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IMO

IMO IN THE NEWS

Bulk code updated "An updated and retitled version of the IMO's *Code of Safe Practice for Solid Bulk Cargoes* (BC Code) has been published and is being recommended for voluntary use until it becomes mandatory in 2011." FAIRPLAY SOLUTIONS, October 2009, p 7

IMO wins US support for emissions role - By Rajesh Joshi "The International Maritime Organization's desire to be entrusted with the responsibility to regulate greenhouse gas emissions from shipping received a powerful boost last week, as the US government weighed in with a ringing endorsement. Senior government officials, including US Environmental Protection Agency assistant administrator Gina McCarthy, suggested at a New York event that the US delegation would lend solid support to the IMO at the United Nations Framework Convention on Climate Change, to be held in Copenhagen in December. Ms McCarthy's statements appeared to indicate that US President Barack Obama has had a direct role in this shift. For good measure, Ms McCarthy presented IMO secretary-general Efthimios Mitropoulos with an award on behalf of the EPA, at the World Maritime Day Parallel Event co-hosted by the IMO and the US Coast Guard with the co-operation of the North American Marine Environment Protection Association." LLOYD'S LIST, 20 October 2009, p 2

Shipping and Copenhagen: a primer - By Rajesh Joshi "The United Nations' 1997 Kyoto protocol gives the International Maritime Organisation authority to regulate shipping's greenhouse gas emissions. However, Kyoto restricts the IMO's regulatory authority to ships from the industrialised world, or 41 nations in Annex I. This is the UN concept of "common but differentiated responsibilities" (CBDR), which requires richer nations to bear greater guilt and accountability than poorer cousins..." LLOYD'S LIST, 20 October 2009, p 7

Refining and defining the phraseology of shipping "More than words can say, the International Maritime Organization has enormously enhanced the well-being of the maritime world – and the way it handles its own prolific output of words is crucial to this success." BIMCO BULLETIN, August 2009, pp 22-25

MEPC debates green house gases, ship recycling, ballast water, MARPOL amendments and more "BIMCO representatives attended the 59th session of the MEPC held in London from 13-17 July 2009, Among the many important issues discussed during the week-long meeting were Green House Gases (GHG), MARPOL Annex VI, the recycling of ships, harmful aquatic organisms in ballast water and amendments to MARPOL." BIMCO BULLETIN, August 2009, pp 26-29

Business presses IMO on curbing emissions - By Craig Eason "A high-profile group of business entrepreneurs, including Richard Branson, wants the International Maritime Organization to push forward its work to regulate the emissions from global shipping. The private-sector group, known as the Carbon War Room, has been created by Mr Branson with backing from a range of influential figures including Idan Ofer, chairman of Israel Corp and Zim Integrated Shipping. Its board of directors includes former Costa Rican President José María Figueres Olsen, who is co-chief executive of the world Economic Forum. The organisation's aim is to target industries and chide them into improving their environmental performance It says it has now set its sights on the shipping industry." LLOYD'S LIST, 1 October 2009, p 4

Limassol honours IMO's Mitropoulos at Maritime Cyprus "The shipping industry has been one of the main contributors to the development of Cyprus and especially the city of Limassol, its mayor Andreas Christou said during a special ceremony to honour the Secretary General of the International Maritime Organisation (IMO) Efthimios Mitropoulos. The ceremony took place Sunday (4th of October) during official opening celebration of this year's Maritime Cyprus Conference. "We are very proud to claim that Limassol is one of the biggest maritime centers in the world", Christou stressed." Source: http://www.hellenicshippingnews.com/index.php?option=com_content&task=view&id=67877&Itemid=79

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

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

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NEWS FROM THE UNITED NATIONS

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MARITIME NEWS IN THE PRESS

1. CASUALTIES

Cosco Busan report slams officers and shipmanagers - By Jerry Frank "The pilot, the master, the shipmanager and the port ship traffic service system all came in for wide-ranging criticism in the report into the 2007 Cosco Busan collision with the San Francisco Oakland Bay bridge. The Cosco Busan , while navigating from berth to sea with a pilot on board during restricted visibility, collided at 0830 hrs with one of the base towers of the Bay bridge and breached its fuel oil tanks. Some 53,500 gallons of fuel oil contaminated around 26 miles of shoreline, with the total cost of the oil spill clean-up in excess of \$70m, the bridge repair \$1.5m and shiprepair at \$2.1m." LLOYD'S LIST, 1 October 2009, p 6

Investigators concerned by VDD problems "Performance of voyage date recorders has been raised by German accident investigators. Problems with the systems – including poor quality audio, missed recordings from individual sensors, and confusing operating procedures – are often hampering efforts to determine the cause of incidents, says the German marine casualty investigation body BSU." TELEGRAPH, October 2009, p 12

Troubled elderly bulker last inspected in 2006 - By Adam Corbett "A Chinese-flag bulker that ran into trouble off the Philippines's Lubang Island over the weekend had not been inspected by major port-state-control (PSC) authorities for more than three years. The 39,000-dwt Wan Shou Shan (built 1989) had water ingress in its engine room over the weekend, causing a severe list. It has been taken to port to have its engine room pumped out. Contrary to earlier reports, the ship is not a wreck or a possible pollution threat. The age of the Wan Shou Shan and its unusual lack of inspections resulted in the Tokyo Memorandum of Understanding (MOU) rating the vessel a "high risk"." TRADEWINDS, 16 October 2009, p 58

Determined effort Resolve starts recovery of Black Rose bunkers - by David Osler "Salvage specialists from US-owned Resolve Marine Group have begun work on recovering bunkers from Black Rose, the Mongolia-flag bulk carrier that sank with the loss of one life off the coast of India's Orissa state last month. The Florida-based concern was awarded the tender by the Paradip Port Trust and the work will involve pumping some 925 tonnes of fuel oil and 50 tonnes of diesel oil, as reported by officials, from the wreckage of the vessel." LLOYD'S LIST, 28 October 2009, p 2

2. HEALTH AND SAFETY

Nautical Institute trains spotlight on mooring - By Steve Matthews "The Nautical Institute has published a two-volume guide addressing one of the most routine but dangerous operations in shipping. According to the UK P&I Club, mooring accidents in the last 20 years have cost \$34m in claims, making it the seventh highest cause of injuries, often involving accidents causing deaths. Mooring is unusual in that non-deck crew are used in such operations on many ships. The UK P&I Club's Karl Lumbers questioned whether non-deck crews were trained to be aware of the risks in mooring operations." LLOYD'S LIST, 16 October 2009, p 4

APMT safety culture cuts lost-time injury rate - By Roger Hailey "The APMT rate of 4.8 year-to-date, down from 7.7 at the start of 2008, reflects the launch of the company's safety culture initiative in October last year, which aims "to foster a safety mindset and targeting of unsafe acts", said the AP Moller-Maersk subsidiary. APMT said that the safety culture initiative had "sparked a healthy competition among the far-flung scope" of its terminals portfolio, with new individual facilities regularly reporting the establishment of new safety records. APMT added: "US terminals have also shown improvements, although the injury rate is not declining as fast as expected. The severity of injuries however, is declining, which is a direct result of the drive to zero campaign and daily actions to mitigate risks at the dock." LLOYD'S LIST, 19 October 2009, p 6

Fuel standard revision safety fear - By Steve Matthews "DNV Petroleum Services has raised serious concerns that a proposed revision of the International Standards Organisation/Draft International Standard 8217 marine fuel oil quality specification "may have a negative impact on ship operation and crew safety". A proposal to revise the specification was initiated by the International Maritime Organization with the aim of enhancing safety and environmental protection." LLOYD'S LIST, 26 October 2009, p 2

Seafarers against HIV/AIDS "Seafarers are one of the populations worst hit by HIV/AIDS in parts of south east Asia. The maritime industry is waking up to the fact that it needs to do more to combat the threat of HIV among its workforce." TRANSPORT INTERNATIONAL, October/December 2009, pp 26-27

Targeting 'cowboy degassers' "Rotterdam rules. Not only when replacing a messy convention on the carriage of goods by sea, but also when streamlining gas monitoring and degassing of containers. Recently, the port community witnessed the establishment of the KAGO foundation to advise on gas measuring and degassing. The body aims to cut the uncontrolled growth of unqualified service providers and improve legislation in the degassing field." FAIRPLAY, 29 October 2009, p 24

3. LAW AND POLICY

Asian shippers slam Rotterdam Rules "The Asian Shippers' Council (ASC) has slammed the Rotterdam Rules as not providing cargo owners with 'adequate protection'. The fifth annual meeting of the ASC – which took place in Colombo (Sri Lanka) in mid August and was attended by shippers from Greater China, North East Asia, South East Asia, South Asia and Oceania – discussed pertinent shipping issues and planned their approach to these." CONTAINERISATION INTERNATIONAL, October 2009, p 17

Carriage of Goods by Sea; Hague-Visby Rules – Article IV Rule 6 – dangerous cargo-implied obligation – common law – By Bunge SA V ADM Do Brasil Ltd. “The *Dorya Radhe* was loaded with a cargo of 44,337.515 tonnes of Brazilian soyabean meal pellets at Paranagua. The cargo has been loaded by nine shippers who each received at least one bill of lading incorporating the Hague-Visby Rules. It was estimated that between 14 and 20 rats had been introduced on board the ship at the time of loading. This caused the carriers Bunge, who were time charterers, significant delay and cost, which in total was in excess of \$2 million.” THE JOURNAL OF INTERNATIONAL MARITIME LAW, May-June 2009, p 207

Expanding the ambit of liability for oil pollution damage from tankers: The charterer’s position under EU law – By Richard Caddell “On 11 December 1999 the *Erika*, an oil tanker laden with a substantial cargo of heavy fuel oil, foundered and sank off the French Atlantic coast. The *Erika* had been chartered for the purposes of supplying the national Italian electricity company ENEL. The first defendant, a corporate entity now known as Total France, was the primary supplier of the oil, which it sold to the second defendant, Total International Ltd, which then chartered the ill-fated *Erika*. The resulting oil spill caused significant pollution to the French coastline, resulting in enormous costs of clean-up and a large number of claims for compensation.” THE JOURNAL OF INTERNATIONAL MARITIME LAW, May-June 2009, pp 219-223

Conflicts of Conventions in the Rotterdam Rules – By Erik Bosaeg “In the Rotterdam Rules, States Parties commit themselves to denounce previous carriage by sea Conventions. Other Conventions are, however, believed not to conflict with the Rotterdam Rules, partly due to some elaborate conflict clauses in the Rules. In this article I will first discuss the collision clauses from a policy point of view, and thereafter I will discuss whether conflicts exist with other transport Conventions despite the conflict rules.” THE JOURNAL OF INTERNATIONAL MARITIME LAW, May-June 2009, pp 238-248

The legal status of the Arctic under contemporary international law: an Antarctic regime or poles apart? – By Thomas Blunden “This article seeks to demonstrate that existing international legal instruments do not, and cannot, adequately respond to the ecological threats facing the Arctic region. An Arctic treaty is required in order to protect this fragile environment.” THE JOURNAL OF INTERNATIONAL MARITIME LAW, May-June 2009, pp 249-263

The third EU maritime safety package – objectives and challenges – By Jason Chuah “On 11 March 2009, the European Parliament approved the adoption of the Third EU Maritime Safety Package, the so-called Erika III Package. The package includes measures dealing with the following: quality of flag; standards for classification societies; port state control; traffic monitoring; incident and casualty investigations; carrier liability (Athens Convention); shipowner’s insurance for maritime claims.” THE JOURNAL OF INTERNATIONAL MARITIME LAW, May-June 2009, pp 271-273

Spill funds fall short - By Miriam Fahey “The compensation funds that soften the blow for shipowners following an oil spill might not be adequately capitalised, Richard Bardwell, director of Navigators Underwriting Agency (NUAL) has warned. “It’s pretty much accepted that shipowners cannot take on full liability after an oil spill,” he said. The limitation of the owner can be \$153M for a larger vessel, but clean-up costs and compensation claims could spiral rapidly, he pointed out. There are compensation funds within the inter-governmental International Oil Pollution Compensation Funds (IOPC) structure to which some states subscribe, but this isn’t necessarily enough, he warned.” FAIRPLAY, 1 October 2009, p 7

Polembros Shipping pleads guilty to green violations in the US - By Eric Martin “Polembros Shipping will pay a \$2.7m fine after pleading guilty this week to criminal violations of US environmental laws, authorities say. The Greek shipowner’s fleet of 20 ships also will be banned from US ports and territorial waters for three years, according to the US Department of Justice. The guilty plea in a US federal court in New Orleans follows similar pleas by three seafarers from the 71,200-dwt Theotokos (built 1984). The Polembros-managed bulker was found to have unreported oily-water discharges, a crack on its rudder stem and was leaking oil into its forepeak ballast tank, prosecutors say. Polembros pleaded guilty to two counts of failing to maintain accurate ballast-water records, a count of failing to report the hazardous crack and a count of making false statements that concealed a leak in the ballast tank, authorities say.” TRADEWINDS, 2 October 2009, p 22

'Full City' officers face new charges - By Adam Corbett “Norwegian police have brought forward a new environmental law that carries a maximum sentence of 10 years. Chinese shipowner Cosco looks likely to escape prosecution over pollution caused by its 26,800-dwt bulker Full City (built 1995) as the number of charges against its officers has been increased. Telemark police have added an additional charge of environmental crime to that of breaching the Norwegian Ship Safety Act against the master and third mate of the bulker, which grounded in a storm while at anchor off Langesund on 31 July.” TRADEWINDS, 2 October 2009, p 50

Judge takes heat over remarks in toxic- slops action - By Adam Corbett "A UK high court judge who spoke out in support of trader Trafigura's claim that dumping so called "toxic slops" from the 47,800-dwt tanker Probo Koala (built 1989) in Abidjan caused only minor health problems has been criticised by environmentalists. Greenpeace Netherlands insists the comments made by Justice MacDuff in an out-of-court settlement reached between 30,000 Ivorian claimants and Trafigura would have no bearing on its attempts to bring criminal charges of manslaughter against the oil trader. Although the civil compensation claim was not heard in his court, Justice MacDuff said: "I know from my own reading of the court papers that the experts were quite clear that the slops could not give rise to the sort of symptoms and illness which were being claimed in some of the press." TRADEWINDS, 2 October 2009, p 50

US dart rules add urgency "Despite the IMO's Ballast Water Convention remaining stuck in the ratification process with very few signatures yet appended to it, there is a growing urgency for ship operators to consider voluntary compliance, at least. Several countries and US states have introduced regulations that effectively mean the IMO convention or something even more stringent applies locally. "FAIRPLAY SOLUTIONS, October 2009, p38

European seaports set out transport policy priorities to cut bottlenecks - By Roger Hailey "European seaport bosses have set out their transport policy wish list - aimed at avoiding supply chain bottlenecks - in response to the European Commission's policy review for transport. The Brussels-based European Sea Ports Organisation has set out nine policy priorities for the commission to consider ahead of next year's White Paper, which will set the European Union's transport agenda for the next decade. Espo proposes strengthening the role of seaports and inland ports, as well as further development of hinterland connections. In its consultation document, Espo said: "Despite the current economic slowdown, the next decades will likely bring a solid growth in EU external trade and transport demand as well as increased environmental and energy-related concerns." LLOYD'S LIST, 5 October 2009, p 2

Samsa bans Russian P&I pool - By Richard Meade and Nigel Lowry "South Africa's maritime authorities have warned that any vessel insured by the Russian P&I pool will effectively be barred from entering the country's ports following a dispute that could see the government paying for a \$15m salvage operation. The drastic move by the South African Maritime Safety Agency was taken in the wake of an increasingly expensive salvage operation to remove the 30,529 dwt bulker Seli I, which grounded off Cape Town on September 7. The Turkish-owned handysize bulker was insured for hull risks by JSC Rosgosstrakh of Moscow and for P&I by Hamburg based Zeller Associates Management Services on behalf of the Russian P&I Pool. However, after several weeks of limited contact with the two companies, Samsa has told Lloyd's List that both the hull and P&I insurers had "sought to withdraw insurance cover" for the vessel." LLOYD'S LIST, 5 October 2009, p 3

French court of appeal to assess Erika verdicts - By Andrew Spurrier "The Erika disaster will start its second passage before the French courts today as the Paris court of appeal begins its examination of the verdicts reached by the Tribunal de Grande Instance de Paris regarding responsibilities for the loss of the ill-fated tanker in December 1999 and the pollution caused by its heavy fuel oil cargo. After four months devoted to the initial hearing in 2007, the court of appeal has set aside six weeks to hear the appeals against conviction lodged by the Total oil group, Italian classification society Rina, Erika owner Giuseppe Savarese and manager Antonio Pollara." LLOYD'S LIST, 5 October 2009, p 4

Rina makes new plea for immunity - By Andrew Spurrier "Classification society Rina went straight on to the offensive on the opening day of the appeal into the Erika disaster, with a new plea for immunity from conviction. As it did on the opening day of the original trial in February 2007, Rina argued that, since the French courts had exempted Malta from prosecution by virtue of its status as a sovereign state, the Paris court of appeal should similarly exempt it as Malta's official delegate for the provision of safety and other certification required by international convention." LLOYD'S LIST, 6 October 2009, p 3

EU pollution prosecutions are hard to achieve - By Justin Stares "Prosecuting ships' operators and crews for illegally discharging oily waste in European Union waters is proving "very difficult", the head of the European Maritime Safety Agency told the European parliament yesterday. While Emsa's Cleanseanet satellite system is sophisticated enough to detect small quantities of oil within minutes of an illegal discharge, only the boldest of public prosecutors are willing to take action, said executive director Willem de Ruyter. Talking to the parliament's transport committee, Mr de Ruyter called for dialogue with the "prosecuting community" so that offences do not go unpunished." LLOYD'S LIST, 7 October 2009, p 2

Union to fight piracy ruling "The Danish union 3F has lost the latest round in its battle to secure compensation for four members who were held hostage for 83 days off the coast of Somalia. The union has now appealed to a higher court against the Copenhagen City Court decision to reject a compensation

claim on behalf of crew members onboard the general cargoship Danica White, hijacked in June 2007" TELEGRAPH, October 2009, p 15

