosco-operated vessel successfully conducted evasive manoeuvres and deployed self-protection measures, deterring boarding and hijack." LLOYD'S LIST, 13 November 2009, p 2

**China takes on greater role to protect ships in Gulf of Aden - By Hui Ching-hoo** "The Chinese Navy has stepped up its effort to protect merchant ships from pirate attack the Gulf of Aden and off Somalia. At an international piracy conference held by the Nautical Institute, Chinese Navy deputy director of operations Hu Gang Feng said the Chinese government had so far deployed four teams of warships to undertake patrols and escorts in the pirate-infested region. Capt Hu said the piracy activities posed a serious threat to the ships sailing through the Gulf of Aden and Somalia. To fulfil its international obligations and responsibilities, China decided to deploy warships to the areas late last year. Chinese merchant ships have fallen victim to pirates in the region, including the Cosco Qingdao panamax De Xin Hai, which was hijacked 600 miles off the east coast of Somalia in October; its crew of 25 was captured for ransom." LLOYD'S LIST, 16 November 2009, p 4

**Saudi Arabia blockades Yemen's Red Sea coast - By David Osler** "Saudi Arabia has imposed a naval blockade on northern Yemen's Red Sea coast in an effort to halt the transfer of arms to Shi'ite insurgent groups, with warships instructed to stop and search any vessels deemed suspicious. Sources in the main Yemeni port of Aden, a major transshipment hub also widely used for bunkering purposes, said that no immediate operational impact was expected, as the city is in the south of the country. However, the outlook for regionally significant Hodeidah was unclear, with maritime industry sources not available for

comment. The situation in the area looks likely to worsen. Saudi forces have engaged in border clashes with Yemeni rebels for more than a week. There are reports of Saudi air strikes inside Yemen, and also claims that ground troops have made incursions." LLOYD'S LIST, 16 November 2009, p 4

**Success for Somali pirates as they venture further afield - By Marcus Hand** "Somali pirate attacks have reached an alarming 50% success rate in hijacking vessels since the end of the monsoon season, according to the International Maritime Bureau. An alert by the IMB's piracy reporting centre said that within a few weeks it had received reports of 17 attacks, including eight successful hijackings, off the coast of Somalia and around the Seychelles and Madagascar. "It is very high success rate for a short period," said IMB's piracy reporting centre head, Noel Choong. By contrast, in the first nine months of the year 148 attacks were attributed to Somali pirates with 32 hijackings, equal to a success rate of 22%." LLOYD'S LIST, 16 November 2009, p 4

**Piracy hotbed emerges off India - By Adam Corbett** "A new operation close to the southern Seychelles is putting experts on alert. Ships operating in the Indian Ocean will have to take precautionary measures against Somali pirates anywhere west of India, according to security experts. Naval forces have identified a new piracy operation close to the southern Seychelles, extending their range toward the Maldives and deeper into the Indian Ocean and Arabian Sea. Maritime Security Centre Horn Of Africa (MSCHOA) has already warned ships heading for Tanzania, Kenya and Somalia to avoid the new piracy hotbed around the southern Seychelles. " TRADEWINDS, 13 November 2009, p 38

**China now at forefront of campaign to tackle piracy - By Neil Connor** "China appears to have undergone a U-turn in its stance on piracy as it positions itself at the forefront of a campaign to promote security on the high seas. The government organised a conference last week that focussed on developing strategies aimed at tackling piracy. The event was seen by many commentators as a sign that China is willing to embrace international naval operations that have been set up to protect vessels sailing in dangerous waters." TRADEWINDS, 13 November 2009, p

**Charterparty piracy clauses overhauled - By Tom Leander** "In a sign that the industry is hunkering down for a long-term encounter with piracy, BIMCO has made a major revision to the piracy clause it released in March this year, and has added two other clauses to address financial loss stemming from piracy risk. The revision comes in response to the charterer community, who said that the clause was slanted toward the interest of shipowners, and even some shipowners found it difficult to get fixtures on that basis. The aim of the original piracy clause, for time charter parties, was to address the issue, in BIMCO's words, of "obligations, costs and responsibilities in respect of trading to, or proceeding through areas where there is risk of piracy"." LLOYD'S LIST, 17 November 2009, p 1

**Beijing to extend Gulf of Aden protection to Hong Kong ships - By David Osler** "China's naval deployment in the piracy-prone Gulf of Aden will "provide necessary protection and aid" to vessels flagged in Hong Kong, the world's fourth largest register ranked by deadweight, according to a briefing published on the website of the Ministry of National Defence. Beijing's explicit offer to extend its shield to Hong Kong shipping comes after reports of an attack on a Hong Kong-registered vessel last week, and analysts believe it underlines an increasing commitment to counter-piracy operations in the region. Security specialists said yesterday that, at present, China is not thought to have followed Russia's lead in putting military personnel on merchant vessels where its nationals make up a large proportion of the crew, a policy which has worked to the benefit of Denmark's Clipper Group, in particular. However, they added that China may be coming under increasing pressure to do so, both for reasons of national pride following the capture of Cosco Qingdao vessel De Xin Hai , and out of a political desire to build influence in Africa." LLOYD'S LIST, 17 November 2009, p 1

**'Big group' of ship operators reject Navfor registration - By Justin Stares** "Many ships are still transiting waters near Somalia without registering with the European Union's Maritime Security Centre, the operation Atalanta commander has revealed. More than a year into the anti-piracy operation and despite evidence that registered ships have a much better chance of avoiding hijack, a "big group" of ship operators is refusing to take part, EU Navfor operation commander Peter Hudson told a European Parliament committee. "It works, but it does need ships to register," he said. "A big group chooses not to work with us. Member states need to emphasise the importance of registering." The scheme, which allows registered members to take part in convoys, is not fully taken up because there was a "perception of cost" and a "perception commercial interests could be compromised", he said. Some operators were afraid that by registering with Navfor their physical position would be leaked to pirates, while others feared their lack of insurance would come to light, Adm Hudson told the committee." LLOYD'S LIST, 19 November 2009, p 13

**Theresa VIII master dies of injuries - By David Osler** "The master of chemtanker Theresa VIII , captured by Somali pirates on Monday, has died as a result of gunshot wounds received during the hijack, according to reports quoting a pirate representative. The 1981-built, 22,294 dwt ship, operated by Singapore-based Raffles Shipmanagement, is heading for Harardhere in Somalia with the body and 27 remaining North Korean seafarers onboard." LLOYD'S LIST, 19 November 2009, p 13

**Pirates free vessel alleged to have been missile carrier - By David Osler** "Al Mizan, the vessel said to be laden with short- and medium-range missiles that was captured by Somali pirates earlier this month, has now been freed, according to reports from the region. Reuters news agency quotes Ali Dheere, chairman of Mogadishu's general merchandise traders, as stating on Thursday: "The negotiation ended last night and the ship was freed today. We are afraid pirates will recapture it." Mr Dheere added that the ship had been carrying only commercial goods when it was seized last week. He refused to comment on whether a ransom had been paid." LLOYD'S LIST, 23 November 2009, p 4

**Indian Ocean 'unfit for seafarers' - By Richard Meade** "Shipowners should no longer be permitted to send vessels through pirate-infested waters, according to the International Transport Workers' Federation. The risk of armed hijackings in the Indian Ocean was now so great that shipowners were breaching their duty of care to crew by sending vessels through the region, the federation said in a new motion adopted by its fair practices committee. The provocative call for action from unions comes amid growing industry concern that not enough is being done by governments to address the now "institutionalised" problem of piracy in the region." LLOYD'S LIST, 24 November 2009, p 1

**Armed marines will not escalate pirates' violence - By Craig Eason** "The use of armed marines on merchant vessels passing through the Gulf of Aden will not create an escalation of violence by pirates, according to Clipper managing director Per Gullestrup. Following the recent revelation in Lloyd's List that Copenhagen-based Clipper Group has had Russian marines onboard some of its vessels, Mr Gullestrup is pushing to get other navies to deploy armed soldiers on all vulnerable merchant ships passing through the area. "You have to remember that this is a business for these criminals," said Mr Gullestrup, who thinks the use of armed marines is an effective and legal measure against piracy. "The minute they have someone shooting back at them, they will get out." LLOYD'S LIST, 25 November 2009, p 2

**Officer killed as pirates attack panamax off Benin coast - By Richard Meade** "Pirates have attacked a panamax tanker off the coast of West Africa, killing a Ukrainian officer and wounding other crew members. The 73,626 dwt, Liberian flagged Cancale Star was attacked 33 km off the Benin coast in the early hours of yesterday morning. During the struggle that ensued, pirates boarded the vessel and fatally injured the vessel's chief officer. According to a spokesman for the vessel's Hamburg-based operating company Chemikalien Seettansport, the vessel's crew fought back against their attackers, successfully fending them off and capturing one pirate in the process. Having taken control of the ship, the crew then proceeded to the port of Cotonou in Benin where they handed the pirate over to the local authorities, the spokesman told Lloyd's List." LLOYD'S LIST, 25 November 2009, p 2

**Lloyd's List Opinion: More than words** "Claiming that large swathes of international waters are now effectively unfit for seafarers is a calculated way of raising some high-profile attention for a cause that is fast fading from the headlines. A hijack will generally still make the news in some countries, but more often than not it is slipping down the news agenda. Can it really be that such an epidemic of hijackings that has seen over 1,300 innocent crew being held to ransom is now deemed so commonplace as to be acceptable? Reading between the lines of last week's United Nations Security Council debate on the subject it seems governments are also frustrated by the lack of progress, but until we see real action, real money and, most importantly, real co-ordination of international efforts being put into effect, it seems unlikely that this shared frustration will dissipate. Strong words and frustration are no longer enough." LLOYD'S LIST, 25 November 2009, p 2

**Quarterpoints: Use of private guards in pirate waters is not an option - By Per Gullestrup** "Some of the challenges that shipowners face when an area gets infested with pirates are obvious, for example complex voyage planning, increasing insurance expenses, danger money to the crew. On top of this, the traditional lack of co-operation in the shipping branch has meant that the distribution of know-how is sparse. The long-term solution lies ashore, thus an intermediate solution is required. Co-operation between nations, authorities, shipping companies and involved third parties (organisations, flag state, insurance, unions) is required to optimise security at sea, especially in areas with piracy and theft. The framework and outline approach needs to be agreed upon among all involved to optimise security and minimise disputes. It is the responsibility of all involved to contribute to a usable solution - no one can freewheel in this situation. We need to be looking for possibilities instead of limitations." LLOYD'S LIST, 25 November 2009, p 4

**Piracy, Navies and the Law of the Sea: the Case of Somalia – By Uwe Jenisch** "This contribution concentrates on the legal aspects of piracy and tries to explain some of the practical problems which modern navies experience in their fight against piracy and maritime violence off Somalia." WMU JOURNAL OF MARITIME AFFAIRS, Vol.8, No.2, pp 123-143

**Operator denies Ariana and crew freed by pirates - By David Osler** "Ariana, the 1984-built, 69,041 dwt bulk carrier held captive in Somalia since last May, was still anchored off the coast of that country as of yesterday afternoon, after the operator issued a carefully worded denial of reports that the ship and its crew of 24 Ukrainian nationals had been freed. The Malta-flagged vessel is managed from London by Seven Seas Maritime, according to the Lloyd's Marine Intelligence Unit database. Beneficial ownership is thought to rest with Greek principals. An item carried by Reuters news agency yesterday morning, and reproduced in many newspapers, cited pirate sources as saying that a deal had been struck and that the ship would be released within hours. But speaking in the Greek media, Spyros Minos of Piraeus-based Alloceans Shipping said: "I do not confirm this information. We did not make any deals with pirates." p 2

**Piracy attacks pushing up cost of ransom insurance - By Janet Porter** "Shipowners face some tough bargaining with insurers as the cost of buying ransom cover soars and some underwriters start to exclude this risk from standard policies. The amounts being charged vary enormously from one owner to another, depending on the type of ship travelling in pirate-infested waters, the actual route or destination and the negotiating power of the vessel's operator. To complicate matters further, some insurance markets include piracy risks in hull and machinery policies, while others such as London and Oslo regard piracy as a war risk." LLOYD'S LIST, 30 November 2009, p 1

