

## ICS urges stand against EU power grab

EUROPEAN shipowner associations must urgently lobby governments to prevent the European Union replacing national governments at the International Maritime Organization, the International Chamber of Shipping has urged.

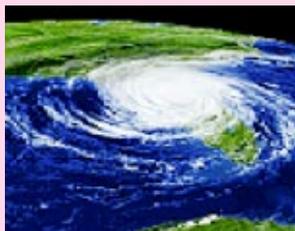
## Oil spill trust fund in danger of running out of cash



THE Oil Spill Liability Trust Fund, set up under the Oil Pollution Act of 1990 as an insurance mechanism for cleaning up oil spills in US waters, is likely to be exhausted by fiscal year 2009 if present rates of depletion continue unchecked, the US Coast Guard has warned.

## Five-hurricane forecast makes insurers shudder

ARLENE, Gert, Ophelia, Philippe and Wilma. These are the names that are beginning to send shivers down the spines of insurers and reinsurers who fear that a more active Atlantic Ocean hurricane season in 2005 will bring new multi-billion dollar bills.



## Cosco sets sights on stake in Rotterdam terminal

China's Cosco is eyeing a stake in Rotterdam's Euromax terminal, being built by local stevedore ECT and P&O Nedlloyd, if AP Møller-Maersk's takeover of the Anglo-Dutch line forces a change of ownership.

## Tanker fleet growth brings rates gloom

GROWTH in the world's tanker fleets is outstripping demand, forcing charter rates down to new lows and putting pressure on shipping company share prices.



## Lloyd's risk low in WTC insurance wrangle

A LEGAL battle over an alleged \$2.1bn shortfall in insurance claims paid to the Port Authority of New York and New Jersey is expected to have a relatively light impact on Lloyd's and London insurers, even in a worst case scenario.

## Highlights

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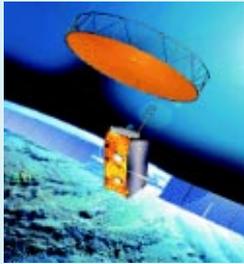
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## American Eagle Tankers switches base to London

AMERICAN Eagle Tankers headquarters are taking flight from Singapore and landing in London as chief executive Joseph Kwok stands down.

## Maersk master praised by UN for refugee rescue



THE rescue of 27 men and boys adrift in a small boat off the coast of Sicily by a Maersk Sealand containership has been praised by the UN High Commission for Refugees after several British tabloids had attacked the master of the Clementine Maersk for sailing on to the UK instead of going to a nearer port.

## Dry bulk's bull run could be heading for a bear market

DRY bulk shipping's spectacularly profitable three-year bull run could be nearly over, according to a leading freight futures broker, with the market teetering on the brink of a long-term downward bear market.



## Maersk deal marks new dawn for container shipping

"THIS deal shows that Maersk is utterly unafraid of scale." That was the verdict of one analyst as the full implications of the largest takeover in the history of containerisation become a little clearer.



## P&O Nedlloyd takeover will see major player exit sector

CONTAINERSHIP brokers in Hamburg and London face the loss of a major player in the market if P&O Nedlloyd is merged into Maersk Sealand and Safmarine. So do shipfinance banks, as the Anglo-Dutch line's huge fleet is mostly leased or chartered.

## Indian fears over P&O Nedlloyd bid

THE impending \$2.9bn global takeover of container line P&O Nedlloyd by A P Møller-Maersk, owner of Maersk Sealand, has placed substantial doubt over the future of the former's 2,000-strong employee force in India.

## More mergers may not follow, says Miles

SPECULATION about a further round of consolidation in the container shipping industry following last week's proposed mega-merger may prove unfounded, says CP Ships chief executive.

## Alarm bells in Asia over bid for P&O Nedlloyd

THE 2.3bn Euro (\$2.9bn) offer by A P Møller-Maersk for P&O Nedlloyd is sending shivers down the spines of terminal operators and feeder lines in southeast Asia.



## Ambitious MISC targets tanker markets

MALAYSIA International Shipping Corporation is eyeing an entry into the product clean tanker business and longer haul aframax crude trades as it builds



up its presence in Europe.

## Amphibious Ships Project

Industry throughout Australia has the opportunity to work with the Austal-Raytheon Amphibious Ships Team, which announced its intention to bid for the Australian Defence Force's \$2 billion Amphibious Ships Project (JP 2048). JP 2048 involves the construction of two amphibious ships between 200-250 metres in length and approximately 25,000 tonnes displacement. A project the size of JP 2048 provides an opportunity for the involvement of many parts of industry as it is unlikely that any single company will be able to deliver on all requirements.



## Goal-based Standards



The development of goal-based standards for new ship construction is high on the agenda of IMO's Maritime Safety Committee (MSC) currently meeting at the Organization's London Headquarters for its 80th session from 11 to 20 May

2005. Other important issues on the MSC agenda include the adoption of revised provisions for subdivision and stability in SOLAS chapter II-1 Construction - Structure, subdivision and stability, machinery and electrical installations, continued work on passenger ship safety and implementation of the maritime security measures adopted by IMO.

## From the Editor's Desk

*The more complex the ships are, the more complex the control systems get into, the bigger the risk of systems failure, higher the risk leading to serious accidents, more particularly caused due to seafarers manned with ill-conceived knowledge, from the unregulated shipping arena, being opportunistic, this disinterested lot appearing to make fast money not understanding the basic alarms itself, the least to make them manual. The need for a uniform maritime education in our International Shipping. How could "off the shelf certificates of Panama" or other FOC vessels be compared or equated to that of the certificate of competency (COC) of national flags UK, Australia, India etc. The blame is also on some national maritime administration, in its inability to pick up qualified and experienced lot, to technically advice the bureaucrats, at the helm of affairs. Needs a review, with serious consideration.*

*Dependability of Shipboard systems can only be established developing an I. S.O. standard of acceptance. The need for a Centralized Data Bank by the world body, with feedbacks be encouraged in this innovated world of computer-age, same be collated, assimilated with timely corrective actions, for optimized utilization, to ensure utmost safety out at sea, towards humanity, in the welfare of the seafarers and protection of the cargo, vessel and the environment. The Indian approach, to the implementation of standards and codes is noteworthy, it follows a systematic process, lacks in the maritime discipline, do have established evidence to prove the same. The standards process consists of the initial recognition, identification and taking on record of standards and codes in relevant areas. Shipping being an international business, one should learn to compete, being knowledgeable, implementing the best, valuing time. Competitiveness is a trait. As such, it can be learned. Learning occurs by reading about it, enacting it, and internalizing it as a value, upgrading in quality benchmark, by learning to think and act adaptively.*