Insight & Opinion: The Sea Monster "Like the many-headed Hydra of Greek mythology, the Erika oil spill disaster has spawned myriad claimants, all of whose interests will have to be addressed at the appeal hearing now running in Paris. Andrew Spurrier reports." LLOYD'S LIST, 9 October 2009, p 7

Issues of competence "The outcomes of the *Cosco Busan* casualty cases make interesting reading and provide further evidence that, increasingly, there is no place to hide from the law in whichever jurisdiction an accident occurs: but especially so in the US." SEAWAYS, October 2009, p 1

Brussels ministries in fight over future remits - By Justin Stares "Brussels ministries are fighting each other for territory ahead of restructuring within the European Commission. Directorates-general for transport, maritime affairs, environment and industry are moving in on each other's policy areas in an attempt to gain power in the end-of-year shake-up." LLOYD'S LIST, 13 October 2009, p 2

German coastal states draw up joint maritime policy plan - By Katrin Berkenkopf "The five German coastal states have teamed up to outline their ideas for a future maritime policy to the new federal government. The states have issued a paper demanding more money for maritime infrastructure, while at the same time supporting a continuation of the current successful shipping policies." LLOYD'S LIST, 14 October 2009, p. 1

Brussels probe finds IACS did not infringe competition law - By Richard Meade "The European Commission has closed its antitrust investigation into the International Association of Classification Societies without any finding of infringement of competition law. The commission's investigation, which has been running since January 2008, focused on the manner in which IACS established and applied its membership criteria. It also looked at the transparency associated with developing and publishing IACS unified requirements and other technical requirements." LLOYD'S LIST, 15 October 2009, p 16

Court rules on rights of UK-based seafarers in dismissal disputes - By Steve Matthews "In a potentially far-reaching decision affecting the employment of seafarers, the Court of Appeal in London has ruled that seafarers based in the UK who work on non-UK-flagged vessels can claim unfair dismissal. The court rejected an appeal by Guernsey-based Condor Marine Crewing Services against a decision by an Employment Appeal Tribunal in February. The Court of Appeal refused to give Condor leave to appeal to the new Supreme Court. The case concerned Peter Diggins, a chief officer living in England, who worked on a Condor ferry operating between Portsmouth and the Channel Islands. The ferry was flagged in the Bahamas. He was dismissed but argued that he had been dismissed unfairly." LLOYD'S LIST, 16 October 2009, p 2

IACS gets back to basics after Brussels investigation - By Richard Meade "Having agreed to a series of legally binding commitments as part of the case settlement, the association still has a significant workload to complete as a result of the investigation. However, it will also have more time to focus on the work of class, rather than trading legal blows with competition lawyers. Greenhouse gases and goal-based standards are at the top of the agenda, along with what Mr Hodgson - the association's new permanent secretary refers to as the ordinary business of IACS: ensuring safer shipping." LLOYD'S LIST, 16 October 2009, p 4

Kassian accuses US over 'neglect' - By Bob Rust "A strange reversal of roles, a Greek shipowner is in court accusing US legal authorities of failing to take notice of its oily waste. Kassian Maritime Navigation Agency Ltd is asking a federal judge in Florida to shorten the period of probation - a reward that had been promised for implementing strict environmental routines. But the convicted environmental offender's lawyers suggest that their reformed client has laboured to attract the attention of the officials who are supposed to be supervising its efforts to mend its ways - raising questions about whether the US is interested in changing the environmental behaviour of shipowners or only in racking up convictions and million-dollar fines." TRADEWINDS, 16 October 2009, p 24

Charges laid over 'Black Rose' sinking - By Pinaki Routray and Gary Dixon "Indian police have filed charges against the owner and manager of the wrecked 38,000-dwt bulker Black Rose (built 1977) over its insurance, while a ship agent is preparing to take civil action. Police charges relate to protection-and-indemnity (P&I) documents that Paradip officers claim were forged. The Mongolian-flag ship sank with a cargo of wet iron ore at the port in September. "We filed cases of cheating and forgery against the Singapore-based shipowner, Black Rose Maritime, [manager] Pacmar Shipping and the Hong Kong-based charter company, Devi Trading," officer-in-charge of marine police, T Patel, told the Times of India." TRADEWINDS, 16 October 2009, pp 58-59

Breaking up is hard to do “Under the MARPOL convention, shipping companies have to make sure that the latest oily water separating system is fitted onboard vessels to adequately remove oil contaminants from bilge water. But prosecution of shipowners for breaches to the convention continues to be a problem for the industry.” MER, September 2009, pp 20-24

Buket captain receives 24-year sentence “A court in Georgia has sentenced the master of a Turkish cargo carrier to 24 years in prison for breaching an economic blockade. Captain Mehmet Coskun Ozturk, master of the *Buket*, was arrested on 17 August at the Port of Poti, Georgia, for transporting fuel to the breakaway region of Abkhazia.” SAFETY AT SEA INTERNATIONAL, October 2009, p 7

Total chairman defends action over Erika oil spill - By Andrew Spurrier “Total chairman Thierry Desmarest has defended the oil group’s role in the *Erika* disaster, insisting that its personnel were not guilty of any failures. Mr Desmarest, who appeared before the Paris appeal court hearing into the disaster, said in a statement issued afterwards that he regretted having initially underestimated the scale of the consequences caused by the loss of the *Erika* off the French Atlantic coast in December 1999. He regretted “not having had the words to express his emotion and his solidarity with the victims of the pollution” caused by the release of the vessel’s heavy fuel oil cargo into the sea. But he argued that it could not be contested that the group had reacted “very rapidly and very concretely in doing everything possible to limit the consequences” of the accident.” LLOYD’S LIST, 29 October 2009, p 2

Training for the Maritime Labour Convention 2006 “When the Maritime Labour Convention 2006 comes into force it will replace 40 existing conventions and 29 regulations, and will provide seafarers with fair terms of employment and guarantee them safe, secure and decent living and working conditions on board ship. Shipowners will benefit from having a clear, consistent set of standards with which all must comply.” MER, October 2009, p 9

4. MARINE TECHNOLOGY

Neftech and SSC tie-in to promote fuel-savings - By Marcus Hand “Singapore-based Neftech has signed a deal with Singapore Shipping Corp to market its nascent fuel-saving technology to 10 major shipowners. The Russian technology company has developed a system using cavitation technology that it claims can save around 10% of a vessel’s fuel costs once it has been installed.” LLOYD’S LIST, 1 October 2009, p 4

Ahead in the clouds - By Christopher Browne “Clouds will soon be combating the greenhouse effect, according to a think tank called the Copenhagen Consensus Center (CCC). A fleet of 1,900 unmanned vessels will patrol the oceans sucking up droplets of seawater and spraying them from tall funnels into existing clouds - a process known as cloud seeding. The particles of salt in the droplets will act as new centres of condensation, enlarging and whitening the clouds overhead. These huge, billowing masses will reflect 1-2% of the sun’s rays that normally heat the oceans, bouncing them back into space and thus cooling the earth’s atmosphere. “The project will cost \$9Bn, which is not very much compared to the cost of the current policy decisions that are being made about global warming,” said Bjørn Lomborg, director of the CCC.” FAIRPLAY, 1 October 2009, p 32

Singapore scrubber (Ecospec) seeks to solve emission challenges “The maritime community, by now, has heard about a new emissions scrubbing device named CSNOx – a technology that could hold the key to solving all the emissions issues facing the shipping industry. The CSNOx device was invented to benefit the shipping industry by cutting back harmful emissions namely nitrogen oxides (NOx), sulphur oxides (SOx), particulate matter (PM) and – this is what all the excitement is about – carbon dioxide (CO2). No other scrubber manufacturer in the maritime world currently has a solution that can remove CO2.” BUNKERWORLD, September/October 2009, p 9

Working towards a lasting solution “The marine exhaust gas cleaning system market offers a clear commercial opportunity; now is the time, argues Chris Leigh-Jones, Managing Director, Krystallon, to ensure we deliver a lasting technological solution.” BUNKERWORLD, September/October 2009, p 10

Saving fuel using weather routing “With increasing interest in fuel economy, Bunkerworld asked Capt. Syed Fakhru Islam, Commercial Manager, GAC SMHI Weather Solutions, The GAC Group, to outline the possible savings from a new forecasting service.” BUNKERWORLD, September/October 2009, pp 11-12

US Navy to test biodiesel "The US Navy is to test a biodiesel blend in some of its fleet in an effort to reduce greenhouse gas (GHG) emissions and increase energy security." BUNKERWORLD, September/October 2009, p 23

EPA to look at CO2 sequestration "The US Environmental Protection Agency (EPA) is requesting public comment on new information about the use of geologic sequestration to reduce emissions of carbon dioxide (CO2). Geologic sequestration (GS) is the process of injecting CO2 from a source through a well into the deep subsurface. Sequestration has the potential to keep up to a third of manmade CO2 out of the air, some reports have said." BUNKERWORLD, September/October 2009, p 24

Cruise line favours scrubbers "Royal Caribbean Cruises Ltd. (RCC) has announced plans to focus on scrubbing technology as opposed to shoreside power to help reduce its carbon footprint." BUNKERWORLD, September/October 2009, p 26

Bunker suppliers stay cool over gas-fuelled ships - By Craig Eason "Although the Nordic shipping industry is taking a serious look at the potential for liquified natural gas to be used as a ship's fuel and help it meet future emissions targets, bunker suppliers and engineering firms are more cautious. Cryo, a Gothenburg-based maker of the cryogenic tanks and pipes, is involved in building the new terminal in Nynäshamn, south of Stockholm, and has delivered a number of fuel tanks to existing Norwegian gas-powered vessels, including the Fjord 1 ferries and the offshore supply vessel Viking Energy. Chief executive Gunnar Lennarås sees the situation as chicken and egg, with the suppliers waiting for the market to mature and the shipowners waiting to see if the supply is there before building ships that will cost more than those running off diesel oil. The cycle, he says, can be broken by the politicians, similar to what he has seen in Norway." LLOYD'S LIST, 2 October 2009, p 7

Neste Oil to test emissions scrubber in subzero Baltic "Finland's Neste Oil has put a scrubber on one of its tankers operating in the Baltic Sea and is the first fully certified systems in the emission control area. The decision is not because the vessel needs it at the moment - it already uses fuel oil with a sulphur content of 0.5%, when the limit in these waters is currently 1.5% - but because the company wants to look at the viability of the system for when the global emission limit for sulphur drops to below 0.5%. Neste will test the system over the coming year, particularly during the winter months and the colder the better, according to senior adviser Erki Kotiranta, who wants to see how it performs in the Baltic's subzero conditions. In July 2010, the SOx emissions limit for the Baltic will drop to 1.0% and Wärtsilä has already said its system will be able to manage that level of emission with a fuel with sulphur content of 3.5% " LLOYD'S LIST, 2 October 2009, p 9

Pumps for low sulphur "German pump manufacturer Allweiler has developed a range of pumps for low sulphur fuels and lubes. The Allfuel series of screw pumps is designed to move oils and other lubricants with a maximum discharge pressure of 40bar. Special material combinations comply with the latest regulations requiring ships in ports and inland waterways to use fuels that contain less than 0.1% sulphur." FAIRPLAY SOLUTIONS, October 2009, p 5

ICE helps with fire safety "A new thermal imaging camera boasts unique technology that can improve safety and success during search-and-rescue operations and fire-fighting. The M250 Marine Search and Rescue Thermal Imager uses Intelligent Contrast Enhancement (ICE) thermal imaging technology to give users a clearer image of crucial safety situations." FAIRPLAY SOLUTIONS, October 2009, p 6

Scrubbers at the crossroads "September brought mixed messages for those who have been championing scrubber technology as a means of meeting COx emission standards. There were almost simultaneous announcements from Europe and the US that had the scrubber fraternity cheering and despairing respectively. On the plus side, DNV granted a compliance certificate for the requirements for SOx emission control areas (ECAs). "FAIRPLAY SOLUTIONS, October 2009, pp 36-37

Environment-friendly fuel cell to be tested at sea "Despite the shipping industry being the most energy efficient form of transport for goods, it faces an uphill struggle to convince the wider world of its green credentials. For the foreseeable future it will be the role of diesel engine designers to refine and improve marine engines, but in the long term few would dispute that alternative forms of power are needed. As with other transport sectors, fuel cells of one type or another are regarded as showing the most potential and are generally mentioned as being the main power source on concept ship designs." FAIRPLAY SOLUTIONS, October 2009, pp 40-42

Watching the box "Being able to track cargoes – especially high-value or high-risk goods in containers – throughout their journey has become possible thanks to a new satellite system developed in the US." FAIRPLAY SOLUTIONS, October 2009, p 43.

Stena is fuelling LNG innovation "Nordic innovation in tanker design has found new expression in Stena's E-MAXair concept of a 16,400 dwt oil and chemical products carrier, marrying a strong focus on energy savings, emissions reduction and safety, with potential competitive benefits as regards cargo intake and trading flexibility. A pioneering approach rooted in pragmatism has characterised the Swedish group and its in-house design undertaking Stena Teknik over the years, and the E-MAXair project is fresh testament to that strategy and a belief in fostering a greener shipping industry." LLOYD'S LIST, 5 October 2009, p 9

SOx scrubber allows traditional fuel oil use "One of the modern fleet of product carriers operated by Neste Shipping of Finland has provided a demonstration platform for an exhaust gas cleaning system designed to meet increasingly stringent controls governing emissions of sulphur oxides. The ship's pilot SOx scrubbing plant and the compliance certificate recently issued by Det Norske Veritas for the system have potentially far-reaching operational significance for the industry. It shows shipowners may still have the option of using traditional fuel oils rather than low-sulphur fuels for vessels sailing in designated SOx Emission Control Areas, such as the North Sea and Baltic." LLOYD'S LIST, 5 October 2009, p 10

MOL unveils its next generation ship design "The technology utilised in Mitsui O.S.K. Lines (MOL) newly unveiled next-generation car carrier will now be incorporated into next-generation designs for ferries, bulkers, tankers and containerships. The car carrier design, designated ISHIN-1 (which stands for Innovations in Sustainability backed by historically proven, Integrated Technologies), adopts large capacity solar power panels and rechargeable batteries to completely remove ships borne CO2 emissions while in port during loading and unloading operations." SHIPPING WORLD & SHIPBUILDER, September 2009, p 10

The energy prognosis "As we move further into the 21st Century, the world is increasingly focussed on the problems of the environment and in particular pollution from fossil fuels. At the same time some pundits predict that the world's supply of oil, the main fossil fuel in use today, is now past its peak and going into decline. What should the marine industry do?" SHIPPING WORLD & SHIPBUILDER, September 2009, pp 4-6

Cleaner exhaust calls for further commitments "Marine engineers have proven resourceful over the years in adapting to operating and maintaining plant introduced to improve efficiency, safety and fuel treatment but new challenges are faced from systems required to meet tougher emission regulations." SHIPPING WORLD & SHIPBUILDER, September 2009, pp 8-13

A safe sea anchor for every ship "Oslo based salvage company Miko Marine as has designed a high strength sea anchor capable of being used by the largest vessels. Trials have already demonstrated how the system, intended as a component of the European Ship Arrestor Project, could be an important safety aid for high-risk ships. Claus-Christian Apneseth, project manager for the Norwegian firm, believes that a sea anchor should be routinely carried by any ship with a dangerous or potentially polluting cargo." SHIPPING WORLD & SHIPBUILDER, September 2009, p 46

Fuel switch spurs malfunctions spike in California - Martin Rushmere "Will emission curbs off American shores hike safety risks? An answer may be emerging in California, where low-sulphur fuel has been mandated within 24n-miles of shore since 1 July. Carriers and harbour safety agencies now report a "dramatic increase" in propulsion failures involving fuel switches, engines cutting out at low speed when operating on low-sulphur fuel, and start-up problems at the docks. The US Coast Guard has launched an investigation, with results due in the next few weeks." FAIRPLAY, 8 October 2009, p 6

Technology takes off in piracy fight "Major shipping firms - including BP Tankers are working with Europe's biggest defence company, BAE Systems, on the development of sophisticated new electronic early warning equipment to cut the risk of pirate attacks. The US company Balinor International is offering a high-tech detection system that claims a range of up to 96nm, giving crew members 'a serious edge' in their security efforts." TELEGRAPH, October 2009, p 28

Low-carbon link Europe unveils research resource "European Union Commissioner for Science and Research Janez Potocnik launched the online Strategic Energy Technologies Information System on Wednesday. The aim of the project, known as SET-Plan, is to provide the latest research results on the status, forecasts and research and development investment figures for low-carbon technologies. The EU initiative was launched as part of the region's drive to meet future targets in using more renewable energy, but also include research into second-generation biofuels, capture, transport and storage of carbon, integration of renewable energy sources into the electricity network and energy efficiency in the transport sector." LLOYD'S LIST, 9 October 2009, p 16

Imarest calls for new look at climate change - By Richard Meade "The Institute of Marine Engineering, Science and Technology has called for an objective and scientific analysis of all climate change strategies and technologies being developed by the shipping industry. An expert panel established by the London-based institute yesterday asked its members to step up their engagement in the climate change debate and help to improve scientific understanding of the climate system and climate change technologies." LLOYD'S LIST, 14 October 2009, p. 1

Nano technology, the flexible performer "Paint manufacturer KCC has said that its nano-based paint so comprehensively outperforms conventional paints that owners will save on costs in the long term. According to KCC their nano paint was tested in accordance with International Maritime Organization Performance Standards for Protective Coatings and the new paints lasted up to 15 years compared to conventional paint which had an effective operational span of five years." THE NAVAL ARCHITECT, October 2009, p 50

Cranfield University's mega-wave tool identifies loading pinch points "Cranfield University in the UK has recently completed the development and demonstration of an analysis tool called Wave-X, capable of predicting the response of ships and offshore structures to extreme ocean wave loading." THE NAVAL ARCHITECT, October 2009, pp 55-58