**Push to extend piracy cover - Adam Corbett** "Seafarers' representatives are calling for a rethink on designated 'no-go' zones as pirate activity expands east of Somalia. The International Transport Workers' Federation (ITF) is pushing for talks on piracy with employers that could result in extending the designated war-zone area around the Gulf of Aden. The union claims piracy has made much of the Northern Indian Ocean a no-go zone for shipping and will open talks through the International Bargaining Forum (IBF). Under an earlier agreed war zone, seafarers operating in the transit area in the Gulf of Aden are entitled to 100% wage increase during the transit period." TRADEWINDS, 27 November 2009, p 70

## 7. NAVIGATION AND COMMUNICATIONS

**Half the world fleet is failing on LRIT rules - By Craig Eason** "Half the world's fleet could still be non-compliant with the mandatory long-range identification and tracking rules - and despite assurances they will not have to bear any costs, some owners have bought new systems to meet requirements. LRIT reporting became compulsory earlier this year after a lot of political argument over how the information was to be stored and shared. Every vessel over 300 gt is now required to transmit its position every six hours to a data centre, which has been created on behalf of its flag administration. But according to the International Mobile Satellite Organisation, only half of the anticipated data centres that will receive position information from a vessel are operational. IMSO hopes this figure will increase to 80% by the end of the year." LLOYD'S LIST, 3 November 2009, p 6

**Intertanko mulls Malacca pilots - By Marcus Hand** "Intertanko is mulling recommending pilotage for tankers transiting the Malacca and Singapore straits. Pilotage in the busy waterways was discussed by Intertanko and its Singapore membership yesterday. As the traffic levels in the straits continue to grow, pilotage could be one way of mitigating risk. While the Maritime & Port Authority of Singapore said last week that the Singapore Strait could safely handle a 75% increase in traffic volumes, industry officials warned that such traffic volumes would also increase the risk level in the narrow, busy waterway." LLOYD'S LIST, 3 November 2009, p 14

**GPS A period of uncertainty** "The April 2009 United States General Audit Office identifies serious programmatic/system management problems such that the probability of having the core 24-satellite constellation may fall to 80% over the next few years and hence have a significant impact on GPS end-to-end services. This may have abroad impact on the safety of navigation, as well as on the day-to-day operations of maritime administrations (e.g. navigation, situational awareness, AIS AtoN, DP for laying buoys, hydrographic surveying, buoy guard ring monitoring)." IALA BULLETIN, No.3, 2009, p 42

**From paper charts to ECDIS By Harry Gale** "ECDIS will enable mariners to execute in a convenient and timely manner all voyage planning, route monitoring and positioning that is currently performed on paper charts. A further benefit is the automatic updating of electronic charts, thus relieving watchkeeping officers of the tedious job of correcting charts and eliminating the risk of making errors when making these corrections." SEAWAYS, November 2009, pp 5-9

**Studying strait traffic - By Jim Wilson** "Singapore's narrow waterway can handle at least 75% more traffic than today without hindering either safety or efficiency, an independent consultancy has declared. Singapore Maritime & Port Authority hired SimPlus to investigate safe traffic capacity in the Malacca and Singapore straits." FAIRPLAY, 12 November 2009, p 8

**Flag approved ECDIS training** "Getting navigating officers to colleges for generic ECDIS training can be a logistical problem, as well as significantly expensive. PC Maritime has formed a partnership with specialist training company ECDIS Ltd to provide customers with an approved ECDIS training solution at a location of their choice." SHIPPING WORLD & SHIPBUILDER, October 2009, p 2

**Identity kits** "Shipowners now have to make sure their vessels are LRIT compliant since the IMO's Maritime Safety Committee (MSC) implemented these regulations. Under the new regulations that the IMO has adopted, ships subject to the International Convention for Safety of Life at Sea (SOLAS) must be equipped with an approved LRIT device that reports its location and identification to a database operated by the administration under which the vessel is flagged. The database may be accessed by authorised users, such as national coast guards, at regular intervals." SHIPPING WORLD & SHIPBUILDER, October 2009, pp 10-11

**Beluga Shipping completes first commercial transit of the North East Passage** "Global merchant shipping history was made during August and September 2009, when two multi-purpose heavy lift carriers under the flag of Beluga Shipping GmbH successfully completed the first commercial transit of the legendary North East Passage from Asia to Europe." BIMCO BULLETIN, No.5, 2009, pp 24-27

**Panama Canal expansion: full steam ahead** "As the Panama Canal undergoes the biggest transformation since its creation, bunker players, ports and shipping lines are looking at the opportunities that this historic event offers them and the environmental challenges they face." BUNKER WORLD, November/December 2009, p 1

**A route to savings** "The case for weather routeing services is gaining momentum. A service that can shelter shipping in the present economic climate should - it seems - be welcome. Weather routeing companies claim that they can do just that. Yet the proportion of ships that use weather routeing services represents just a fraction of the world fleet. Although weather routeing services have been around for decades, it has been estimated that only 6,000 ships presently make use of them. So a large majority of shipowners apparently see no benefit in seeking routeing advice from third parties, ignoring weather routers' insistence that their services will save them time and fuel." FAIRPLAY, 19 November, 2009, p 22

**Advice worth taking** "AWT is the largest provider of weather routeing services. For a company that claims to have 80-90% of the global weather routeing business, 350 clients - around 5,000 ships - seems like rather low numbers. But they underline how small a proportion of ships are currently using weather routeing services." FAIRPLAY, 19 November, 2009, p 23

## 8. POLLUTION/ENVIRONMENT

**Last Word: Greek women against garbage** "The UN Environment Programme estimates some 8m items of marine litter per day enter the seas. Many must come from Greece which is not a UNEP estimate but simply an empirical observation from the Greek beachhead in the war against trash. It was recently the turn of Wista Hellas, the Greek branch of the Women's International Shipping & Trading Association, to organise a voluntary clean-up of Megalo Kavouri beach, on Athens' southern riviera, in co-operation with the Hellenic Marine Environment Protection Association, who are pros at this sort of thing. What impressed Wista was that despite the same beach being thoroughly cleaned up only three weeks earlier on International Coastal Cleanup Day, they filled 20 large bags of all kinds of garbage in less than two hours. Litter was strewn over the sand even though bins were placed on the beach, the team reported." LLOYD'S LIST, 2 November 2009, p 14

**Underwater Oil and Hazardous Substance Response Operations – By Jim Elliott** "In the past 15 years, the salvage and commercial diving industries have increasingly been sought out to prevent oil spills from marine casualties or to proactively mitigate spills below the surface. Underwater oil recover techniques have advanced from predominantly surface-supplied diver vacuum or installed pumping systems in relatively shallow waters to saturation diving systems and remotely operated vehicles at greater depths." PROCEEDINGS OF THE MARINE SAFETY & SECURITY COUNCIL, Fall 2009, pp 12-17

**USCG Environmental Response Capability – By Leonard Rich** “Improvements and lessons learned since OPA 90.” PROCEEDINGS OF THE MARINE SAFETY & SECURITY COUNCIL, Fall 2009, pp 18-21

**Always Prepared – By Anthony Lloyd** “Improving USCG marine environmental response.” PROCEEDINGS OF THE MARINE SAFETY & SECURITY COUNCIL, Fall 2009, pp 86-89

**Shrinking Sea Ice – By Lexia Littlejohn** “Framing solutions for potential marine incidents using an integrated risk/scenario-based approach.” PROCEEDINGS OF THE MARINE SAFETY & SECURITY COUNCIL, Fall 2009, pp 100-106

**Pacific Carriers bulker in US Gulf spill - By Rajesh Joshi** "Pacific Carriers' bulker PAC Alkaid was on Monday at a ship repair facility in New Orleans, after being involved in a 12,000-gallon fuel oil spill near the mouth of the Mississippi River, off the Louisiana coast in the Gulf of Mexico. The US Coast Guard said at the weekend that a hole of 5 cm in diameter located below the waterline caused fuel to spill out from the vessel's starboard fuel tank, which has a capacity of 120,000 gallons of fuel oil. The cause of the hole was not immediately announced. O'Brien's Response Management sent divers who inspected the hole on Saturday morning. The ship proceeded to a facility at Perry Street Wharf near mile marker 96 after temporary on-site repairs, a USCG spokesman said." LLOYD'S LIST, 3 November 2009, p 5

**San Francisco Bay slick traced back to Dubai Star - By Rajesh Joshi** "An oil spill at least a mile long in San Francisco Bay has been traced back to Emirates Trading Agency's combined chemical and oil tanker Dubai Star. The US Coast Guard said on Friday that the 2007-built, 50,561 dwt Panama-flagged ship was conducting a bunker transfer with an unspecified barge when the incident took place. An oil-containing boom was set up near Treasure Island and the San Francisco-Oakland Bay Bridge in San Francisco on Saturday, the USCG said." LLOYD'S LIST, 3 November 2009, p 5

**Legislation looks at quieter life for marine animals - By Craig Eason** "Shipping could face more environmental legislation in the future as its impact on marine wildlife through noise comes under scrutiny. Experts say the impact of ship-generated noise that spreads through the water could be the next big environmental challenge as it is thought to affect a range of marine animals. "It is already a big issue with other stakeholders that generate noise at sea such as sonar and exploration," said Southampton University's National Oceanography Centre special advisor Roland Rogers. "Shipping is very late to the party, but it will have a similar input when it gets there." The main issue is that man-made underwater noise has been on the increase. Experts say it has led to whale and dolphin strandings and a long-term impact on animal behaviour such as changes to migration or breeding patterns." LLOYD'S LIST, 3 November 2009, p 6

**Catch CO2** "As the shipping industry seeks consensus on how to reduce greenhouse gas emissions, a team of researchers from Det Norske Veritas has developed a method of assessing the cost-effectiveness of proposed measures." LLOYD'S SHIPPING ECONOMIST, October 2009, pp 29-32

**A concerned shipping industry gears up for Copenhagen – By Jim Wilson** “The financial contribution shipping will be expected to make to compensate for its carbon emissions is unclear, and, as a result, has become a significant concern for the industry, according to emissions experts. “I envisage shipping and aviation will be subject to a cap [on carbon emissions],” says Anne-Marie Warris of the Lloyd's Register Group. “I am hoping the EU will go for 20% and no more. Shipping knows it has a part to play and it needs some opportunity to get used to it and to manage the paradigm shift.”” FAIRPLAY, 5 November 2009, p 6

**Environmental ban lifted on gas carrier – By Christopher Browne** “An LNG carrier that has been held since August at the UK port of Southampton due to the presence of hazardous material on board is to depart for Dubai to be converted into a floating LNG treatment plant. The 50,746dwt Margaret Hill was originally barred from leaving the UK after the Environment Agency (EA) was tipped off that the vessel had been sold for breaking at Alang, India, for a reported \$8.2M scrap price. The vessel, which had been lying idle at the port for nine months, was checked by Maritime and Coastguard Agency inspector Martyn Turek. He found hazardous materials and asbestos on board and reported his findings to the EA.” FAIRPLAY, 5 November 2009, p 6

**Dramatic melting opens up Arctic – By Alex Brinkley** “Commercial shipping operations through the high Arctic in the summer months could take place as early 2013 – much earlier than expected – according to the results of Canadian research. “There is much less multi-year sea ice in the northern hemisphere than we think,” revealed David Barber, Canada research chair in Arctic System Science at the University of Manitoba. He told a gathering of scientists and parliamentarians in Ottawa last week that what had been considered thick multi-year ice “is in fact heavily decayed ice overlain with very thin first-year sea ice.”” FAIRPLAY, 5 November 2009, p 10



**Shipping is cleaner** "A Danish study has found that ships' emissions have probably been overestimated and that the levels of sulphur, NOs and particulates are far lower than previously estimated. The findings were presented in Copenhagen by Denmark's environment minister Troels Lund Poulsen and the Danish Shipowners' Association (DSA) in late October." FAIRPLAY SOLUTIONS, November 2009, p 10

**Black Rose fuel oil retrieval nears end - By David Osler** "Work on the removal of bunkers from bulk carrier Black Rose, which sank close to the Indian port of Paradip in September, is now well under way, according to reports from the region. Some 720 tonnes of the 975 tonnes of fuel oil estimated to be on board has been retrieved so far. The remainder is likely to be recovered by the end of this week, according to an official from Paradip Port Trust." LLOYD'S LIST, 6 November 2009, p 2

**Stalemate Copenhagen to have last word on emissions** "United Nations climate negotiators have not yet decided whether the best platform to levy a bunker fuel tax is through a climate treaty or the International Maritime Organization, Yvo de Boer (pictured), the top UN climate official, has said. Various options to reduce emissions from the shipping industry were discussed during a conference held in Barcelona last week. The lack of any firm conclusion from the Barcelona meeting means that any final decision affecting the shipping industry must be made at the Copenhagen climate change summit next month." LLOYD'S LIST, 9 November 2009, p 1