*We been seeing, shipping companies coming under increasing pressure, to reduce the risk of groundings / collisions to zero, and navigation technology taking steps of leaps and bounds, to reduce the risk. It is needless to mention that ways and means be made to meet the critical needs, which are imperative. Quality for cost-effectiveness may be reasonably compromised, meeting the basic operational and maintenance needs, but to never compromise on safety and health of the seafarers onboard, nor their security and the environment. Risk Management concept for ship's security are defined both for SOLAS chapter II and ISPS Code.*

*The ISPS Code and the US CSI (Container Security Initiative) and C-TPAT (Customs-Trade Partnership Against Terrorism) measures are cutting cargo crime according to mutual intermodal insurer TT Club. The Club's Andrew Kemp, addressing a recent conference in Asia on the topic of "terminal security - cost or investment", suggested that shippers and port facility operators should appreciate the many benefits of improved supply chain security and contended that the programmers originally conceived as anti-terrorist measures are, in fact helping to tackle an existing crime problem that ports in the past had been able to ignore. He said: "Before 9/11, the price of security, in terms of both financial cost and perhaps a loss of operational efficiency, was justified by the decrease in the potential for theft," said Mr Kemp. "In other words, there was a point - lying somewhere between the theft of a box of paper clips and the theft of a container - where the terminal operator should begin to be concerned. "However after the devastating 2001 attacks in the US, the risk of terrorism and the potential of the maritime transport system as a target or a vehicle for future attacks has spurred progress in developing internationally agreed security measures on the agenda at the various meetings planned with key players from the public and private sector.*

*My valued readers are requested to voice their views, with valid feedbacks with an urge to create, to innovate, to express our spirit in totally new ways, as old as human kind and as natural as waking up in the morning. Innovation is perhaps the most defining behavior of human beings. Web-based training can be the only answer to futuristic learning, as it provides easy accessibility to the pool of ever expanding knowledge, this is in particular, while viewing the precious earned time ashore of the seafarers, while they need to be with their near and dear ones.*

*However, "natural ability without extended education has more often attained glory and virtue than higher education without natural ability. - Cicero". The need for imparting proper management education to the senior floating officers (Captain, Chief Engineer, Chief Officer and the Second Engineer) by the shipping company to equip them with the required conceptual, interpersonal and team skills for decision making and its implementation, by identifying the needs and adjusting towards such needs.*

**Dr. Chandran Peechulli**

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**Two Become One:** Container shipping's largest ever merger between Maersk Sealand and P&O Nedlloyd.

**Shipbrokers warned on financial regulation:** LONDON shipbrokers are likely to face formal regulation from the financial services authorities in coming years as government steadily tightens up on money-laundering legislation.

**Braemar Seascopie turns in 73% advance:** Scope, the quoted British shipbroker, has seen full year pre-tax profits grow 73% to £9m (\$17m), up from £5.2m in 2003-04.

**Promoting London in South America:** The Lord Mayor of the City of London, Alderman Michael Savory, will be visiting Brazil, Chile and Argentina 4-14 September to promote the UK's financial services sector. International Financial Services London will be accompanying the Lord Mayor and is looking for input into the topics.

Anti terror code "helps cut maritime crime" Lord Mayor's charity maritime dinner. As part of Lord Mayor Michael Savory's particular focus on the City's maritime services during his year in office, the Lord Mayor's Appeal Maritime Dinner (Wednesday 18 May 2005) at Guildhall. This lavish black tie event is intended to bring the international maritime sector together and highlight London as the capital of world shipping. The evening will be hosted by Richard Sayer, chairman of Maritime London. A speech will also be given by The First Sea Lord. All money raised from the event will go to the Soldiers, Sailors, Airmen and Families Association (SSAFA) - Forces Help and the Royal National Mission to Deep Sea Fishermen (The Fishermen's Mission).

**Shell plans bulk terminal for Hazira:** THE Indian unit of Royal Dutch/Shell will spend \$690m on building facilities to handle bulk cargo at Hazira port.

**Qatar unveils \$20bn expansion warchest:** QATAR Gas Transport Co plans to spend a massive \$20bn acquiring a fleet of more than 100 gas and bulk carriers and

constructing a shipyard at Ras Laffan industrial city.

**BIMCO chief Pontoppidan focuses on new generation:** KNUD Pontoppidan of AP MØller-Maersk has been formally elected the new president of BIMCO and has pledged to drive forward the global shipowner association's ambitious plans to appeal to a new generation of young shipping executives.

**Chamber of Shipping slams Orrell over tax 'posturing':** BRITAIN'S shipping bosses have angrily denounced the head of officers' union Numast for his "posturing and rhetoric" in a keynote speech on tonnage tax.

**Goods seized in Festival court case:** THE bankruptcy of Festival Cruises a year ago continues to make waves in Italian maritime circles, with a Genoa court moving this week to seize the personal belongings of 17 former company executives and board members.

**Report warns of low sulphur fuel shortfall within 10 years:** THE MARINE bunker fuel market faces a potential shortfall of 1m barrels a day of low sulphur products within 10 years, a new study has predicted.

**Aviation firm Avion spreads wings with Eimskip purchase:** AVION Group has moved into shipping and logistics with a 1kr23bn (\$355m) acquisition of Icelandic company Eimskip from Burdaras.

**Shipping heir plans a Paris match:** In a melding of two extremely wealthy worlds, hotel heiress and reality TV star Paris Hilton has announced her engagement to Greek shipping heir Paris Latsis.

**Putin backs merger of Sovcomflot with Novoship:** SOVCOMFLOT and Novoship appear set to merge within the year, with Russian President Vladimir Putin now in support of such a move, shipping sources in the country believe.

**\$2bn London flotation blasts Inmarsat into orbit:** INMARSAT has lifted the veil on its long-awaited initial public offering plans, announcing yesterday its intention to list on the London Stock Exchange later this month.

**South Korea joins anti-piracy demands:** SOUTH Korea's President, Roh Moo-hyun, yesterday joined the clamour for more security on the Malacca Strait.

**US electronic data rules threaten chaos:** ALL commercial ships arriving in or departing from US ports will have to submit crucial data such as crew manifests only by electronic medium from Monday.

**Maersk sea rescue 'mad' says paper:** MAERSK Sealand has found itself under attack from a UK tabloid newspaper after rescuing 27 refugees adrift at sea south of Sicily.