Fatigue analysis gets automated "Further development in the area of an automatic fatigue analysis tool for structural parts has been analyzed by Seong-Jin Yoo, Won-June Lee, and Heung-Won Suh, of Daewoo Shipbuilding & Marine Engineering Co.,Ltd., South Korea." THE NAVAL ARCHITECT, October 2009, pp 59-62

BV and SENER crack ship structure monitoring "Condition assessments of ship structures are notoriously time consuming, but BV and SENER have developed a 3D model that cuts the time and cost of the process." THE NAVAL ARCHITECT, October 2009, p 63

A.P Moller lifeboat joint venture launched into market "Nadiro has launched what it believes to be latest in lifeboat development, as well as a new company in the lifeboat market. While there is no central reporting regarding lifeboat accidents one study completed by the Marine Accident Investigation Branch in the UK revealed 12 fatalities and 87 injuries reported from UK flagged vessels in a 10-year period between 1991 and 2001 making lifeboat accidents the largest single reason for shipboard fatalities." THE NAVAL ARCHITECT, October 2009, pp 71-72

Schat-Harding stays ahead of standards "The International Maritime Organization (IMO) has moved to set higher standards for all on-load release hooks, and it is expected to include higher standards for existing lifeboats. Schat-Harding is confident that its LHR hooks now fitted to all new lifeboats and being used for rehooking by forward thinking owners will not need replacing." THE NAVAL ARCHITECT, October 2009, pp 74-75

Rudder system developments "In recent years there have been some significant developments in the traditional rudder as a manoeuvring device. These have both improved steering performance but the design features, by improving water flow, have also led to overall improvements in propulsion efficiency." MER, September 2009, p 34-35

Fuel saving coating "Japan's Nippon Paint last year launched its next generation hull coating with claims of significant fuel savings. These claims were verified when the manufacturer coated six Aframax vessels owned by American Eagle Tankers with its new LF-Sea antifouling paint and found that vessel operations using the solution resulted in 4% less fuel being consumed and fewer NOx, SOx and CO2 being emitted than when the vessels were operating with their previous coating system." MER, September 2009, p 48

Method for rapid localization of seafloor petroleum contamination using concurrent mass spectrometry and acoustic positioning – By R. Camilli, B. Bingham, C.M. Reddy, R.K. Nelson, A.N. Duryea "Locating areas of seafloor contamination caused by heavy oil spills is challenging, in large part because of observational limitations in aquatic subsurface environments. Accepted methods for surveying and locating sunken oil are generally slow, labor intensive and spatially imprecise. This paper describes a method to locate seafloor contamination caused by heavy oil fractions using *in situ* mass spectrometry and concurrent acoustic navigation." MARINE POLLUTION BULLETIN, October 2009, pp 1505-1513

Sunny outlook for weather routing - By Craig Eason "Weather routing energy saving devices were some of the easiest to implement, according to the International Maritime Organization in a study of

measures reported in 2000. Fleet planning, just in time routing and weather routing were identified as providing the highest levels of fuel and emission savings with the least amount of effort and little or no additional equipment necessary. Several solution providers are in the market trying to get owners more interested in using weather routing." LLOYD'S LIST, 20 October 2009, p 6

A biofuels future for chemical tankers? "Use of biofuels is mandated by some governments. Barry Parker reports on what this growing market could mean for tanker trades." FAIRPLAY, 22 October 2009, p 22

Dousing the decks "A new research project aims to update 40-year-old design criteria for the use of water sprinkler systems on board ro-ro vessels. Tom Bailey explains what changes are needed and why." SAFETY AT SEA INTERNATIONAL, October 2009, pp 29-30

A foldable future "Does plastic container that can be folded and stacked easily represent the next big development in shipping? Christopher Browne investigates." SAFETY AT SEA INTERNATIONAL, October 2009, pp 38-39

ICE helps with fire safety "A new thermal imaging camera boasts unique technology that can improve safety and success during search and rescue operations and fire-fighting. The M250 Marine Search and Rescue Thermal Imager uses Intelligent Contrast Enhancement (ICE) thermal imaging technology to give users a clearer image of crucial safety situations." SAFETY AT SEA INTERNATIONAL, October 2009, p 45

Optimisation of tanker design for efficiency and safety "Germanischer Lloyd (GL) is working on the development of innovative tanker designs with optimised characteristics with respect to cargo transport efficiency and environmental safety issues using a novel holistic tanker design procedure." TANKER OPERATOR, October 2009, pp 22-23

The flexibility of twin screw vessels with various propulsion concepts "Today, many ships are equipped with a single screw propulsion system, but as the demands on high efficiency, as well as increased flexibility and redundancy becomes stronger, many designers and shipowners are looking towards multi-screw propulsion systems." BIMCO BULLETIN, August 2009, pp 24-27

Propellers for fuel economy "Against a background of depressed shipping demand, coupled with high fuel oil prices and increasing environmental legislation and despite a recent drop in fuel prices, there is still a pressing need to reduce fuel consumption for both economic and environmental reasons." BIMCO BULLETIN, August 2009, pp 30-33

Goal-based standards become closer "Class societies are worried that goal-based standards will get bogged down in IMO minutiae resulting in new designs taking years to get verified." BIMCO BULLETIN, August 2009, p 52

O₂, H₂S and CO Gas Detectors "Draeger has expanded its family of single gas detectors with the launch of the Draeger PAC 3500 and Draeger Pac 5500. Designed for personal protection and ideal for use in oil and gas, chemical, power generation, steel, water and other general industrial applications, these compact gas detectors measure the concentration of O₂, H₂S or CO in the air. Both instruments use minimal battery power and because they have low maintenance requirements, offer a low cost of ownership." MER, October 2009, p 52

5. MARITIME SAFETY

MAIB pinpoints second deficient truck stowage - By David Osler "Deficient stowage of trucks on UK freight ferries has come under the spotlight for the second time in two months, with the release yesterday of a Marine Accident Investigation Branch report into an incident onboard a Stena vessel earlier this year. A similar report in early September slammed inaccurate cargo information, which it said rendered proper stability calculations impossible, as one of the main causes of the grounding of Seatruck ferry Riverdance near Blackpool in January 2008. The latest set of findings relate to a case that occurred on January 28, during which an articulated road tanker crashed through a stern door of Stena Voyager shortly after the ferry had commenced a scheduled crossing from Stranraer, Scotland, to Belfast, Northern Ireland." LLOYD'S LIST, 1 October 2009, p 2

Lack of bridge training is jeopardising ship safety - By Jerry Frank "Only 18 months ago in the heady last days of the shipping boom, amid all the cash and confidence, concerns were still rife over navigational

errors and the steady rise of accidents at sea. Marine insurers were among those then warning that the pace of demands on ships and crews was jeopardising safety at sea, and this threat was accentuated further by the global shortage of skilled seafarers. The sub-text to these quite commonplace observations was - and is - that shipowners and their managers, many of whom were so keen to invest in new tonnage at the height of the freight market frenzy, proved less enthusiastic to plough their profits back into navigational training and skills." LLOYD'S LIST, 1 October 2009, p 6

Islands and cruising negotiate flu protocol "One of the most pressing concerns for cruise lines, ports and agents is whether swine flu panic will spur last-minute disruptions to island calls. Global fears of a swine flu catastrophe have abated. But there's still a risk that health concerns could hamper the Caribbean cruise trade. The worst-case scenario played out in June, when passengers of Pullmantur's Ocean Dream were repeatedly denied the right to come ashore due to fears that individuals aboard were infected with the H1N1 virus." FAIRPLAY, 1 October 2009, p 22

Safe side of horror "A series of "graphic and sometimes shocking" videos aimed at improving safety and reducing accidents on board ships have been produced following a tie-up between Videotel and the Standard P&I club. It is planned to distribute the message through mobile devices and internet downloads, as well as DVD." FAIRPLAY SOLUTIONS, October 2009, p 6

Ship safety levy is raised - By David Osler "The South African Maritime Safety Authority has increased its safety levy on all vessels calling at the country, with effect from Thursday of last week, despite the campaigning efforts of local ship agents against the move. The fee is charged on the basis of gross registered tonnage, at a rate of Rand92 (\$12) per 100 tonnes or part thereof, and will have to be included in all estimated and final disbursement accounts." LLOYD'S LIST, 5 October 2009, p 3

Stark warning over focus on capacity above ship stability - By Craig Eason "Naval architects could be creating legally sound ships that are unstable if they focus too much on cargo efficiency in the design process, according to Flensburg Shipyard naval architect Heike Billerbeck. "Some designers only think of cargo capacity and nothing else," Ms Billerbeck said. "Legislators should make it a requirement that other criteria such as seakeeping are taken into account more." She cited a design Flensburg made for a ro-ro vessel requested by Seatruck Ferries, a division of the Clipper Group. Seatruck was the owner of Riverdance, the vessel that ran ashore after a freak wave disabled it in January 2008, and wanted a vessel that was as efficient as possible yet had improved handling in the light of the accident." LLOYD'S LIST, 6 October 2009, p 6

Insurers raise alarm over safety slump "Marine insurers have raised renewed concern that safety standards in the shipping industry could be slipping again as a result of the slump in maritime markets." TELEGRAPH, October 2009, p 1

MAIB seeks urgent action of ferry stability dangers "Accident investigators have called for an urgent study of stability and operational issues affecting the safety of ro-ro vessels, operating from UK ports. The call came last month in a report on the loss of the 6,041gt Seatruck ferry Riverdance in heavy weather in the Irish Sea last January. The Bahamas-flagged vessel was a write-off after grounding on a beach near Blackpool." TELEGRAPH, October 2009, p 13

Lost containers carrying explosives "Ships transiting waters northwest of Papua New Guinea have been told to be on the lookout for containers of explosives and others loaded with frozen chickens lost overboard from the former Perkins Shipping vessel Frances Bay, reports Lloyd's List DCN. PNG's National Maritime Safety Authority warned on Wednesday that vessels entering or leaving the port of Lae were advised to do so "with extreme caution" after the loss of about 11 containers from the 1981-built, 2,100 dwt vessel on Saturday 3rd of October." LLOYD'S LIST, 9 October 2009, p 16

USCG honours Hong Kong owners, - By Keith Wallis Eighteen "Hong Kong shipowners and shipmanagers received awards yesterday from the US Coast Guard for their continued participation in the automated mutual assistance vessel rescue system. Making the presentations at a Hong Kong Shipowners Association lunch, Martin Murphy, chief of the economic and political section at the US consulate, said 41 ships from 17 countries made rescues or helped rescue people last year. A further 139 ships from 28 countries were contacted to assist in rescue operations. Overall, 197 survivors were rescued in 2008." LLOYD'S LIST, 14 October 2009, p. 1

ConocoPhillips under fire over Ekofisk ship safety standards - By Martyn Wingrove "US oil major ConocoPhillips has been slammed by the Norwegian authorities for not managing the ships that operate around the giant Ekofisk oil production complex in the North Sea. The statement came as a result of a three-month investigation into the collision between the Big Orange XVIII vessel and a platform at Ekofisk

earlier this year. The Norwegian Petroleum Safety Authority called on ConocoPhillips to improve, before the end of November, the management of ships that go within a 500 m safety zone around Norway's largest oil production centre, to prevent any further life-threatening incidents." LLOYD'S LIST, 15 October 2009, p 5

SOLAS updated for 2010 "The latest recommendations for the Safety of Life at Sea Convention will specify up to date provisions for safety equipment onboard vessels." THE NAVAL ARCHITECT, October 2009, p 76

Crew safety advice questioned after seafarer is shot dead by pirates - By Nigel Lowry "Worried shipping organisations are reviewing advice that crews should shelter in a safe panic room or secure citadel on board a vessel that comes under attack from pirates. The industry has been shaken by an incident in which a seafarer was killed and a ship mate injured when pirates fired assault rifles at a door in their efforts to break into the crew's hideout. The previously unreported tragedy took place on board a vessel hijacked over the summer. It is understood the ship was released after a ransom payment a number of weeks ago, but details remain scant." LLOYD'S LIST, 16 October 2009, p 1

Safety push to cut traffic at Newcastle - By Adam Corbett "Measures to reduce the number of bulkers queueing at an Australian port are set to be implemented from next year. An innovative new queuing system that will drastically change traditional loading methods is set to be introduced at one of the world's largest coal terminals in a bid to improve safety for up to 60 bulkers waiting to load each day." TRADEWINDS, 16 October 2009, p 58

Bulk carriers' safety to be target for improvement - By Craig Eason "Representatives from the shipbuilding industry, shipowners' associations and the classification societies have concluded their annual tripartite meeting with agreement on looking at ways to improve bulk carrier safety. The recent number of incidents involving bulk carriers has led to concerns in the industry over their stability, particularly with a trend towards increased loading rates. More than 60 representatives attended the eighth Tripartite meeting in Seoul, South Korea. Discussions also focused on greenhouse gases, goal-based standards, crew accommodation and piracy." LLOYD'S LIST, 20 October 2009, p 6

Call for more protection as pirates strike outside zones - By David Osler "The hijack of De Xin Hai is the latest in a string of piracy incidents that has made Somalia notorious both within the shipping industry and the mainstream media. What is worrying, experts say, is just how far out to sea the incident took place. Chinese vessels had already been told to stay 600 nautical miles off the east coast of Africa, but it appears that the 2008-built, 76,432 dwt De Xin Hai, captured by Somali pirates on Monday, was outside that zone at the time it was taken. It remains unclear whether China will extend the advised distance, which would add to the time and cost of voyages along that route." LLOYD'S LIST, 23 October 2009, p 4

6. MARITIME SECURITY

Somalia piracy is on the rise again - By Keith Wallis "Piracy is on the rise off the coast of Somalia, with four attempted attacks in the Gulf of Aden since September 19, the US Navy's 5th Fleet has warned. The US naval forces central command in Bahrain said three separate unsuccessful attacks occurred on September 19 and 20. These were followed by an attack on the 1983-built, 64,780 dwt panamax bulker Handy V on September 26, in which seven pirates were arrested by the Turkish Navy frigate Gediz , which is assigned to Nato's piracy taskforce. The US Navy said the more recent attack took the total number of piracy actions so far this year to 146, of which 28 had been successful. The rise in pirate activity was outlined as naval leaders from 30 nations and international organisations met in Bahrain on Tuesday to discuss piracy activity. The so-called shared awareness and deconfliction meetings allow navies operating in the area to share information at a working level." LLOYD'S LIST, 1 October 2009, p 14

Piracy Problem "At the International Chamber of Shipping's recent one-day conference in London US naval analyst Kim pointed out the nightmare scenario of pirate kingdoms both sides of the Gulf of Aden if, as she expected, Yemen became a failed state within 10-15 years. All sides agreed that the naval operation was treating the symptoms not the cause but the moves, if any on the strategic side, were probably years away. Meanwhile, the industry braces itself for an upsurge of pirate activity in the region after the current lull, once the monsoon season is over." SEATRADE, September/October 2009, p 2

Time for action "Piracy was the main issue exercising Andreas Droussiotis, ceo of Bernhard Schulte Shipmanagement (BSM), when Seatrade met with him in mid-summer. 'The convoy solution we have in the Gulf of Aden is not so effective,' he began. 'It's not just a case of repelling attacks but of eliminating

piracy altogether. It's easy money for them and if we're not careful other countries will join in and it's an escalating situation." SEATRADE, September/October 2009, p 59

Warnings of new pirate attacks as winds drop - By David Osler "Just two merchant ships and two fishing boats are being held by Somali pirates following the release of Turkish-owned bulk carrier Horizon 1 on Monday. However, security sources are warning against complacency and are sticking to earlier predictions that the problem will re-emerge once weather conditions in the Gulf of Aden improve. Although the operator has confirmed that a ransom was paid for the 1980-built, 32,173 dwt vessel and its crew of 23, it has declined to specify the amount." LLOYD'S LIST, 7 October 2009, p 2

Nigerian ceasefire raises cautious hopes for peace - By David Osler "Piracy specialists have expressed "cautious optimism" that a ceasefire deal between the Nigerian government and separatist militants will see a reduction in attacks on merchant shipping and oil installations in Nigerian waters. According to a report from Bergen Risk Solutions, piracy off the West African nation has declined noticeably in the first three quarters of 2009, with 46 attacks on international shipping and offshore petroleum assets, compared with 55 in the corresponding period of 2008. There were 11 attacks in the third quarter of this year, with three in July, four in August and four in September." LLOYD'S LIST, 8 October 2009, p 4

Piracy suspects set free despite suspicions - By David Osler "A Belgian warship in the Gulf of Aden boarded a suspected pirate skiff, conducted a search and then let the small craft go on its way, despite not believing claims that those on board were fishermen, according to a statement from EU Navfor. The men were warned about high-speed approaches to merchant vessels and were then released to continue on their way." LLOYD'S LIST, 8 October 2009, p 4

Gang targets Horizon 1 cash - By David Osler "Somali pirates who extracted \$1.7m from a Turkish shipowner for the release of bulk carrier Horizon 1 on Monday were attacked by another gang of pirates who attempted to rob them. According to an English-language Somali website, Garowe Online, fighting was reported in the village of Dhanane on Tuesday. There were no reports of injuries and the robbery was unsuccessful." LLOYD'S LIST, 8 October 2009, p 4

Hoegh Pusan under fire - By David Osler "Vehicle carrier Hoegh Pusan came under automatic weapons fire off the coast of Somalia on Sunday (4th of October), in a development that is only now being reported. The 1997-built, 44,219 gt vessel was heading for Mombasa at the time of the incident. The master responded by increasing speed, thereby successfully evading the aggressors. Reports claim that the ship sought help on an open radio channel but the pirates intercepted the call, and pretended to be a naval vessel." LLOYD'S LIST, 8 October 2009, p 4

Nato joins with Lloyd's in seeking solution to piracy - By Jerry Frank "International legal and operational challenges posed by piracy - as well its ancient antecedents - were not lost on a high-level Lloyd's of London session last week assessing security risks faced by global business and governments today. Alongside the contemporary threats of climate change and cyber risks, the joint Nato and Lloyd's-backed debate also focused on the resurgence of piracy off Somalia. With Nato's secretary-general Anders Fogh Rasmussen lining up alongside Lloyd's chairman Lord Levene and the International Maritime Organization's secretary-general Efthimios Mitropoulos, the piracy threat off the Horn of Africa was placed firmly in the context of wider threats to security." LLOYD'S LIST, 8 October 2009, p 6

