



Secretary General's Report

It is all go here at the Headquarters in London as we put the finishing touches to the Annual General Assembly in MITAGS Baltimore, USA on the 18th and 19th April. As you will have seen from the Flyer we sent out, it is being held in conjunction with the CAMM Annual General Meeting. We currently have about 60 members attending, but it is not too late to book a last-minute flight to come and join us. We have a full programme and some very interesting Presentations as always. See you there.

I was shocked and saddened to hear the news that the Somali Pirates have started to become active again, but pleased to see that the local Elders managed to get the Pirates to release the vessel and her crew. It goes to prove that at sea we need to be ever vigilant to the danger of piracy. You will recall that a number of years ago the International Chamber of Shipping (ICS), with IFSMA as a co-signatory published BMP4 providing a single resource for the use of CSOs and Ship's Masters to deter and protect against piracy in the Indian Ocean and Gulf of Aden in particular. I am pleased to say that working with ICS and other International NGOs over the last 18 months we will soon be publishing a completely new and updated version called Global BMP. It has been developed taking into account the expertise of a number of authorities on piracy, including military deployers in affected regions around the world. I will let you know as soon as it has been published and available and I do commend it to you to help you keep safe and out of the grips of the Pirates.

On a more cheerful note you will see an article in this months Newsletter about the development of a Chartered Master Mariners Qualification which has been developed in the UK by the Honourable Company of Master Mariners. IFSMA is one of the Consulting Organisations and as soon as the trial period is over and the process for achieving Chartered Status fully tested we will inform you all of how to apply. I think this new Qualification based on experience will do much around the World to help improve the Status of the Master Mariner.

Finally, IFSMA was earlier this month approached by the International Association of Marine Aids and Lighthouse Authorities (IALA) to be part of the Coordination Group for the E-Navigation Underway Conferences and also in the IALA ENAV Committee meetings. This is good news for IFSMA and our Members as we will be able to bring our practical experience to bear and influence the development of ENAV. We will put an article in the next Newsletter ex-

plaining what these Conferences are all about, where they are taking place around the World and urge you to participate and get involved.

I look forward to seeing many of you at the AGA

Commodore Jim Scorer, Secretary General

Chartered Status for Master Mariners

Last August the London-based Honourable Company of Master Mariners, in association with the Nautical Institute, announced implementation of a programme leading to the award of Chartered status for high-achieving professional seafarers.

Under international law, the highest qualification available to any seafarer is the Class 1 (Unlimited) Certificate – known as Master Mariner. This is a globally recognised standard that commands respect for those who attain it.

Now Chartership will address this shortcoming in presenting a new goal for mariners by recognising the individual endeavour of those who have benefited the profession of master mariner by improving their professional capabilities. This sets down a mark of excellence that respects individual expertise, superior competence and peer-recognised quality.

In a statement towards the end of last year the Honourable Company of Master Mariner thanked a broad range of consulting organisations and maritime industry partners (of which IFSMA* was one) and which had been involved in initial studies.

It was estimated that the first 12 months will be a pilot-year when applications will be by invitation. This will allow the partners to review and refine the selection process. Chartered status will then be made available to the wider maritime community around the world and an appropriate announcement made inviting applications for Chartered Master Mariner status.

Once the selectors are content that the system is working well they will ask all the organisations involved: consulting, registration and so forth, to commence advertising worldwide for eligible mariners to apply for Chartership.

It will be appreciated that while it is a UK-run qualification Chartership will be open to all suitably qualified Master Mariners the world over.

*Others represented at the chartered status launch includ-

ed: Trinity House, the UK Chamber of Shipping, the Merchant Navy Training Board, the Maritime and Coastguard Agency and the Institute of Marine Engineering, Science and Technology (IMarEST).

Recommendations for a Healthy Lifestyle

From the perspective of a Seafaring Medical Examiner

By Dr Marcus Brauer MBChB, Dip PEC, DOH, Cape Town

As a seafaring medical examiner, I get to see and examine thousands of aspiring and existing seafarers. Many appreciate the opportunity to have their health reviewed and have expressed their appreciation when recommendations have led to overall improvement of health as well as quality of life.

It is from this perspective that I would like to share some of the recommendations I make on a daily basis, and when my seafarers follow these recommendations they tend to be rewarded with healthier and happier lives.

The reality is that after we have maximised our vertical growth after puberty, we are only looking at side-wise changes thereafter. Before this occurs, our body tends to accept and process anything we feed it, but after puberty that luxury evaporates, and how we eat and exercise has very real and direct consequences.

Weight – strive to keep a stable weight, and if you fall into the obese category, follow the recommendations below to assist you slowly and gradually lower your weight.

Smoking – of all our health habits, this is potentially the most harmful. It helps to cut back on total cigarette consumption, but first prize remains stopping. Allen Carr provides useful guidance in his book *Easy Way to Stop Smoking*. Remember – it is never too late to stop.

Plants – befriend them and eat lots of them on a daily basis– vegetables, salads, nuts and fruit. This assists in weight loss and they contain the majority of the elements that our body wants: vitamins, minerals, fibre.

Be active – performing some form of regular sporty recreational activity three times a week has multiple health benefits from increased strength, confidence, energy and happiness. Exercise is also very valuable at interrupting the continuous stress levels that we are usually subjected to on a daily basis with the demands of our working lives.

Sugar is the enemy – sugar and the foods that are rapidly broken down to sugar such as biscuits, cakes, fizzy drinks, fruit juices, bread, pasta and potatoes are the main culprits when it comes to weight gain in adults. This weight gain also provokes secondary, preventable illnesses such as diabetes and hypertension.

Alcohol – is a poison –the sooner this fact is understood and accepted, the easier it becomes to manage its use.

Bear in mind that the toxic effect of alcohol is not only on virtually every organ in the body over time, but also damages relationships through altered behaviour while under its influence. While under the influence of alcohol the common negative social occurrences are: neglect of children and loved ones, participation in potentially hazardous physical activities of various descriptions and arguments, sometimes even fights with harmful outcomes. Alcohol should not be drunk on a daily basis and safe consumption limits are <7 iU (international units) per week for women and <14 iU per week for men. (1i U = 330 ml beer, 100ml wine or 25 ml spirits such as whisky)

Water – we mostly consist out of water (60% of an average adult body). Keep up regular water intake. I usually recommend 2-3 L per day, and more if you work in the tropics or hot engine rooms when fluid loss through sweating is increased. Aim to urinate 4-6 times per day and the colour should be clear or pale.

Stress – is a part of life. Stress is a helpful pressure that can provide us with the drive and energy to accomplish many things. The secret lies in dealing with it openly and managing it, so that it does not manage you. Focus on what is important and needs to be dealt with, and then get on with it. If despite all your best efforts you feel that you are not managing to control your levels of stress, do not allow stress and the potentially associated emotions of depression or anxiety to control your life. Seek guidance and support if you feel trapped or unable to change your circumstances. Learn about relaxation techniques that you can employ if you feel too much under pressure, such as simple relaxing breathing techniques or meditation, which can help alleviate and calm the body's negative response to stress and helps to restore a more peaceful mind-set.

Sleep and relaxation – are vitally important in allowing the conscious mind to switch off and to recharge. Strive to have regular sleeping patterns, which is a challenge when doing shift work at sea, but aim to establish a routine that allows for sufficient recovery and distraction to balance the work hours requiring attention and concentration.

Family, friends and spirituality – are essential in providing a network and safety net that supports us when we are feeling challenged. Nurture family relationships and friendships and devote part of your energy and thought to a spiritual following of your choice. A social and spiritual connection forms a strong and resilient foundation which becomes increasingly valuable when our lives are particularly challenging. Regular input and regular contact to family, friends and spiritual counsellors is important to maintain a social network and spiritual grounding, especially when such interaction is interrupted by time away when at sea.

Although the guidelines above are meant as healthy general guidelines, there will be occasions when these recommendations are put aside. The principle here is that if it is done in celebration, and infrequently, then this should not cause significant long-term ill effects.

Lastly, should you be diagnosed with a medical condition,

it is important to inform yourself as much as possible about the causes and treatment and to understand the importance that you will play in managing it. As doctors we can provide the tests and assessments to make a diagnosis and to recommend a treatment and management plan, but each individual is directly responsible for implementing and monitoring their health.

When working in partnership with your seafaring doctor, you should be able to lead a healthy, productive and rewarding life at sea.