**Investors' claims deal fresh blow to Volgotanker managers:** RUSSIA'S largest river shipping company, Volgotanker, already fighting off a \$26m tax bill with its top managers on the federal wanted list facing charges of fraud and money laundering, may now be hit by further claims from its shareholders.

**Class society bosses seek end to common rules row:** TOP executives from the world's leading class societies are to hold a crisis meeting next Monday to head off the risk of a damaging split in the International Association of Classification Societies.

**Grimaldi builds stake in Finnlines:** ITALY'S Grimaldi Group Naples has become the largest shareholder in Finnlines after building up a stake of almost 12%, and now hopes to develop a closer relationship between the two ro-ro specialists.

**PSA eyes link with Hutchison:** SINGAPORE company PSA International will buy a 20% stake in Hutchison Port Holding's flagship facility, Hongkong International Terminals, for \$800m, according to a local news report..

**Dubai Ports on cusp of Aden coup:** DUBAI PORTS looks set to take over management of Aden Container Terminal and other activities at the port of Aden, after Yemen named the company as its preferred bidder late Wednesday.

**NYK loses Ceres port court case:** A COURT case brought against CNK Trust, the joint shareholder of Ceres Container Terminals Europe, has been dismissed on all counts.

**Claims surge threatens marine hull insurance outlook:** SHIPOWNERS are being warned that the marine hull insurance market is at a turning point in its ability to maintain quality support for the maritime world.

**Power Struggle:** THE 'one voice' argument advocated by Brussels has split the member states of the International Maritime Organization and ignited a debate that will continue to run.

**States oppose Brussels' plan to grab IMO power:** FIVE member states have spoken out against the European Commission's plan to grab power in the International Maritime Organization. Preservation of member unity key says Mitropoulos IN SPITE of pressures for unilateral or regional regulatory action to improve safety, environmental and security standards, only the International Maritime Organization is in the position, to create the consensus to develop globally acceptable rules for the shipping industry.

**Brussels' IMO power play a long time in the making:** THE European Commission has made no secret of its desire to represent the European Union in the International Maritime Organization.

**States to debate Brussels' bid for single voice at IMO:** EUROPEAN transport ministers meeting this week are expected to discuss the controversial proposals from the European Commission which will lay down procedures designed to ensure that all 25 member nations speak with a single voice at the International Maritime Organization.

**Brussels plot revealed to seize IMO power from member states:** PLANS by Brussels to grab power in the International Maritime Organization have been revealed in an internal European Commission document.

**Fleet expansion won't guarantee market growth:** LINER companies China Shipping Container Lines and CMA CGM more than doubled their market share over the past five years as they raced up the rankings.

**Cosco sets sights on stake in Rotterdam terminal:** China's Cosco is eyeing a stake in Rotterdam's Euromax terminal, being built by local stevedore ECT and P&O Nedlloyd, if AP MØller-Maersk's takeover of the Anglo-Dutch line forces a change of ownership.

**Maersk 'relaxed' about union dealings over P&O Nedlloyd:** AS PRELIMINARY talks begin with Dutch unions over the proposed takeover of P&O Nedlloyd by AP MØller-Maersk, an intriguing theory has emerged as to why the Danish company is seemingly quite relaxed about the power of the works councils.

**Danes on the march:** DANISH giant AP MØller-Maersk is not extending its already formidable influence on the shipping stage through acquisitions alone. Former employees who have graduated from Maersk's renowned trainee programmes and moved up into senior management positions at an impressively early age are now heading into top jobs elsewhere in the industry.

**Merger may kill conference system:** A MERGER of Maersk Sealand and P&O Nedlloyd will probably hasten the demise of the conference system and create an uncertain future for dozens of consortia agreements worldwide, legal experts are predicting.

**Maersk mega merger marks the start of liner shake-out:** AP MØller-Maersk brought several days of fevered speculation to a dramatic end yesterday with the announcement that it planned to make a cash offer worth \$2.3bn (\$2.9bn) for P&O Nedlloyd.

**Rocky road ahead for newly**

**wed container line giants:** TOP management at both AP MØller-Maersk and P&O Nedlloyd face months of complex and detailed negotiations before the merger of two of the world's largest container lines can be completed.

**Staff 'devastated' despite assurance that job losses will be minimal:** STAFF of P&O Nedlloyd in London, Rotterdam and around the world were "devastated" by news of the proposed takeover, chief executive Philip Green admitted yesterday.

**Takeover target had looked at CP Ships:** CP SHIPS was one of several takeover candidates that P&O Nedlloyd considered before receiving an unsolicited approach from AP MØller-Maersk.

**Unknown brought new style leadership:** Philip Green was unknown in container shipping circles until 18 months ago when he was appointed chief executive of P&O Nedlloyd after a long search for a successor to Robert Woods.

**AP MØller mulls \$2.5bn takeover of P&O Nedlloyd:** AP MØller-Maersk is in takeover talks with P&O Nedlloyd that could cost the Danish giant in excess of \$2.5bn. If successful, the deal would create a huge new line double the size of its closest competitor.

**Time to get together:** THIS really could be the big one. After years of waiting for the next round of consolidation, the container shipping trades now face the prospect of a merger that would completely transform the landscape of the industry.

**Canada calls for major review of shipboard fire precautions:** THE Transportation Safety Board of Canada has called for an industry-wide review of shipboard fire protection standards, after publishing its final report into a fire on board the cruiseship Statendam.

**Testing times ahead for bunker markets:** SHIPOWNERS and bunker suppliers are going to see a lot of changes in the market over the next five years, starting with new rules on sulphur levels being introduced by Marpol and the European Union.

## **ABS chief warns of 'ruinous' threat to whole class concept:**

CLASSIFICATION societies' exposure to "potentially ruinous unlimited liability" represents the most serious challenge facing all the societies, says Robert Somerville, chairman and chief executive of ABS.

## **Fanbeam Laser System:**

Fanbeam from Measurement Devices (Aberdeen, Scotland) is a laser range and angle system designed for high accuracy positioning and tracking of marine vessels, and static and semi-static anchored structures. The system is primarily used to control or assist automatic dynamic positioning of a vessel next to a platform, jetty or other vessel. It can be employed as either a standalone collision avoidance monitoring system or as a local backup system for position control of ship/ barge docking and manoeuvring. The system is also widely used to position towed seismic vessel gun array floats during geophysical survey operation

**PC-based Radar:** IRIS radar offers an innovation in radar technology opening up new possibilities for the general marine market. The radar display provides quality video and uses advanced signal processing techniques enabling operation in rain and sea clutter. The on-screen user-friendly Windows interface creates a familiar look and feel. IRIS radar has NMEA standard inputs for ships navigation data and when linked to a chart plotter is able to display radar and charts simultaneously.