Armed guards may see off pirates, but what about the lawyers? - By Jon Guy "The seizure of a Spanish fishing vessel off the coast of Somalia last week is said to signal the resumption of piracy activities in the area following the end of the monsoon season. The 100 m Alakrana and its crew of 36 are the latest in a long line of vessels that have fallen victim to the pirate gangs. The Judge Advocate General of the US Coastguard, Rear Admiral William Baumgartner, told marine underwriters and brokers in Houston that the potentially rich rewards of piracy and the lack of any opportunities in Somalia were driving the country's males into the piracy business." LLOYD'S LIST, 8 October 2009, p 6

Security costs divert shipowners - By Barnaby Eales "Shipowners are starting to switch away from ports that have passed on the costs of security via ship port dues, raising questions about to the extent to which port security applications are needed. The new trend was revealed at the International Port Security conference in Barcelona last week, where numerous players called for the establishment of a new standard in security to pave the way towards a level-playing field. "Current imbalances in security levels at ports [are] creating disadvantages. Those with more security have higher costs; other ports whose port dues have not been affected by the costs of security, do not see the need for all security applications," an industry source said." p 14

Piracy threat 'is set to get worse' "Amid warnings by defence experts that governments may need to maintain anti-piracy patrols in the Middle East for at least another five years, Nautilus has called for the TUC to step up pressure for further action to cut the threat to ships and seafarers." TELEGRAPH, October 2009, p 1

'Time to end piracy risks' "Nautilus warns of 'appalling state' of maritime security. Delegates at the annual TUC conference backed a Nautilus call for more to be done to tackle the threat of pirate attacks on merchant ships. General secretary Mark Dickinson unfurled a skull and cross-bones flag across the podium as he told delegates that today's piracy is far removed from the romantic imagery of films such as Pirates of the Caribbean. 'Six killed, eight missing feared dead, 19 injured, and more than 560 held hostage. That's the stark reality of modern-day piracy for seafarers,' he said. 'And that's just in the first half of this year.'" TELEGRAPH, October 2009, p 10

Rise in naval co-operation cuts attacks - By Fraser Bomford "In recent months, piracy has been in retreat from the front pages. Earlier in the year, it seemed that not a week would go by without a new case of a ship and its crew being taken hostage or a ransom being negotiated. With the fall in cases, news agencies have started to focus on other issues. AKE Intelligence has long argued that climatic conditions (namely the Indian monsoon season) have played a major role in the drop in the number of new ships taken. Quite simply, it is more difficult to approach and board ships in challenging maritime conditions. However, in addition to this factor, the combined international maritime effort, both in terms of resources and co-ordination, has increased pressure on pirates in the Gulf of Aden." LLOYD'S LIST, 9 October 2009, p 15

Pledged funds for Somalia security fail to materialise - By Richard Meade "Less than one third of the aid pledged by international donors six months ago to help Somalia's Transitional Federal Government boost security and fight piracy has been received. According to United Nations under-secretary-general for political affairs Lynn Pascoe, less than \$70m of the almost \$214m pledged by donors at an April 23 conference in Brussels has been handed over to help the embattled interim government end 18 years of lawlessness in the east African country and off its coast. The donations were pledged as part of a mission to build up a police force of some 10,000 personnel and a security force of 5,000; and to bolster the African Union AMISOM peacekeeping mission in Somalia, which currently stands at 5,000. Briefing a Security Council meeting on Somalia last week, Mr Pascoe said the Brussels pledges "need to be fulfilled immediately"." LLOYD'S LIST, 12 October 2009, p 2

SNCM ferry hijackers launch push for public support ahead of trial - By Andrew Spurrier "Four seafarers who took part in the hijacking of an SNCM ferry in Marseilles in September 2005 have called for support from their colleagues and the public before they go on trial next month. The four were among a group of 40 seafarers who took control of the 35,760 gt ro-pax vessel Pascal Paoli in the port of Marseilles as part of union efforts to prevent the government privatising the then state-owned company. They subsequently claimed the vessel for the people of Corsica and tried to take it to the Corsican port of Bastia with its crew members still onboard." LLOYD'S LIST, 12 October 2009, p 2

IRISL hit with British nuclear sanctions - By David Osler "British financial firms have been ordered to stop doing business with Islamic Republic of Iran Shipping Lines, on the grounds that it has transported goods for both Iran's ballistic missile and nuclear programmes. Meanwhile, it has emerged that IRISL-chartered containership Hansa India was also stopped and boarded by the US Navy in the Suez Canal last week, at which point American security personnel found seven containers loaded with 7.62mm calibre bullet casings suitable for Kalashnikov rifles, as well as an eighth container loaded with blanks that could be used for the manufacture of projectiles." LLOYD'S LIST, 13 October 2009, p 3

Kota Wajar boxship is hijacked in Gulf of Aden - By David Osler "Singapore-flagged containership Kota Wajar has been hijacked in the Gulf of Aden, about 550 miles off Somalia and 150 miles north of the Seychelles, EU Navfor sources have officially confirmed. In addition, the US Navy has warned all vessels in the region to be on high alert for the next few days, during which further attacks are thought likely. The incident represents the first known hijacking of a merchant vessel since the capture of Turkish bulk carrier Horizon 1 on July 8, and will spark fears of a renewed upsurge in piracy now that the monsoon season is over. Such concerns are expressed in a US Navy Office of Naval Intelligence circular, issued yesterday, which states: "ONI assesses that there is a high probability of attacks in this area for at least the next 24-48 hours." LLOYD'S LIST, 16 October 2009, p 2

Ships urged to brave pirates' fire - By Nigel Lowry "A former force commander of the European Union's thinly stretched anti-piracy mission has said merchant ships should not stop even if they come under fire from pirate skiffs in the Gulf of Aden. Commodore Antonios Papaioannou, the first force commander of Operation Atalanta from December 2008 to April 2009, said that some companies advise

masters to halt if pirates open fire. But experience showed that vessels sustained only minor damage from pirate assault weapons. "I think ships should continue, particularly when they have enough speed and a high freeboard," he said." LLOYD'S LIST, 16 October 2009, p 14

No return to 'brutal' land attacks on pirate enclaves - By Nigel Lowry "A terrorism and maritime security expert has ruled out a return to the "brutal" strategies for maritime powers to deal with pirates by blasting them out of their lairs. "We cannot use the time-honoured method of going in on land," said Peter Lehr, lecturer in terrorism studies at the University of St Andrews. "Throughout history piracy was eradicated by brutal force, but we now live in a world of 24/7 media coverage and you cannot avoid the collateral casualties: killing civilians," he said. "You cannot go in with a big stick, not on the land side." LLOYD'S LIST, 16 October 2009, p 14

PIL confirms Kota Wajar hijack crew are safe - By Marcus Hand "The crew of Pacific International Lines vessel *Kota Wajar* are said to be unharmed by Somali pirates, who hijacked the ship on Thursday. A PIL spokesman said the crew were safe, but declined to give any further details, including whether the company had made contact with the pirates. In a statement issued to local press on Thursday, PIL said it was "taking all possible steps to ensure the safety of the ship, crew and cargo on board". Few details of the hijacking of the Singapore flagged vessel and its 21 crew have emerged. The 1997-built, 1,550 teu *Kota Wajar* was boarded by pirates 550 miles off the coast of Somalia while en route to Mombasa, Kenya." LLOYD'S LIST, 19 October 2009, p 2

Pirates threaten to kill crew of hijacked Cosco Qingdao vessel - By David Osler "SOMALI pirates will execute seafarers on board the hijacked Cosco Qingdao panamax De Xin Hai if any attempt is made to recover the vessel, an associate of the captors has threatened. In a telephone interview with Reuters, a man named only as Hassan told the news agency: "We tell China not to endanger the lives of their people with any rescue operation." LLOYD'S LIST, 21 October 2009, p 1

Steer clear China releases Somalia guidance as 2009 attacks rise - By David Osler "China's Ministry of Transport has published further details of its warning to Chinese vessels to give Somalia a wide berth, announced after the capture on Monday of Cosco Qingdao panamax De Xin Hai and its crew of 25. A ministry statement indicates that the policy is intended as guidance rather than an outright ban. However, it notably does not specify what area Chinese ships have been told to avoid. Chinese vessels had already been told to stay 600 miles off the east coast of Africa, but it appears that the 2998-built, 76,432 dwt De Xin Hai, was outside that zone at the time it was taken." LLOYD'S LIST, 22 October 2009, p 1

Piracy attacks this year surge past total for 2008 - By David Osler "Piracy attacks so far this year have already exceeded the total for all of 2008, with Somalia the number one global hotspot, according to the latest quarterly report on the problem from the International Maritime Bureau. The use of guns in attacks at sea has more than doubled, with 176 in the nine months under consideration, compared with 76 in the same period last year. The IMB piracy reporting centre in Kuala Lumpur had been notified of 306 attacks since the start of January, compared with 293 for the whole of last year, the organisation said. Most experts believe that the statistics are, if anything, an underestimation, as many operators see little point in reporting minor encounters with pirates to the authorities in countries that are unable to offer much by way of a policing response to attacks." LLOYD'S LIST, 22 October 2009, p 2

Prosecutor raid Hansa India owner's offices searched - By Katrin Berkenkopf "The Hamburg prosecutor has searched the offices of owner and shipmanager Leonhardt & Blumberg following the confiscation of ammunition onboard the company's boxship Hansa India earlier this month. The authority is investigating whether a breach of a UN embargo took place. It also searched the ship when it called at Hamburg. The Hansa India is chartered out to the Islamic Republic of Iran Shipping Lines. The ammunition found by US Navy forces is suspected to have been destined for Syria and falls under UN sanctions." LLOYD'S LIST, 22 October 2009, p 2

Are citadels the way to combat attacks? - By David Osler "So you are on watch on a slow bulk carrier transiting the Gulf of Aden, and all of a sudden you spot a skiff load of khat-crazed Somalis brandishing Kalashnikovs heading towards your vessel. Heroics being well beyond your pay grade, your first reaction might well be to get out of harm's way. Not only would such a response be entirely natural, it is also completely in line with advice from shipping industry trade associations. Although the idea is variously described as a "citadel" or a "safe muster point" the underlying concept is the same. You and your shipmates should summon military assistance and then lock yourselves up in the safest place you can find and wait for the frigate - or at least the chopper - to arrive. But not all the experts agree." LLOYD'S LIST, 22 October 2009, p 4

Pirates take third bulker in two weeks - By David Osler and Marcus Hand "AL Khalio, an Indian-owned bulk carrier managed from London, was yesterday captured by Somali pirates - bringing the tally of this vessel type hijacked to three in the last two weeks." LLOYD'S LIST, 23 October 2009, p 1

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Pirate activity picks up with two ships hijacked – By Adam Corbett "Piracy activity off the Gulf of Aden has picked up as the end of the monsoon period brings improved weather. Two successful hijackings have now been confirmed, raising the spectre of further hijackings over the coming months with pirates now venturing further out into the Indian Ocean. In the most recent incident, a Cosco panamax bulker was reported hijacked off the coast of Somalia. The 76,400-dwt De Xin Hai (built 2008), which is registered on databases as a Cosco Qingdao vessel, went missing over the weekend, sparking an intensive search for the ship. The naval force in the region, EU Navfor, reported an attack on a Chinese bulker some 1,126 kilometres (700 miles) east of Somalia in the Indian Ocean near the Seychelles. The attack, if confirmed, is one of the most distant from the coastline to have taken place so far and well away from naval forces concentrated in the Gulf of Aden." TRADEWINDS, 23 October 2009, p 39

Hijackings outside Navfor area not in our remit, says EU - By Justin Stares "The European Union says it cannot be held responsible for hijackings outside EU Navfor's area of operations. Hijackings far out into the Somali basin do not fall within the "geographical limits" set by ministers, according to a Brussels institution. The statement referred to the 1998-built 1,220 dwt dredger Pompei, hijacked near the Seychelles earlier this year. The Belgian-flagged ship was reportedly refused EU protection because it was outside the protected corridor that stretches from the southern tip of Aden to the island of Socotra. The vessel was advised to sail hundreds of miles off Somalia as a precaution but was nevertheless hijacked, with its crew held hostage for 71 days." LLOYD'S LIST, 26 October 2009, p 2

Philippines on alert for security threats "After a number of recent incidents involving the illegal importation and transportation of explosives and firearms, authorities in the Philippines have tightened security at the country's ports and are seeking greater interagency co-operation." SAFETY AT SEA INTERNATIONAL, October 2009, p 12

Pirate eye in the sky for Seychelles "Unmanned drones are to be deployed in the Seychelles to monitor Indian Ocean piracy, the United States Navy told SASI in early September. The MQ-9 Reaper unmanned aerial vehicles (UAVs) will be stationed at the Seychelles' international airport on the island of Mahe by late October." SAFETY AT SEA INTERNATIONAL, October 2009, p 13

A risky voyage? Ask AVRA! "This month (September) sees the entry into operation of BIMCO's Automated Voyage Risk Assessment (AVRA), a web-based tool which will enable BIMCO members to assess the level of threat which may be encountered during a proposed voyage, at sea and in port." BIMCO BULLETIN, August 2009, pp 14-15

Combating crime at sea through co-operation "The maritime domain is, by its very nature, amorphous and to a great extent opaque, much of it un surveilled, and largely unpoliced. As a result, the age-old problem of crime at sea continues to plague the global community, and troubles some regions of the world more than others. Additionally, crime at sea is often "hydra-headed", nimble and adaptive to those law enforcement efforts that are taken by coastal states to achieve their desired level of maritime safety and security." BIMCO BULLETIN, August 2009, pp 36-40

The ISPS Code, security culture, and the campaign against piracy and other crimes at sea "The ISPS Code sets the tone for promoting security awareness or a security culture aboard ship. The objective of the ISPS Code is to establish the respective roles and responsibilities of the Contracting Governments, Government agencies, local administrations and the shipping and port industries, at the national and international levels for ensuring maritime security." BIMCO BULLETIN, August 2009, pp 42-46

Avoid piracy and make an extra buck: Go round the Cape of Good Hope "There is money to be made from sailing round the southern tip of Africa – under the right circumstances of course. The results of a cost-side analysis from BIMCO, which estimates the costs and identifies benefits under the current market conditions, gives food for thought on voyage planning when considering the troubled waters in the Gulf of Aden as well as the costs incurred in transiting the Suez Canal." BIMCO BULLETIN, August 2009, pp 48-50

US calls for stand against ransom deals with pirates - By Nigel Lowry "Nations should sign up to the New York Declaration to combat piracy and resist payment of ransoms to vessel hijackers, a senior US official has said in Athens. "If commercial fleets worldwide were to adopt the self-protection measures

called for in the New York Declaration, we would be in a much better position to further reduce the success rate of pirate attacks," said Assistant Secretary of State for Political- military Affairs Andrew Shapiro. The non-binding declaration, signed at the United Nations earlier this year after a meeting of the Contact Group on Piracy off the Coast of Somalia, condemns attacks on merchant vessels and seafarers but also says that signatories will promulgate "internationally recognised best management practices" for self-protection of vessels as part of compliance with the International Ship and Port Facility Security Code." LLOYD'S LIST, 27 October 2009, p 2

Pirates will kill Ariana crew once fuel runs out - By David Osler "Somali pirates say they will kill the Ukrainian crew of bulk carrier Ariana , held since early May this year, as soon as fuel on the ship runs out, a Russian seafarer union has claimed. If confirmed, the development represents a further pointer to the increased propensity to threaten, and sometimes use, violence on the part of the Somalis involved in pirate activities. According to Russia's official RIA Novosti news agency, the union is urging Ukrainian President Viktor Yushchenko to take immediate action to secure the release of the men. "All crew members need aid, the situation on the vessel is critical: pirates threaten to kill everybody as soon as fuel runs out and the diesel generator stops," the trade union said on its website. Water, food and medicines on the ship had run out completely, the union added." LLOYD'S LIST, 27 October 2009, p 2

Arctic Sea to be returned to mystery owners - by David Osler "Arctic Sea , the Russian-owned general cargoship that attracted world headlines after apparently being hijacked in European waters in July, is to be delivered back to unspecified owners later this week, according to a statement from flag state Malta. The 1991-built, 4,706 dwt vessel was last reported off Las Palmas in the Canary Islands in September, following a major search operation by the Russian Navy that ultimately led to its recovery. The Malta Maritime Authority said that after a handover outside territorial waters, it expects a new crew to board the ship and to request permission for the ship to enter its homeport of Valletta." LLOYD'S LIST, 28 October 2009, p 2

A message to Somali pirates: do not bank on ransoms - by Richard Neylon "Insurers are among those working on a long-term solution. The hijackings by Somali pirates over the past three weeks had an unwelcome inevitability about them. Since the decline of the southwest monsoon and the end of Ramadan, most observers felt it was a matter of time before more vessels were captured. They were right. But we have moved a long way over the past two years. Today, piracy is frequently reported in the international mainstream media. Within the shipping community, barely a week goes by without a piracy conference taking place." LLOYD'S LIST, 28 October 2009, p 6

Poll finds 45% of crew want to carry a gun - By David Osler "Nearly half of UK and Dutch seafarers believe they should be allowed in principle to carry guns in the face of the pirate threat, according to an online poll conducted by the officer-dominated Anglo-Dutch maritime union Nautilus International. The vote appears to be a show a dramatic hardening of attitudes in recent years, particularly since the explosion of piracy in Somalia, Nigeria and some other countries. Resolutions to the same effect have been debated at conferences of Nautilus forerunner Numast since the 1990s, but until now the idea has attracted negligible support among professionals at the sharp end." LLOYD'S LIST, 29 October 2009, p 1

India sends two more ships to tackle pirates - By David Osler "India has deployed two vessels to anti-piracy duties in the Indian Ocean, in addition to the frigate that is already participating in international patrols in the Gulf of Aden, according to naval sources quoted by the BBC. The amphibious warship *Shardul* and coastguard offshore patrol vessel *Varuna* were initially sent to the Seychelles and Mauritius for training purposes, but will now remain in the area for an unspecified longer duration to carry out surveillance and anti-piracy work. The move comes after last week's hijack of the bulk carrier Al Khaliq." LLOYD'S LIST, 29 October 2009, p 2