**Newbuilding deferment cloud has a green lining - By Janet Porter and Craig Eason** "Shipowners hope to turn newbuilding deferments to their advantage by modifying ship designs and incorporating green technologies that were overlooked in the ordering rush of recent years. At a time when there is still little good news and far too many ships on order, some industry leaders believe the delivery delays negotiated by many shipowners could have positive consequences for the wider world. Postponing construction of ships in the pipeline should give shipyards a chance to revise specifications and incorporate features that would further reduce pollution levels, some shipowners are telling shipyards." LLOYD'S LIST, 9 November 2009, p 4

**Spill figures reveal safety measures are working - By David Tinsley** "Last year's further reduction in tanker accidents and oil spillage suggests that operational, organisational, investment and design measures adopted by the industry over a period of time are continuing to have a positive effect. The International Tanker Operators Pollution recorded the lowest level of pollution from tankers since records started in 1970 while tanker incidents, excluding piracy attacks, were down by 10% in 2008, despite a 6% increase in trade." LLOYD'S LIST, 9 November 2009, p 8

**Designation of marine protected areas in Belgium: A legal and ecological success? – By Dirk Bogaert, An Cliquet, Frank Maes** "In Belgium a long process (1999-2005) led to the designation of several marine protected areas (MPAs). In order to analyse the designation process, the 'policy arrangement approach' was used as an analytical tool. Attention was given to four dimensions (actors and coalitions, arguments, rules and resources). Particular attention was paid to the switch from an authoritative to a more deliberated policy style in reaction to conflicts with stakeholders." MARINE POLICY, November 2009, pp 878-886

**Thaw benefits environment** "Thawing Arctic ice is likely to be good for the environment, P&I learned in September from Jan Persson a captain on an icebreaker and an instructor at Sweden's Transatlantic Ice Academy. He claims that melting ice will extend the season for the sea route past northern Russia." PORTS & HARBOURS, November 2009, p 5

**LA/LB 'wrap' up pollution** "The ports of Los Angeles and Long Beach have agreed to develop a co-ordinated Water Resources Action Plan (WRAP) to address water and sediment pollution sources that remain in San Pedro Bay. There have been great improvements in water and sediment quality in the bay over the past 40 years thanks to increased monitoring, more aggressive regulation by state and federal agencies, better pollution source control and dredging that has removed accumulated contaminants in harbour sediment." PORTS & HARBOURS, November 2009, p 7

**Cruiseships face emissions anomaly - By Steve Matthews** "New regulations on the sulphur content of marine fuels being implemented in Europe from next July could cause major challenges for cruiseships operating European itineraries. The International Bunker Industry Association has warned that passenger vessels could be subject to three different sulphur limits on a single voyage. In designated Emission Control Areas covering the Baltic Sea, North Sea and English Channel, the maximum sulphur content of marine fuel will be cut from 1.5% to 1%. However, in other European Union ports the limit will remain 1.5%, while outside the EU it will be 4.5%." LLOYD'S LIST, 12 November 2009, p 4

**Operators warned over European fuel deadline - By Justin Stares** "Ship operators whose vessels are not equipped to burn low-sulphur fuel by the start of next year have been given a stark choice by the European Commission: risk breaking the law or avoid calling at European Union ports. There is no chance of extending the January 1 deadline for 0.1% fuel at berth or anchor, the Brussels executive said. Operators must decide whether to "risk possible enforcement action" by member state competent authorities. The commission statement follows requests by the industry to extend the deadline by a year. According to tanker association Intertanko, "quite a few" tankers are not ready for the change, although neither regulators nor the industry know exactly how many." LLOYD'S LIST, 13 November 2009, p 2

**How sea-level rise may affect coastal areas** "The anticipated sea-level rise associated with climate change over the next 100 years and the impact on the nation's (USA) low-lying coastal infrastructure is the focus of a new, interdisciplinary study led by geologists at Florida State University. The research particularly focuses on the potential of increased storminess in the region." MARINE POLLUTION BULLETIN, November 2009, p 1592

**Arctic sea ice pumps 50% more carbon dioxide into the oceans** "Arctic sea ice plays a critical and hitherto unknown role in the removal of the greenhouse gas, CO<sub>2</sub> from the atmosphere. This was revealed in a study just published by an international research team including scientists from Denmark, Scotland and Greenland. The Nordic Seas have some of the highest uptake rates of carbon dioxide in the global ocean. Prior to this study, the mechanism by which the CO<sub>2</sub> is absorbed into the ocean was believed to be driven largely by biological draw-down: micro-organisms remove inorganic carbon compounds from the water column, encouraging more CO<sub>2</sub> to dissolve from the atmosphere." MARINE POLLUTION BULLETIN, November 2009, p 1593

**Misinformation on fuel oil ban** "Sources in Norway say the country's top politicians have been misleading the public about the possibility of a fuel oil ban for ships operating along the country's coast. The confusion comes in the aftermath of the Full City bunker spill on Norway's south coast at the end of July this year. Norway's prime minister, Jens Stoltenberg, and the environment minister, Erik Solheim, have been quoted in Norwegian media as saying ships will be banned from sailing with heavy fuel oil (HFO) onboard in the North Sea from 2015." BUNKER WORLD, November/December 2009, p 18

**Fuel availability debate continues** "A US Environmental Protection Agency (EPA) spokesperson has said there will be 'enough low sulphur fuel' available to meet future regulatory demands. Roxanne Johnson, speaking at the West Coast Collaborative meeting in San Francisco, said that EPA believed there would be enough low sulphur product to meet demand generated by Emission Control Areas (ECA)." BUNKER WORLD, November/December 2009, p 23

**Alaska raised ECA objections** "Alaskan officials have expressed worries about economic impact on the region of a North American emission control area (ECA) and have raised doubts about the science behind it. Critics fear the requirement for oceangoing ships to burn only low sulphur fuel within 200 nautical miles of US shorelines could deter cruise operators from calling on Alaskan ports. They have also questioned the modelling used by the Environmental Protection Agency (EPA) when deciding what parts of the United States' coastal areas should be included in the ECA." BUNKER WORLD, November/December 2009, p 24

**New EU proposal for shipping** "Reports say a European Union (EU) proposal has been put forward by Sweden calling for aviation and shipping to cut their carbon dioxide (CO<sub>2</sub>) emissions over the next decade by 10% and 20% respectively compared to 2005 levels." BUNKER WORLD, November/December 2009, p 25

**Climate change 'new weapon of mass destruction'** "Climate change is the new weapon of mass destruction" but shipping has "the potential to help solve the problem," according to Jackie Savitz, senior campaign director at Oceana. "Shipping has as much as a 75% latent efficiency, which in a best case scenario results in a chance to reduce emissions by 75%, with 20% achievable today without major cost to the industry," Savitz said during the Sustainable Shipping conference in San Francisco." BUNKER WORLD, November/December 2009, p 25

**Shipping fears multiple taxation** "Negotiators at the United Nations climate change conference in Copenhagen in December will look at several ways to raise funds from shipping, causing fears the sector could face multiple taxation on fuel. The negotiating text for the United Nations Framework Convention on Climate Change (UNFCCC) is peppered with references to levies on "international maritime transport" as well as multiple options for how emissions from shipping should be addressed." BUNKER WORLD, November/December 2009, p 26

**IMarEST issues climate change statement** "Recognising that climate change is the most important threat facing humanity, the IMarEST has issued a powerful position statement on climate change." MER, November 2009, p 6

**Patchwork emissions deal likely, says Brussels - By Richard Meade** "A patchwork of regional measures to enforce CO2 emissions reduction from shipping is the most likely scenario in the short term, according to the European Commission. While the European Union's official stance is that the International Maritime Organization is best placed to agree a global position on reducing the industry's CO2 output, the commission has long held that without a rapid agreement it would introduce its own regional measures. With world leaders this week warning that a legally binding global deal on climate change is "not possible" at next month's Copenhagen summit, the European Commission yesterday took the opportunity to again remind the industry that without rapid action it would seek to incorporate shipping into its own carbon regime." LLOYD'S LIST, 17 November 2009, p 2

**Climate Change and Renewable Energy from the Ocean and Tides: Calming the Sea of Regulatory Uncertainty – By David Leary and Miguel Esteban** "The oceans offer a vast and powerful source of renewable energy that has so far not been utilised on a significant scale. Ocean energy technologies encompass a wide range of engineering technologies that are able to obtain energy from the ocean using a variety of conversion mechanisms." THE INTERNATIONAL JOURNAL OF MARINE AND COASTAL LAW, November 2009, pp 617-651

**Lloyd's List Opinion: CO2 talk more than just hot air** "With the Copenhagen climate change talks just around the corner, the politics of CO2 reduction have suddenly shot to the top of everyone's agenda. In-depth conversations about the relative merits of emissions trading versus a bunker levy can be heard on the sidelines of every conference and previously apolitical businessmen have become overnight authorities on the US position regarding mitigation plans for non-annex I countries. Rarely have we seen such interest in the machinations of the United Nations outside of our own International Maritime Organization. Given the level of attention, you could be forgiven for thinking that shipping was at the centre of the debate. The truth is that it remains well down the pecking order in terms of geopolitical priorities and it will be factors well beyond our control that sets the industry's agenda in terms of CO2 reduction." LLOYD'S LIST, 20 November 2009, p 2

**Tanker sector ready to meet 20% emissions goal - By Martyn Wingrove** "The tanker industry will be able to reach a target of a 20% reduction in greenhouse gas emissions by 2020 if the European Commission introduces this target, says Intertanko's new chairman Graham Westgarth. Owners would have to adopt technical and operational measures, and work with other parties in the supply chain if the target is to be met, Capt Westgarth said as he launched Intertanko's policy on greenhouse gas emission reduction." LLOYD'S LIST, 20 November 2009, p 4

**Time for a pledge on CO2 emissions** "Political reality dawned on those involved in the United Nations (UN)'s climate change talks this week when US president Barack Obama acknowledged that a legally binding agreement could not now be reached at December's Copenhagen summit. While politicians and negotiators remain hopeful that some sort of commitment to a final protocol can be agreed, those in the industry have been left further adrift and unsure of where regulation is heading." TRADEWINDS, 20 November, 2009, p 2

**Cosco talks up green game plan - By Neil Connor and Ian Lewis** "The boss of China's largest shipowner has urged world shipping lines to face up to their environmental responsibilities. Cosco Group president Captain Wei Jiafu issued the plea to global container players after he announced a plan to cut emissions on Asian-controlled boxships. Cosco announced recently a move to introduce slow steaming on some of its vessels as part of a plan being rolled out by the CKYH alliance, which also includes K Line, Yang Ming Marine and Hanjin Shipping." TRADEWINDS, 20 November, 2009, p 12

**Last Word: Exploding facts** "How can the tanker industry demonstrate the dangers of using ultra-low sulphur fuels when the new European regulations come in at the start of next year? As it stands, ships in all European ports will only be able to burn fuel with sulphur content of less than 0.1% from the start of January, which could be a potential risk to ship boilers. At a meeting in London last week one tanker industry executive joked that something drastic could be arranged to highlight the potential risks to ship boilers. "The tanker industry does not want to endanger people, but there is the potential risk that boilers could explode," the shipping executive said. He went on to remark that an exploding tanker would effectively close down any European port for weeks." LLOYD'S LIST, 25 November 2009, p 12

**Large Oil Tankers and the Baltic Marine Environment: A Statistical Survey – By Olav F. Knudsen** "The short Baltic export route for Russian oil is an attractive source of supply for the European energy market. The article examines the Russian oil export trade in the Baltic based on Automatic Identification

System (AIS) data from 2005 matched with supplementary data." WMU JOURNAL OF MARITIME AFFAIRS, Vol.8, No.2, pp 145-172

**Saveca Caribbean cruises face environmental snag - Jonathan Boonzaier** "Plans by Caracas-based Servicios Acuaticos de Venezuela CA (Saveca) to begin running a series of Caribbean cruises using the 11,200-gt Ola Esmeralda (built 1966) hit a snag before it was able to make its first trip due to environmental concerns raised by the country's government. The recently acquired vessel was set to begin the domestic cruises from La Guaira to the remote islands of Los Roques and La Tortuga last weekend but was prohibited from sailing by the country's environment department, which claims the islands are too sensitive to withstand a regular cruise operation." TRADEWINDS, 27 November 2009, p 13