## **Thermal Insulation Foam:**

Polyphen is novel composite thermal insulation foam, which combines good mechanical properties with high fire resistance. Since it can withstand significant compression without destruction of foam cohesion it can be processed into steel clad panels on continuous lines, using steel coils and roll-formers to create a variety of interlocking panel designs. While the foam was originally developed with the aim of creating a core material for sandwich panels, especially steel clad panels, Polyphen can be used for most rigid foam applications such as lagging of pipes, tanks and air conditioning ducts

## **Best Use of Technology to Improve Navigation: Digital Ship conference at Norshipping:**

As shipping companies come under

increasing pressure to reduce the risk of groundings / collisions to zero, and navigation technology makes big steps in being able to reduce the risk, we explore how ways that relatively small investments in management time can lead to big reductions in navigation risk. Scroll down to see the full program. This conference begins with an overview of how navigation technology can be sensibly used for best advantage by Kjell Rein, vice president, safety and quality, Kristian Gerhard Jebsen Skibsrederi, followed by an analysis of accidents by DNV.

## **Design, Propulsion and Management of LNG Vessels:**

LNG Journal conference at Norshipping, Thursday June 9, Oslo Attend this conference to learn about technologies and methods which can help achieve best practice and continuous improvement in the LNG Shipping industry. We believe this is the first conference dedicated to technical LNG shipping issues which has ever been held. This one day conference at Norshipping covers the latest technology and techniques for LNG Shipping, including new vessel designs, development of LNG vessels for the Arctic, new LNG tank gauging technology, propulsion technology and re-liquefying LNG which has vapourised. A highlight is Kishore Rajvanshy, managing director Fleet Management and Douglas Lang, managing director of Anglo Eastern Crew Management

## **Managing the Risk of Ship Control, Monitoring and Alarm Systems:**

The more complex ships get, the more complex the control systems get, the bigger the risk of systems failure, and the risk that a serious accident is caused due to seafarers not understanding the alarms. Are you losing money or time on your investment in advanced technology because of waste, failure or inefficient operation? This one day conference, in association with Lloyd's Register, follows just completed Euro 15M European Commission research project, "ATOMOS" into how shipboard systems dependability can be proved and developing an ISO standard for dependable systems.

## **Improving Technical Bunker Operations:**

Bunkerworld conference at Norshipping Oslo. Attend this conference to learn about the pressures

and forces on the bunker industry, including demand for low sulphur fuels, different requirements from new engine types, new blending and treatment technology, requirements and technology for testing. There are many pressures on the bunker industry, including growing ship emission reduction requirements and growing requirement to supply lower sulphur fuels, declining trust between bunker suppliers and ship operators, and new bunker fuel blending techniques. This conference is an opportunity to meet with other experts and discuss technical and management approaches to these challenge.

## **P&O shares rise on Singapore bid talk:**

Takeover speculation propelled P&O's shares to their highest level for more than four years as unconfirmed reports suggested that Singapore's PSA International is building a stake in the UK ports and ferries group

## **Higher premiums loom as Standard sees new deficit:**

STANDARD P&I Club, one of the biggest in the industry, has suffered a deficit on its underwriting for the second year in a row.

## **P&O Nedlloyd takeover will see major player exit sector:**

CONTAINERSHIP brokers in Hamburg and London face the loss of a major player in the market if P&O Nedlloyd is merged into Maersk Sealand and Safmarine. So do shipfinance banks, as the Anglo-Dutch line's huge fleet is mostly leased or charter

## **Maersk deal marks new dawn for container shipping:**

"THIS deal shows that Maersk is utterly unafraid of scale." That was the verdict of one analyst as the full implications of the largest takeover in the history of containerisation become a little clearer.

## **China's Shipbuilding Moves Ahead:**

China's shipbuilding industry has entered a new era with an arm of China Ocean Shipping Group (Cosco) preparing to spend up to US\$520 million for the four biggest container vessels ever ordered in a China's yard. Cosco Container Lines, which is expected to try to raise up to US\$2 billion in a listing in Hong Kong later this year, has agreed to order four 10,000 TEU (20-foot equivalent unit) capacity box ships from Nantong Cosco KHI Ship Engineering

near Shanghai, according to a local newspaper. World's leading shipbuilders will expand their presence in the forthcoming Marintec China exhibition to be held in December 2005. Hyundai Heavy Industries, German, Korean and Norwegian pavilions have all confirmed their participation with larger booth at this most important maritime exhibition in Asia. Marintec China will take place in Shanghai, the fastest growing port in China. This biennial exhibition is co-organised by CMP / Seatrade and the Shanghai Society of Naval Architects and Marine Engineers. As the most reputable maritime event in Asia, Marintec China 2005 is the perfect forum for the exchange of the latest technological advances and innovations as well the development of international business networks. and remedying the historic lack of insurance coverage against terrorist acts.

Mr Kemp observed, though, that despite insurance industry-government initiatives such as the US Terrorism Risk Insurance Act, under which the federal government shares the risk of loss with the insurance industry but mandates that coverage be provided, the situation in other parts of the world remained patchy. "Some insurers of terminal operators in the Asia region are willing to provide terrorism cover but others are not," he said. Pointing out that the cost of implementing new security systems and complying with the ISPS Code was not only prudent expenditure but also necessary, Mr Kemp noted that non-compliance for either terminal operators or shipowners was "not likely to be a profitable venture"..

### **Cruise owners claim they're being taken for a ride:**

**THE** International Council of Cruise Lines is lobbying to get the US Seaman's Penalty Wage Statute amended to suit its taste, driven by a belief that the penalty provided by the law is "unfair" and "excessive".

### **SCI wins block approval to purchase 14 vessels:**

**THE** fortunes of national carrier Shipping Corporation of India have suddenly taken a turn for the better with the Ministry of Shipping initiating a move to provide 'block approval' of the company's \$1bn ship acquisition plan, involving 14 vessels.