PORt OF ADEN PROGRESS: TURKISH MISSION

Yemen Gulf of Aden Ports Corporation (YGAPC)

Around the world there are few ports that are very special natural harbours. Of these Aden is one and it lies directly on major international shipping routes thus occupying a truly strategic position in the Middle East.

Without doubt Aden Port has massive potential for further expansion of its facilities because of the size of the harbour and the fact that there is no need for breakwater protection or maintenance dredging when the facilities have been built, it is reported.

On 19th January a delegation (*illustrated*) sent by the Turkish Government paid a visit to the Port of Aden to assess the critical needs of the Port after months of turmoil which saw rebels opposing forces loyal to the government and resulting in high casualties, a breakdown in essential services and a humanitarian crisis.

Chairman of YGAPC Mohammed Alawi Omzarbah met the Turkish delegation and expressed his thanks and appreciation for their support to the Port of Aden, part of a plan by Turkey for the legitimate government of Yemen.

It is understood that the Executive Chairman, Deputy Engineer Abdulrab Jaber Al-Khulaqi briefed the delegation during the field visit to all port facilities with a detailed explanation of the damage suffered by the port and its infrastructure and the emergency needs that would enable it to provide basic services to its customers.

For his part the head of the Turkish delegation emphasized the commitment of the Turkish government to provide the necessary support for the Port to enable it to carry on its activities as the gateway of Yemen to the world.

At the beginning of the year Chairman Mohammad Alawi Omzarbah clarified in a statement that there are efforts to normalise customs tariffs in all Yemen sea ports to help in activating shipping traffic and maritime trade. At the same time it is anticipated that this would energise the economy and development in the Republic of Yemen, particularly in the Port of Aden.

Trade in the Port of Aden was severely hampered during the months of unrest. In the month of November 2016

only nine container vessels (inward + outward) were handled totalling c.24,000 TEU. In the eleven months to end November a total of 105 vessels were handled totalling 245,478 boxes. Statistics here do not include dhow traffic, Ro-Ro, livestock, bulk or dry cargo vessels.



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The Captain of Valparaíso Express:

An Interview with Captain Peter Rössler

The naming ceremony for the *Valparaíso Express* was held on 7 December Valparaíso. At the ship's naming one of the focuses of attention was Peter Rössler, the 46-year old captain of the 10,500 TEU vessel.

Rössler was on-site in the South Korean shipyard to monitor the last two months of the ship's construction. Then, in November, he sailed the first of five ships of the new series more than 10,000 nautical miles across the Pacific to South America.



Loaded with new reefers, Valparaiso Express.

Q. Captain Rössler, are you a bit nervous about whether everything will work out with the christening?

A bit, and perhaps one should be – after all, it's an important day. Of course, this isn't something completely new for

me. I've already witnessed three christenings as a captain, two in the shipyard in South Korea and another in Singapore. There's an incredible amount of behind-the-scenes work that nobody sees – and not just for us on board. But I'm looking forward to the naming ceremony because I appreciate these kinds of occasions. After all, that's what seafaring is all about!

Q. How was your crossing of the Pacific with the ship?

It was a challenge all right to sail across the Pacific in the winter with the new ship and 4,500 new but empty reefers. As we got closer and closer to the equator and left the northern latitudes, the weather got better. The crew was busy getting familiar with the new systems on board and outfitting the ship. But even with all the work, we still found time to hold a line-crossing ceremony, as 17 members of the crew didn't have a baptism certificate yet. But, for me, the most important thing was to arrive in Valparaíso on time and without any damage. And that's what we did.

Q. Are you already familiar with the Port of Valparaíso?

Yes. I'm already familiar with a lot of South American ports from my time on reefer vessels. But the last time I was in Valparaíso already lies about 20 years back. I have no doubt that some things have changed there, and I'm very excited to see how it is now.

Q. Was being a sailor something you always wanted to do?

Well now, I've known that since I was about 10 years old. Back then, I was very impressed by the ships that I would see during my summer vacations on the Baltic Sea. You should also know this: For people like me who grew up in the GDR, that was one of the only ways to see a bit of the world.



At the beginning of November the 10,500 TEU-vessel leaves the shipbuilding yard in South Korea.

Q. How did your career get started?

I started my schooling to become a seaman shortly before the Wall fell. My first voyages were on a semi-container ship, 165 metres long, in the Mediterranean – now that was a nice way to start things off! In other words, I didn't want to become a "right-turn sailor" – during the GDR, that's what we called those seafarers who cast off from

one of our Baltic Sea ports and then were only allowed to sail "to the right and around" – that is, toward the Soviet Union and Poland.

Q. How did you end up being a captain?

I studied nautical sciences in [the Baltic Sea port town] of Warnemünde and got my license in 1994. Then came a stretch of time in which I switched several times between cargo and cruise ships. I started off on container and reefer vessels as a third officer and later as a second officer. Then, in 1997, I switched to the MS Bremen of Hapag-Lloyd; in 1999, I became chief mate on the World Discoverer, a small expedition ship; and, later, I sailed on the Hanseatic. In 2004, I finally had my first assignment as a captain – on the Kobe Express containership, which was then in the PAX service, and I sailed in that for three years. Then, in 2013, I went on board the Bremen for a few months of cruising. Being a captain is my dream job because it is tremendously multifaceted. Just think of the broad spectrum of people you meet all over the world, from dockworkers to CEOs!

Q. Why did you switch between cruise ships and containerships?

I wanted it that way, and it was particularly possible working for Hapag-Lloyd. I just find the mixture fun. On cruise ships, you simply have fantastic destinations and you get to meet a lot of interesting people. But I often miss spending days out on the open sea, that feeling of seafaring, when it's not just about heading to a new port every day – and that's what sailing on a containership offers.

Q. You monitored the last phases of construction of Valparaíso Express in the shipyard. Is this the first time you've done that for a newbuilding?

No, I've actually done it three times. The first was in 2009 for what was then called the Basle Express and is now the 8,750 TEU Nagoya Express, which went into the Far East trade. The second was in 2012 for the 13,200 TEU Basle Express, and the third was in 2013 for the Ulsan Express, which was the last newbuilding of this Hapag-Lloyd class.

Q. How was it this time at Hyundai Samho Heavy Industries?

In the shipyard, you aren't a captain. Instead, you put on a pair of white overalls and are part of a team of construction supervisors. Together with my chief, Artur Nowacki, and electrician, Wiesław Ossowski, we watched during the final phase of construction to see whether the ship was being built exactly as agreed. During the process, you really peek into every corner of the new ship and get to know it extremely well. The first newbuilding in a class is always very special – the prototype. That's also why I was so excited about being allowed to take it on its virgin voyage.

Q. You will also be sailing Valparaíso Express as the first ship of this large Hapag-Lloyd class, through the new locks of the Panama Canal shortly before Christmas.

I sailed the former passage more times than you can count. But now there are the new locks, and the ships will no longer be held by locomotives, but by tugboats. That'll definitely be something new and different. I'm curious, but also relatively relaxed – and I also feel well prepared from a number of people, including our local agents.

Q. You will disembark in Hamburg on or around January 7. What do you like to do on land when you have time off?

I spent as much time as I can with my family, which I haven't seen since last August. And, as soon as I can, I'll get back on my motorcycle, a BMW F800 GS. If my work schedule allows it, I go on a tour of the Dolomites every year in May or June.



Captain Peter Rössler, 46, has been going to sea for the last 22 years, 12 of which have been spent as a master. He was born in the East German city of Leipzig when it was still part of the German Democratic Republic (GDR). He is married and has three children between the ages of nine and 13. He met his wife on board the MS Bremen cruise ship, where she works as an expedition leader.

This item first appeared in the January 2017 edition of HAPAG Lloyd Insights and appears here with the kind permission of HAPAG-Lloyd AG ©.

Port State Control detentions

The UK is part of a regional agreement on port state control known as the Paris Memorandum of Understanding on Port State Control (the Paris MOU) and information on all ships that are inspected is held centrally in an electronic database known as THETIS. This allows ships with a high risk rating and poor detention records to be targeted for future inspection.

Inspections of foreign flagged ships in UK ports are undertaken by surveyors from the Maritime and Coastguard Agency (MCA). When a ship is found to be not in compliance with applicable convention requirements, a deficiency may be raised. If any of their deficiencies are so serious they have to be rectified before departure and if this cannot be achieved then the ship will be detained.