## 9. PORTS AND HARBOURS

**US ports will not be ready for Panama expansion - By Roger Hailey** "US East coast and Gulf ports need to step up their preparations if they are to handle larger container vessels transiting an expanded Panama Canal from 2014 onwards. Panama Canal Authority vice-president Rodolfo Sabonge told a US maritime audience: "One of the things that has to be taken very seriously by ports on the [US] east coast and in the Gulf has to do with making sure that they are able to receive the larger vessels, which require at least 45 ft of draught, meaning they will need at least 47 ft to 50 ft of depth in the navigable channel." Although the 4,400 teu capacity container vessels today transiting the 50 mile lock controlled waterway can call at most east coast ports, the situation will change dramatically when vessels of 12,600 teu start entering the Atlantic in five years time. Currently, only Norfolk and Charleston are able to host such larger vessels." LLOYD'S LIST, 2 November 2009, p 6

**A vision for India's ports** "It is a testament to the skills of Victorian civil engineers that India's old ports have lasted as long as they have. But, hemmed in by rampant urban growth, they are out of sync with new sites that have the space, depth and equipment to serve larger and deeper ships. Seaports are now built away from population centres, linked by dedicated expressways and rail networks. The ports at Mumbai, Chennai and Kolkata are also saddled with old equipment and large, unproductive labour forces, controlled by unions with political clout. Privatisation and expansion has been fiercely resisted." FAIRPLAY, 5 November 2009, p 2

**Compliance keeps everyone happy** "Ensuring a port meets environmental regulations can save time and money, and can help win the respect of clients. Nicola Clay gives a UK perspective." PORTS & HARBOURS, November 2009, pp 34-35

**Government policy paves the way for ports growth - By Roger Hailey** "At long last, the UK has a National Policy Statement for ports in England and Wales - albeit in draft form - and one can hear the deep sighs of relief from Southampton to Teesport and Milford Haven. The long-awaited document - Westminster members of Parliament announced their own inquiry in to the NPS within 24 hours - sets out government thinking on a strategic industry, which, in 2007, handled 580m tonnes of freight, directly employed 132,000 workers and contributed £7.7bn (\$12.8bn) to Britain's gross domestic product, according to an Oxford Economics report for the UK Major Ports Group. The statement, which is now out for consultation, aims to provide a clear framework for planning decisions on future port expansion to be taken by the newly born Infrastructure Planning Commission." LLOYD'S LIST, 13 November 2009, p 4

**Terminal operators face claims 'front line' in Rotterdam Rules - By Roger Hailey** "Port terminal operators will move into the "front line" for insurance claims from cargo interests and shippers under the still to be ratified Rotterdam Rules cargo liability convention, a top London maritime lawyer has warned. Holman Fenwick Willan partner Craig Neame said: "If these rules come into effect, it will be the first time that terminal operators have found themselves subject to a mandatory convention." Mr Neame, who described the Rotterdam Rules as "a cargo-friendly convention", added that their implementation would produce "a very different claims environment" for global port operators, which currently do not have a contractual relationship with cargo interests." LLOYD'S LIST, 13 November 2009, p 4

**Fujairah to ban single-hull tankers** "The port of Fujairah, the biggest bunkering centre for ships in the Middle East, will ban single-hull tankers from next year - potentially spurring demolition of the vessels and limiting supply. The Middle East accounts for about a third of global oil production and Fujairah, on the eastern coast of the United Arab Emirates, is the most common regional refuelling point for ships carrying crude from the Middle East Gulf, including Saudi Arabia. About 90 very large or ultra large crude carriers, or 17% of the fleet, have single-hulls, according to databases." LLOYD'S LIST, 13 November 2009, p 12

**Switching on to green** "Hong King's leading terminal operators have implemented a number of ongoing initiatives to reduce their carbon footprint." SEATRADE, Nov/Dec 2009, p 65

**Lack of clarity on EU port sulphur rules - By Craig Eason** "Concern is growing over the lack of clarity regarding enforcement of the port sulphur limits in Europe. From January 1 all ships will be required to use fuel with a sulphur content of less than 0.1% when in a European port, but it is unclear how the rules will be enforced. The European Union has left the monitoring, enforcement and penalties to individual member states, which could lead to a range of different measures being implemented, according to Lloyd's Register bunker specialist Tim Wilson. While some ports were already known to monitor ships emissions, others were not ready, he said. "We understand that some countries are geared up, but it is an unknown number, as well as how they will implement it," he told Lloyd's List." LLOYD'S LIST, 30 November 2009, p 2

**Yet another worker killed at Tuzla yard - By Gary Dixon** "Another worker has been killed in Istanbul's Tuzla shipyard area, bringing the death toll to 129 since the 1980s. Mahmut Altinoz, a 30-year-old painter, was discovered after having suffered a fall and was taken to hospital. But he never regained consciousness. Members of the Limter Is workers' trade union staged a protest over his death on Tuesday morning outside the yards. "This shows that nothing has changed after the pressure from the sensitive public, the media or us," said union boss Cem Dinc." TRADEWINDS, 27 November 2009, p 12

## 10. SEAFARERS

**Lloyd's List Opinion: Hebei Two legal lessons "The Hebei Two** - Jasprit Chawla and Syam Chetan - received the Newsmaker of the Year award at the Lloyd's List Asia Awards last week. As their case recedes into history, the will to fight similar cases must endure. The master and first officer of the Hebei Spirit present a gracious demeanour. Both hail from India, and following their repatriation from detention in South Korea in June, were welcomed home as national celebrities and feted in their home towns of Dehradun and Goa. Last week they were gracious about the support they received, particularly from V.Ships, the Hebei Spirit's manager, and its chief executive Roberto Giorgi. But they were also scathing about the self-interest in the shipping community that allows such cases of victimisation to emerge time and again." LLOYD'S LIST, 2 November 2009, p 2

**Insight & Opinion: Crew competence still a cause for concern - By Michael Grey** "Some of the findings by two separate surveys by Newcastle Port Corp pilots, were alarming in the extreme. These ranged from the 15% of bridge teams which were unable to operate their own equipment properly, 68% not monitoring the helm during pilotage, 15% having difficulty mooring the vessel (those chemists may have emigrated?) and 11% have English language difficulties. While only 8% of helmsmen have trouble steering, just one hamfisted and confused person at the wheel can make the most almighty mess with a 50 m beam ship in a channel that is 180 m wide. Put into perspective, 8% of the helmsmen being off-colour means that more than 260 of these chaps per annum could cause difficulties to the pilots." LLOYD'S LIST, 2 November 2009, p 7

**Is complacency the key?** "Failure to follow onboard procedures was blamed for the death of a chief officer on the UK-flagged container ship *Vile de Mars* on 28 January. The incident has been seen as exemplifying a trend towards complacency during onboard operations, although at least one industry expert suggested it was equally likely that the speed with which officers are being promoted was to blame." SAFETY AT SEA INTERNATIONAL, November 2009, p 6

**USCG moves on access** "Seafarers shocked by crippling shore access fees at US ports since the 11 September 2001 terrorist attacks may be closer to receiving some kind of relief. Fresh analysis by the US Coast Guard (USCG) of its legal obligations determined it has the authority to require the 3,200 terminals regulated by the Maritime Transportation Security Act (MTSA) to provide reasonable access to crews at US ports." SAFETY AT SEA INTERNATIONAL, November 2009, p 13

**Lloyd's List Opinion: Pay up for talent** "Some in the shipping industry - seafarers and desk jockeys alike - have already seen salaries fall on account of the current economic downturn. Hapag-Lloyd has become the first big name to institute across the board reductions, while shipowners are still seeking to push a 10% cut through the International Bargaining Forum." LLOYD'S LIST, 3 November 2009, p 2

**Insight & Opinion: Hebei Two honoured at Lloyd's List Asia Awards - By Tom Leander** "The pair scooped the Newsmaker award, while the other gongs were dominated by Singaporean companies and individuals." LLOYD'S LIST, 3 November 2009, p 7

**Insight & Opinion: Best job in the world? This man says he has it** "Janet Porter meets Mark Rowden, who started a career at sea as a deckhand but rose to become the master of a cruiseship while still only 40." LLOYD'S LIST, 5 November 2009, p 7

**Scion of a seafaring family is ambassador for his industry - By Janet Porter** "Mark Rowden is one of about 60 volunteers so far who act as ambassadors for the UK shipping industry as part of a scheme launched by the Merchant Navy Training Board earlier this year in collaboration with the Marine Society and Nautilus International. Serving and former officers of all ranks, along with shore-based shipping staff, are encouraged to visit schools, colleges and youth groups in their area to raise awareness about a career in the merchant navy. Coming from a seafaring family and convinced he has one of the best jobs in the world, Capt Rowden is keen to do what he can to change that perception, and also to press home the point that a spell at sea can provide the right qualifications for a variety of shore-based jobs." LLOYD'S LIST, 5 November 2009, p 7

**Shore leave reprieve – By John Gallagher** "Following a review of terminal security plans by the USCG, provision for seafarer access might at last improve." FAIRPLAY, 5 November 2009, p 17

**Selling seafaring** "Cork's National Maritime College is pushing hard to recruit new seafarers and has recently entered into a partnership with shipping services provider GAC. Christopher Browne pays the college a visit." FAIRPLAY, 5 November 2009, p 21

**Maritime Bangladesh – By Mostafa Kamal** "Issues, challenges and the role of qualified mariners." SEAWAYS, November 2009, pp 21-23

**UK changes policy on non-European officers - By David Osler** "The UK has removed ship and hovercraft officers from the "shortage occupation" list, in a move that will significantly tighten up the rules on the use of seafarers from outside the European Economic Area in UK waters. The step was immediately criticised by the Chamber of Shipping, which said it was "dismayed" at the outcome, insisting that the move might even put some shipping operations at risk. "There is a national and international shortage of officers, and without the ability to quickly recruit, ships could be prevented from sailing and some lifeline services to offshore islands could be jeopardised," the trade association said. The chamber dismissed the suggestion that it was primarily interested in cheap labour, as under the points-based immigration scheme that is being phased in, any national of a non-EEA state working in the UK must be paid the same as a UK national in the same job." LLOYD'S LIST, 16 November 2009, p 2

**Seafarers need you to support charities** "It will come as no surprise that charities that assist seafarers have been hit by the global recession every bit as hard as shipping companies themselves. As we report this week, some of those organisations are facing tough choices as investment income falls but as demand for their help increases. It is a sad reflection on the shipping industry that seafarers are often forced to rely on assistance from charities for food and shelter when companies go bust, sometimes leaving them stranded in ports thousands of kilometres from home." TRADEWINDS, 13 November 2009, p 2

**Another Gyftakis bulker arrested - By Yiota Gousas** "Greek owner George Gyftakis continues to battle financial difficulties. A second ship has been arrested and he has handed over management to a third party. Bunker company Brilliant Maritime arrested the 48,300-dwt bulker Med Trust (built 1990) in Qindao in China on 28 October. Chinese civil court papers reveal that the ship's single-purpose owner, New Era Shipping, working under Mediterranean Maritime, must put up just over \$182,000 in security to release the ship. The arrest came to light after the crew alerted the media late last week of their plight on board the ship, which has been docked at Qindao since August. The chief engineer, Dimitrios Generalis, tells Tradewinds that crew wages have gone unpaid since the beginning of summer and that the morale of the 28 crew has deteriorated since the arrest." TRADEWINDS, 13 November 2009, p

**Charities squeezed - By Julian Bray** "The investment portfolios of seafarers' charities have been clobbered at a time when their help is even more essential. Charities assisting seafarers worldwide have been hit hard by the global recession, with a slump in the value of their assets at a time when many at sea may most need their help. And fellow charity the Mission to Seafarers has started a whole-scale review of its investment process after the value of its unrestricted funds fell nearly £6m or 20% to £22.5m in 2008." TRADEWINDS, 13 November 2009, p 5

**InterManager to step up efforts to promote seafarers' interests - By Steve Matthews** "Shipmanagement organisation InterManager is to take a more active role in lobbying for the interests of the industry and in particular in support of seafarers. InterManager held its annual meeting in London this week and while it did not adopt any major new initiatives, it resolved to heighten its profile and step up its



activities, including lobbying the Roundtable group of international shipping organisations." LLOYD'S LIST, 18 November 2009, p. 4