### **Lord Mayor urges London maritime sector to unite:**

The Lord Mayor of the City of London, Alderman Michael Savory used a charity dinner at the Guildhall last week to appeal to London's maritime sector to work together to preserve the City's position as the centre of the global maritime industry. The evening was the first time that a serving Lord Mayor had addressed the whole of London's marine sector. The Lord Mayor's Appeal Maritime dinner, sponsored by Hatsu Marine, was attended by over 450 guests from across the marine services sector. During his speech the Lord Mayor explained that he was keen to use his mayoralty to capitalise on, and build awareness of, the role the industry plays in the life of London, the United Kingdom and Europe. He went on to explain that in the last two years, London has fixed more charters, bought, sold and financed more ships, insured more vessels and settled more court and arbitration cases than any other maritime centre in the world. But sounding a note of caution he urged the assembled guests to support his initiative to protect and build upon the sectors reputation:

"We must pursue the creation of an international profile based on our proven record of excellence in all those fields. Through this we will solidify our position, advance our credentials and, quite obviously, cost-effectively manage risk to our industry. There are those who do not see the merit of this. But we all know the old adage of standing together. And with many of you here who share the vision, I will work to advance this." The Mayor went on to explain that a healthy marine industry needs a constant influx of new blood and that he was keen to see initiatives that will encourage young people to "return to the sea" and take up careers in the industry.

The dinner raised funds for The Lord Mayor's Appeal 2005, in support of The Soldiers, Sailors, Airmen and Families Association (SSAFA) - Forces Help and The Royal National Mission to Deep Sea Fishermen (The Fishermen's Mission). Richard Sayer, chairman of Maritime London and Chairman of the Event Committee for the evening, used his speech to appeal to guests to leave a lasting legacy of the event by helping to finance a much needed expansion of the Fishermen's Mission's capability to help fishing communities on the South Coast of England. The evening is expected to have raised over 100,000 for the Appeal.

### **Above-target Eurogate says profits are set to rise again:**

EUROPEAN container terminal giant Eurogate expects another increase in container handling of 15% for the current year and a clear improvement of net profits, managing director Emanuel Schiffer said.

### **Box lines weigh up impact of higher Panama fees on their bottom line:**

**BOOMING** box volumes moving through the Panama Canal on the all-water route between Asia and the US east coast have forced the Panama Canal Authority to transform the way it charges the container sector to keep pace. But has the ACP gone too far in introducing a 68.75% increase in transit fees?

### **Safe Area in Passenger Ships:**

The "safe area" concept was developed by the Maritime Safety Committee (MSC) working group on passenger ship safety and is linked to the guiding philosophy that future passenger ships should be designed for improved survivability so that, in the event of a casualty, people could stay safely on board as the ship proceeds to port or to a place of refuge. The MSC has agreed that: "A safe area(s), in the context of a fire casualty, and from a perspective of habitability, is any area outside the main vertical zone(s) in which a fire has occurred that can safely accommodate all persons onboard to protect them from hazards to life or health and provide them with basic services".

### **New Black-Grey-White List:**

At its recent 38th meeting, the Paris MOU Committee considered the 2004 inspection results and adopted the new Black-Grey-White list. The Black List is composed of 21 flag States, 5 less than last year. The White List includes 31 flag States, 2 more than last year. Most flags that were considered very high risk in 2003 remain so in 2004. The poorest performing flags are still Albania, North Korea, Tonga and Bolivia. The flag of Sao Tome & Principe has disappeared from the Black list. However this is due to not enough inspections being carried out on ships flying this flag, in the period 2002-2004.

### **Sulphur Oxide Emission Control:**

MARPOL Annex VI came into force on 19th May 2005. From this date, ships of 400 gt and above engaged on international voyages are required to

bunker with fuel oil which has a maximum sulphur content of 4.5% m/m and which complies with the requirements of Regulations 14 and 18. From 19th May 2006 the Baltic Sea will become a sulphur oxide emission control area (SECA). Ships trading in SECAs must either use fuel oil with a maximum sulphur content of 1.5% m/m or fit an approved exhaust gas cleaning system or other technological method to reduce the emission of sulphur oxides to 6.0g SOx/kWh or less. It is expected that the North Sea and English Channel will become a SECA in November 2007.

### **Ballast Water Treatment Meets IMO Standards:**

Venturi Oxygen Stripping system was invented by NEI Treatment Systems (Los Angeles, USA) specifically to address the ballast water issue. This technology, after years of research and development, has recently been proven in shipboard trials to meet the IMO Ballast Water Performance Standard. The system works reliably, handling large volumes of ballast water flow irrespective of sediment and organic load, or salinity, or temperature. And, since it's a deoxygenation method it reduces ballast tank corrosion, which can provide substantial savings over the life of a vessel.

### **Gas Turbine Propulsion for LNG Ships:**

Lloyd's Register has issued an Approval in Principle for GE Energy's LM2500-based, gas turbine propulsion system for liquefied natural gas (LNG) ships. Gas turbine propulsion systems have been widely used on naval and cruise ships, but are new to LNG vessels. The Approval in Principle, issued through Lloyd's Register North America, gives GE Energy a high level of confidence that the marine industry will see its gas turbine propulsion system design as a viable alternative to traditional propulsion methods for the next generation of large LNG tankers.

### **Ship Structure Committee Reports:**

The Ship Structure Committee announced the publication of three new research reports. The new research reports are Structural Optimization for Conversion of Aluminum Car Ferry to Support Military Vehicle Payload, Comparative Structural Requirements for High Speed Craft, and Deterioration of Structural Integrity Due to Chemical Treatment of Ballast Water. The Ship Structure Committee (SSC) is

an interagency committee that sponsors ship structure research projects. Its members include the American Bureau of Shipping, Defence Research Development Canada, Maritime Administration, Military Sealift Command, Naval Sea Systems Command, Transport Canada, U.S. Coast Guard and the Society of Naval Architects and Marine Engineers.

### **Offshore Renewable Energy Projects:**

Over 2,300 wind turbines are forecast to be installed offshore over the next five years at a cost of \$13 billion, according to energy analysts Douglas-Westwood Limited. Forecasts produced in 'The World Offshore Oil & Gas Report' show that European oil production is now going into decline and that gas production is close to its peak. Increasing volumes of oil and gas will have to be imported from Russia and the Middle East at a very high cost to meet future demand.

### **TMSA and First Class Tanker Operations:**

The self-assessment program for tanker operators developed by OCIMF (Oil Companies International Marine Forum), and to demonstrate how the tanker industry is moving forward with techniques which are in many cases better than used in other industries. Scroll down to read the full program. Attend this conference to learn more about TMSA (the oil companies' Tanker Management Self Assessment Scheme), how it will motivate and reward quality and what the expectations are from oil companies. Learn techniques from leading tanker experts about how to achieve high quality and continuous improvement in tanker operations.