Malta to test Arctic Sea for chemicals and radioactivity - By David Osler "Arctic Sea, the Russian-owned general cargoship that attracted world headlines after apparently being hijacked in European waters in July, will be screened for radioactive and chemical materials before being allowed to proceed into its home port of Valletta today, according to the local Lloyd's agent. The move follows widespread but unconfirmed speculation at the time of the incident that the 1991-built, 4,706 dwt vessel was engaged in smuggling weapons or radioactive material on behalf of Middle Eastern interests. The Russian authorities have already carried out their own tests and declared that no illegal or unsafe cargo was onboard. Malta's Civil Protection Department will carry out the tests while the vessel is 14 miles out, government sources said. If cleared, the vessel will be escorted into port to undergo repairs, mainly to its communication systems." LLOYD'S LIST, 29 October 2009, p 2

Somalis hijack Thai fishing vessel - By David Osler "Somali pirates captured a Thai fishing vessel Thai Union 200 miles north of the Seychelles and 650 miles off the Somali coast yesterday, EU Navfor has

confirmed. A statement from the headquarters of Operation Atalanta said: "At 0530 the EU Navfor maritime patrol aircraft made visual contact with the fishing vessel and confirmed that pirates were onboard. "Skiffs used by pirates have been sighted onboard the fishing vessel. EU Navfor will continue to monitor the vessel that now appears to be heading towards the Somali coast." The latest hijack means pirates are holding a total of eight vessels, four of which were seized in the past two weeks. Three are fishing boats, while one is a yacht crewed by a British couple." LLOYD'S LIST, 30 October 2009, p 2

Lloyd's List Opinion: Dangers of a call to arms "It comes as no surprise that almost half of the seafarers surveyed by Anglo-Dutch maritime union Nautilus International favour carrying guns to defend themselves against pirate attacks. The spirit of self-defence is easy to grasp, but as a policy it would be disaster. This paper has argued that the use of armed security guards would be inevitable unless governments find a greater will to defend shipping transiting pirate-infested waters. This came in response to the chief executive of Iranian tanker company NITC, who argued at a conference that the use of such guards was the most cost-effective way to deter pirate attacks." LLOYD'S LIST, 30 October 2009, p 2

Greek bulker held in Congo – By Eoin O'Conneide "The master and two crew members of a Greek bulker are under arrest at an African port following allegations that one person died after several stowaways were thrown overboard. A Russian crew member of the 26,500-dwt Island of Luck (built 1985) was allegedly so inebriated that he avoided being locked up with another three of his less fortunate colleagues who remain under detention in the Democratic Republic of Congo. The curious case of the Panama-flag ship appears to have a number of subplots with suspicions that a cargo dispute or political corruption could lie behind the allegations, which the ship's owner has labelled racist, prejudiced and illegal." TRADEWINDS, 30 October 2009, p 35

Clipper wards off pirate risk with help from Russian marines – By Geoff Garfield "Denmark's Clipper Group says Russian marines regularly board its ships to provide protection from pirates. It adds that private armed guards are not an option for judicial reasons but it has developed a good rapport with the Russian authorities following the seizure by Somali pirates of its 7,300-dwt multipurpose (MPP) vessel CEC Future (built 1994). Some 11 of the 13 crew on the ship were Russian and Clipper's next vessel through the area had the benefit of a Russian frigate escort." TRADEWINDS, 30 October 2009, p 37

7. NAVIGATION AND COMMUNICATIONS

Navigators not kit behind accidents - By Jerry Frank "There were half as many more collision incidents in 2008 than at the beginning of the decade, according to Standard Club data. The P&I club counted 90 collision claims incidents last year, up from just over 70 in 2007 and 60 in 2006, which after some fluctuation was the same level as at the start of the decade. Club statistics indicate that there were 214 ship-to-ship collisions from 2000-2008, and there were also 1,125 claims from contacts with fixed and floating objects, such as breakwaters, docks, jetties and buoys. It said: "Both type of incident can be attributed to failure on the bridge and, in a general sense, the bridge team management has failed in some form or other." LLOYD'S LIST, 1 October 2009, p 6

Masters must work with pilots - By Jerry Frank "The Standard P&I Club reports, in the wake of the Cosco Busan incident in San Francisco Bay, that members' comments note that their masters have had regular problems with pilots. The club notes that it is up to the master, as well as the pilot, to make this relationship work, and that there are solid lines of communication and dialogue." LLOYD'S LIST, 1 October 2009, p 6

Concerning Suez - By Jem Newton "A slump in transit revenues is just one concern of the Suez Canal Authority - the threat of terrorist attacks on the canal is another. Along with commercial shipping, the Suez Canal has suffered during the worldwide recession. In August, the Egyptian government disclosed that transit revenue had dropped by 22% during the past year, with an 8% drop in both ships and volume of goods carried in the same period. But the canal authority faces other worries. Commercial shipping in the Suez Canal and Red Sea has so far been spared the attacks that have turned the seas off east Africa into Pirates' Alley. But that could change." FAIRPLAY, 1 October 2009, p 25

Brussels launches satellite service - By Justin Stares "The European Commission has launched a precision satellite service it says will aid ship manoeuvrability along coastlines and inside ports. The European Geostationary Navigation Overlay Service, better known as Egnos, will improve the accuracy offered by today's Global Positioning System from about 10 m to 2 m, transport commissioner Antonio Tajani said at the launch yesterday. The system comprises 34 monitoring stations spread around Europe that receive GPS signals and transmit them to control centres. Corrected signals with greater accuracy

are then retransmitted to GPS users. Ships manoeuvring in tight spaces will be able to take advantage of Egnos, said Mr Tajani. Users are also expected to be found in aviation, road transport and agriculture." LLOYD'S LIST, 2 October 2009, p 2

Dial 505 in a maritime emergency "From the start of this month, mariners with access to FleetBroadband will be able to use a new emergency service to summon assistance. Dubbed 505 Emergency Calling – a name chosen because of its similarity to SOS, which it is hoped will make it easily remembered – the new service will be available to users of any of the FleetBroadband services." FAIRPLAY SOLUTIONS, October 2009, p 4

A solution to bridge the language gap? "It is no surprise that a large portion of accidents at sea are caused by poor communication. English is now universally accepted as 'the language of the sea', but the quality of English spoken by the world's seafarers is very uneven. The MarTEL project believes it has the solution to this problem. The introduction of the IMO Standard Marine Communication Phrases (SMCP) was a useful first step, but the general English language proficiency of seafarers also needs tackling." TELEGRAPH, October 2009, p 27

Electronic positioning – By Andy Norris "During the past 20 years the US Global Positioning System, GPS, has revolutionised ship navigational practices, making a major contribution to safety, environmental protection and fuel efficiency. Even so, it is clear that over-reliance on GPS continues to contribute to accidents, particularly groundings. Improvements in training and practices can contribute to the better use of GPS but there are also a number of technical developments in the pipeline that will help improve the inherent integrity of electronic positioning systems." SEAWAYS, October 2009, pp 15-16, 21

Warning on increased risk of GPS jamming - By Craig Eason "Navigation experts are warning about the increasing availability of jamming devices that can render ships without key satellite positioning data. Experts claim that even the forthcoming European Galileo constellation is no safer from malicious or accidental jamming, as it will use a similar range of frequencies as existing global navigation satellite systems." LLOYD'S LIST, 13 October 2009, p 6

Worries grow over safety in Malacca Strait - By Marcus Hand "Concerns are growing over the number of casualties in the Malacca Strait and Singapore Strait as an international trust is set up to support co-operation in enhancing safety in the key waterway. A meeting of technical experts from Malaysia, Singapore and Indonesia, ahead of a two-day co-operative forum called Malacca and Singapore Straits, proposed that the problem of casualties in the straits should be highlighted. In a report on the meeting seen by Lloyd's List, Malaysia expressed concern at the number of incidents despite the measures taken to improve safety of navigation in the waterway. Malaysia also noted the need for the industry to co-operate for safe navigation." LLOYD'S LIST, 15 October 2009, p 16

'Massive leap forward' in traffic management "Gibraltar's new vessel traffic management system will create a virtual bridge between port officials and operators and enable them to provide improved service to shipowners. The first phase of the system should be in place by the end of this year and will establish a software platform to collate information on vessel movements. This will then be disseminated on a web-based platform to port operators to enable better efficiencies in vessel scheduling and organisation of services to shipowners." LLOYD'S LIST, 19 October 2009, p 9

Mapmakers fall out over Ecdis payment model plans - By Craig Eason "Disagreement over a pay-as-you-sail electronic chart payment model has led to a rift in the international chart making community. As the shipping industry faces the task of installing mandatory electronic chart display and information systems, the mapmakers who compile the electronic chart data to go into the systems are arguing over how the data should be sold. The two main groups of electronic mapmakers, led by the United Kingdom and Norwegian hydrographic offices, have yet to agree on new pricing models for the sharing of electronic chart data. The rift was caused by Dutch chart reseller Datema announcing a system that allowed ships to download a complete global set of charts, but only charged for those where the vessel sailed." LLOYD'S LIST, 20 October 2009, p 4

Mapmakers look to simplify services - By Craig Eason "Mapmakers could be forced to work closer together to harmonise their offerings to shipowners following discussions behind the scenes at the International Ecdis conference in Singapore this week. Talks between two groups of hydrographic offices could lead to a single international database and harmonisation of licences for shipowners and managers using their charts. Hydrographic offices have been actively compiling electronic navigational charts in readiness for when all ships must have an electronic chart display and information system on the bridge." LLOYD'S LIST, 23 October 2009, p 16

Memories of disaster "The growing volume of navigational data available from VDRs is changing the way maritime accidents are analysed. With the help of the UK's Maritime Accident Investigation Branch (MAIB), SASI discovers why the future of safety may be in the past." SAFETY AT SEA INTERNATIONAL, October 2009, pp 23-23

A navigation aid for masters "The CMA-CGM Fleet Navigation and Support Centre identifies shipping hazards in advance, helping captains in their decision-making. Jem Newton discovers that long-range navigation is a two-way process." SAFETY AT SEA INTERNATIONAL, October 2009, pp 24-25

Safety remains a concern as Ecdis makes move over paper - By Craig Eason "Electronic chart display and information systems can be improved and are better than paper according to some shipowners, but the development and implementation of the systems and training required has been done in such a way as to confuse officers, experts say. Manufacturers have developed Ecdis hardware according to their own specifications, and with these now appearing on bridges they can prove confusing to navigators who may be competent on one system before joining their next ship to find themselves unfamiliar with another. "The current performance standards are extensive, but is there more that we could have learnt and done?" asked Bahamas Maritime Authority deputy director Douglas Bell." p 6

Shipowners risk missing implementation deadline - By Craig Eason "Shipowners are being accused of leaving it too late to install soon-to-be-mandatory electronic chart display and information systems. These systems have the potential to save money, according to some leading shipowners that have already turned their bridges paperless. However, confusion over system requirements, chart licensing and the retraining needs for existing mariners has added to many owners' concerns that they have yet one more expense. The recent spat between the two regional groups of hydrographical offices over how owners should pay for chart usage has not helped alleviate fears." LLOYD'S LIST, 27 October 2009, p 6

Time for a Sea Change? "Former RIN President Professor David Last, take us on a brief flight of comparative fantasy to argue for equality in the standard of information routinely available to commercial maritime and aviation navigators." NAVIGATION NEWS, September/October 2009, pp 8-10

AIS: An Inexact Science? "Allan Graveson is the Senior National Secretary at Nautilus International – the trade union for maritime professionals. He argues that Automatic Identification Systems (AIS) are not achieving their potential as an aid to navigation – due to a crippling shortage of adequate seafarer training in the technology." NAVIGATION NEWS, September/October 2009, pp 12-13

Lloyd's List Opinion: Singapore safety "With growing concerns over congestion in one of the world's busiest shipping lanes, the Singapore authorities have come out and said traffic could grow by 75% in the Singapore Strait under current systems. These conclusions are somewhat at odds with a Maritime Institute of Malaysia study that found the Malacca Strait, which is wider and connects into the Singapore Strait, would reach capacity in 2024. But whichever is the case, there can be no doubt these key searoutes are set to become ever busier as a result of the growth of Asian trade." LLOYD'S LIST, 29 October 2009, p 2

Singapore Strait could take 75% more traffic, study says - By Marcus Hand "The Singapore Strait could handle a 75% increase in shipping traffic safely, say the Singapore authorities, although industry organisations are concerned about the potential impact on navigation. A study commissioned by the Maritime & Port Authority of Singapore said the key waterway outside the world's busiest port could support at least a 75% increase in the 257,000 traffic movements recorded in 2007, without any changes in procedures or advances in technology used to control traffic. MPA group director Yee Cheok Hong said traffic was unlikely to grow by 75% for another 15-20 years, giving enough time to implement changes in traffic management." LLOYD'S LIST, 29 October 2009, p 4

8. POLLUTION/ENVIRONMENT

Shipping falls short of EU's CO2 expectations "The EU and the shipping industry look set on a collision course on the thorny subject of greenhouse gas emissions. The liner industry is looking to the United Nations (UN) International Maritime Organisation (IMO) to implement a global initiative while the EU is losing patience and threatening to impose its own regime covering the 27-country bloc." CONTAINERISATION INTERNATIONAL, October 2009, p 11

Shipowners divided over cap-and-trade proposals - By Keith Wallis "Talks within the International Chamber of Shipping to find a consensus on the best option for the industry to deal with greenhouse gas emissions have been "polarised" by the launch of a discussion paper promoting cap-and-trade. The

document was published last week by the UK Chamber of Shipping and associations in Australia, Belgium, Norway and Sweden. But criticising the move, the Hong Kong Shipowners' Association said the chamber of shipping and its supporting associations did not represent the majority opinion of the international shipping industry." LLOYD'S LIST, 1 October 2009, p 4

Sulphur incentives "Shipping lines calling at the Port of New York can start collecting incentives for burning low-sulphur fuel two years before federal regulations are likely to require the switch. Port officials have authorised a programme providing operators up to 50% of the cost difference between high- and low-sulphur fuel. "This programme bridges the gap and allows us to get going right away rather waiting" for federal requirements, port authority spokesman Steve Colman told Fairplay. "We have enough money to cover every single ship call for the next couple of years." FAIRPLAY, 1 October 2009, p 45

Emissions and the IMO "As the international community moves to put in place tougher restrictions on greenhouse gas (GHG) emissions, particularly carbon dioxide (CO₂), to limit the effects on human activity on the global climate, shipping's contribution to global emissions has come under increasing scrutiny." BUNKERWORLD, September/October 2009, pp 3-4

Norway wants to expand ECA "Norway has begun work on an application to the International Maritime Organization (IMO) for an expanded emission control area (ECA) by 2015. The Norwegian government wants the area to be expanded to include the Barents and Norwegian seas, thus covering the country's entire coast." BUNKERWORLD, September/October 2009, p 24

Clean Air Action Plan lease approved "The Los Angeles Board of Harbor Commissioners in August approved a long-term lease for the TraPac Inc. container terminal at the Port of Los Angeles that will improve the air quality around the port." BUNKERWORLD, September/October 2009, p 26

PMSA supports voluntary schemes "The Pacific Merchant Shipping Association (PMSA) says there is evidence that existing regulatory and voluntary efforts at the federal, state, and local level to reduce ship emissions are working. At a meeting held in early August by the US Environmental Protection Agency (EPA) in Long Beach to discuss proposals for stringent fuel and engine rules, T.L. Garrett, vice president of PMSA, told attendees that the Association will continue to "strongly support the adoption of stringent air emission standards in line with MARPOL Annex VI." BUNKERWORLD, September/October 2009, p 26

US bans Polembros for three years - By Rajesh Joshi "Polembros Shipping's fleet of 20 ships has been barred from trading in US waters for three years, after the Greek company pleaded guilty on an unusual charge related to invasive species and agreed a \$2.7m fine. The fine also covers the more standard charge of bypassing the oily water separator and maintaining an inaccurate oil record book. The company will pay another \$100,000 to fund invasive species research at the Smithsonian Research Centre. US Coast Guard inspectors boarded Polembros's 1984-built, 71,242 tonne bulker Theotokos in New Orleans last year and found fuel leaking from the deep fuel tanks into the forepeak ballast tank." LLOYD'S LIST, 2 October 2009, p 16

Green grip grows but oil still on top - By Terry Macalister "World governments are struggling in Bangkok this week to help develop the framework for a new climate-change treaty. Similar talks in New York and Pittsburg last week were designed to put a new Kyoto Protocol in place at Copenhagen in December. This will see tougher curbs on all carbon emissions, including those from shipping. The world is moving toward a low-carbon age but oil and gas remain indispensable. Hydrocarbons are far from "peaking" quite yet, despite the best hopes of many environmentalists." TRADEWINDS, 2 October 2009, p 2

'Black Rose' removal put off due to poor weather - By Adam Corbett "Efforts to prevent pollution from the wreck of the 37,700-dwt bulker Black Rose (built 1977) at the Paradip port in India are being hampered by poor weather. A spokesperson for local underwater specialist J Enterprises & Dives says a cyclone warning and heavy seas have meant that operations have had to be suspended. He says the poor weather is likely to continue until the weekend." TRADEWINDS, 2 October 2009, p 50

R22 gets the cold shoulder "With much attention being focused on CO₂, NO_x, SO_x, and other pollutants emitted by shipping, it is possible that another fast-approaching deadline could be overlooked. Back in the 1990s when MARPOL Annex VI was conceived, it was not so much nitrogen oxides, sulphur oxides of greenhouse gases that were the main subject of discussion but ozone-depleting substances such as chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs)." FAIRPLAY SOLUTIONS, October 2009, pp 8-9

A need for speed? Shipping World columnist Michael Grey considers the slow steaming option