Monthly lists of foreign-flagged vessels under detention are published by the MCA.

In December last there was one new detention of a foreign-flagged vessel in a UK port with six vessels remaining under detention from previous months.

One vessel had no fewer than 35 deficiencies when boarded by PSC inspectors in Ipswich on the UK's East Coast. Seven of these deficiencies alone were grounds for detention.

There is a catalogue of misery here and our list shows a representative selection of omissions or failings. The vessel's voyage or passage plan was found to be not as required and charts had not been updated. Regarding nautical publications some were missing, others had not been updated. As for propulsion the main engine was found not as required and the launching arrangements for rescue boats were inoperative. Five of these six shortcomings were each grounds for detention. This vessel was released on 19th December 2016

There are valuable lessons to be learnt here. The MCA and its equivalents around the world are strict, the published reports show how bad some owners are and we must not forget that PSC exists to make the environment (and Members' work places) safe.

IFSMA Annual General Assembly

By the time you receive this Newsletter the AGA Agenda should be available on the IFSMA Website.

One change this year is that the AGM part of the AGA will be timed to occur at the end of the AGA. In previous years it occurred at the beginning.

Subjects for presentations include Maritime Cyber Threats, Criminalization, Autonomous Ships, Administrative Burden, we will also premier our new IFSMA Promotional Video.

There is still time to Register and join us in Baltimore.

Bribery and Corruption

By Emma Humphries and Philip Roche



Norton Rose Fulbright LLP Solicitors*

The Bribery Act 2010 – where are we now?

Dealing with a demand for a payment or a gift from local port officials puts a master under extreme and unfair pressure. Usually it is a case of agreeing a minor gift or payment to a government official to get him to do his job – issue a permit to load or fix a manufactured “problem” allowing the ship to continue its lawful business. The choice is usually stark – agree to the minor payment and make the problem “go away” or suffer the consequences – which from an economic perspective massively outweigh the value of what is demanded. Sometimes the pressure is more than just economic and the master feels physically threatened. No doubt many masters balance the risk and choose the latter option believing that the minor infraction is without any real consequence. And who would blame them?

The UK Bribery Act

It is now nearly six years since the UK Bribery Act 2010 (the Act) came into force in July 2011, which is viewed as one of the toughest of all the anti-corruption statutes in place globally. The Act is based on various anti-corruption conventions, and we have already seen other countries reinforcing their own anti-corruption register. It is likely that other states will seek to put equally stringent regulations in place in the years to come as the tolerance levels for corruption continue to diminish. France’s Sapin II law is perhaps the most recent example. The Act is tough as it outlaws all types of bribery, both incoming and outgoing, but also makes clear that small payments made in the course of business – so called grease or facilitating payments – are also unlawful.

The Act requires all companies to ensure that they have appropriate policies and procedures in place, and the Ministry of Justice refers to six principles which should be embraced when drafting these: proportionate procedures; top level commitment; risk assessment; due diligence; communication (including training); and monitoring and review. As such, it is not enough for a company to hope that its staff will operate a ship ethically and will not accept or offer

bribes based on written guidance; staff must be trained to ensure compliance and, alongside general bribery and corruption, facilitation payments should also be specifically addressed in the policies.

Even though the ship, its master, the managers and owner might have very little if any connection with the UK, charterers, cargo owners and financial institutions may contractually require compliance and it is increasingly common to see charter parties, for instance, which require compliance with the Act, or equivalents such as the US Foreign Corrupt Practices Act.

Demands for facilitating or “grease” payments

The view of UK regulators makes it clear that all companies should take a zero tolerance approach to bribery and corruption. Nevertheless, a key factor in prosecutorial discretion and the Serious Fraud Office (SFO), but would likely be sympathetic to events where facilitation payments have been made where there was duress, i.e. a risk to life and limb or risk to the health and safety of an individual. However, there would be less sympathy afforded in the case of economic duress, for example the risk of a delay in loading/berthing. Yet in most cases, it is the threat of delay that is most persuasive and difficult to resist when faced with demands for facilitation payments.

Therefore the general starting point should be that, unless there is an immediate threat to life, limb or the liberty of those onboard, or to the safety of the ship, any demand for a facilitation payment should be resisted. Further it is important to keep the three ‘R’s in mind – resist, record and report.

The burden is not the master’s alone. Ship owners should provide a clear policy to their masters and crews onboard as to the response to any demand and how to make reports. Clearly there will be times when resisting is very difficult and the likely outcome of not providing the payment is very serious. Most prosecutors would not punish those persons put in very difficult and potentially hazardous situations for making a small payment. A prosecutor will be more interested where the manager has not promulgated a policy, or has not trained the master and crew in how to resist payments or no attempt at all is made to resist making a payment despite such policy. This is a risk management issue and it should be treated no differently to any safety related risk – the risk must be considered and mitigating measures put into place by way of clear policies, training and other aids such as CCTV onboard and joint action with other parties to put a stop to this type of demand.

Whether the facilitation payment is successfully resisted or not, it is vital that a full record of the exchange is kept (which may even include CCTV footage if the demand is made onboard) and reported to head office as soon as possible.

Industry-wide action

The requirement for appropriate policies and procedures has, in many instances, led to organisations requiring that their compliance policies are also complied with by their counterparties and service providers. In order to ensure that corruption is challenged at all levels of the contractual chain, industry bodies are now issuing standard form clauses which ensure that all parties to a transaction have an equal obligation to address corrupt activities. For example, the BIMCO anti-corruption clause for both time and voyage charterparties requires both owners and charterers in equal measure to comply with all applicable anti-corruption legislation. We are seeing such clauses much more frequently now.

This shift towards a more collective approach against corruption has led to some stakeholders in the shipping industry adopting a more formal approach to collective action. For example, as part of a wider government-industry collaboration, the UK Chamber of Shipping is compiling a confidential and anonymous list of reports on facilitation payments with a view to identifying problem areas for the UK government to address in its dealings with relevant embassies or high commissions.

The Maritime Anti-Corruption Network (MACN) is another example of a global shipping industry network (made up of shipowners, cargo owners and maritime service providers) whose members are committed to promoting good corporate practice for tackling bribes, facilitation payments and other forms of corruption in conjunction with governments and international organisations with a view to identifying and mitigating the root causes of corruption in the maritime industry.

What does the future hold?

Since 2011, the expectation was that companies would implement their own policies and procedures to ensure compliance with the Act. However, over the years the increasing mood to challenge and eradicate corruption at all levels has evolved into a more collective, industry-wide approach to anti-bribery practices which is welcome. But currently it is the case that many masters in particular trades are faced with demands on a depressingly frequent basis and in such circumstances compliance with the various bribery regulations is difficult. But if payments/gifts have to be made, there is a defence so long as policies are in place to resist, record and report and these are followed as far as practically possible. However, the time has now passed when ship owners and managers can just hope for the best – they should now have clear policies and provide training to support the master in this difficult position.

*3 More London Riverside, London, SE1 2AQ, United Kingdom
Tel +44 20 7444 2609 | Mob +44 7767 646 608 | Fax +44 20 7283 6500
philip.roche@nortonrosefulbright.com

ENTRY INTO FORCE OF MLC 2006 INSURANCE OBLIGATIONS

In mid-January IMO Secretary-General Kitack Lim welcomed the entry into force of new obligations under the Maritime Labour Convention (MLC 2006) which require shipowners to have compulsory insurance to cover abandonment of seafarers, as well as claims for their death or long-term disability.

Amendments of 2014 to the MLC 2006, which comes under the auspices of the International Labour Organization (ILO), are based on guidelines which were developed by a joint IMO/ILO working group, which reported to both IMO's Legal Committee and ILO's governing bodies.

In a briefing on 18 January Secretary-General Lim said: '*These amendments, which will provide better protection for seafarers and their families, are the fruit of successful collaboration between IMO and ILO to ensure better working conditions and better protection should things go wrong. I am very pleased to see these amendments enter into force today for the parties to MLC 2006, all of which are also IMO Member States. Seafarers make global trade possible and it is vital that we all work together to ensure their rights are protected. It has often been said that the MLC 2006 represents the fourth pillar when it comes to the most important maritime treaties as it complements the IMO treaties covering safety – the SOLAS treaty, pollution prevention – the MARPOL treaty and training of seafarers – the STCW treaty.*'

The amendments of 2014 to the MLC 2006 require that a certificate or other documentary evidence of financial security has to be issued by the financial security provider of the shipowner. This certificate has to be carried on board the ship.