### **Broadband Maritime Communications – Digital Ship conference at Norshipping:**

This is a big year for maritime satellite communications. Shipping companies face growing demands from shipbrokers and charterers for faster response to e-mails to the ship; shipping company IT managers, with the responsibility for keeping shipboard computers working, want to be able to fix problems from shore. Inmarsat is launching satellites this year which are 16 times more powerful than the last ones; Boeing is entering the fray with its \$2800 a month option for broadband services; Broadband Maritime offers always on for

\$2500 on ships; there are many other VSAT.

### **Bangladesh Shipping Minister Akbar orders seize of vessels without documents:**

Shipping Minister Akbar Hossain yesterday asked officials to seize all vessels plying without valid documents and hand them over to the police stations concerned. He said this while presiding over a high-level meeting of the ministry at its conference room, an official handout said. The minister asked for forming vigilance teams for different areas of the country with the officials of the ministry, BIWTA, BIWTC and the Department of Shipping to verify the valid documents of the launches and cargoes and other irregularities. The teams, each of which will include one magistrate, will be empowered to take instant action against any irregularities. Activities of the vigilance teams will be carried out across the country concurrently and they will submit reports to the ministry by July 1, 2005. The meeting directed the Department of Shipping to report whether any of the previously classified D-category launches are being operated and if faultiness in the design of those launches was modified before giving the survey certificate.

The minister instructed the Department of Shipping to complete all preparatory works to make functional the local classification society by July 1, which was entrusted with the duty of giving approval of the design of the vessels and looking into the fitness of the vessels during construction. Secretary of the ministry M Rafiqul Islam, Chairman of BIWTA Reaz Hasan Khandakar, Chairman of BIWTC Shamsur Rahman Shimul Biswas and Director General of the Department of Shipping Captain AKM Shafikullah attended the meeting.

### **Empty tanker and bulk carrier collide off St John's Island:**

There has been a collision between an empty tanker and a bulk carrier 3.5 kilometres southwest of St John's Island. The Maritime and Port Authority says the incident occurred at 8pm on Wednesday night. There were no injuries, nor was any oil spilled. The Liberian registered tanker, MT Chrisopigi Lady, was going west while the Panama-registered bulk carrier MV Yue Shan was going east on the Singapore Strait, toward the bunkering anchorage off Changi. Both vessels were warned of the impending

collision by the MPA's Vessel Traffic Information System. The MV Yue Shan, which was loaded with 166,000 tonnes of iron ore, had its front damaged while the tanker sustained damage on its starboard side. Both vessels are now anchored in port waters. The MPA says ships have been told to keep clear of the collision area, but port operations and vessel traffic are unaffected. It is investigating the incident.

**EU resurrects plan to levy ports in expansion of pollution tax policy:** BRUSSELS has resurrected plans to impose pollution tax on ports as part of a fund-raising effort for its trans-European transport networks.

**Growth and change in gas sector:** RAPID growth and radical change in the liquefied natural gas industry are combining to create a heavy workload — and opportunities — for classification societies.

**SEAFARER WELFARE – Fair Treatment of Seafarers:** In light of the dreadful conduct afforded to the unfortunate crews of the “Prestige” and the “Tasman Spirit”, a joint International Maritime Organization (IMO) and International Labour Organization (ILO) Working Group on the Fair Treatment of Seafarers in the Event of a Maritime Accident, has met since our last newsletter. Representatives of the IMO and ILO have agreed that guidelines on the fair treatment of seafarers in the event of a maritime accident should be adopted as soon as possible.

The working group echoed the thoughts of many at sea and expressed concern that in some cases the grounds for detaining seafarers following a maritime accident have not been clear, either to the seafarers being detained or to the international maritime community. These guidelines will ensure that seafarers involved in a maritime accident are fairly treated and their rights are not violated.

The IMO has long stressed that the criminalisation of seafarers is having a major impact on the morale of seafarers and on the recruitment of young people. So there were calls for “a framework of legal certainty and consistent good practice” to ensure that seafarers are fairly treated and their rights are not violated. The International Federation of Shipmasters Association (IFSMA) who chair the working group discussions this

week canvassed the views of leading crew insurance experts from Seacurus Ltd to determine if an insurance solution to this ever worsening problem may be achievable.

Let's keep our fingers crossed for a speedy introduction of workable guidelines.

**Abandonment, death and personal injury:** Moving to another issue, the same IMO /ILO meeting moved to look at the issue of claims for death, personal injury and the abandonment of seafarers. This is an area that has been looked at for many years, but yet again it was felt necessary to stress that the problems of abandonment, personal injury and death of seafarers needs urgent remedial action.

It was noted that despite the large number of international instruments dealing with these problems, none adequately addressed the problem. It was agreed therefore that flag States should establish genuine and effective means to meet their obligations and to ensure that shipowners repatriate their seafarers and address all aspects of such problems.

The issues of abandonment, personal injury and death were, they stated, real and serious, with problems including: repatriation; support for crew-members while stranded; immigration status; and the question of the payment of outstanding remuneration. Some possible solutions were mooted during the meeting, such as:

**Relating to abandonment:**

- National funds
- An international fund
- Compulsory insurance
- Systems based on Bank Guarantees or similar mechanisms
- Establishment of national representatives and guidelines.

**Relating to personal injury and death:**

- Compulsory insurance
- Personal accident insurance
- National funds
- An international fund

The Committee urged all involved to respond, without delay, to requests for information on the implementation of resolution A.930(22) Guidelines on Provision of Financial Security Cases of Abandonment of Seafarers and to report any cases of abandonment in order to

assist the Committee in furthering its work on the subject and to expand its growing database.

We can only hope that the answers are close at hand and that such issues, and the misery they cause, will soon be consigned to history.

## MARITIME ACCIDENTS

**Vessel arrested, but what of the crew?** The South African Maritime Safety Authority (SAMSA) has detained the tanker “Ouro do Brasil”, as they investigate a collision with a trawler. The collision happened early on Sunday 8th May. A search for survivors was called off after other boats in the area off Port Elizabeth found nothing but pieces of wreckage and life jackets from the sunken trawler “Lindsay”. The “Ouro do Brasil” is Liberian-registered with German officers and a South American crew. An investigation into the deaths of the fourteen fishermen is to be held, and the tanker and its crew are to be detained for at least the duration of the investigation. The enquiry into the collision is expected to focus on the two vessels' positions and the extent to which they had kept a proper lookout while at sea.

A chief investigator of the South African Maritime Safety Authority in Port Elizabeth stated “We have already taken statements from the tanker's master, officer of the watch and lookout and we will continue the investigation by questioning them”. Another SAMSA spokesman added that the bottom line is, obviously, that somebody wasn't looking out.