**Norway gets go-ahead to extend net wage scheme - By Justin Stares** "Brussels has approved a Norwegian request to extend its tax refund scheme to another 750 seafarers. Norway's so-called net wage scheme constitutes state aid but can be given the green light as it falls within the objectives of the European Union maritime guidelines. While not in the EU, Norway is part of the European Economic Area and therefore must apply all EU single market laws. Competition and state aid rules concerning Norway are overseen by a separate Brussels-based institution called the EFTA Surveillance Authority. The authority said in a statement that it had "decided not to raise objections to the notified alteration to the tax refund scheme for seafarers on board vessels in the Norwegian Ordinary Shipping Registers, extending the reimbursement of seafarers' income tax and social security contributions paid by the employer to safety crew on board passenger ships covering the distance Bergen-Kirkenes exposed to competition". LLOYD'S LIST, 19 November 2009, p 2

**Competence training can be tailor-made** "Failure to invest in competence training during difficult times leads to a shortfall in competent personnel in good times, a maritime academy has warned. The downturn should be seen as "an opportunity to use non-productive time productively to build competence," says Malcolm Beere, head of DNV Academy Middle East in Dubai." FAIRPLAY, 19 November, 2009, p 19

**Repatriation fight for 'Full City' officers - By Adam Corbett** "A case involving two Chinese sea-farers being held in Norway is going back to appeal. Two Chinese officers held in Norway for their part in the pollution accident involving the 26,800-dwt bulker Full City (built 1996) have been given fresh hope they may be allowed home to await trial. A Telemark court had earlier ruled in September that master Zong Aming could have his passport returned on payment of NOK 1m (\$172,000) bail. It also ruled that third officer Qilang Lu could have his passport returned with no conditions." TRADEWINDS, 20 November, 2009, p 38

**Rescue swimmer and yacht couple given Bravery at Sea awards - By Richard Meade** "The 2009 International Maritime Organization Awards for Exceptional Bravery at Sea have been presented to a professional rescue swimmer who single-handedly saved the surviving crew of a foundered vessel in the Bering Sea in Arctic conditions, and to two amateur sailors who rescued three people from a sunken yacht in very heavy weather off a remote South Pacific coral reef. Aviation Survival Technician Second Class Abram Heller, a professional rescue swimmer with the United States Coast Guard, rescued eight crew members of the foundered fish factory vessel Alaska Ranger after it ran into trouble in the early hours of March 23, 2008. Having plunged into the arctic waters to rescue survivors, he then gave up his place in the rescue helicopter to enable five of the rescued crew to be taken to safety and waited on a liferaft for over an hour for the return of the helicopter, with three further crew whom he had rescued." LLOYD'S LIST, 25 November 2009, p 2

**A Critical Approach to Culture as Collective Programming Applied to Cross-cultural Crews – By Fabienne Knudsen and Lisa Loloma Froholdt** "In this article, it is claimed that research on cross-cultural crews is dominated by one specific understanding of the concept of culture, which is static, evenly distributed and context-independent. Such a conception of culture may bring some basic order while facing an unknown culture, but it may also have unintentional outcomes." WMU JOURNAL OF MARITIME AFFAIRS, Vol.8, No.2, pp 105-121

**Crewing still remains key challenge - By Keith Wallis** "Back in the late 1990s, when China was emerging as an important shipping centre, there were high hopes that the Middle Kingdom would provide a solution to the looming global crewing crisis. Foreign shipowners and shipmanagers saw the vast potential created by the thousands of students graduating from such august institutions as Dalian, Shanghai and Jimei maritime universities. Several shipmanagers signed co-operation deals with operators such as China Ocean Shipping (Group) and China Shipping Development as a way of tapping into this burgeoning source of officers and ratings. But while expectations were high, the reality was somewhat different, as language issues, coupled with the demand from China's own shipowners, meant the number of officers and crew for foreign owners and managers was much reduced." LLOYD'S LIST, 27 November 2009, p 10

**Full City officers may be able to return to China - By John McLaughlin** "A Norwegian court has ordered the return of the passports of two Chinese officers held in connection with the Full City grounding on payment of bail of \$178,000. The ruling, overturning the appeals court victory won by prosecutors in a lower court last month, will allow the master and third officer of the 26,800 dwt bulk carrier to return home pending a criminal hearing in February. It is unclear at this stage whether prosecutors will once again

seek to have this latest ruling reversed. In previous hearings, they have argued that, once released, the men may leave the country and not return to face justice." LLOYD'S LIST, 30 November 2009, p 4

**Norway frees 'Full City' pair to await trial at home** **By Adam Corbett** "Two Chinese officers detained in Norway for nearly four months following the oil-spill incident involving the 26,800-dwt bulker Full City (built 1996) are to be allowed home while they await trial. An appeal court has finally ruled that ship's master Zong Aming and chief officer Qilang Lu can have their passports returned on payment of a bail of NOK 1m (\$178,000) each. The defence council are currently raising the funds from the bulker's owner and operator Cosco. If all goes to plan, the officers should be home by next week." TRADEWINDS, 27 November 2009, p 4

**Chinese officers charged in India over cargoship sinking** **By Adam Corbett** "Two Chinese officers from the sunken 14,400-dwt general cargoship Asian Forest (built 2007) have been charged by Indian authorities as the row over the wreck's removal continues. It is understood that Captain Yin Sheng Yan and chief officer Yang Gao Peng face charges of failing to minimise pollution in the 18 July sinking off Mangalore. The vessel's owner, Hong Kong-based Shining Ocean, had earlier complained over the prolonged detention of 18 crewmembers following the incident. It claimed that their treatment went against international guidelines on the fair treatment of seafarers. The company is still pursuing the release of the men but it is understood that they are still being held in the country and are in a local hotel." TRADEWINDS, 27 November 2009, p 70

## 11. SHIPBUILDING AND RECYCLING OF SHIPS

**Cash buyer hits back in demolition deaths row** **By Liz McCarthy** "GMS president Anil Sharma has hit back at accusations that cash buyers are responsible for deaths at ship recycling yards on the Indian subcontinent. The NGO Platform on Shipbreaking, a coalition of human rights and environmental non-governmental organisations, has pointed the finger of blame at GMS for the recent increase in deaths at Bangladeshi yards, with the argument that GMS - the world's largest cash buyer - allows shipowners to send vessels to breakers that allegedly have substandard facilities. "I'm not going to be the moral police and tell them what do," Dr Sharma argued on Thursday at a ship recycling conference in London. "Just because I'm a cash buyer and accidents take place does not make me responsible." LLOYD'S LIST, 2 November 2009, p 2

**Defence of beaching serves to deepen concern** **By Liz McCarthy** "Questions have been raised over Bangladesh's ship recycling practices after a governmental official attempted to deny that vessels dismantled using the beaching method were directly harmful to the marine environment. Despite confirming that the soil on Chittagong's coastline was polluted with toxic substances, AKM Shafiqullah, former director general of the country's Department of Shipping, said the damage was limited as very little was being washed out into the sea. At a London-based ship recycling conference, Capt Shafiqullah admitted that poisonous anti-fouling paint on ship hulls was polluting the beaches used for breaking, but he attempted to justify it. "It is true that it is polluting the soil, but only around 20%-23% of the area on the bottom of the ship comes in touch with the ground, so it's limited," he said. "What pollution is there is very localised. It is not going everywhere." LLOYD'S LIST, 2 November 2009, p 2

**Pre-waste ship list could distort charter rates** **By Justin Stares** "A European Commission plan to list ships that might be sent for scrapping would interfere with the chartering market, industry sources have warned. The so-called pre-waste ships list - one of a number of Brussels initiatives to improve conditions at breakers' yards in India, Bangladesh and Pakistan - would reduce the market value of named ships, according to the International Chamber of Shipping. "The list of ships would be a driver in the market," said chamber marine director Peter Hinchliffe. "If a charterer had a choice between a ship on the list and one that was not, which one do you think he would choose?" Mr Hinchliffe warned the commission it would be liable for any market distortion." LLOYD'S LIST, 2 November 2009, p 2

**Up to 2,000 vessels will be sent to the scrapyards next year** **By Liz McCarthy** "Around 2,000 ships are expected to be scrapped next year as owners remove increasing amounts of tonnage from the deteriorating freight market. Single-hulled tankers will drive the most significant boost to demolition volumes as owners are set to dispose of them ahead of the International Maritime Organization's 2010 phase-out deadline. "We might see close to 2,000 ships next year. It is very likely," Germanischer Lloyd head of ship recycling Henning Gramman said on Friday at a London-based ship-recycling conference. With around 800 single-hulled tankers still trading, there was a tremendous opportunity for a lift in scrapping volumes as "other market options do not look promising". LLOYD'S LIST, 2 November 2009, p 13

**Toxic vessels debate still rages - By Steve Matthews** "The number of ships heading for recycling, most of them on the beaches of the Indian subcontinent, will reach well over 1,000 this year, the highest for several years. This trend has heightened the intensity of debates about environmental, health and safety issues involved in recycling vessels. Many of these were discussed in detail at a seminar in London last week and have been widely reported. Particular controversy involves ships containing hazardous materials. There have been a number of recent examples highlighting this debate. Some have involved high-profile passengerships believed to contain significant quantities of asbestos and other hazardous materials. The former cruiseship Norway and the French aircraft carrier Clemenceau provoked extensive international controversy." LLOYD'S LIST, 3 November 2009, p 4

**Ship recycling plan could be delayed to 2020 - By Justin Stares** "The Hong Kong Convention on Shipbreaking will not take full effect for at least 10 years, according to a policy document drawn up for the European Commission. Changes brought about by the agreement, otherwise known as the International Maritime Organization's Ship Recycling Convention, will not be "immediate enough" to tackle the negative effects of a surge in scrapping, the document said. Written by consultants Milieu and Cowi as the basis for new European Union legislation, the policy paper claims that the end of 2020 is the "earliest" date by which the new international regime will make a difference." LLOYD'S LIST, 5 November 2009, p 2

**Lloyd's List Opinion: Washed out with the tide** "Shipbreaking on beaches is nasty and brutish, shortening some of the lives of workers who toil at the occupation for a living. It also, by reliable accounts, adds seriously to environmental pollution as toxic chemicals are washed out to sea. Therefore, it came as a surprise that a former Bangladeshi official defended the practice at a London conference last week. The defence by AKM Shafiqullah, former director-general of Bangladesh's Department of Shipping, opined that environmental damage due to ship recycling in the country is greatly overblown. He admitted that the practice had led to polluted soil along the coastline, but insisted that damage of the sea environment was minimal. The ships, he said, were typically beached at the highest tide of the month and were therefore further inland. That meant the amount of exposure that hulls had to tidal water, which would sweep the toxic waste out to sea, was limited. The argument met with incredulous comments by others on a panel, and eventually Capt Shafiqullah admitted that the beaches flooded twice a day. Still, he insisted the ships were only exposed part of the time." LLOYD'S LIST, 5 November 2009, p 2

**Last Word: A league of their own** "Working together to ratify the IMO shipping recycling conference still remains at the top of the demolition industry's agenda. Quite how ship recycling yards, governments, cash buyers and class societies go about this is still of great debate, though. During London-based scrapping conference, former director general of Bangladesh's Department of Shipping AKM Shafiqullah said that breakers in the Indian subcontinent needed more support from the industry." LLOYD'S LIST, 6 November 2009, p 13

**Alang recyclers up in arms over cruiseship spat – By Geoff Garfield** "Ship recyclers in Alang are complaining that the ongoing row over the scrapping of the cruiseship Platinum II is damaging their efforts to raise standards. "This is ruining the reputation and all the hard work people have been putting in," claimed one. The Platinum II has spent the past month outside Alang after it turned out to be the same ship at the centre of a US Environmental Protection Agency row a couple of years ago over the export of vessels containing toxic substances." TRADEWINDS, 6 November 2009, p 4

**Japanese ports bid to show off green recycling abilities – By Adam Corbett** "A new project that will attempt to demonstrate that advanced industrialised countries still have a part to play in ship demolition is about to take place in Japan. The port city of Muroran is planning to purchase an unnamed 13,700-gt pure car carrier (PCC) in January and scrap it at a quayside at the port. The move is part of a bid for a project sponsored by the Japanese government to explore the possibility of promoting environmentally friendly scrapping and at the same time stimulate local economies." TRADEWINDS, 6 November 2009, p 38