"Goaded by the shrill shrieks of the global warmists, who are busily upping the ante before the Copenhagen Climate Change Conference, when a huge pall of greenhouse gases will ascend from the Danish capital, the shipping industry is considering its options. From solar panels to sails, ultra-slippery hull coatings, and intelligent engines, there seems to be a fair chance that the 'carbon footprint' of a future ship can be substantially reduced through technical means." SHIPPING WORLD & SHIPBUILDER, September 2009, p 6

EU group rebels against climate change target - By Justin Stares "A group of European Union member states is resisting calls for shipping to reduce its carbon dioxide emissions by 20% as part of Europe's contribution to the climate change battle. Maritime nations told the Swedish EU presidency they were opposed to the target, which would be set against 2005 levels, at a meeting of ambassadors in Brussels. Led by Greece and supported by Malta and Cyprus - countries traditionally sensitive to the requests and requirements of the shipowning industry - the group of rebels is thought to be attempting to water down the target. The Swedish presidency is seeking a negotiating mandate for the Copenhagen climate change summit in December. Both shipping and aviation, which are not covered by the Kyoto convention, are expected to be folded into a new agreement struck in Copenhagen." LLOYD'S LIST, 6 October 2009, p 2

Fixing the EPA plan "The Environmental Protection Agency's emission control plan, the source of much controversy at the moment, must be rewritten to better safeguard public health. The heated debate in America on the proposed Emission Control Area (ECA) is a portent of things to come worldwide. As each region develops its ECA, regulators must answer a basic question: does the plan benefit the environment to the fullest extent possible, given the considerable expense to shipping, and eventually, the consumer?" FAIRPLAY, 8 October 2009, pp 1-2

Battle lines drawn in US emissions fight "The US ship emissions plan has been met with criticism, warnings of impending disaster and even accusations that the regulation itself is illegal. Greg Miller reports." FAIRPLAY, 8 October 2009, pp 5-6

EMSA is on the watch "The European Maritime Safety Agency last month launched a new round-the-clock shipping and pollution monitoring service at its headquarters in Lisbon. Running on a constant 365-days-a-year basis, the maritime support services (MSS) centre is responsible for overseeing the SafeSeaNet vessel traffic monitoring system, which provides a continually updated picture of vessel traffic in and around EU waters and the EU LRIT long range identification and tracking centre." TELEGRAPH, October 2009, p 7

EU warns on emissions "Shipowners have been warned that they need to set clear targets for reducing vessel exhaust emissions – or else Europe will move to unilaterally impose regional controls. The warning comes ahead of top-level United Nations climate change negotiations later this year on whether the shipping industry should be brought under the scope of global agreements to cut greenhouse gases." TELEGRAPH, October 2009, p 7

It's slow ahead on ballast water systems "Two decades since the IMO first looked at ways of tackling the environmental problems posed by invasive species in ballast water discharges, the shipping industry is inching towards a technical solution in a bid to stave off hardline unilateral action." TELEGRAPH, October 2009, p 24

Rotterdam partnership on carbon emission cuts - By Roger Hailey "Port of Rotterdam has joined Friends of the Earth Netherlands in calling for maritime shipping to cut CO2 emissions by 30% up to 2020 and by 80% within 40 years. The call for ambitious targets is timed to coincide with the international environment conference to be held in December in Copenhagen. Global shipping faces a diplomatic challenge, with the industry under increased pressure to cut emissions, with the industry lobbying that the International Maritime Organization be entrusted with overriding responsibility for the task." LLOYD'S LIST, 12 October 2009, p 4

Green eyed monster raises its ugly head "According to the Korean Register of Shipping (KRS) the shipping and maritime industry is the least polluting industry of all the transport sectors, though it is unclear whether this includes ports or not. This may or may not be true, but it does appear that when environmental issues are raised those from the shipping industry can be heard to say 'not us we're not the worst polluters'." THE NAVAL ARCHITECT, October 2009, p 7

PTTEP close to plugging Western Australia oil spill - By Martyn Wingrove "Thai hydrocarbon production group PTTEP expects to have one of Australia's largest oil spills under control over this

weekend as it intercepts the leaking oil well. The group's subsidiary, PTTEP Australasia, is using Seadrill's jack-up rig West Triton, to drill a relief well on the Montara production platform off Western Australia to halt the leak." LLOYD'S LIST, 16 October 2009, p 5

Timor Sea oil well blow out threatens marine environment "Thousands of litres of oil, gas and condensate has been leaking into the Timor Sea since the middle of August from a wellhead near PTTEP Australasia's West Atlas oil rig, 250 km from shore. The spill occurred at the Montara development, a project due to come on stream later this year. The West Atlas drilling unit is owned by Norway's SeaDrill Ltd., but operated by PTTEP Australasia. The clean-up is being managed by the Australian Maritime Safety Authority (AMSA)." MARINE POLLUTION BULLETIN, October 2009, p 1424

Baltic states still failing the Baltic Sea "According to WWF's Baltic Sea Scorecards report, Baltic Sea states are still failing to deal with decades of environmental mismanagement in the Baltic Sea, where intense human activity has made it one of the world's most threatened marine ecosystems." MARINE POLLUTION BULLETIN, October 2009, p 1424

Arctic lakes help scientists understand climate change "A clearer picture of climate change is emerging from the sediment drawn from the bottom of Arctic lakes. An international team of scientists, led by Darrell Kaufman, a Northern Arizona University professor of geology and environmental science, recently completed a five-year study that places the recent warming in the context of long-term climate change. Because this warming occurred abruptly during the 20th century while atmospheric greenhouse gases were accumulating, these findings provide additional evidence that humans are influencing climate." MARINE POLLUTION BULLETIN, October 2009, p 1425

Ocean observing cyber-infrastructure "The US has taken the next step toward construction of the revolutionary Ocean Observatories Initiative (OOI); a network of ocean observing components, and their associated cyber-infrastructure, that will allow scientists to examine ocean processes on global, regional and coastal scales." MARINE POLLUTION BULLETIN, October 2009, p 1426

California's low-sulphur fuel switch law sparks fears of major oil spill - By Rajesh Joshi "California's state-level regulation that requires ships to switch to low-sulphur fuel before entering port could in fact cause a major oil spill from a ship whose propulsion or engine fails while switching fuel, San Francisco's harbour safety committee has warned. The San Francisco warning blows the lid off a major issue that marine operators calling in Californian ports have struggled with since the regulation took effect on July 1. The committee last week asked state authorities to suspend fines on offending operators for one year in an effort to prevent a major casualty." LLOYD'S LIST, 20 October 2009, p 4

Bunker prices focus minds on green issues - By Craig Eason "Rising bunker prices could do more to make shipowners curb emissions from their vessels than any voluntary guidelines from the International Maritime Organization. Efforts by some leading shipowners to make their vessels more energy efficient were intensified in the summer of 2008 when bunker prices reached an all-time high. They stand to be doubly rewarded as prices creep back and threaten to set new records." LLOYD'S LIST, 20 October 2009, p 6

Editorial: Essential viewing "Anyone expecting fireworks, metaphorical or otherwise, in Copenhagen this December is likely to come away sorely disappointed. Despite the increasingly excited media coverage surrounding the climate change talks, the shipping industry's big bang promises to be an understated affair. The political, economic and environmental consequences of the talks remain undiminished, but observers should expect any immediate answers only to lead to further questions and more meetings. Shipping will not suddenly halt all CO2 emissions in December." LLOYD'S LIST, 21 October 2009, p 2

Energy costs and climate change to have major impact - By Steve Matthews "The rising cost of energy and the need to address climate change will have a major impact on the transport and logistics sectors by 2030, PricewaterhouseCoopers has said in a new report. Nearly 70% of industry respondents to a survey expect that by 2030 all emissions in the supply chain will be tracked and factored into the price of products." LLOYD'S LIST, 21 October 2009, p 2

Intertanko: heavy fuel users need more time to adapt - By Craig Eason "Tankers and other vessels using heavy fuel in boilers should have an extra year to meet the impending European low sulphur requirements in ports, according to two industry bodies. Intertanko, the tanker owners' lobby group, and the Oil Companies International Marine Forum are concerned that tanker and gas shipowners have not prepared for the impending rules in January 2010 that say a ship entering a European port must use a fuel with a sulphur content of less than 0.1%." LLOYD'S LIST, 21 October 2009, p 2

Quarterpoints: We must tackle paperwork that merely certifies incompetence - By Andreas Constantinou "It was thought that tracing the course of the past, as it pertains to the horror of unlawful practices associated with certificates of competency, would have solely been left for elaboration by leisured historians. After all, the much acclaimed revised 1995 Standards of Training, Certification and Watchkeeping Convention was supposed to end the practices which tyrannised for many decades our industry." LLOYD'S LIST, 21 October 2009, p 4

SSA backs bunker levy to reduce gas emissions - By Marcus Hand "The Singapore Shipping Association, which represents both buyers and sellers in the world's largest bunkering port, is backing a bunker levy to cut greenhouse gases from the shipping industry. As the industry looks to promote its position concerning how shipping should reduce its greenhouse gas emissions, two main plans have emerged: one is for emissions trading, the other for a bunker levy in the form of a greenhouse gas compensation fund. SSA president SS Teo said: "This compensation fund for the shipping industry, when adopted under the auspices of the IMO, should be universally applied across the board, to enable a level playing field for all industry players. LLOYD'S LIST, 21 October 2009, p 9

Brussels agrees to hold fire on shipping emissions intervention - By Justin Stares "Greece, Cyprus and Malta secured support for a global agreement on carbon dioxide reductions from shipping from European Union partners yesterday. The three maritime nations convinced the 27-member bloc to give the International Maritime Organization another year to come up with measures for reducing shipping's contribution to climate change. The EU Council of Environment Ministers, meeting in Luxembourg, decided all work should be channelled through the IMO as long as a solution was "agreed in 2010 and approved by 2011". Ministers, who were preparing Europe's negotiating position ahead of the Copenhagen climate change conference, decided emissions reductions should be "implemented globally in a manner that ensures a level playing field". LLOYD'S LIST, 22 October 2009, p 1

Tanker and supply vessel collision leads to fuel oil spill - By Rajesh Joshi "Some 50 tonnes of fuel oil from the 2003-built Aframax crude tanker Krymsk has been spilt about 40 miles southeast of Galveston, after the ship collided with the offshore supply vessel AET Endeavour late on Tuesday. The incident comes on the heels of a fuel spill on the Chemical Supplier in the Houston Ship Channel last month, which caused an oil spill of 10,500 gallons of fuel oil. The latest casualty is likely to throw the spotlight on double-hulling of fuel tanks, also known as "protectively locating" the fuel tanks. Although International Maritime Organization standards require all newly built tankers from next year to adhere to this requirement, there is no parallel requirement to retrofit existing ships." LLOYD'S LIST, 22 October 2009, p 2

Arctic likely to have ice-free summers by 2030 - By Richard Banks "Analysis of the findings of the Catlin Arctic Survey presents bleak conclusions for everyone, especially the insurance world. According to Peter Wadhams, one of the world's leading experts on sea ice cover in the North Pole region, the survey produced clear evidence that the disappearance of sea ice in the Arctic is occurring more quickly than had been originally feared. "The area is now more likely to become open water each summer, bringing forward the potential date when the summer sea ice will be completely gone," he said, adding that it now appeared the Arctic would be ice-free in summer within about 20 years. The next 10 years will see the bulk of that decrease taking place." LLOYD'S LIST, 22 October 2009, p 6

Last Word: Clean sweep for the Baltic "The Baltic Sea states' organisation Helcom surveys the occurrence of many hazardous substances in the sea. Fortunately, one of them failed to appear last year. In 2008, there were no reported catches of Second World War chemical munitions, the organisation said. "It is a very welcome development," said Helcom executive secretary Anne Christine Brusendorff. "There has been a decreasing trend in the number of catches since 2003. Toxic remains from the Second World War have not generally ceased to be a danger in the marine environment." LLOYD'S LIST, 22 October 2009, p 14

Ballast water impact debated - By Suzanne Hart "Sea operators in the waters of the Middle East will be affected by the decision of the regional states to put the IMO's ballast water rules into force from 1 November. Any non-compliance will be unacceptable by the turn of next month, said AM Al-Janahi, director at Bahrain-based Marine Emergency Mutual Aid Centre, claiming that ship operators were given three months to prepare. ROPME (the Regional Organization for the Protection of the Marine Environment) is also currently studying a unified penalty regime for non-compliance with ballast water rules." FAIRPLAY, 22 October 2009, p 6

EPA assures shipping critics - By Greg Miller "The Environmental Protection Agency is listening to shipping's concerns on the proposed US Emission Control Area (ECA). Shipping is fearful that EPA's

2015 ban on sales of fuel with over 0.1% sulphur will undercut scrubbers; that the vast expanse of the ECA will spur uneven enforcement; and that Great Lakes carriers will be crippled." FAIRPLAY, 22 October 2009, p 9

DNV put in embarrassing position over Cosco's handling of oil-spill incident – By Adam Corbett "Norwegian classification society Det Norske Veritas (DNV) has said Cosco's actions in responding to the 26,800-dwt Full City (built 1995) oil spill will come under scrutiny if it is again asked to certify the company's corporate social responsibility (CSR) plans. The whole incident could prove embarrassing for DNV, which has glowingly approved the Chinese shipping giant's environmental performance over the past three years only to see one of its ships cause an oil spill off the scenic and environmentally sensitive coastline of Langesund." TRADEWINDS, 23 October 2009, p 38

AP Moller-Maersk saves \$500m with slow steaming - By Richard Meade "AP Moller-Maersk has saved a total of \$500m in bunker costs so far this year through slow steaming and other efficiency measures. The box giant, which is aiming for a 35% total reduction in terms of carbon emissions per containership by 2017, says it has already achieved a 15% reduction through reduced fuel consumption. The percentage reductions have been calculated relative to the amount of business conducted, so the dollar equivalent cost savings are unlikely to be quite so dramatic once trade picks up. However, according to Maersk director of sustainability Soren Stig Nielsen, a further 20% reduction in emissions is entirely achievable." LLOYD'S LIST, 26 October 2009, p 2

APM Terminals turns to wind power to cut CO2 - By Roger Hailey "As the world's maritime cargo fleet faces increasing pressure from regulators to cut pollution levels, container hub operator APM Terminals wants to reduce carbon dioxide emissions per teu by 15% within three years. As part of that ambitious green strategy, the AP Moller-Maersk subsidiary said that its Rotterdam container terminal will be the first site to switch from "grey to green electricity". APM Terminals has opened a €12.5m (\$18.7m) power distribution network in Rotterdam that uses electricity generated by wind power." LLOYD'S LIST, 26 October 2009, p 6

Anger at plan to scrap 'toxic' US ship in India - By Brian Reyes and Rajesh Joshi "An ageing cruiseship that was at the centre of a toxics investigation by the US Environmental Protection Agency last year has prompted a storm of protest from green campaigners after arriving in India for scrapping. Environmentalists said the 1950-built Platinum II, formerly the US-flag Oceanic, had been sent to India in breach of US rules on the export of PCBs and other toxic substances. They want the Indian and US governments to intervene and order the ship back to the US. The case reflects growing awareness of the environmental impact of ship scrapping at a time when weak freight rates have led to a surge in demolition activity." LLOYD'S LIST, 27 October 2009, p 2

Piecing together Brussels' deal on climate change - by Justin Stares "Key amendments to secure agreement on greenhouse gas target. A DOCUMENT released under the European Union's transparency regulation sheds light on the negotiations that led to last week's deal on climate change. It shows EU ambassadors failed to agree on shipping's greenhouse gas reduction target, and reveals key changes made to appease rebels in the final text. Take a look at document one, top right. This is a passage from an ambassadors' meeting held in Brussels in late September — a document withheld from the public. Ambassadors were preparing the ground for the meeting of environment ministers in Luxembourg, a meeting due to decide Europe's negotiating position ahead of December's climate change summit in Copenhagen." LLOYD'S LIST, 28 October 2009, p 4

Shipping could face €4bn carbon credit bill - by David Osler "Joining Brussels cap-and-trade scheme would have serious impact on prices. SHIPPING may drive up demand for carbon credits by as much as 15% if it is brought within the European Union cap-and-trade scheme, according to Lloyd's Register climate change specialist Anne-Marie Warris. The implied bill for the shipping industry at current carbon prices is €4bn (\$6bn) per year starting 2013, she added. Aviation could add a further 10%. Dr Warris, who was speaking at the Carbon Asia Forum event in Singapore, told Bloomberg: "Shipping is going to be short by 700m tonnes of credits by 2020. It would impact prices." LLOYD'S LIST, 28 October 2009, p 5

Best practice is green "Shipping's future belongs to robust companies with ready access to funds. As COP15 looms, owners should realise that green practice can be good for their bottom line." FAIRPLAY, 29 October 2009, p 1

HK air report demands intervention – By Chris Davis "Sulphur dioxide emissions from ships threaten the health of more than 3M people in Hong Kong, a scientific report warned last week. Its author called for stringent government-led action. Fumes laden with sulphur pose a health risk to the public because of the close proximity of residential housing to the container port, according to findings by atmospheric scientist,

Alexis Lau of the University of Science and Technology. About 3.6M people live in and around the port area. Lau compiled data from the area around Hong Kong container port from 2007 until this summer. He noted that sulphur dioxide concentrations fell by an average of 25% during the recession, when there was an 11% drop in the number of ships transiting Hong Kong." FAIRPLAY, 29 October 2009, p 8

Greenpeace blocks collection of nuclear loads at Le Havre - By Andrew Spurrier "Two Russian ships that had been expected to pick up controversial shipments of nuclear material in the French port of Le Havre have been diverted from the port following protests by environmental organisation Greenpeace. The port said the calls of the 4,998 gt Kapitan Mironov and 4,998 gt Kapitan Lus , scheduled respectively for yesterday and today, had been cancelled. No reason was given for the cancellations, but Greenpeace had said at least one of the two vessels was likely to load a consignment of nuclear material for delivery to the Russian port of St Petersburg. The environmental organisation, which has stationed its icebreaker Arctic Sunrise in Le Havre, said French nuclear fuel manufacturer Areva regularly sent nuclear material to Russia, which the company said was for reprocessing prior to being returned to France. In fact, Greenpeace said, the bulk was simply abandoned in Russia and ought, therefore, to be considered as waste." LLOYD'S LIST, 30 October 2009, p 2