So yet another tragedy is compounded by the fear and uncertainty of the ensuing “witch-hunt” the crew must face. Thorough investigations and the answers they provide are vital, but do the ends justify the means?

## MARITIME SECURITY

**ISPS...just when you thought it was safe to go to the USA**

As a seeming prelude to a further crack down on seafarers, the United States Coastguard (USCG) have this month submitted written testimony to a Senate committee, stating their fears that terrorists can and will exploit lax identification procedures in the merchant navy to obtain sailors' credentials and stage attacks on ships or ports. The submission went on to state that “Merchant-marine documents ... contain

virtually no security features,” and stressed the fact that “we cannot, and must not, continue with business as usual in the area of mariner credentialing. The spectre of a terrorist obtaining and using a merchant-mariner credential to access and attack vital areas of a strategic port is one that is very real.” The USCG went on to add that, “from smuggling to piracy, suicide attacks to the threat of weapons of mass destruction, the threats are many and varied.

**Away from the USA...** ISPS was always touted as being just the first step in the move to secure shipping. So it is no surprise that the IMO is embroiled in introducing even tougher maritime terror treaties, as they move to reinforce the Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation (SUA).

The 1988 SUA Convention provides the legal basis for actions against anyone committing unlawful acts against ships. Under the Convention, contracting governments are required to either extradite or prosecute alleged offenders.

The proposed strengthening of the SUA treaties is said to provide an appropriate response to the increasing risks posed to shipping by international terrorism.

Such risks include the seizure of ships by force, acts of violence against those

on board ships and the placing of devices on board that are likely to destroy or damage the ship. The revised treaties will include a substantial broadening of the range of offences covered by the convention and introduce provisions to allow for the boarding of vessels suspected of being involved in terrorist activities. So definitely no more jokes about having bombs onboard!

### **Security and Suppliers:**

Security, like love, is all around us. We're now quite used to the idea of ISPS, and the vast majority of us are beginning to see security gradually harmonise and merge into our existing ISM systems. The Liberian flag are now even offering a “two for one” deal on audits, with safety management and security all being boxed off in one fell swoop – and they will soon be joined by other flag States looking to “streamline” their service.

Frustratingly there are still some problems out there. The ships have done everything asked of them, and even the ports are sluggishly moving in the right direction. But still there is a body of people that consistently cause security headaches, they turn up trying to get into ports with no ID, and if they manage that (which incredibly many do) then they get all offended when they are not allowed onboard.

Who are we talking about? Well let's think, suppliers, contractors, chandlers, and surveyors, et al.

Time after time, they screech up to ports in their vans demanding to be let in, blithely ignorant of the most significant changes to hit shipping in the last decade. It's time to shift the burden and make them wake up to ISPS and the fact they need to respect crews and the job they are trying to do.

These people are meant to be there to help the crews, but instead end-up causing untold upset, hassle and confusion. It may only be a minority of them that seem to have missed the idea of security, but it's time for their professional bodies to act up and ensure that even their most remote members are fully aware of ISPS!

No ID, no job! And don't bother coming back!

**Blacklisted ports:** Well actually, having just said that ports are making an effort, and moving in the right direction, it appears that some, as ever are letting the side down. Apparently the security provisions are so relaxed/non-existent in some countries, that U.S. officials will now board and screen all ships with port calls in those nations on their Continuous Synopsis Record (CSR) before allowing them to enter U.S. ports.

## **Directorate General of Shipping, Govt. of India Press release No:11-TR(1)/2005 Dated: April 5, 2005**

### **Sub: All India Exit Examination for Ratings**

The subject of employability of G.P. Ratings and quality of training has been engaging the attention of the D.G.Shipping for some time. The issues have been deliberated with various stakeholders for quite sometime. Several meetings with professional bodies representing Master Mariners and Chief Engineers and also with training institutes imparting pre-sea GP training were held in the Directorate to work out the modalities for the same. It emerged as consensus to have a common exit examination for ratings. It was also considered that the examination should be conducted by professional bodies approved by the Directorate in fair, transparent and independent manner. The Company of Master Mariner India (CMMI) and the Institute of Marine Engineers India (IME) were consulted who have volunteered to undertake this work as a contribution to maritime fraternity on actual cost basis.

2. It has been decided to authorise the Company of Master Mariner India (CMMI), and the Institute of Marine Engineers India (IME) to conduct “All India Exit Examinations for Ratings?”. Arrangements have been made to hold these examinations in March 2005 for October 2004 entry. Thereafter, the examination will be conducted every quarter to match with the end of the training programmes. Initially, the examination will consist of one written paper followed by oral examination. The first set of examination will be for GP ratings and later the

saloon ratings will also be examined in similar manner. At a later date the practical tests will also be conducted under the purview of the Directorate.

3. The Company of Master Mariner India (CMMI), and the Institute of Marine Engineers India (IME) constituted “Board of Examinations for Seafarers” (BES) and the Board operating from the Head Quarters of IME with full time Chief Co-ordinator to conduct the examination in all centers. The assessment of all written papers will be carried out at a central location in Mumbai under strict supervision of the Chief Coordinator and as per the procedures approved.

4. The above Board conducted the first written & oral examination for G.P.Ratings at 6 centers viz. Chennai, Kochi, New Delhi, Kolkata, Mumbai and Goa between 25th and 27th March, 2005. Out of 653 G.P.Ratings who have completed the six months training, 570 have passed in the written and oral examination representing 87% pass.

5. The next All India Exit Examination will be conducted in end June, 2005 for the G.P.Rating students who have joined on 01.01.2005 and will be completing the course on 30.06.2005.

6. The above initiative will go a long way in promotion of Indian Seafarers and Indian training establishments.

Right, let's see just who is on the list of shame:

Madagascar, Liberia, the Democratic Republic of Congo, Mauritania, Guinea-Bissau, Albania and Nauru. The United States Coastguard (USCG) have stated that due to the failure of these nations to comply with the ISPS Code and the subsequent lack of effective anti-terrorism measures in their ports, that from May 23, all ships that dock in these states will automatically be denied entry to the United States.

Unless that is, they can prove they have taken severe security precautions while in the ports – so it'll be up with the security level, dust off the Declaration of Security and all hands to the guard-posts while in a blacklisted state.

Getting on the wrong side of the USCG is an obviously bad idea and the resulting security boardings or a denial of entry to the United States can trigger extremely costly consequences.

Our guess that this list will grow and grow and these seven dwarves of maritime security will soon be joined by ever more little friends.