These amendments were developed over nearly a decade of discussion in a Joint IMO/ILO Ad Hoc Expert Working Group on Liability and Compensation regarding Claims for Death, Personal Injury and Abandonment of Seafarers.

ILO's Mission

The International Labour Organization (ILO) is devoted to promoting social justice and internationally recognized human and labour rights, pursuing its founding mission that social justice is essential to universal and lasting peace.

As the only tripartite UN agency, the ILO brings together governments, employers and workers representatives of 187 member States, to set labour standards, develop policies and devise programmes promoting decent work for all women and men.

Today, the ILO's Decent Work agenda helps advance the economic and working conditions that give all workers, employers and governments a stake in lasting peace, prosperity and progress.

The ILO was created in 1919, as part of the Treaty of Ver-

sailors that ended the First World War, to reflect the belief that universal and lasting peace can be accomplished only if it is based on social justice.



IMO's Legal Committee maintains a standing agenda item, to keep under review the provision of financial security in case of abandonment of seafarers, and shipowners' responsibilities in respect of contractual claims for personal injury to, or death of seafarers.

Photo reproduced by kind courtesy of IMO©.

Project Martha Fatigue Report Launched at IMO

InterManager, the trade association for in-house and third party ship managers, together with the Warsash Maritime Academy, presented the findings of their fatigue study, Project MARTHA, to the IMO.

Speaking at the presentation on 30 January, attended by IFSMA Secretary General, Commodore Jim Scorer, Captain Kuba Szymanski, Secretary-General of InterManager urged the maritime industry to take notice of the findings as the industry recruits aspiring seafarers.

The report highlights growing levels of fatigue, particularly among Masters and watchkeepers, and noted that motivation was a major factor in fatigue experienced by seafarers.

Findings of the report include:

Fatigue's effect on Masters

A Master's place in a ship is central to its performance, a claim with which many would agree. The project confirmed this and found a number of reasons how a Master's role differed from that of other crew members. The document draws attention to the fact that Masters:

- Have more weekly work hours.
- Feel that work in port is less demanding than work at sea.
- Are more fatigued at the end of a contract.
- Are slightly more overweight compared to others

onboard

- Suffer from mental fatigue, compared to physical fatigue suffered by other seafarers

Fatigue's effect on performance

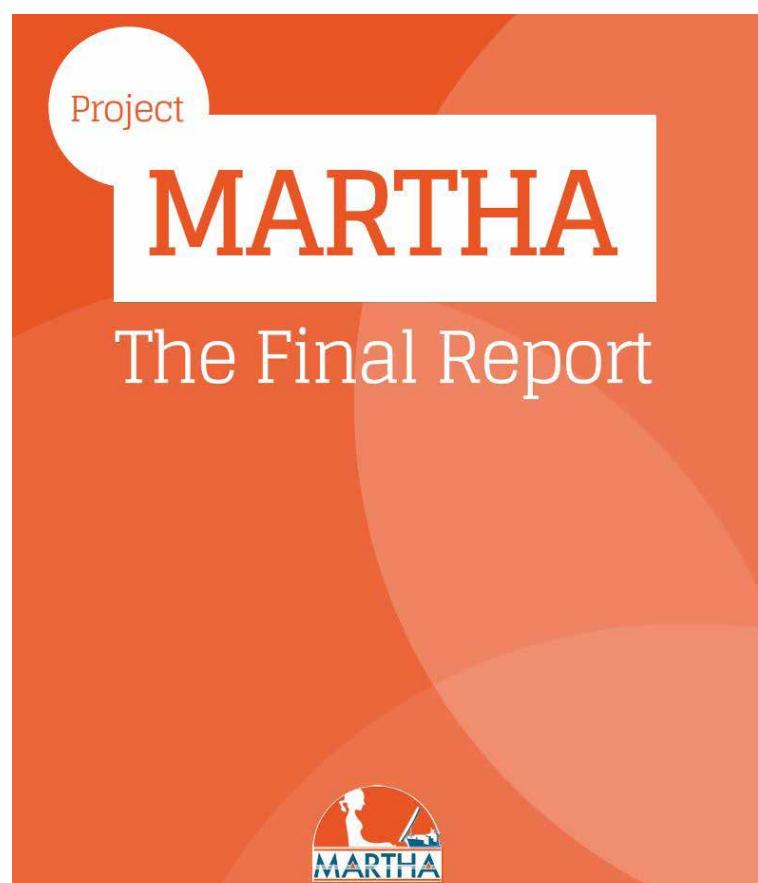
The performance of seafarers onboard is paramount to a vessel's operation and efficiency. The study found that:

- During interviews, seafarers pointed out that not being relieved on time had an effect on motivation.
- 48.6% of participants felt stress was higher at the end of a voyage.
- Sleepiness levels vary little during the voyage, suggesting there are opportunities for recovery while onboard

Fatigue and the cultural perspective

The cultural differences Project MARTHA sought to examine delivered some interesting results. Clear divides between European and Chinese seafarers were found:

- European seafarers worked fewer hours than their Chinese colleagues.
- Chinese seafarers on dry bulk carriers worked an average of 15.11 hours a day compared to European seafarers who worked an average 10.23 hours a day.
- There is evidence of higher levels of fatigue and stress in Chinese seafarers compared to European seafarers.



Addressing IMO delegates and invited guests, Captain Szymanski said: '*I sincerely hope the results of our research will be read and acted upon by ship managers and ship owners who will go on to revise their attitudes and procedures.*

'There are a number of "low hanging fruit" which, with a little adjustment, could make a big difference. These are not necessarily costly changes – such as having seafarers relieved on time and organising work onboard with humans, and not regulations in mind, and engaging sea staff in decisions – but empowering seafarers to take care of their lives more than today.'

'Our people are our assets and we need to develop a strategy whereby shipping is once again seen as a career of choice for tomorrow's young talented people.'

'There is no avoiding the fact that the global fleet is increasing and more manpower is needed. However, we are demanding more from current seafarers rather than recruiting even more cadets into the market. Attracting new seafarers and retaining them will test the industry, but we cannot ignore these findings in making the industry an attractive place for aspiring seafarers.'

To obtain a copy of the report see:

<https://www.intermanager.org> →Resources →Projects
→Current.

How to prevent, detect and fight fires on ro-ro vessels and car carriers

Newcastle upon Tyne-based North P&I Club is a leading marine mutual liability insurer providing P&I, Freight, Demurrage & Defence (FD&D), war risks and ancillary insurance to 131 million gt of owned tonnage and 54 million gt of chartered tonnage (at February 2016).

North P&I Club has published a new loss prevention briefing on how to prevent, detect and fight fires on roll-on-roll-off (ro-ro) vessels and car carriers. Such vessels are twice as likely to catch fire as other ships and vehicle-deck fires are notoriously difficult to contain and put out.

The new 10-page briefing, which is free to download from the Club's website ([see here: http://www.nepia.com/media/632737/LP-Briefing-Ro-Ro-Fire.PDF](http://www.nepia.com/media/632737/LP-Briefing-Ro-Ro-Fire.PDF) or <http://tinyurl.com/jomffss>), explains the risks of ro-ro and car carrier fires in detail. It then sets out a comprehensive series of recommendations covering training, maintenance, vigilance, reaction and procedures.

Deputy loss prevention director Colin Gillespie commented: '*We continue to see fires developing on ro-ro vessels that can quickly get out of control, putting lives at risk as well as causing significant damage to the vessel and cargo.'*

Vehicle fires collectively account for a large number of fires but there are different sources of ignition. Electrical fires in vehicles are common, with increasingly sophisticated electronics – particularly in hybrid and electric cars – meaning new cars can be just as hazardous as used ones unless properly isolated. Fires in vehicle cabs are also common, while other causes include hot engines, discarded cigarettes and fuel leaks.

Gillespie added: '*As in every incident where fires are involved, early detection is key. Modern, well-maintained fire-detection systems are capable of identifying the location of smoke and fire to a reasonable degree of accuracy. It is important that the crew understand these systems and that alarms are properly investigated.'*

Once detected, North says it is vital to contain a fire, which means making sure all ventilators are properly closed – particularly if a carbon dioxide suppression system is being used.

'Just a small gap in one louvre housing can render the system ineffective,' reflected Gillespie. 'And if water drenching systems or fire hoses are used – including for boundary cooling – it is vital to check the water is draining away and not destabilising the vessel through free-surface effects.'