9. SEAFARERS

Crew face criminal case after Full City grounding - By Craig Eason and Richard Meade "Two seafarers detained by Norwegian police after the grounding of the bulk carrier Full City are today waiting to hear whether they will be forced to stay in the country until a court trial next year. The master and third mate from the 26,800 dwt bulk carrier have already been under effective house arrest in Norway since the accident in July but could now face further detention and a possible jail sentence after police confirmed that they would be pushing ahead with new criminal charges. While local police insist that the continued detention of the Chinese national seafarers is necessary, industry sources close to the investigation told Lloyd's List that the case is a "shameful" example of criminalisation of the seafarer from a "maritime nation that should know better". LLOYD'S LIST, 1 October 2009, p 1

Cyprus finds more cargoships with 'incompetent' officers - By Nigel Lowry "Two more ships have been detained in Cyprus under the island's recently launched crackdown on incompetent crew hiding behind dubious certificates. The Syrian general cargoships joined a haul of four vessels in recent days, which were held in the ports of Larnaca and Vassiliko after inspectors assessed 15 out of the 16 officers onboard as incompetent to perform their duties. The latest cases have also been brought to the attention of the secretariat and members of the Paris Memorandum of Understanding, Europe's port state control regime, which is being urged to form a taskforce to tackle the problem of inadequate seafarers hiding behind bogus qualifications." LLOYD'S LIST, 1 October 2009, p 2

Still green on green - By Janny Kok "Environmental management, including reduction of carbon footprints is one of the hot issues within the maritime industry. However, the industry will have to wait until 2011 for the IMO to fully revise its Standards of Training, Certification and Watchkeeping (STCW) to cover sustainability courses in training college syllabuses. "The STCW is subject to revision today, but the IMO will certainly meet the demand for standardisation of environmental care education," Eelco Leemans, an official of the Netherlands-based North Sea Foundation, told Fairplay. She added that the foundation's international sister organisation - the ProSea Foundation - has urged EU member states to adopt standards for sustainability courses at nautical colleges and universities." FAIRPLAY, 1 October 2009, p 7

IBF agrees seafarers' wage freeze into 2010 - By David Osler "Seafarer wages have been frozen until some time next year, following an agreement between representatives of many leading shipowners and the main maritime trade unions at a meeting of the International Bargaining Forum in Manila yesterday. Salary rates were always set to be a sticking point in this year's pay round, with owners opening by pushing for a 10% decrease in the overall bill for a model ship, citing the current business climate and several years of unbroken rises. The International Transport Workers' Federation nevertheless made the case for an unspecified pay hike. Although the IBF deal is not binding unless operators choose to sign up to it, the negotiations are closely watched by everyone involved in shipping labour supply, in so far as they set a benchmark which establishes a norm around which salaries tend to settle." LLOYD'S LIST, 2 October 2009, p 1

Dodgy documents remain cause of concern - By Michael Grey "Bad news from Cyprus, where some attentive port state control has revealed a worrying number of crew members aboard visiting ships who have been carrying forged certificates. The Republic of Georgia seems to have been the source of many of these, although they have been given 'credibility', if that is the right word, by the official seal of the government of North Korea, which the inspectors discovered. These were not big ships, but as was

pointed out, they are big enough to cause a great deal of damage, when it was revealed that the crews appeared to have almost no qualifications, limited education and could not communicate in English." LLOYD'S LIST, 5 October 2009, p 7

District judge orders return of passports to Full City accused - By Craig Eason "The district judge assessing the Full City case has demanded that the two Chinese crew members detained by police are given their passports back. Master Aming Zong and third officer Qilang Lu have been kept in Norway after the 26,758 dwt bulk vessel grounded in the summer after dragging its anchor in a storm. The resulting oil spill from the ruptured bunker tanks made national headlines in the country just prior to a national election. Police had questioned the crew, eventually letting the majority return to China, but had kept the passports of the third officer and master, who had been on the bridge of the stricken vessel at the time of the grounding." LLOYD'S LIST, 6 October 2009, p 2

Crew training is key to better ship efficiency - By Craig Eason "Shipowners need to be aware of the impact well-trained crews can make on a vessel's overall efficiency and environmental performance. Environmentally aware crews are an essential ingredient to a well-run vessel, according to Grieg Shipping newbuilding project manager Jan Svardal. Bergen-based Grieg is installing efficiency monitoring systems on its four newbuildings, which at 207 m will be the largest in the Grieg fleet. The family-owned shipping group has set itself a specific target of reducing energy consumption onboard all its vessels by 20%. To help achieve this the new open-hatch general bulk vessels will have an onboard efficiency monitoring system that will be able to give the crew a constant read-out as they adjust the vessel to gain minimum fuel consumption." LLOYD'S LIST, 6 October 2009, p 6

AEMTC takes long view on crew shortages "Although the recession has meant decreasing business for many, it also presents an opportunity for players to address long-term industry issues such as insufficient skilled crew. 'This is the time for owners and operators to lay down the foundations for the boom periods and crew is a very important part of this,' says Capt K.N. Deboo, principal of Anglo Eastern Maritime Training Centre." SEATRADE, September/October 2009, p 95

Brussels targets training and social issues in recruitment of EU crew - By Justin Stares "Brussels' maritime policy is set to swing behind the seafaring industry in order to prevent the number of European seafarers from falling to "zero", according to a senior official in the European Commission. Seafaring will be one of the "clear priorities" of the upcoming policy paper on the future of transport, said Mattia Pellegrini, a member of the cabinet of European Union Transport Commissioner Antonio Tajani. Speaking at an event in the European parliament, Mr Pellegrini said action was necessary to ensure maritime knowledge was preserved within the EU." LLOYD'S LIST, 8 October 2009, p 2

USCG hints at shore leave law change - By Rajesh Joshi "Port security review may be required to include measures that facilitate wider seafarer access. A change in the law could be considered to address shore leave problems faced by foreign seafarers at US terminals, US Coast Guard Commandant Thad Allen has hinted." LLOYD'S LIST, 8 October 2009, p 13

ITF mounts week of action in Baltic to check on conditions "A week of action to check seafarers' pay and conditions on ships in the Baltic Sea was staged by the International Transport Workers' Federation last month. ITF staff helped coordinate vessel inspections by the federation's inspectors in Germany, Denmark, Poland, Estonia, Latvia, Lithuania, Russia, Finland, Sweden and Norway." TELEGRAPH, October 2009, p 4

Mobile ECDIC training deal "A new 'portable' training service has been launched to help masters and officers get to grips with electronic charts and display information systems. Offering approved generic ECDIS training at almost any location – including onboard – the service is being delivered by a partnership between PC Maritime and ECDIS Ltd." TELEGRAPH, October 2009, p 9

British crews 'rarer than blue whales' "Member warns delegates at the TUC conference of continued decline in UK seafarer numbers." TELEGRAPH, October 2009, p 11

Life onboard is good, seafarers tell survey "A Survey by the maritime occupational health service Seahealth Denmark has found that the overwhelming majority of seafarers on Danish vessels are contented in their work and that life onboard is mostly good." TELEGRAPH, October 2009, p 14

Declining crew competencies – By Malcolm Goodfellow "In December 2008 a paper on declining crew competencies was delivered to the Ports Australia conference in Adelaide Australia. It generated much interest and comment within the Australian shipping industry and many of the issues raised are now being subject to review by the Australian Maritime Safety Authority (AMSA)." SEAWAYS, October 2009, pp 8-11

Lloyd's List Opinion: Crewing blind spot "The shipping boom of 2003-2008 seemed to finally bring recognition that seafarers are a vital element of the shipping industry. As owners piled on orders for newbuildings, the lack of qualified and competent crew, especially at officer level, became something that could no longer be ignored. Seafarer salaries have jumped sharply in recent years and simply trying to source crew from the cheapest place possible stopped, by and large, being an option. The industry's fortunes have, of course, reversed dramatically over the last 12 months, but shipmanagers report remarkably little change in the shortage of senior officers." LLOYD'S LIST, 12 October 2009, p 2

Anger as Full City crew face detention - By Craig Eason and John McLaughlin "Defence lawyers representing the two seafarers detained by the Norwegian police after their dry bulk vessel drifted on to rocks are to ask the Chinese embassy to add international pressure to get the pair released. The master and third officer of the 1995-built, 26,800 dwt Full City learnt last Friday that an appeal court had overturned a district judge's decision to release them on bail. Defence lawyers now fear the Chinese pair could now be detained in Norway until a full criminal hearing in February next year. The latest development has further angered V.Ships president Roberto Giorgi, who is also president of shipmanagers' group Intermanager. He described it as "astonishing" that a democratic country and one of "the world's great seafaring nations" could come up with this decision." LLOYD'S LIST, 13 October 2009, p 1

Drive to improve ferry operator standards - By Rajesh Joshi "An important initiative to be unveiled before the year-end would allay most concerns about the compliance of Bermuda's mariner certification standards with the international Standards of Training, Certification and Watchkeeping, the nation's director of marine and ports services has revealed. The matter has been thrust into the international spotlight by the decision to move large cruiseships away from the capital Hamilton. Bermuda is now reiterating its commitment to raising its national standards and introducing certification that would be recognised internationally, Francis Richardson told Lloyd's List." LLOYD'S LIST, 15 October 2009, p 10

USCG moves on shore access - By John Gallagher "Seafarers hit by crippling shore access fees at US ports since 9/11 are a step closer to receiving relief. Fresh analysis by the US Coast Guard of its legal obligations determined it has authority to mandate that the 3,200 terminals regulated by the Maritime Transportation Security Act provide reasonable access to crews at US ports. The USCG is now considering if it will draft a rule to address how far it can go in requiring access and on what seafarer advocates claim are excessive fees charged at some terminals." FAIRPLAY, 15 October 2009, p 8

UK seafarer jobs market sees signs of revival - By David Osler "The UK jobs market for seafarers and maritime professionals ashore - which held up well after the start of the recession last year - is picking up slowly after coming close to a halt, according to recruitment businesses specialising in the sector. Experts are now quietly confident that recovery will be in evidence in the first few months of 2010." LLOYD'S LIST, 22 October 2009, p 3

Shipmanagers under pressure to reduce wages - By Steve Matthews "Cash-strapped owners are putting pressure on shipmanagers to reduce crewing costs and in some cases asking managers to reduce the numbers of cadets onboard ships. Wahid Abu Ajamieh, general manager of Jordan-based Arab Ship Management, a member of InterManager, told the Informa Ship Management Conference in Hamburg that he had been told by certain owners to cut cadet numbers." LLOYD'S LIST, 23 October 2009, p 2

Help for seafarers abandoned in Turkish port "Seafarers who are abandoned in the port of Istanbul, Turkey, are set to receive assistance through a relief fund set up by the ITF. The move was announced following an ITF inspectors' conference, held in Istanbul in July where the project was discussed." TRANSPORT INTERNATIONAL, October/December 2009, p 4

Indians lobby on criminalisation "Indian seafarers are still facing the risk of criminalisation, according to the Indian Seafarers' Federation. The Federation is lobbying the Indian government to intervene in a number of cases where seafarers are being unjustly held." TRANSPORT INTERNATIONAL, October/December 2009, p 9

Turning the tide on criminalisation "The return of the Master and Chief Officer of the *Hebei Spirit* from their more than 500 day confinement in South Korea was a positive outcome to a very worrying period for the shipping industry, and those who work at its "sharp end". The collision of the crane barge with the anchored tanker was not the first such case, but seemed to become a symbol of all that was wrong with the sort of fairness and justice that seafarers were experiencing in the aftermath of such incidents." BIMCO BULLETIN, August 2009, pp 34-35

10. SHIPBUILDING AND RECYCLING OF SHIPS

'Waste' ship probe - By Geoff Garfield "Indian authorities have launched an investigation into a 1950s-built cruiseship's arrival in Alang. A cruiseship at the centre of a hazardous waste row with US environmental authorities has stirred up more controversy after being towed into Alang for scrapping. The 1950-built Oceanic (ex- Independence) has turned up in India 18 months after being taken from US waters amid claims it was not heading for recycling in the subcontinent. Sources say it arrived around midnight several days ago under the name Platinum 11 and its earlier identity concealed." TRADEWINDS, 16 October 2009, p 11

Bangladesh deaths spark renewed calls to end beach shipbreaking "European lobby groups have renewed calls for shipbreaking to be moved off the beaches of the Indian subcontinent, after seven fatal accidents were reported in Bangladesh in four weeks. "The last few weeks have been terrible in Chittagong," said Ingvild Jenssen of the Brussels-based Platform on Shipbreaking, a coalition of lobby groups. "In our view, unless the operations are moved off the beach there is no way to stop deadly accidents and pollution of sensitive coastal zones." LLOYD'S LIST, 20 October 2009, p 1

Scrap row deal 'near' – By Geoff Garfield "The controversial cruiseship Platinum 11 appeared this week to be edging closer to scrapping on the beaches of Alang after a government inspection team played down fears over the levels of hazardous waste built into its structure. But arguments continue over who was behind the decision to send the Platinum 11, the former Oceanic (ex- Independence , built 1950), for recycling. According to sources quoted by the Press Trust of India, New Delhi inspectors found that the amount of material contaminated with asbestos or polychlorinated biphenyls (PCBs) on board the 20,000-gt vessel was less than on the controversial Blue Lady (ex- Norway)." TRADEWINDS, 30 October 2009, p 9

11. SHIPPING

Polish Register achieves full European Union recognition - By Justin Stares "The Polish Register has been promoted by the European Union and now has full recognition. The classification society, which previously had partial recognition, has overcome its "shortcomings" and is now registered to operate throughout the EU. For the past three years, the organisation's EU recognition was restricted to the Czech Republic, Cyprus, Lithuania, Malta, Poland and Slovakia. The promotion follows a series of inspections by the European Maritime Safety Agency. "Where shortcomings have been identified, the Polish Register of Shipping has promptly implemented appropriate and sufficient corrective action," the EU said." LLOYD'S LIST, 2 October 2009, p 2

Wages bill raises operating costs OpCost indices 2003-2008 - By Steve Matthews "Report reveals that 2008 saw crew's wages go up by over one-fifth. Soaring wage costs were responsible for vessel-operating costs jumping by a record near-16% in 2008, according to the latest OpCost 2009 report by shipping accountants Moore Stephens, which covers the 2008 calendar year. Its annual analysis of ship-operating costs across a range of ship types revealed an average 15.8% increase. Within that overall figure, wage costs surged by 21.4%, the highest figure since the first OpCost survey in 2000 and more than double the 2007 figure of 10.3%. For bulk carriers and tankers, the wage cost increase was even higher, at 22%-23%. There were some significant differences within vessel categories. The biggest rise in wage costs was recorded by suezmax tankers, with 29.8%, while the lowest was the 7.8% increase for main line containerships." LLOYD'S LIST, 6 October 2009, p 14

The lay-up conundrum "Short or long? Hot or cold? North or south? For shipping companies contemplating lay-up programmes, there is a broad range of options with a variety of costs and benefits. And a lot of hassle. But long-term lay-up – as now seems inevitable for hundreds of ships – is a major headache for shipping banks too, particularly where new ships are involved." SEATRADE, September/October 2009, p 27

Backwards glance "Greece is the largest shipping nation for now but the recent trend of selling vessels to China may change all that, warns David Glass." SEATRADE, September/October 2009, pp 41-43

Winning ways – By Bob Jaques "Cyprus has won important tax concessions from the EU at a time when the nation's flag has made all the White Lists." SEATRADE, September/October 2009, pp 53-55

Shipping industry updates flag state performance table "The Round Table of international associations (BIMCO, International Chamber of Shipping/International Shipping Federation,

INTERCARGO and INTERTANKO) have published their latest 'Shipping Industry Flag State Performance Table', which is updated on an annual basis. The updated table can be downloaded at www.marisec.org/flag-performance. The Table, which accompanies the well established 'Shipping Industry Guidelines on Flag State Performance', summarises essentially factual information, derived from the public domain. The intention is to provide a general appreciation of a flag's performance and to encourage ship operators to examine whether a flag has substance before using it."