**Take care to declare your destination - By Michael Grey** "The good old UK Environment Agency has decided to burnish its shipping credentials by causing delay and inconvenience to the owners of the Marshall Islands registered, liquefied natural gas carrier Margaret Hill, pictured, which has been a colourful addition to Southampton Docks since November last year. The 35-year-old ship, admittedly a demolisher's dream with five enormous tanks of non-ferrous material, was rumoured to be bound for the subcontinental scrapyards, hence the intervention of the UKEA, which told the master that the ship was not going anywhere, and if it was going for scrap, certainly not from Southampton." LLOYD'S LIST, 9 November 2009, p 7

**Recycling is key for China yards - By Keith Wallis** "Chinese shipyards should focus on becoming ship recycling facilities, and the Chinese government should remove import taxes on ships sent to China for

scrapping, a leading shipowners' representative has urged. Hong Kong Shipowners' Association managing director Arthur Bowring said: "Chinese yards should be strongly encouraged to recycle ships." Speaking at the World Shipping (China) summit in Qingdao on Friday, Mr Bowring said that as an added incentive the Chinese government should remove the 3% tariff and 17% value added tax that are imposed on ships imported into China for scrapping. "It has been done before," Mr Bowring said." LLOYD'S LIST, 16 November 2009, p 12

**Controversy rages over 'Platinum II' - By Geoff Garfield** "The owners of a cruiseship sent for recycling claim they were unaware of any wrongdoing. The owners of the cruiseship Platinum II (ex- Oceanic , ex- Independence , built 1950) paid in good faith to have the vessel registered with Kiribati and were unaware that any documentation issued was false, it is claimed. Scrapping of the 20,000-gt vessel remains on hold as controversy rages over its arrival off the Indian coast furnishing fake registration papers." TRADEWINDS, 13 November 2009, p 6

**Chinese yards get boost as phase-out speeds up - By Irene Ang** "Chinese shipyards are anticipating a boost from the decision by Beijing to speed up the phase-out of single-hull tankers operating in the domestic tanker trades. According to reports, the Ministry of Transport has brought forward the phase-out date by five years. The state will not allow single-hullers of more than 5,000 dwt to trade in domestic waters from 1 January 2011. In addition, shipowners planning to construct tankers of more than 600 dwt from 1 January next year will have to ensure they are double-hulled." TRADEWINDS, 13 November 2009, p 9

**China nabs top slot - By Adam Corbett** "Figures reveal that China has replaced South Korea as the world's largest shipbuilder but the fight is not over yet. At a time when state support for shipbuilding in the Far East is strengthening, the latest figures show that China has surpassed South Korea as the world's largest shipbuilding nation and competition between the two heats up. Statistics from London broker Clarksons show that at the end of October, China's orderbook stood at 54.9 million compensated gross tons (cgt), passing Korea's backlog of 53.6 million cgt for the first time. China now holds 34.7% of the world's shipbuilding contracts, as compared with 33.8% represented by Korea." TRADEWINDS, 13 November 2009, p 40

**Lloyd's List Opinion: Scrap solution** "It is a simple fact that the world has too many shipbuilding yards, due to an unprecedented boom in ordering over recent years combined with a similar expansion of yard capacity. Now yards are faced with an extremely sharp fall-off in ordering activity, which even when it recovers is highly unlikely to reach the levels of recent years. This raises the spectre of serious overcapacity in the shipbuilding industry. Under the basic laws of economics, some yards should go out of business until demand and supply find equilibrium again. However, as is well documented, shipbuilders in countries such as China and South Korea are being helped by government intervention, which interferes with the operation of the market." LLOYD'S LIST, 19 November 2009, p 2

**No fear of convention costs** "Shipowners need not fear the increased costs if the Hong Kong Convention comes into force. That is what Nikos Mikelis, senior implementation officer at the IMO's marine environment division, told Fairplay during an exclusive briefing days after chairing a workshop in Turkey on ship recycling and the convention organised by Turkey's Undersecretariat for Maritime Affairs and the IMO. The convention's full title is the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships and it was adopted on 15 May this year by a diplomatic conference attended by 63 states. But it will not enter force until 24 months after three conditions have been met." FAIRPLAY, 19 November, 2009, p 21

**Top man backs scrap subsidies By Neil Connor** "One of China's most respected shipping bosses has thrown his weight behind a government plan to offer subsidies to scrap ageing oceangoing bulkers. Chairman Gao Yanming of Hebei Ocean Shipping Corp (Hosco) has backed extending a scheme that gives cash incentives to inland-waterway operators to axe older tonnage. Transport officials in Beijing are working on a new vessel-standardisation scheme that will see ageing Chinese-flag bulkers go to the torch, TradeWinds has been told." TRADEWINDS, 27 November 2009, p 8

**'Platinum II' owners stay in shadows - By Geoff Garfield** "The principals behind a blighted cruiseship seem unwilling to make themselves known. The Kiribati Ship Registry in Singapore has called on the owners of the 20,000-gt cruiseship Platinum II (ex- Oceanic, ex- Independence, built 1950) to reveal their identity. An exchange of emails between the two parties has failed to produce names behind the vessel, which arrived for scrapping at Alang seven weeks ago with false documentation. The vessel is now said to be grounded off the Indian coast and taking in water." TRADEWINDS, 27 November 2009, p 13

**Choice stop for 'green dismantling' - By Irene Ang and Geoff Garfield** "China's 'green scrapping' credentials seem to be more than compensating for the lower prices being offered by beach yards on the Indian subcontinent. There has been a big increase in Chinese scrapping in the past year as the fallout from the global economic shock continues to push superannuated tonnage out of the picture. Estimates of the amount of ships China is now scrapping vary wildly but one development that is not in doubt is that the country is becoming a preferred destination for shipowners looking for environmentally friendly scrapping." TRADEWINDS, 27 November 2009, p 50

## 12. SHIPPING

**Vietnam on the road to being more than China's plus one - By Marcus Hand** "The developing Southeast Asian nation of Vietnam has been compared to a smaller China. Both countries have communist governments that have made moves to open their economies to global markets, attracting foreign investors to manufacture goods for export to Europe, the US and other parts of Asia. Vietnam opened up its economy later than China and has taken a more cautious approach. In recent years, Vietnam has become increasingly popular among international manufacturers, who have adopted what is called a "China-plus-one" strategy. Companies adopting the strategy have outsourced some of their manufacturing to Vietnam so that not all their eggs are in one basket. Investment accelerated with Vietnam's accession to the World Trade Organization in 2006. For some, Vietnam has now become their number one manufacturing location." LLOYD'S LIST, 2 November 2009, p 4

**Clark points to commercial reasons for Maersk switch - By Steve Matthews** "UK shipping Minister Paul Clark says he is disappointed at AP Moller-Maersk's decision to switch 15 ships and related jobs from the UK register, but he acknowledged that the decision was a commercial matter for the company. Commenting on that decision - and a subsequent attack by Mark Dickinson, the general secretary of the seafarers' union Nautilus International, on government policy and a lack of support for employment and training that was recently reported in this newspaper - Mr Clark rejected Nautilus's criticism and emphasised the UK government's continuing commitment to supporting shipping and the UK register. "We still want the UK to be at the forefront of shipping and recognise the development of UK shipping in the last 10 years," he said." LLOYD'S LIST, 2 November 2009, p 14

**Last Word: Hello and goodbye to the Box** "The BBC Box, which the broadcaster appeared to have lost track of for a while, will be star of the show this Wednesday (7th of October), after completing its round-the-world adventure and raising the profile of container shipping along the way. After appearing on TV, radio and online in London, the container will be on the final leg of its epic journey, with a quick stop in Reading to pick up a load of books, before being shipped to Cape Town by Maersk." LLOYD'S LIST, 2 November 2009, p 14

**No limit for inert gas?** "With the future of inert gas systems looking ever more certain, Martin Watts gauges industry preparedness for the training and installation changes that may be needed." SAFETY AT SEA INTERNATIONAL, November 2009, pp 24-25

**Last Word: Pirates play second fiddle** (Scheduling diary commitments is a tricky business as any busy maritime executive will know. But spare a thought for the poor assistant that has to deal with United Nations secretary-general Ban Ki-Moon's hectic and somewhat fluid day-to-day routine. The globe-trotting UN chief was due to arrive at International Maritime Organization headquarters yesterday to head up a press conference on piracy off Somalia. Given recent high-profile hijackings and the news that global piracy attacks so far this year have exceeded the total for 2008, the visit was a well-timed opportunity to tackle this most serious of international problems. But instead of landing in London, Mr Ban was diverted to the Afghan capital Kabul to broker a power-sharing deal between President Karzai and Dr Abdullah Abullah, following the latter's withdrawal from a presidential election run-off." LLOYD'S LIST, 3 November 2009, p 14

**EU backing for shortsea faces red tape threat - By Steve Matthews** "The European Commission is stepping up its efforts to promote motorways of the sea in the face of disappointing progress and reluctance by shippers to embrace the use of shortsea shipping. But there are dangers that these efforts could be undermined by cumbersome administrative and customs procedures and proposed new rules on the sulphur content of fuel in Emission Control Areas in the European Union. Speaking at a shortsea conference held at Europort 2009, Ruth Paserman of the Commission Directorate of Transport and Energy said: "It has been a problem to persuade businesses to use shortsea shipping." LLOYD'S LIST, 5 November 2009, p 2

**Lloyd's List Opinion: Newbuilding glut** "Congested anchorages around the world could be set to get a whole lot busier. Images of vessels anchored outside the edges of Singapore port limits have been flashed around the globe as a graphic illustration of the state of world trade. However, even as there would seem to be a degree of consensus that the global economy is starting to turn around, the same is not the case for the world of shipping. A huge glut of newbuildings, most of which do look likely to hit the water, is gradually making its way into the world fleet. DnB Nor Markets predicts that the percentage of idle or laid-up containerships could rise to 15%-20% next year from around 10%." LLOYD'S LIST, 5 November 2009, p 2

**Banks expect one in 10 shipping loans to go bad within next year - By Nigel Lowry** "A wide survey of the expectations of leading shipping bankers shows that "most bankers are preparing for the worst", the report's author has said. Shipping consultant Ted Petropoulos of Petrofin was commenting on a key finding of the survey: that more than half the bankers canvassed feared that one in every 10 shipping loans would go bad - defined as non-performing - within next year. A further one-third of respondents thought the bad loan rate would climb to between 4% and 6% of all banks' portfolios in 2010. "Those are very high figures and it would mean banks having to write enormous provisions," Mr Petropoulos said. However, bankers were "relatively optimistic" in predicting how far the shipping crisis still had to go." LLOYD'S LIST, 5 November 2009, p 4

**China cargo volumes up to pre-crash levels again - By Hui Ching-hoo** "Cargo throughput at China's major ports has recovered to a similar level before last year's global financial crisis thanks to China's Yuan4,000bn (\$588bn) economic stimulus package, the Ministry of Transport has said. China's ports saw cargo volumes rise 14.9% year on year to a total of 610m tonnes in September. This rebound boosted total cargo throughput for the first nine months of this year to 5.1bn tonnes, equal to a year-on-year increase of 6.1%, the ministry said." LLOYD'S LIST, 5 November 2009, p 5

**Attitude problem** "The Greek flag's appeal is slowly waning – the result of deep-seated complacency at the registry. If it wishes to maintain its allure, a radical culture change is needed." FAIRPLAY, 5 November 2009, pp 1-2

**Rotterdam Rules create e-opportunities – By Miriam Fahey** "Opportunities for businesses outside shipping could be created by the Rotterdam Rules if electronic transport documents replace paper bills of lading in the future. Security firms, IT specialists and lawyers are expected to benefit if the Rules become law in 2010. Chapter 8 of the Rules propose e-documents as a cost-saving solution – but it will be up to the carrier and the shipper to decide whether to use the electronic method. However, the Rotterdam Rules do not specify who will produce and standardise these electronic transport documents." FAIRPLAY, 5 November 2009, p 7

**Planning for people's power – By Paul Gunton** "The world's growing population will have a long-term impact on energy and raw material consumption in the coming decades, and we must plan for the effect these will have on shipping. That was the message delivered last week by Japan's Ocean Policy Research Foundation (OPRF), which has been looking as far ahead as 2050 to develop proposals for action that should be taken now. These proposals include new ship types and the setting up of an international research body, according to two of the senior staff from OPRF's Maritime Technology Department. However, they were short on detail on how these goals will be achieved." FAIRPLAY, 5 November 2009, p 7