North says that a well-maintained vessel manned with a well-drilled crew who are familiar with all aspects of the fire-fighting equipment and response on board will minimising the damage a fire may cause.

In conclusion Gillespie said: '*Our new briefing discusses how to positively react to a fire, problems that may be experienced when fighting fires and what can be done to prevent them starting in the first place.'*

About North

North has regional offices in Greece, Hong Kong, Japan and Singapore. It is a leading member of the International Group of P&I Clubs (IG), with 11.5% of the IG's owned tonnage. The 13 IG clubs provide liability cover for approximately 90% of the world's ocean-going tonnage and, as a member of the IG, North protects and promotes the interests of the international shipping industry.

Catalogue of failures led to collision in the Humber in May 2016

On 3 February 2017 as part of its Cargo Safety and Safety Alerts the (UK) Maritime and Coastguard Agency (MCA) reported that masters of two vessels that collided in the Humber during thick fog in May 2016 have been fined £3,000 each, plus costs.

David Carlin, the master of the Second World War motor launch *Peggotty* and Thomas Neilsen, master of the Danish-flagged *Petunia Seaway* were both prosecuted under section 58* of the Merchant Shipping Act 1995, as a result of an investigation by the MCA.

Both pleaded guilty to conduct endangering ships under the Act when they appeared at Hull Magistrates Court on 3 February.

At around 0430 on 19 May last year *Peggotty*, a 50 ft vessel, had left Grimsby Docks making her way to Hull. Although this was a private voyage, Carlin as a professional master mariner and Humber pilot was very experienced.

However, it was reported that despite thick fog he failed to comply with a number of regulations to keep his and other vessels safe. These included failing to make his vessel's radar operational, failing to make sound signals and failing to ensure all the navigation lights were working. He had also not taken the conditions into account or prepared an effective passage plan for the journey and was relying on an untested mobile phone app.

At the same time, *Petunia Seaway*, a vehicle transport vessel, 200 metres loa and of 34,000 gt was making her way down the Humber towards Grimsby. The vessel's master Thomas Neilsen, from Denmark, was on the bridge and in command. He allowed the vessel to proceed at 14 knots in zero visibility, without making sound signals. Neilsen also failed to properly monitor and assess the ship's radar to appreciate they were bearing down on *Peggotty*.

Carlin on his part had not realised *Peggotty* was in the main shipping channel and was effectively blind to the collision course his vessel was on with *Petunia Seaway*. Just before 0450 the two vessels collided almost head on. *Peggotty* was able to pass down the port side of the much larger *Petunia Seaway*, scraping down the side as she went. However, it was reported that the impact was enough to damage the hull of *Peggotty* which began to take on water. Carlin was able to broadcast a Mayday call and the two on board were picked up by a nearby pilot boat before *Peggotty* sank and was lost.

At the sentencing at Hull Magistrates Court the district judge said that Carlin for his part had a catalogue of failures, while Neilsen's actions were insufficient.

As well as fining both of them £3,000 each, the district judge also ordered Neilsen to pay £9,318.20 in costs as well as a £170 surcharge. Carlin was told he would have to pay £6,568 costs plus the £170 surcharge.

Gwen Lancaster, surveyor in charge at the MCA's Hull Marine Office said: '*I am both surprised and disappointed that this collision, which could easily have resulted in far worse consequences for those onboard the Peggotty, occurred in the first place.*

'Both vessels were under the command of experienced professional captains who should have known better. This whole incident reflects complacency on their part in addition to a blatant disregard for the rules designed to prevent collisions occurring at sea.'

'The Maritime and Coastguard Agency will prosecute those who endanger themselves and others in this way and our message is clear – there is no room for complacency where safety is concerned.'

'Masters of vessels must ensure they are properly prepared for the prevailing conditions and proceed in a safe manner whilst using all means of safe navigation at their disposal, to best effect.'

* Conduct endangering ships, structures or individuals.

IMO Secretary-General in Antarctica

From IMO HQ in London it was reported on 14 February that Secretary-General Kitack Lim had experienced polar conditions at first hand during a recent visit to Antarctica from 8-12 February.

Shipping in waters surrounding the two poles has increased in recent years. IMO's Polar Code entered into force on 1 January 2017, bringing in additional safety and environmental provisions for ships operating in these harsh, remote and unique conditions. (For the IMO Polar Code see: <http://www.imo.org/en/MediaCentre/HotTopics/polar/Documents/POLAR%20CODE%20TEXT%20AS%20ADOPTED.pdf> or <http://tinyurl.com/jl8lepr>

Secretary-General Lim was hosted by the Chilean Navy during his journey to King George Island in Antarctica. In Punta Arenas, the southern tip of Chile, he met with stakeholders from various maritime organizations. They discussed the relevance of the Polar Code to ships operating in the polar regions and the need to promote safe and sustainable shipping.

The International Code for Ships Operating in Polar Waters has been developed to supplement existing IMO instruments in order to increase the safety of ships' operation and mitigate the impact on the people and environment in the remote, vulnerable and potentially harsh polar waters. The document aims to protect the lives of crews and passengers and minimise the impact of shipping operations on the pristine polar regions.

The Code acknowledges that polar water operation may impose additional demands on ships, their systems and operation. Furthermore, the Code acknowledges that the polar waters impose additional navigational demands beyond those normally encountered. In many areas, the chart coverage may not currently be adequate for coastal navigation. It is recognized even existing charts may be subject to unsurveyed and uncharted shoals.



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Port of Takoradi expansion

News was received from Ghana Ports and Harbours Authority (GPHA) on 16 February that the Port of Takoradi had received its largest vessel since the port was created in 1928.

It is understood that berthing was made possible by lengthening of the bulk jetty. Port of Takoradi's Public Affairs and Marketing Manager, Peter Armoo Bediako, said that as the first 200 metres of the intended 800 metres of the bulk jetty had been completed Takoradi Port was able to berth two large vessels namely mv *Josco Fuzhou* (197metres loa) and mv *Iris Oldendorf* (200 metres loa).



Prior to the port's expansion project berthed vessels could only load up to 35,000 tonnes and now this capability has increased to 150,000 tonnes of cargo.

Bediako stated that *Iris Oldendorf* was currently loading 63,000 metric tonnes of bauxite bound for the People's Republic of China.

Expansion of the port which began in November 2014 is expected to be completed by the end of 2018 to permit larger volumes of import and export cargoes to be handled.

DFDS increase from 6 to 8 Ghent-Gothenburg sailings

Boost for ro-ro traffic in port of Ghent

Currently DFDS provides six sailings a week by deploying three ships between Ghent and Gothenburg. By the summer of 2017 one ship will be added, good for two extra departures. With these eight sailings, DFDS is further focusing on its growing ro-ro traffic. This was announced by the Port of Ghent on 16 February

In 2016, the Ghent-Gothenburg line accounted for 2.1 million tonnes of cargo, the second best result ever, it was reported. In lane metres, this was the best year with 1.8 million and a peak number of trailers shipped.

Deploying a fourth ship for two extra sailings per week follows this evolution. Since the end of last year (2016) DFDS is deploying three of its extended 'flower ships'* on the Ghent and Gothenburg route, each vessel of approximately 230 metres loa.



Such ro-ro traffic makes Sweden the fourth most important trading partner of the port.

*Examples such as *Begonia Seaways*, *Magnolia Seaways* and *Primula Seaways*.

New Offshore Fisheries Science Vessels (OFSVs) for Canada

It was reported from Vancouver, British Columbia, on 16 February that the Hon Dominic LeBlanc, Minister of Fisheries, Oceans and the Canadian Coast Guard, toured Seaspan's Vancouver Shipyards (VSY) for a first-hand review of the progress on the Coast Guard's three new Offshore Fisheries Science Vessels (OFSVs) under construction there.

These three new OFSVs are the first ships to be built at VSY under the National Shipbuilding Strategy (NSS).

Ships as large as these are built in blocks which then fit together to form the whole vessel. The main blocks for the first OFSV are almost completely joined – the basic structure of the ship is in place and the vessel resembles its final form. Blocks forming the hull of the second OFSV are now being assembled, allowing the Minister to participate in the ship's keel-laying while he was onsite, a significant milestone. For the first time, steel sections, modules, and blocks are joined into a recognizable part of the ship. VSY has recently commenced production on the third OFSV.