Shake-up of Greek shipping ministries rocks industry - By Nigel Lowry "Greece's shipping industry has been left reeling by the newly elected centre-left government's move to abolish a standalone Ministry of Merchant Marine, a presence in Piraeus for more than 60 years. Prime Minister George Papandreou, who emerged as the clear victor of Sunday's Greek general elections, unveiled a slimmer administration partly by creating two super ministries. "Our view is firmly that the wellbeing of Greek shipping, and in particular the Greek flag, requires a strong and independent Ministry of Merchant Marine," said Epaminondas Embiricos, chairman of the London-based Greek Shipping Co-operation Committee." LLOYD'S LIST, 7 October 2009, p 1

Katseli appointed new Greek shipping minister - By Nigel Lowry "Louka Katseli, a 57-year-old professor of economics, has been sworn in as Minister of Economics, Competitiveness and Shipping in the new Greek centre-left government of Prime Minister George Papandreou as shipping circles voiced uncertainty about the radical transfer of the shipping portfolio to one of the most powerful ministries in the government. In taking the reins of the superministry, forged by presidential decree on the Papandreou administration's first day in power, Ms Katseli is believed to have become Greece's first female minister for shipping." LLOYD'S LIST, 8 October 2009, p 2

UK flag suffers dip in fortunes with low customer satisfaction rating - By David Osler "Nearly one in five users of the UK Ship Register say they are unhappy with the service provided by the UK flag. The register secured a customer satisfaction rating of just 81% in 2008-2009, according to the annual report of the UK's Maritime and Coastguard Agency. The report covers what chief executive Peter Cardy describes in the foreword as a "particularly challenging" year, in which the agency was hit repeatedly by 24- and 48-hour strikes, as unions pushed their case for a substantial salary hike despite a public sector pay cap imposed by the government." LLOYD'S LIST, 8 October 2009, p 4

Shipping's tipping point - By Andrew Landsale "Financial clout is inexorably moving from West to East, and the world is reaching a tipping point. According to HSBC, there are encouraging signs of recovery in the developed world, but the real economic shifts are taking place elsewhere. Emerging nations, it tells us, are set to dominate world economic activity in the years ahead. China's growth is forecast to expand by 9.5% next year and India by 7.2%. This contrasts with growth in the developed world, predicted to be less than 2%." FAIRPLAY, 8 October 2009, p 7

Salvage needs saving - By Janny Kok "So-called 'doctors' of the seas need a dose of financial medicine to keep the salvage sector alive, according to Keith Harper, director of SVITZER Salvage. Harper said the salvage industry requires intensive cash flow to tackle incidents involving larger and ever more complex ships and cargoes, with the need for deeper and deeper recoveries." FAIRPLAY, 8 October 2009, p 10

The floating storage racket "In American legal parlance, the strategy might be described as market distortion. That strategy now involves so many ships that no one dares blink first lest the price of petroleum products plunge. The scheme involves the stockpiling of cargoes on board ships and engaging them in floating storage for long periods of time. But there is an element of gambling in these enterprises. Much will depend on the severity of the approaching northern hemisphere winter. Geopolitical problems might raise their heads with supplies of Russian natural gas to Europe. In the US, use of natural gas is price-driven and all this affects the price of gasoil." FAIRPLAY, 8 October 2009, p 54

Global crisis will speed up shipping power shift to Asia - By Tom Leander "It is a commonality that Asia will be the world's next centre of shipping, but experts and amateurs alike take this notion out for a stroll without thinking about it deeply. How is this transfer of commercial nautical power being enacted? What brought it about? Where is it going? Clarkson Research Services managing director Martin Stopford sees the process as inevitable. He says that the shift from a North Atlantic world dominating shipping to Asia, with China as the centrifugal force, mirrors a shift of economic power that was speeded along by the global financial crisis." LLOYD'S LIST, 9 October 2009, p 4

Brussels must reignite motorways of the seas plans - By Roger Hailey "Brussels needs to "rekindle the flame" of its motorways of the seas modal shift programme which so far has seen no large project succeed. Those are two points contained in the latest annual report presented to the European

Commission by its Trans-European Network co-ordinators on several intermodal projects. The 29-page review of the Motorways of the Seas programme, written by commission policy guru Luis Valente de Oliveira, sets out a 12-point set of recommendations to "support priorities" for the Motorways of the Seas. Essentially, MoS aims to transfer freight to shortsea and coastal shipping, primarily from road, using the European Union's 95,000 km of coastline and hundreds of ports." LLOYD'S LIST, 12 October 2009, p 6

The flight to quality "Ship registry used to be about size - how many ships a flag could attract. But things are now changing and, increasingly, the emphasis is on quality. This week's ship registers feature (p20) records a subtle change of direction for flags. It used to be about size; increasingly, in the future, it will be about quality. At present, the larger registries claim they can have it both ways: top quality while encompassing all sectors of the industry. Size is good for revenue, but makes the administrative function a headache." FAIRPLAY, 15 October 2009, pp 1-2

Mafia ship still a mystery - By Jem Newton "Officials investigating one of a number of vessels containing toxic material sunk off Italy's southwest coast by the Mafia faced a new mystery this week after doubts emerged about the vessel's identity. Italian investigators are planning a second descent soon to examine the general cargo ship more closely. "As a result of the first examination of the ship we have a report identifying the ship as the Cunski, but it's possible that it is another vessel," an official of Italy's environmental protection body ISPRA told Fairplay." FAIRPLAY, 15 October 2009, p 7

Shortsea shipping in rough waters - By Michaela Findeis "Despite all the political efforts to encourage shifting volumes from road to sea in Europe, the economic downturn has struck Europe's 'motorways of the seas' with an almost 20% slump in volumes that could trigger a reverse modal shift. "Politicians and bureaucrats need to stop repetitive rhetoric and start being more decisive," said Ronald Daelman, freight director of P&O Ferries." FAIRPLAY, 15 October 2009, p 10

Great strides for Panama "Panama's ship registry has maintained its coveted position as the world's largest open register through a series of reforms and customer incentives. Michele Labrut reports." FAIRPLAY, 15 October 2009, p 22

Strategy for growth "Scott Bergeron, COO of the Liberian Registry, explains to Konstantin Tsolakis how the registry takes an active interest in its clients' businesses." FAIRPLAY, 15 October 2009, p 23

Marshall Islands targets LNG "The Marshall Islands registry maintains that quality, not quantity, is the driving force behind its impressive growth. Establishing itself in the LNG sector is the next objective. John Gallagher reports." FAIRPLAY, 15 October 2009, pp 24-25

Change ahead for the Bahamas - By Christopher Browne "It's not surprising that the Bahamas features cruise ships in its registered fleet. Nassau hosts more than 1M cruise tourists a year while the Caribbean archipelago's resorts are abuzz with water sports, hotels and tourist activities. Behind the registry's exotic façade lurks a serious, hard-working unit that has risen to number three in the global league table." FAIRPLAY, 15 October 2009, p 24

Greeks respond to manning changes - By Konstantin Tsolakis "Maintaining the quality of officers is now the challenge for an expanding Greek registry. Two-and-a-half years have passed since the main obstacle to the development of the Greek shipping registry - and for years a bone of contention between Greek owners and Greece's government - was lifted. In April 2007, the number of Greek nationals required by law to be on board Greek-flagged vessels was reduced from 25 to between four and six, depending on ship type. "It was becoming increasingly difficult for the owners of Greek-flagged ships - as well as those eager to register with Greece - to fulfil this regulation. It was unavoidable that it would change, and the change has definitely boosted the Greek flag's competitiveness," registrar Ayis Zahariades explained to Fairplay." FAIRPLAY, 15 October 2009, pp 26-27

Lending market flat for owners - By Joe Brady "Owners - those that can afford it - are having to adopt a "wait-and-see" approach until banks regain confidence. The syndicated-loan market remains moribund for shipowners - and there is no sugar-coating that fact in the latest figures from London-based monitor Dealogic. Syndications expert Rory Hussey of ING does not try to but does suggest an interesting scenario - while there is a lack of supply in credit liquidity, there is also at present no great amount of demand." TRADEWINDS, 16 October 2009, p 48

Territorial waters row threatens relations "Gibraltar's government has filed a legal challenge against the European Commission following a thorny diplomatic row over Gibraltar's territorial waters. Gibraltar is challenging the EC's decision to allow Spain to designate Gibraltar waters as a protected site under European Union nature legislation. The robust step followed Britain's failure to convince the commission

that it had made a mistake in approving the Spanish move. The row over the waters stems from a decision by Brussels to approve a Spanish request to list most of Gibraltar's territorial sea — and an area of international waters too — as one of Spain's protected sites under EU law. In doing so, the commission ignored the fact that Britain has jurisdiction over these waters and had already designated part of them as a European protected site in 2006." LLOYD'S LIST, 19 October 2009, p 8

Gibraltar, Spain and UK look to work more closely "Maritime affairs have been placed at the top of the list for diplomatic co-operation between Gibraltar, Spain and the UK following a historic visit to the Rock this summer by Spain's foreign minister, Miguel Angel Moratinos. This is a hugely important step in a region where, despite a cosier atmosphere between the three governments, events continue to cause friction. Intense shipping activity in ports bordering the Strait of Gibraltar has led to raised concerns about navigational safety and environmental standards. Historically, the dispute over the sovereignty of Gibraltar has proved a stumbling block to establishing closer links between Gibraltar and neighbouring Spanish ports." LLOYD'S LIST, 19 October 2009, p 10

Single-hull VLCCs fade out quietly - By Geoff Garfield "Only a handful of single-hull VLCCs are now expected to remain trading beyond 2010 as chartering opportunities dwindle and figures no longer stack up, say brokers. There are only 90 non-double-hull VLCCs remaining in the global fleet, with several of those expected to be removed from the market this year." TRADEWINDS, 23 October 2009, p 4

Ecobonus extension critical to motorways of the sea success - By John McLaughlin "A Europe-wide extension of Italy's ecobonus system, which provides incentives to truckers making the switch from road to sea, will be a critical spur to the development of the motorways of the sea in years to come. Speakers at a conference on the motorways of the sea organised by Grimaldi Naples in Cagliari last week said the political will to expand such incentives across Europe was evident among European transport ministers at the recent TEN-T conference in Naples. Tommaso Affinita, managing director of Rete Autostrade Mediterranee, a government promotional organisation for the motorways of the sea, said the aim would be not just to forge new routes between European countries, but to strengthen ties between the economies of southern Europe and those of North Africa." LLOYD'S LIST, 27 October 2009, p 14

UK policy is driving owners to seek better value elsewhere - by Nautilus general secretary Mark Dickinson (Quarterpoints) "It is a painful truth to live with, but recent events have reinforced it: shipowners are loyal to neither flag nor people. They are customers. Like shoppers on the high street, they shop where they feel they get best value and good service. Unless governments understand that basic fact, any shipping policy response to the desperate maritime skills crisis is doomed to fail." LLOYD'S LIST, 28 October 2009, p 4

Spending watchdog criticises Maritime and Coastguard Agency - By David Osler "A senior Conservative backbencher has blasted the UK's Maritime and Coastguard Agency for its "make-do-and-mend" approach, resistance to change and lack of commitment to its own target for growth of the UK flag fleet. Edward Leigh, chairman of the Committee of Public Accounts, was speaking on the publication of the cross-party group's response to an earlier report from the National Audit Office, the UK's public spending watchdog. His words will add to the pressure on chief executive Peter Cardy, the former charity boss brought in to head the MCA two years ago, who is facing up to Danish giant Maersk's shock decision to remove 15 boxships and tankers from the UK register." LLOYD'S LIST, 29 October 2009, p 1

Rejuvenated flag leads maritime renaissance - By Felicity Landon "Stability of regulations and a partnership attitude are the two key policy axes for the Belgian government as it seeks to keep the rejuvenated Belgian flag strong and in turn support the country's wider maritime sector. The country is determined to assert itself on the international maritime stage, too — this year it is seeking to regain a Group C seat at the council of the International Maritime Organization, and its submission holds nothing back in outlining the country's strengths as port state, flag state and coastal state, and in its inland waterway network, dredging and harbour industries and broader maritime activities." LLOYD'S LIST, 29 October 2009, p 8

Quality control system puts register in the spotlight "A new quality monitoring system launched by the Belgian register this year has attracted wide interest from other administrations. The Corporate Flag State Governance system became operational in August after two years' planning and is seen as a prime asset for the quality of the Belgian flag, said Belgian director-general of shipping Frans van Rompuy. "This is an instrument to ensure that even in very difficult times quality is kept as it should be," he said. "We think it is quite unique. We have been working from the day the first idea was born to make everything available and have sufficient participation from the classification societies and the shipowners." The system is based on the registration of port state control findings related to Belgium-flagged vessels and the proactive involvement of flag, class and owner." LLOYD'S LIST, 29 October 2009, p 10

Belgium eyes IMO Group C "Two years ago, Belgium made an unsuccessful bid for election to Group B of the council of the International Maritime Organization. It then took the decision to withdraw from Group C, where it held a seat, to give the IMO a better geographical spread. At the time, the managing director of the Royal Belgian Shipowners' Association, Marc Nuytemans, said: "We are sorry that we did not succeed. A lot of efforts were put into this campaign by the maritime interests and the government." But he added: "We could have remained an obscure maritime nation — now at least everybody knows who we are." At next month's IMO Assembly, Belgium will be seeking re-election to Group C." LLOYD'S LIST, 29 October 2009, p 10

RBSA reflects on a century of success "The Royal Belgian Shipowners' Association celebrated its 100th anniversary in September with a small party. The association has played a central role in the development of Belgium's tonnage tax and subsequent resurgence of the national flag, and in the www.areyouwaterproof.be campaign to attract more young people to a career in seafaring. At the start of this academic year, the total student population at Antwerp Maritime Academy exceeded 700. Five years ago the number was only just over 200, and this was even lower - at about 150 - in the 1990s." LLOYD'S LIST, 29 October 2009, p 11

Shipping must fight its corner "It is time to consider the state of the UK ports and maritime industry after the party political conference season is over and the political world pauses briefly before plunging headlong into the general election campaign. Lord Berkeley's Bill in the House of Lords to remove the Irish subsidy and rationalise the General Lighthouse Authorities has pushed the government into an unprecedented inquiry into the efficiencies of the GLAs, and Conservative Party leader David Cameron and the shadow transport team have resubmitted their motion against next year's proposed further increase in light dues." LLOYD'S LIST, 29 October 2009, p 16

Last Word: Pirates, the fisherman's friend "They do say it is an ill wind and all that, and it seems that fishermen in Kenya are experiencing an unexpected gain as a consequence of the piracy crisis in neighbouring Somalia. Many of the massive factory trawlers that systematically plunder fish stocks in the region are now staying away, which has considerably raised shark and shellfish catches for the locals. Oh, and all of this is working wonders for the local marine ecosystem, too." LLOYD'S LIST, 29 October 2009, p 16

Stopping traffic "The number of stowaways passing through Rotterdam has declined since the implementation of the ISPS Code, but there is still work to do." FAIRPLAY, 29 October 2009, p 14

LISCR warns on hidden costs of laid-up ships - By Steve Matthews "Owners looking to acquire laid-up ships at bargain prices need to be aware of the requirements and potential costs of bringing such vessels back into service. As the number of ships in lay-up for extended periods increases, the number of laid-up ships changing hands is also likely to rise. In presentations in London and Hamburg, Stuart Williams, managing director of LISCR (UK), which represents the Liberian Registry, highlighted some of the issues from a flag state perspective. An owner can sell a ship and transfer ownership from the lay-up state, but processes for sale and purchase for laid-up ships are different from those for ships in service and are "in some ways similar to a pre-registered ship in build", Capt Williams said." LLOYD'S LIST, 30 October 2009, p 4

Korean Register on global drive - By Keith Wallis "The Korean Register of Shipping plans to expand its presence on the international stage both through marketing itself to foreign owners and via an expanded international affairs centre. The plans were outlined by Korean Register chairman and chief executive Oh Kong-gyun, who told Lloyd's List that both moves followed experience gained from his tenure as chairman of the International Association of Classification Societies. Mr Oh said the aim was to give staff at the classification society a better understanding of international affairs and the international side of the business. Other divisions would also be expanded, with more people hired as the register generated new areas of business in addition to its traditional core maritime area. He remained committed that the Korean Register would "stick by its principles and objectives of trust and reputation." LLOYD'S LIST, 30 October 2009, p 9

An exciting future despite the gloom "Amid all the doom and gloom surrounding the latest recessionary slump, it is easy to lose sight of shipping as a long-term growth industry that is set to more than double in size. That prospect, which inspired so much investment during the boom years, has been revisited in a Japanese study aimed at softening shipping's environmental impact as the scale of business escalates. Tokyo-based think tank Ocean Policy Research Foundation (OPRF) has put out a report that maps the growth of shipping with increasing global economic prosperity, estimating that tonne miles will increase 2.5 times by 2050." TRADEWINDS, 30 October 2009, p 2

Societies diversify into welfare, environment and consultancy – By Adam Corbett “Classification societies are sniffing out new business opportunities in welfare, environmental certification and even business consulting. The Maritime Labour Convention 2006 (MLC 2006) is in the process of ratification and is expected to be enforced early in the next decade. The global merchant fleet will require another layer of certification verifying that the MLC 2006's rules for minimum living and working conditions are being kept. The certification on behalf of flag states will cover around 1.2 million seafarers. With suggestions that auditing labour standards might not require the specialist marine competence of class societies, the likes of Lloyd's Register (LR), Bureau Veritas (BV), Rina, Det Norske Veritas (DNV) and others are already ahead of the game, providing voluntary compliance schemes ahead of deadline.” TRADEWINDS, 30 October 2009, p 29

Shift against substandard certification – By Adam Corbett “A growing number of certification bodies approved by 'blacklist' flags are clouding regulatory laws on ship safety. A movement for the stricter regulation and auditing of low-quality recognised organisations (ROs) providing certification services to flags or convenience (FOC) is gaining momentum. The initiative is largely targeted at a growing number of commercial and national certification companies approved by flags that are on the blacklist of port-state-control (PSC) authorities that conduct statutory certification work. There is also considerable concern over unaudited certification bodies surveying the construction of Chinese coastal ships at beach yards in the country.” TRADEWINDS, 30 October 2009, p 33

Class responds to critics over substandard FOCs – By Adam Corbett “Substandard recognised organisations (ROs) are under fire for helping to sustain substandard flags of convenience (FOCs). But leading members of the International Association of Classification Societies (IACS) are also providing the same certification services to some of the industry's worst-performing ship registers. TradeWinds asked leading industry figures how they can justify working with those FOCs that help perpetuate substandard shipping.” TRADEWINDS, 30 October 2009, p 34

Implications from expected rise in demand to become major headache – By Adam Corbett “Forget the recession, shipping needs to get to grips with the environmental, manpower and safety implications of a more than doubling in demand by 2050, according to a Japanese think tank. A long-term strategy for the industry drawn up by Tokyo-based Ocean Policy Research Foundation (OPRF) forecasts tonne miles are set to increase more than 2.5 times from 29 trillion tonne miles in 2005 to 72.5 trillion tonne miles in 2050. Container shipping will show the biggest growth, increasing by sevenfold. At current efficiency rates, greenhouse-gas emissions from ships will surge from just over one billion tonnes today to more than 2.4 billion tonnes in 2050. That will mean that shipping will pump out more carbon-dioxide (CO2) emissions than the combined land emissions of Germany and Japan, which currently stands at around two billion tonnes.” TRADEWINDS, 30 October 2009, pp 54-55

12. SPECIAL REPORTS

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Fairplay International Shipping Weekly: <http://www.fairplay.co.uk>
Fairplay Solutions <http://www.solutionsmagazine.co.uk/>
Lloyd's List: <http://www.lloydslist.com>
MER <http://www.imarest.org>
Naval Architect: <http://www.rina.org.uk/tna.html>
Safety at Sea International: www.safetyatsea.net
Seatrade Magazine : <http://www.seatrade-global.com>
Seaways: <http://www.nautinst.org/Seaways/index.htm>
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