**London Greeks shrug off non-dom tax rules - By Julian Macqueen** "Fears that changes to UK tax rules for non-domiciled residents or non-doms as they are often called - would make a serious dent in the composition of the London-based, Greek shipping community appear to have been unfounded. The new rules, which put a £30,000 (\$50,000) price tag on non-doms choosing to remain in the UK, came into force for the 2008-2009 tax year, for which a return is due by the end of January. However, the chairman of the London-based Greek Shipping Co-operation Committee said that there had been "some reduction" in the committee. "The membership has gone down somewhat but not dramatically," Pandi Embiricos told Lloyd's List." LLOYD'S LIST, 6 November 2009, p 2

**Insight & Opinion: Ballasting bribes give Black Sea tanker owners the blues - By Tom Leander** "A festering grievance of tanker owners over unwarranted fines in the Black Sea has resurfaced with a vengeance, and owners have turned to Intertanko, the industry trade group, for a solution. Tankers entering Ukrainian ports in the Black Sea are subject to what shipowners say are unwarranted fines, based on tight enforcement of local ballast water regulations. According to an identical scenario sketched by several shipowners, a tanker steams into a Ukrainian port where its master is expected to pay a nominal bribe of around \$600. If he refuses and "takes the moral high ground", in the words of one source,



inspectors in white aprons board, sample the ballast water and then, even if the ship is in compliance, slap a fine on the vessel, averaging between \$2,000-\$12,000." LLOYD'S LIST, 6 November 2009, p 7

**South Africa forks out to shift wreck – By Adam Corbett** "Concerns about tourism and next year's World Cup finals have prompted maritime authorities to dig deep. An abandoned wreck spoiling views of Table Mountain is to be removed at the expense of the South African authorities in a bid to clear the unsightly hulk ahead of the football World Cup finals next year. A spokesperson for the South African Maritime Authority (Samsa) says preparations are now being made for the removal of the 30,500-dwt Seli 1 (built 1980), starting with lightering 30,000 tonnes of cargo on board." TRADEWINDS, 6 November 2009, p 38

**Brussels improves access to modal shift programme - By Roger Hailey** "The European Commission has adopted new rules to broaden the scope of its Marco Polo modal shift programme, which was launched in 2003. The programme gives financial support to the transport industry to reduce road freight on congested roads or to shift it to other more sustainable transport modes, such as shipping, rail or inland waterways. The conditions for participation have been improved to increase its "appeal to the industry", the commission said. The changes will apply to the next call for proposals, due at the start of next year." LLOYD'S LIST, 9 November 2009, p 6

**Green policies must not harm UK economy, ministers told - By Roger Hailey** "The UK's Freight Transport Association has urged politicians to give their full support to the emissions trading scheme to meet tough European carbon emissions targets without doing irreparable damage to the UK economy. Following an announcement by European environment ministers to make aviation's carbon emissions 10% lower by 2020 than they were in 2005, the trade body has warned that taking measures where the UK acts alone will achieve nothing for the environment but at the same time will hurt the UK's competitiveness." LLOYD'S LIST, 9 November 2009, p 6

**End of single-hulls on EU inland waterways in sight** "Although it is widely acknowledged that the European Union's inland shipping sector has a very good safety record, single-hull inland waterway tankers are facing a gradual phase-out programme up to the end of 2018. While a double shell is prescribed for various especially hazardous cargo types, operators on the Rhine and elsewhere have already made substantial investments in double-hull vessels because clients in the oil and chemical industries, keen to minimise all possible risks, increasingly favour such a configuration. Single-hull tankers are thoroughly inspected by the authorities on a regular basis, and the industry's good safety record shows little evidence, over the past two decades at least, of serious accidents that can be linked to a tanker's age or single-hull arrangement." LLOYD'S LIST, 9 November 2009, p 9

**Shipping has a role to play in keeping the planet safe** "Saving the world was never going to be easy. Even convincing some people that the world needed to be saved has had its problems. If the International Maritime Organization (IMO) is as good as its word it is waiting in the wings for its moment, for politicians to give it the go-ahead and then it will introduce the changes necessary to save the climate. Or at least to enforce a change on the maritime industry that will substantially reduce the share of greenhouse gases (GHG) that it emits." THE NAVAL ARCHITECT, November 2009, p 7

**Lloyd's List Opinion: Asia leads the way** "The economic downturn, which has wreaked havoc on a global scale, would seem to have largely rubbished the much talked-about concept of the decoupling of Asian economies from the rest of the world. The impact on shipping was huge, as export volumes from Asia to Europe and North America plunged and Asian manufacturers struggled with reduced demand. However, just over 12 months on, after a decidedly grim year, Asian economies are picking up faster than their western counterparts. The recovery of Asian economies is driving intra-Asian trade and, in the blighted container shipping industry, now represents one bright spot on the global map. Exporting nations such as Vietnam have increasingly turned their attentions towards their Asian neighbours this year as a new source of demand for their manufactured goods." LLOYD'S LIST, 12 November 2009, p 2

**Lübeck gives green light for Baltic Sea vessel lay-ups - By Katrin Berkenkopf** "The German shipping authority in Lübeck has granted the first approval for a ship to be laid up in the Geltinger Bucht area of the Baltic Sea. The area in the very northeast of Germany, covering 9.2 sq km, offers space for 50 vessels up to 300 m in length, said WSA Lübeck head Henning Dierken. It is not yet clear when the first vessel will arrive. The owner would have to give two day's notice, Mr Dierken said." LLOYD'S LIST, 12 November 2009, p 4

**Genoa plans to build sea motorways terminal - By John McLaughlin** "The Port of Genoa is planning to build a new terminal at Voltri dedicated to the motorways of the sea and particularly to routes connecting the Ligurian port with the fast-growing North African market. The project, which was approved

this week as part of Genoa's three-year operating plan for 2010-2012, includes the creation of four new ferry placements with six hectares of yard space, equivalent to capacity for 3,000 lane metres of rolling cargo. The project is in line with an accelerating Italian effort to develop connections with North Africa, both in order to foster trade with the rising economies of the Maghreb and as a gateway to the rest of Africa." LLOYD'S LIST, 12 November 2009, p 14

**New thinking** "Shipping, the statement reveals (somewhat belatedly), will continue to provide the only effective way to move the vast majority of freight in and out of the UK. It's almost always the greenest, the most cost-effective and probably the safest alternative. If the downturn has changed anything, it has had a clear impact on the way British bureaucrats think about shipping." FAIRPLAY, 12 November 2009, p 2

**Chinese tanker ban reduces single-hull options - By Michelle Wiese Bockmann** "China has confirmed that it will ban all single-hull tankers from January 1, further shrinking employment opportunities for the estimated fleet of 820 single-hull vessels. The second largest importer of crude after the US in 2009, China is a significant but diminishing trading destination for single-hull tanker tonnage. Both Chinese-flagged and foreign tankers engaged in international trades will be denied entry to Chinese ports from 2010, according to Dabin Sun, the second secretary (maritime) from the Chinese embassy in London. He told Lloyd's List on Friday that only single-hull tankers engaged in cabotage trades would be allowed to call at China's ports. International Maritime Organization rules ban single-hulled tankers from 2010. But clauses allow vessels to continue trading until 2015 or age 25, with permission from port states and approval under a conditional assessment scheme." LLOYD'S LIST, 16 November 2009, p 1

**Lloyd's List Opinion: Slow savings** "It was not so long ago when every new service announcement from a container line proclaimed loudly it would offer the fastest transit times in the market on the particular route it was serving. Modern, faster ships were the way to go to meet the demands of just-in-time logistics. The idea of deliberately slowing down would have resulted in much hilarity. It is very different picture today, as lines look to save money wherever they can, with fuel costs an obvious target. Shipping lines are also able to flag up the environmental benefits of lower CO2 emissions due to burning less fuel." LLOYD'S LIST, 16 November 2009, p 2

**CKYH carriers agree to super-slow steaming - By Keith Wallis** "China Ocean Shipping (Group) and its partners in the CKYH alliance - K Line, Yang Ming Marine and Hanjin Shipping - are to introduce super-slow steaming on certain routes to cut fuel costs and emissions." LLOYD'S LIST, 16 November 2009, p 4

**Rina offers guidance on 'complex' lay-up - By John McLaughlin** "In a striking sign of these gloomy times, Genoa-based classification society Rina has unveiled a new facility to help stricken owners lay up their ships until sunnier days return. In a statement, Rina said its newly published guidelines would "help shipowners identify and secure safe and cost-effective locations to lay up their ships during the current economic downturn". Although a spokesman said the guidelines were a free service, Rina will also offer advisory, review, inspection and supervision services for owners putting vessels into lay-up, presumably for a fee." LLOYD'S LIST, 17 November 2009, p 2

**Shipping lenders take a tough line on KG reform - By Patrick Hagen** "The German KG ship financing model via KG funds has to change drastically, the head of shipping lender Deutsche Schiffsbank told an industry conference in Hamburg. Werner Weimann said banks were no longer prepared to provide pre-financing of funds for the equity part of the financing, which KG companies had not yet raised from investors. "There is no other industry in which bank funding is provided before the equity is available," Mr Weimann said. "It was not very clever of us to do this." LLOYD'S LIST, 17 November 2009, p 4

**US citizen admits bribes in Panama - By Rajesh Joshi** "An American citizen has pleaded guilty to bribing government officials in Panama with more than \$200,000 to secure a maritime contract to maintain lighthouses and buoys along Panamanian waterways. The plea comes after a five-year investigation, launched in 2004 by the US Department of Homeland Security with the Federal Bureau of Investigation subsequently joining in. Charles Paul Edward Jumet faces up to 10 years in jail and \$500,000 in fines at a sentencing scheduled for February 12." LLOYD'S LIST, 17 November 2009, p 14

**Boxship speeds of 14 knots set to become the norm - By Janet Porter** "Cash-starved container lines are ignoring a chance to make huge cost savings by slowing down ships to about half their usual speeds. While some carriers such as Maersk Line, and now partner line CMA CGM, are moving to super-slow steaming, others continue to run their services at full speed despite the soaring cost of fuel. "They are throwing money away," an industry insider said yesterday as the issue of ship speeds moves to top of the agenda." LLOYD'S LIST, 19 November 2009, p 1

**Smaller class societies line up for IACS membership - Janet Porter** "New members are keen to join the International Association of Classification Societies now that the European Commission has completed its antitrust investigation. Brussels closed its IACS file last month without imposing any fines, but the settlement included an agreement that membership would be based on qualitative rather than quantitative criteria in future. That opens the way for smaller classification societies to join the 10 members of the organisation that include industry heavyweights ClassNK, Lloyd's Register, ABS and Det Norske Veritas. Since the commission closed its probe, IACS has received membership requests, IACS chairman Hermann Klein disclosed this week." LLOYD'S LIST, 19 November 2009, p 1

**Strong recovery on the cards, says Fortis' Kounis** - By Steve Matthews "Optimists who are confident that the global economy is embarked on a strong recovery that will boost world trade and shipping demand were offered strong support by Fortis Bank Nederland's chief European economist Nick Kounis. In his address to the Informa Maritime Events Shipping Finance and Investment conference in London, Mr Kounis said the available evidence points to a strong, V-shaped recovery and dismissed arguments suggesting the possibility of a W-shaped recovery and a new downturn in 2010. His upbeat message pointed to historical examples that deep recessions tend to be followed by strong recoveries. Recoveries are already under way in the US and Eurozone, while China has maintained a strong growth rate, even though it slowed slightly in the third quarter. The latest figures show that in the third quarter the US economy grew at an annualised rate of 3.5%. The Eurozone emerged from recession with 0.4% growth from the previous quarter, while Japan achieved 1.2% growth." LLOYD'S LIST, 19 November 2009, p 6

**Insight & Opinion: Salvors seek separate award for averting environmental disaster** - By Tom Leander "It is among the world's most vital professions, and arguably among its most colourful. When ships are in trouble, the salvors are needed now and the questions asked later. But despite its age and tradition, the salvage business is never far from controversy. Todd Busch, a 30 year veteran of salvage, has spent a good deal of time in the last two months mulling these controversies, particularly the approach to one of the central issues facing the salvage community: how to secure a separate award for averting environmental damage." LLOYD'S LIST, 19 November 2009, p 7

**China stepping in to fill the ship finance gap** "The strengthening of China's financial muscle has been faster than even Beijing forecast when it declared its intention to become the world's number one shipbuilder. Chinese lenders have stepped into a void left by foreign banks stung by the global downturn. "As a result, we've seen the emergence of Asian lenders for shipowners. This includes Chinese banks ... now opening up to foreign shipowners, especially if there is a Chinese element in the transaction," explained Paul Chang, HSH Nordbank's head of shipping in Asia." FAIRPLAY, 19 November, 2009, p 38