Once commissioned the new OFSVs will enable Fisheries and Oceans and the Canadian Coast Guard to continue conducting important science and research work such as collecting information about the distribution, abundance and biology of species on the Atlantic and Pacific coasts.

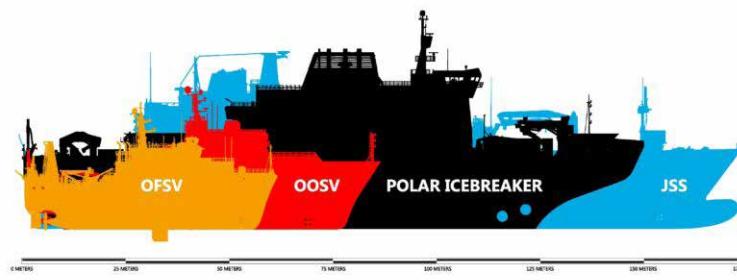
Fisheries and Oceans Canada is the federal lead for managing Canada's fisheries, its oceans and freshwater resources, and safeguarding its waters. It supports economic growth in the marine and fisheries sectors, innovation through research in areas such as aquaculture and biotechnology, and a healthy and sustainable aquatic ecosystem for Canadians through habitat protection and sound science.

At the VSY Minister LeBLanc said: 'I am pleased that progress is being made on construction of the Offshore Fisheries Science Vessels at Seaspan's Vancouver Shipyards. The keel laying of the second OFSV was a highlight as the pieces are starting to resemble the actual ship. This and other projects under the National Shipbuilding Strategy and the Coast Guard Fleet Renewal Plan will provide the men and women of the Coast Guard and our scientists with the equipment they need to conduct their important work for Canadians.'



Minister LeBlanc meets with employees from Seaspan's Vancouver Shipyards. Photo kindly provided by Fisheries and Oceans Canada©.

NATIONAL SHIPBUILDING STRATEGY - VESSEL SIZE COMPARISON



Seaspan's Vancouver Shipyards has been selected under the Government of Canada's National Shipbuilding Strategy to be Canada's West Coast Centre of Excellence and long-term partner for the building of Canada's Non-Combat vessels. The multi-billion dollar Non-Combat programme will create stable work over the next decade and beyond, and see the construction of up to 17 ships to start.

A cruise shipping strategy for the Port of Dublin

On 2 February, from its HQ in Paris, the International Transport Forum (ITF) released a new study on the impacts of cruise shipping on urban development in the case of the city of Dublin, Ireland.

Cruise passengers now represent 7% to 8% of the total number of tourists coming to Dublin, a share that has

increased rapidly over the last decade. The value cruise tourism brings could be further increased by developing Dublin into a cruise home port.

The study's recommendations include:

Implementation of the Alexandra Basin Redevelopment Project

This project will provide new berths for cruise shipping. Developing more adapted infrastructure for cruise ships and passengers is the primary concern to improve Dublin's success as a cruise port. With approval from the national planning authority granted, implementation could go ahead at full speed.

Development of a joint cruise strategy for the whole city of Dublin

As part of such a strategy Cruise Dublin could be promoted through joint marketing and communication of Dublin as a cruise destination.

Better exploitation of Dublin's asset as a potential home port

In order to increase local economic impacts of cruise shipping, Dublin's assets as a potential cruise home port could



be leveraged and the facilities needed for realising such an ambition provided, including a cruise terminal building structure.

Firm decisions needed on cruise passenger flows

Solutions for alleviating constraints include more parking spots for coaches and planning to ease passenger traffic flows between the new cruise terminal and the city centre. The ambition should be to have these measures implemented when the new cruise terminal becomes operational.

Development of a green cruise port policy

This could start with a systematic monitoring of environmental impacts of cruise ships, including air emissions, to be extended with mitigation measures, such as incentive schemes for cleaner cruise ships.

The study was carried out as part of a programme on cruise shipping and urban development at the ITF and was made possible by a voluntary contribution from Dublin Port Company.

Cruise Shipping and Urban Development: The Case of Dublin can be viewed online and downloaded from <http://www.itf-oecd.org/cruise-shipping-dublin> or <http://tinyurl.com/h3kgolz>.

THE IMO DIGEST

Miami, USA: Balancing port competitiveness and security

Secure and efficient ports support a sustainable maritime sector and underline the interconnection between ships, ports and people. This was one of the themes outlined by IMO's Javier Yasnikouski, Head of Maritime Security, who was speaking at the Hemispheric Conference on Port Competitiveness and Security, organized by the Inter-American Committee on Ports (CIP) of the Organization of American States (OAS), in Miami from 22 to 24 February. The event provided an opportunity to highlight the IMO World Maritime Day theme for 2017, Connecting Ships, Ports and People.



Yasnikouski commended OAS-CIP for promoting better cooperation between public and private sectors and invited participants to continue to share successful practices in secure and efficient port operations.

The Conference was attended by representatives from the public and private sectors, and regional organizations, including governmental agencies and port authorities from 27 countries.

Jorge Duran, Secretary of OAS-CIP, said that OAS-CIP and its members would continue to work towards the development of a more competitive, secure and sustainable port sector in the Americas through the organization of similar fora, technical assistance, training, active cooperation and collaboration with the private sector.

Phnom Penh, Cambodia: Developing national maritime security legislation

The drafting and enactment of appropriate national legislation is essential to the successful implementation and oversight of IMO's maritime security measures. Such legislation should specify the powers needed for government officials to undertake their duties, including the inspection and testing of security measures and procedures in place at ports and port facilities and in ships, and the application of enforcement action to correct non-compliance.

A workshop and assessment mission covering this topic was held in Phnom Penh, Cambodia on 21 and 22 February. This event was organized by IMO at the request of the Merchant Marine Department, Ministry of Public Works and Transport, Cambodia.



The workshop targeted Cambodian officials of the Designated Authority and Administration, particularly legal experts with responsibilities for implementation of maritime security measures in SOLAS Chapter XI-2 and the International Ship and Port Facility Security (ISPS) Code. Its aim was to help identify legislative gaps and suggest possible solutions. Participants considered port and ship security obligations arising under international conventions, reviewed existing national maritime security legislation and identified potential areas of improvement, based on recently approved IMO guidance and examples of similar legislation from other IMO Member States.

Bali, Indonesia: Global climate rules vital for shipping

IMO Secretary-General Kitack Lim has spoken about the importance of a global approach to climate change regulation for the shipping industry. During the World Ocean Summit in Bali, Indonesia (22 to 24 February), organised by The Economist, he emphasized how global regulation through IMO has already established far-reaching mandatory technical and operational measures to reduce shipping's carbon footprint and set out a plan to determine any further measures needed.



Participation in the summit was the culmination of a week in Indonesia during which the S-G met the Minister of Transport, Budi Karya Sumadi, and the Coordinating Minister of Maritime Affairs, Luhut Binsar Pandjaitan. He also visited Tanjung Priok port to speak about IMO's theme for 2017 – Connecting Ships, Ports and People.

Manila, The Philippines: GloMEEP

The Philippines is the latest country to receive IMO support to promote energy-efficient ship operation. A workshop took place in Manila on 23 and 24 February to equip 30 maritime educators from across the country with the knowledge to introduce the topic of ship energy-efficiency into their teaching curriculums.



This event, run under IMO's GloMEEP project, followed a productive event in Malaysia two days before with the focus on IMO Model Course 4.05 for seafarers, which provided lectures, interactive exercises and videos to enhance learning. Crews trained in the Philippines will then have the necessary knowledge to contribute a reduction in fuel consumption with a corresponding cut in greenhouse gas emissions.

The Manila workshop was hosted by the Maritime Industry Authority (MARINA). IMO was again represented by Astrid Dispert and a team of consultants.

Kuala Lumpur, Malaysia: GloMEEP

A similar event was held in Kuala Lumpur on 20 and 21 February. It was developed under IMO's GloMEEP project to support maritime training institutes to deliver the IMO Model Course 4.05 to seafarers.



Twenty-five participants from various maritime universities, shipping colleges and institutes from across Malaysia took part in the workshop, which was hosted by the Marine Department Malaysia (MDM) and Maritime Institute of Malaysia (MIMA). IMO was represented by Astrid Dispert and a team of consultants.

Dirty vessel ordered to leave New Zealand

A dirty vessel ordered to leave Tauranga over the weekend 4 / 5 March will have to be thoroughly cleaned before she can re-enter New Zealand waters, said the Ministry for Primary Industries (MPI).

MPI ordered the Panama-registered *DL Marigold* to leave New Zealand within 24 hours on 5 March. The order followed the discovery of dense fouling of barnacles and tube worms on the bulk carrier's hull and other underwater surfaces by MPI divers.

Said Steve Gilbert, MPI's Border Clearance Director: '*The longer the vessel stayed in New Zealand, the greater chance there was for unwanted marine species to spawn or break away from the ship. So we had to act quickly.*'

DL Marigold arrived in Tauranga from Indonesia on 4 March. She had been due to stay in New Zealand waters for nine days.

MPI reported that the vessel was due to proceed to Fiji for cleaning then return to New Zealand to finish discharging a shipment of palm kernel expeller.

Added Gilbert: '*The vessel will not be allowed back until it can provide proof it has been thoroughly cleaned.*'

He commented that this is the first time MPI has ordered an international vessel to leave a New Zealand port for biofouling reasons and concluded by saying: '*We were dealing with severe contamination in this case.*'

New rules will require all international vessels to arrive in New Zealand with a clean hull from May 2018. It is understood that during the interim period, MPI can take action in cases of severe biofouling.

To read more on New Zealand's advice on biofouling see here:

<https://www.mpi.govt.nz/importing/border-clearance/vessels/biofouling-management/>

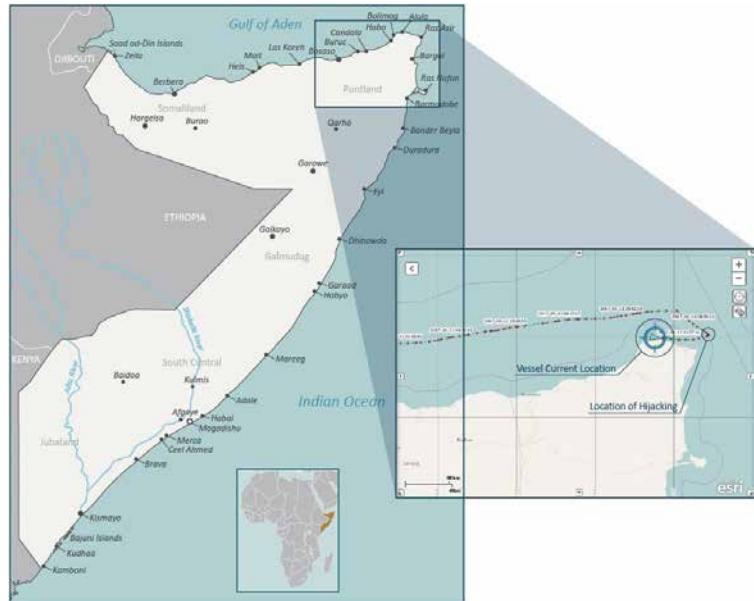
What to do before arrival

All vessel operators arriving in New Zealand must now complete a biofouling declaration (part 1 of the Biofouling and ballast water declaration). This is usually sent prior to arrival with the Advance notice of arrival (Customs' form). The advance notice of arrival form you use will depend on your vessel type.

[*Download the relevant notice of arrival form and biofouling declaration*](#)

First hijacking by Somali pirates in 5 years.

Attack reinforces the need for vessels to follow Best Management Practices (BMP) within the High Risk Area



Area where the ARIS 13 was hijacked off the coast of Somalia. Map credit: Oceans Beyond Piracy/One Earth Future.

It has been reported from Nairobi, Kenya that on 13 March Somali pirates hijacked the bunkering tanker *ARIS 13*, en route to Mogadishu from Djibouti. The ship was seized approximately 18 km off the northern tip of Somalia.

This incident marks the first hijacking of a merchant vessel since the height of Somali piracy in 2012. Details of the *ARIS 13*: Crew consists of eight Sri Lankans. Vessel owned by Panama-based company, Comoros flagged, and United Arab Emirates managed vessel carrying a cargo of gas and fuel

Not registered with the Maritime Security Center for the Horn of Africa, an organization that registers and tracks commercial traffic in region

ARIS 13 reported that it had been approached by two skiffs, with weapons sighted on one of the boats. The vessel soon dropped communication and was reported by EUNAVFOR to have been hijacked by pirates. It was then taken to the coastal town of Caluula in Somalia's Puntland state.

ARIS 13 was preparing to cut through the Socotra Gap between the tip of Somalia and the island of Socotra. This route is frequently used as a cost- and time-saving measure for vessels travelling down the east coast of Africa despite the threat of piracy.

Additionally, the *ARIS 13* has a low freeboard of only three metres and was moving at a slow speed of five knots. These factors made the vessel an easier target for pirates, who typically board ships with ladders from fast moving skiffs. This attack reinforces the need for vessels to follow shipping industry Best Management Practices (BMP) within the BMP specified High Risk Area.

The group claiming responsibility for the vessel's capture belongs to the Majerteen/Siwaqroon sub-clan, led by the pirate Jacfar Saciid Cabdulaahi.

While this incident marks the first major hijacking since 2012, it does not yet indicate a large-scale return of Somali piracy. However, Somali pirates have still been quite active in recent months.

Oceans Beyond Piracy's State of Maritime Piracy Report indicates the following:

The number of reported failed attacks and suspicious incidents rose in 2016.

Armed security teams deterred 11 attacks in 2016.

The *Muhammadi*, attacked on 22 November 2015 roughly 250 nm off Eyl, is the last known hijacking incident in the region.

On 22 October the *CPO Korea*, a UK-flagged chemical tanker, was approached by a skiff of armed men who exchanged fire with the security team.

In addition to the eight Sri Lankans on the *ARIS 13*, Somali pirates are still holding eight seafarers from the fishing vessel, *Siraj*, who were captured on 26 March 2015.

Piracy has diminished since 2012, largely due to mitigating efforts at sea by international naval forces, adherence to industry Best Management Practices, and the use of private security. However, the situation in Somalia that originally permitted piracy to flourish has not changed. This has left the door open for other forms of maritime crime, such as smuggling and trafficking. There is a need for continued vigilance against piracy and other forms of maritime crime in the region.

Regarding this week's hijacking, IMO have just issued this:

IMO Secretary-General Kitack Lim has urged the shipping industry to apply diligently IMO guidance and best management practices to avert possible piracy attacks, in the wake of the hijack of the Aris 13, off Puntland, Somalia.

"While we have seen a very welcome decline in piracy off Somalia since the last reported hijack by Somali pirates in 2012, the reality is that piracy off the coast of Somalia has not been eradicated and the underlying conditions have not changed. Merchant shipping should continue to take protective measures against possible piracy attacks in the Gulf of Aden and the western Indian Ocean through diligent application of IMO guidance and Best Management Practices," Mr. Lim said.

He also called upon the Federal Government of Somalia and its regional authorities in Puntland to take prompt action to ensure the safe and speedy release of the eight Sri Lankan seafarers.

Somali pirates released a hijacked oil tanker and its eight Sri Lankan crew on Thursday 16th March, a Somali security official and the pirates said, bringing the first hijacking since 2012 to an unusually swift conclusion without the payment of a ransom.

"There has been discussion going on after the gunfight of this afternoon ... We took our forces back and thus the pirates went away," said Abdirahman Mohamud Hassan, the director general of the Puntland maritime police force.

Spun Yarn 1 - Miscellaneous maritime news from all quarters

ILO video

In August 2014 ILO TV travelled on board the container vessel *APL Boston* to hear first-hand from seafarers of life at sea and what impact the MLC 2006 convention has on their work. The video is still available here:

<https://www.youtube.com/watch?v=zK51hIF4Izw>

WMD theme: Connecting Ships, Ports and People

Connecting ships, ports and people, this year's theme for World Maritime Day highlights the importance of coherent and connected development across all maritime sectors. To illustrate this concept, IMO Secretary-General Kitack Lim recently visited the port of Felixstowe on England's East Coast to record his annual message for the event. With the busiest container port in the United Kingdom featuring as the backdrop, the clear link between ships and ports and the people that operate them is emphasized. The four-minute video can be seen here: <https://www.youtube.com/watch?v=yVYPTVYJtEo&feature=youtu.be>

LNG supply chain

New Guide provides standards for growing LNG bunkering vessel sector

In January ABS published its *Guide for LNG Bunkering* providing standards for the design, construction and survey of LNG bunkering systems on board a vessel. As LNG as fuel becomes more widely adopted the infrastructure will continue to expand. LNG bunkering vessels are a prime example of that supply chain expansion and will provide a viable refuelling option around the world. The ABS *Guide for LNG Bunkering* sets out standards for LNG bunkering systems fitted to vessels intended for ship-to-ship LNG transfer. The Guide also addresses bunkering station safety, lifting and hose handling equipment, control, monitoring and emergency shutdown safety systems and emergency release systems.