**Widening horizons** "Michele Labrut reports from Panama on latest progress of the Canal expansion programme and what affect it will have on global shipping." SEATRADE, Nov/Dec 2009, p 19

**Beacon of recovery – By Sam Chambers** "Just as China was key to global growth before the economic crisis hit, now the nation's imports are leading the way out." SEATRADE, Nov/Dec 2009, p 45

**More vessels desert German flag - By Katrin Berkenkopf** "The number of ships flying the German flag has decreased clearly over the course of this year and is likely to continue falling, according to statistics from the federal shipping authority BSH. This development casts doubts on plans to increase the number of German flagged vessels by another 100 between the end of 2008 and the end of 2010. Owners say they originally made that commitment on condition that a favourable economic environment would prevail, which is clearly not the case today." LLOYD'S LIST, 20 November 2009, p 2

**South Africa discards plan to refloat 'Seli 1' wreck - By Adam Corbett and Jonathan Boonzaier** "South Africa has been forced to drop a plan to refloat an abandoned bulker and now faces a costly operation to dismantle the ship where it lies - or let nature take its course in breaking up the rusting hull. South African Maritime Safety Authorities (Samsa) say damage to the Turkish-controlled, 30,500-dwt Seli 1 (built 1980), which has been aground since September, is too severe to continue with the refloating plan. Samsa had originally proposed to repair damage to the ship's holds, pump out the water, remove a cargo of coal and refloat it. With limited funds, refloating is the only realistic financial option for the authorities after the owner, listed as Turkey's TEB Maritime, abandoned the ship and the Russian Protection-and-Indemnity (P&I) Pool said that its cover was not valid." TRADEWINDS, 20 November, 2009, p 38

**BV chief rejects rival's view on slow steaming - By Janet Porter** "Containership owners would be wrong to permanently reduce the top speeds of large containerships by installing smaller engines, the head of French classification society Bureau Veritas warned last week. In a clear difference of opinion with German rival Germanischer Lloyd, BV chief Bernard Anne said owners should retain as much

flexibility as possible, and continue with ships able to operate efficiently over a broad range of speeds." LLOYD'S LIST, 23 November 2009, p 2

**Polish register in IACS move** "The Polish Register of Shipping has joined the head of the queue to gain access into the International Association of Classification Societies. The PRS is understood to be one of several smaller classification societies keen to join IACS now the European Commission has completed its antitrust investigation. Brussels closed its IACS file last month without imposing any fines, but the settlement included an agreement that membership would be based on qualitative rather than quantitative criteria in future. This opens the way for smaller societies to join the existing 10 members of the organisation." LLOYD'S LIST, 23 November 2009, p 3

**Societies to decide own quality rules - By Craig Eason** "Det Norske Veritas head of maritime Tor Svensen has defended the right for classification societies to reject vessels from other societies. Under the new criteria for membership into the International Association of Classification Societies, quality, rather than size, will take a more dominant role. This follows the much publicised antitrust probe by the European Commission that closed last month." LLOYD'S LIST, 24 November 2009, p 6

**Katseli vows to safeguard Greece's tax benefits - By Tom Leander** "Louka Katseli, Greece's Minister of Economy, Competitiveness and Shipping, assumed her office amid some concerns that her centre-left government might tamper with the tax-friendly status of Greek shipping. In London for an International Maritime Organization meeting yesterday, she stated firmly that she has no plans to reduce tax benefits. "We are retaining the favourable and regulatory tax framework that exists. It is one of the ways to support the industry," Ms Katseli said in a wide-ranging interview. "There is not going to be any change." Sworn in as minister in the government of Prime Minister George Papandreou on October 7, Ms Katseli took the helm of a new 'super ministry', which was created by presidential decree on the administration's first day in power." LLOYD'S LIST, 25 November 2009, p 1

**Register's rule changes boost fleet by 100 vessels - By Nigel Lowry** "The Greek-flagged fleet has grown by just over 100 ships in the last three years, following a package of measures to boost the register's competitiveness. Official statistics show that the fleet had grown from 2,008 vessels in September, 2006 - just before the measures introduced by the then Minister of Merchant Marine Manolis Kefaloyiannis - to 2,120 ships at the same stage of this year. Three years ago, Mr Kefaloyiannis expressed the hope that 1,000 ships could be attracted to the national flag that might otherwise have operated under other registries, but in the meantime shipping and financial markets have crashed." LLOYD'S LIST, 25 November 2009, p 1

**CMA CGM increases Gulf of Aden surcharge - By Andrew Spurrier** "Container line operator CMA CGM is to increase its surcharge on containers it transports through the piracy-prone water of the Gulf of Aden. The French group, the third biggest carrier in the world, announced that it would be increasing the surcharge to €41 (\$61) per teu from December 15. It said the new rate would apply to all containers whatever their port of origin or destination and would be payable over and above existing rate agreements, whether short or long term, already in force or in the process of being negotiated. CMA CGM justified the new rate by the "high costs caused by the prevailing risk of piracy in the area". LLOYD'S LIST, 25 November 2009, p 2

**China joins the cruise club - By Hui Ching-hoo** "Cruise travel has become increasingly popular with affluent Chinese holiday-makers since the country relaxed its restrictions on international cruise voyages for its own people in 2005. Cruises carrying hundreds of thousands Chinese travellers left major Chinese ports such as Shanghai last year, and the market is expected to grow quickly over the coming years. The history of China's cruise sector dates back to the 1970s. According to China Cruise & Yacht Industry Association vice-president Zheng Weihang, China first opened its cruise market when Japan Cruise's Coral Princess sailed from Dalian to Hong Kong in September 1976. Over the following 30 years, the number of cruiseship calls at Chinese ports was limited to a few times per year as the entry of foreign tourists to China was restricted. Chinese residents were not allowed to take cruises to leave the country. "The industry did not see a breakthrough until 2005. The Chinese government decided to lift the ban to allow Chinese citizens to board cruises at Chinese ports to other countries. Since then, the number of departing Chinese cruise travellers has grown at a breakneck speed," Mr Zheng says." LLOYD'S LIST, 25 November 2009, p 7

**New ways to trade - By Ramadas Rao** "As the global recession recedes, APEC leaders have been studying the contours of an emerging trade landscape - which could have far-reaching implications for shipping. Mindful of post-recession adjustments, the powerful Asia-Pacific Economic Cooperation (APEC) grouping that straddles continents and embraces economies strong and weak issued a forward-looking statement on 15 November at the end of the APEC CEO Summit in Singapore. "We need a new growth

paradigm. We need a fresh model of economic integration”, the statement by APEC leaders, that included US president Barack Obama, declared. “The post-crisis landscape will be different,” the leaders stressed.” FAIRPLAY, 26 November 2009, pp 4-5

**Redefining optimum speeds** "Higher speeds don't equal greater economy any more, says GL. Container ships should never again operate at high speeds, believes Hermann Klein, executive board member of class society Germanischer Lloyd. He told dinner guests in London last week that current market conditions and fuel costs have brought the optimum speed for box ships down to about 14kt - compared with 26kt five years ago. Optimum speeds have crept up since the mid-1980s on the back of low fuel prices that Klein believes have made fuel economy a low priority for operators." FAIRPLAY, 26 November 2009, p 23

**EC rethinks its transport system** "European Union transport commissioner Antonio Tajani is in favour of a “special fund for transport” to finance investment in the sector. He was speaking at a Brussels press conference on the Common Transport Policy, at which the results of a public consultation on the future of transport were released. This should lead to a new white paper in 2010. The question of financing was closest to respondents' hearts. The transition to a low-carbon economy will mean a costly reworking of the transport system." FAIRPLAY, 26 November 2009, p 34

**Statutory burden Class weakened - By Falicity Landon** "The role of classification societies in statutory matters has been weakened to such an extent that the burden is being forced back on to flag states, says Barbados Maritime Ship Registry principal registrar Chris Sawyer. At the launch in London of the Barbados Ship Owners and Managers Association, Mr Sawyer, pictured, said that one of the key reasons for setting up the new association, which will include a technical committee, was that class societies had lost their pre-eminent position in ship certification. “Until recently, class societies, if they were good ones, did a very good job of insulating flag states from statutory matters but now we are getting involved in questions from class,” he said. “Class is moving back and we are being moved to the fore, and I feel that BSOMA will be the tool that we need.”” LLOYD'S LIST, 27 November 2009, p 2

**Joe Borg removed from EU Maritime Affairs job - By Justin Stares** "European Union Maritime Affairs Commissioner Joe Borg has been replaced in Brussels by John Dalli, until now the country's social policy minister. Maltese Prime Minister Lawrence Gonzi and European Commission president Jose Barroso confirmed Mr Dalli's appointment, although it is still unclear which policy portfolio he will be given. Mr Dalli trained as an accountant and was also previously minister for foreign affairs. Mr Borg's future is unclear, according to Maltese press. He served one five-year term in the commission." LLOYD'S LIST, 27 November 2009, p 2

**Letters to the Editor: IACS remains committed to the improvement of ship safety - By Hermann Klein** "Sir, Recent articles on the International Association of Classification Societies such as 'Smaller class societies line up for IACS membership', Lloyd's List, November 19, and 'Societies to decide own quality rules', Lloyd's List, November 24, reinforce IACS' long-standing commitment to promote ship safety. IACS has introduced new qualitative membership criteria that require regular vetting of new members as well as current members. These new membership criteria are part of IACS' commitments in response to the investigation of the EU Commission, which recently was concluded without any findings of infringement of competition law. All IACS members have to comply with minimum standards of the IACS Quality System Certification Scheme. This system has proven to be a powerful mechanism for checking the quality system of IACS members." LLOYD'S LIST, 27 November 2009, p 4

**China shows its powers of recovery - By Keith Wallis** "Sixty years ago, China was a country that was driven by war and occupation and would later be unified as a socialist state by the Great Helmsman, Mao Zedong. But it would be China's great reformer, Deng Xiaoping, who paved the way for China to part the Bamboo Curtain and emerge as a global powerhouse after engineering a series of economic reforms in the 1980s and 1990s. The economic changes Deng instigated have, for the country's maritime sector, led China to emerge as the world's largest shipbuilding nation - this year at least. The country's yards have an order backlog of almost 55m compensated gt, equivalent to 34.7% of the global total. By comparison, South Korea has orders for more than 53.6m cgt, or a 33.8% market share." LLOYD'S LIST, 27 November 2009, p 8

**Rotterdam anchoring zone expanded for floating storage - By Bloomberg** "The Port of Rotterdam, Europe's busiest, has expanded its anchorage area to accommodate increasing demand from oil traders storing fuel at sea and more idling ships awaiting cargoes. Rijkswaterstaat, the Dutch waterways authority, has designated an area 15 km northwest of the North Sea resort of Scheveningen as a new anchoring zone, the port authority said yesterday. “Many tankers are lying at anchor here to wait for

orders or for speculative considerations,” the authority said. “The popularity of North Sea anchoring spots has increased considerably.” LLOYD’S LIST, 27 November 2009, p 15

**Finland’s new tonnage tax to focus on revenues - By Janne Juusela** "On November 6 the Finnish Government issued a Bill proposing amendments to the Finnish tonnage tax regime. The proposed amendments aim to promote the international competitiveness of the Finnish shipping industry and the employment of the branch in question. The new tonnage tax regime offers tax incentives to Finnish shipowners and encourages shipowners to make new investments and to bring ships under the Finnish flag. The most significant amendments relate to the dividend distribution provisions of the tonnage tax regime, relieved flag requirements, increased flexibility of shipowners’ activities, alleviated tax debt provisions and relieved sanction mechanisms." LLOYD’S LIST, 30 November 2009, p 4

### 13. SPECIAL REPORTS

Asia Focus: LLOYD’S LIST, 27 November 2009, pp 8-11  
Australia: LLOYD’S LIST, 20 November 2009, pp 8-11  
Black Sea FAIRPLAY, 12 November 2009, pp 13-19  
Car Carriers FAIRPLAY, 12 November 2009, pp 21-27  
Chemical & Product Tankers: THE NAVAL ARCHITECT, November 2009, pp 41-49  
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Tanker Safety: LLOYD’S LIST, 9 November 2009, pp 8-9  
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West Mediterranean: SEATRADE, Nov/Dec 2009, pp 81-95

### 14. SOURCES

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