The guide is downloadable here: http://ww2.eagle.org/content/dam/eagle/rules-and-guides/current/special_service/245_Guide_for_LNG_Bunkering/LNG_Bunkering_Guide_e-Jan17.pdf

Angola, new deep water port

The Fundo Soberano de Angola (FSDEA), Angola's sovereign wealth fund, announced on 24 January that it had committed to invest \$180 million in the strategic deep sea port of Caio in Cabinda enclave, Angola. The commitment is made as part of FSDEA's \$1.1 billion infrastructure fund. It is understood that this investment will create the first deep sea port in Angola and will be built in two phases. Phase 1 will result in a terminal of 630 metres length connected to the shore via a two kilometre bridge. Its access channel will have a depth of 15 metres and the terminal will benefit from a water depth of 14 metres. Furthermore, port facilities are expected to include a free trade zone, advanced ship repair facility, storage and cargo handling space.

FIRESAFE study

Early in February the European Maritime Safety Agency (EMSA) published its final report into its FIRESAFE study. This was part of the work that the Agency has undertaken on fires on Ro-Ro passenger ships and conducted by the SP Technical Research Institute of Sweden, Bureau Veritas and Stena Line.

EMSA decided to focus on electrical fire as ignition risk and fire extinguishing failure, after consultation with experts from maritime administrations and accident investigation bodies. The study showed that approximately 30% of fires on Ro-Ro passenger ships originate on the vehicle deck and 90% of these, in the cargo being transported. FIRESAFE suggested a number of risk control measures in order to mitigate the associated risk, and concluded that cost efficient measures can be taken to reduce the risk for both focus areas.

Safe navigation via the Copernicus Maritime Surveillance service

The Copernicus Maritime Surveillance (CMS) service was called upon recently to provide support to the French Polar Institute (IPEV) in the Antarctic, at the request of the European External Action Service (EEAS). IPEV wanted to assess the feasibility of using earth observation information for safety of navigation in ice conditions. The CMS service was able to assist the IPEV logistics ship in identifying safe navigation routes through the ice pack. Given the limited bandwidth of the vessel, earth observation information was downloaded first to the Antarctic coastal support station, and then split into smaller files to be sent on to the vessel. In reaction to the first images sent, the EEAS responded: '*We got the images and they are great. The captain is very enthusiastic. He has already been able to identify an area where he can cross the icepack.*'

The Copernicus service for Security applications aims to support EU policies by providing information in response to Europe's security requirements. It improves crisis prevention, preparedness and response in three key areas: (a) Border surveillance; (b) Maritime surveillance and (c) Support to EU External Action.

Guide to Good Practice on Port Marine Operations

Shipmasters planning to move ashore may be interested in this publication now available on the (UK) Maritime & Coastguard Agency (MCA) website at: www.gov.uk/government/uploads/system/uploads/attachment_data/file/589322/Guide_To_Good_Practice_FINAL.pdf

This 192 page document has been prepared in conjunction with the Port Marine Safety Code 2016 and contains much useful information and detailed guidance on a number of issues relevant to the management of ports and other marine facilities. There are 13 sections and 8 annexes dealing with Legal Background, Risk Assessment, Marine Safety Management Systems, Emergency Preparedness and Response, Conservancy, Navigation Management, Pilotage, Towage and more.

Delivering for Britain

As the UK prepares to leave the European Union (known widely as Brexit) there is a renewed focus on its trading relationships with the world. 95% of the UK's international trade is moved by sea and shipping has never been more important to economic prosperity.

A film has been made for the (UK) Chamber of Shipping showing how the industry is preparing for Brexit, how it is influencing the political landscape and how it is leading the world in investment, skills and technology – in short, this is how shipping is delivering for Britain.

See here: <https://www.ukchamberofshipping.com/>

Carnival Pride: Errors in docking manoeuvre, insufficient oversight

It was announced in a National Transportation Safety Board marine accident brief released from Washington on 7 March that too much speed and too steep an angle of approach resulted in an allision involving the cruise ship *Carnival Pride* in which more than \$2 million in property damage occurred on 8 May last.

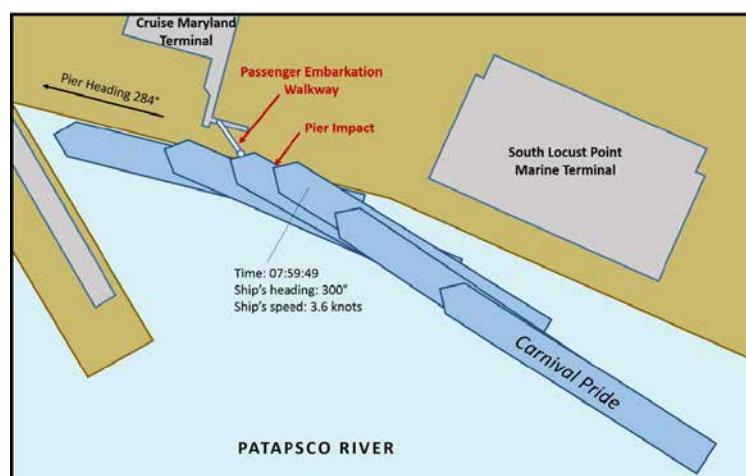


Diagram from NTSB Report

No fatalities, injuries or damage to the environment were reported in connection with the *Carnival Pride*'s allision with the pier at Cruise Maryland Terminal, South Locust Point, Baltimore Harbor, Maryland.

Property damage resulting from the allision was estimated at more than \$2 million and involved the destruction of an elevated passenger walkway, damage to three vehicles on the pier, and damage to *Carnival Pride*'s hull and observation and mooring platform.

Carnival Pride's staff captain (second in command) had the conn of the vessel and allowed her to approach the pier too fast and at an angle too steep, it was reported. Upon recognizing the situation the staff captain attempted to shift to manual controls but was unable to assume manual control at the bridge wing station.

A Maryland pilot was aboard the vessel but had transferred conn of the cruise ship to the ship's staff captain for the

final approach and docking in accordance with an agreement between the Association of Maryland Pilots and passenger vessels berthing at the cruise ship terminal.

The NTSB's marine accident brief: *Allision of Passenger Vessel Carnival Pride with Pier and Passenger Walkway* is available online at <https://go.usa.gov/xXa36>

ICS RELEASES LATEST FLAG STATE PERFORMANCE TABLE

On 21 February the International Chamber of Shipping (ICS) published its latest Flag State Performance Table which can be downloaded free of charge via the ICS website. See www.ics-shipping.org/docs/flag-state-performance-table or use this [link](#).

This ICS Table provides an annual overview of the performance of the world's flag states against a number of criteria such as port state control records, ratification of international maritime Conventions and attendance at IMO meetings. The Table is mainly intended to encourage shipowners and operators to maintain an open dialogue with their flag administrations with respect to any improvements that might be necessary.

ICS Director of Policy & External Relations, Simon Bennett, commented: '*This year's ICS Table continues to highlight the sound performance of all of the world's major flag administrations, regardless of whether they are open registers or so called traditional maritime flags. But in response to feedback from IMO Member States, our member national shipowner associations have agreed to some further refinements in order to make the Table as objective and useful as possible.*'

In particular, flag states which do not qualify for the United States Qualship 21 programme have not been given negative performance indicators in the latest ICS Table.

Added Bennett: '*The list of flag states qualifying for Qualship 21 now varies considerably from year to year. We therefore no longer currently view non-inclusion as being an indicator of negative performance*'. However, flag states that continue to qualify for the US programme are still given a positive performance indicator.

An important development in the previous twelve months is that participation by maritime administrations in the IMO Member State Audit Scheme became mandatory in 2016. ICS therefore intends to add a new field to address this for inclusion in its next Annual Table in 2018.

The ICS Flag State Performance Table for 2016/2017 is now being distributed among ICS national shipowners' associations and their member companies, which cover over 80% of the world merchant fleet.