While we are on the subject of ISPS, it was rather worrying to note that despite The Philippines being signatory to the Code, it appears that the Senate and Congress have forgotten to actually implement the legislation into their own legal system.

So while the country claims to have complied with the ISPS code, the lack of enabling legislation covering its enforcement means that their compliance appears good only on paper!

Oops, an easy mistake to make, though as you can see above, the USA seems to have forgotten to blacklist this close ally of theirs. Isn't politics wonderful!

## LEGAL

### Valium is illegal in Dubai!

Look, we realise that if this story affects you then you may already be feeling a little depressed, and far be it from us to put an even bigger downer on you, but we just thought that you should know of the dangers of possessing drugs in The UAE – even nice happy, chilled out prescription ones, such as Valium.

This has all come to light since the arrest in Dubai of a Croatian third officer for possession of Valium sleeping pills.

Thankfully he has now been cleared of drug smuggling and freed after more

than 70 days in jail, but it should serve as a salutary lesson to anyone visiting the 'City of Gold'.

In fact The Mission to Seafarers Dubai chaplain, Stephen Miller, who visited the seafarer in prison and worked hard for his release, called on shipping agents to warn seafarers against having any prescription drugs when they are signing-off in Dubai.

In a similar recent case a British woman was arrested in the UAE as she was found to have traces of codeine (a common painkiller – used in many over the counter concoctions, such as Nurofen Plus) in her bloodstream. The presence of illegal drugs in the body amounts to possession under the country's strict drug laws.

Though if the following story is anything to go by it appears not many seafarers are in need of sleeping pills.

### Tired of fatigue

"You are feeling very, very sleepy", no, not the words of your favourite Saturday night cabaret hypnotist, but actually the assertions of the Seafarers International Research Centre (SIRC).

The SIRC has finally put two and two together and highlighted the fact that safety at sea is being compromised because officers on merchant ships do not get enough rest periods.

Under European Union rules, seafarers are not supposed to work more than 14 hours in any 24-hour period, and no more than 72 hours in any seven-day period. They are also entitled to at least 10 hours rest in any 24-hour period, and 77 hours in any seven-day period.

SIRC found that two percent of masters and officers were clocking up 16 or more hours per day, and 2.4 percent worked over 100 hours a week. Almost one in three could not regularly get 10 hours rest in every 24 hours, and almost 12 percent did not regularly get at least six hours unbroken rest in every 24-hour period. More than a quarter also reported often working 15 hours or more continuously, which is in contravention of the EU regulations.

### Compensation

Being injured while at work is no laughing matter, particularly if you do not receive your rightful compensation.

In a most welcome press release NUMAST have announced this month that they recovered more than £1.7m in compensation in 2004 for members hurt at work.

Claims recently settled include £215,000 for an electrical officer who fractured a shoulder after slipping on an oil spill, £137,500 for a second officer who damaged an eye when a cable plug splintered and £68,634 for a second engineer who suffered a fractured leg when a hydraulic hose disconnected.

The union also secured £350,000 on behalf of a chief engineer who died from mesothelioma (Asbestos lung cancer), at the age of 56.

NUMAST is also urging members who have been exposed to asbestos at work to contact its legal department. 'By recording details of possible exposure, the union's 'asbestos register' can provide crucial information and support in the event of a subsequent compensation claim,' it says.

## Maritime Labour Law & Claims - An Examination of International Rights & Regulations:

Following the overwhelming success of last year's SOLD OUT event, this 2nd Maritime Labour Law & Claims Seminar will provide a unique opportunity for speakers and delegates from various sectors of the maritime industry to meet and discuss critical aspects concerning this crucial area of development.

Particular emphasis will be placed on Seafarers' rights and regulations, common contracts in use today and the main content of contracts. The expert speakers will also identify and explore the key principles involved with examining crew claims, claims following a psychiatric injury caused at work and a P&I Club perspective on claims.

## New rules to reduce emissions from ships enter into force:

International regulations to control harmful emissions from ships' exhausts enter into force on 19 May 2005.

**Sulphur content of fuel:** The Annex includes a global cap of 4.5 percent by mass (% m/m) on the sulphur content of fuel oil and calls on IMO to monitor the worldwide average sulphur content of fuel once the Protocol comes into force.

Annex VI contains provisions allowing for special "SOx Emission Control Areas" (SECAs) to be established with more stringent controls on sulphur emissions. In these areas, the sulphur content of

fuel oil used onboard ships must not exceed 1.5% m/m.

Alternatively, ships must fit an exhaust gas cleaning system or use other methods to limit SOx emissions. The regulation requires such alternative methods to be approved by the Administration (flag State). Draft Guidelines on on-board exhaust gas-SOx cleaning systems have been developed and are expected to be approved by IMO's Marine Environment Protection Committee (MEPC) when it meets for its 53rd session in July 2005.

The Baltic Sea Area is designated as a SECA in the Protocol. However, the regulation allows for a 12-month period from the date of entry into force before the limits in a SECA can be enforced

In March 2000, the MEPC approved a proposed amendment to Annex VI to also include the North Sea as a SECA. The aim is to adopt the amendment once MARPOL Annex VI enters into force. It is anticipated that the MEPC will adopt amendments to Annex VI, including the proposed North Sea SECA, at its 53rd session to be held from 18-22 July 2005. The entry into force date is anticipated to be November 2006, with a 12 month period after that date before full implementation of the North Sea SECA.

## **Monitoring of sulphur**

**content:** IMO has been monitoring the worldwide average sulphur content of residual fuel supplied for use on board ships since 1999 following the adoption of resolution MEPC.82(43) Guidelines for monitoring the world wide average sulphur content of residual fuel supplied for use on board ships . The monitoring is based on bunker reports around the world representing more than 60 per cent of all bunkers delivered to ships. The worldwide average for 2004 has been calculated to be 2.67% m/m sulphur content. This figure has been almost constant since 99 (the variation is less than +/- 0.02 % m/m).

## **Ozone-depleting substance:**

Annex VI prohibits deliberate emissions of ozone-depleting substances, which include halons and chlorofluorocarbons (CFCs). New installations, such as refrigeration and fire-fighting systems, containing ozone-depleting substances, are prohibited on all ships, but new installations containing hydro-chlorofluorocarbons (HCFCs) are permitted until 1 January 2020.

## **Emissions of nitrogen oxides:**

Annex VI also sets limits on emissions of nitrogen oxides from diesel engines. A mandatory NOx Technical Code establishes procedures for the testing, survey and certification of marine diesel engines which will enable engine manufacturers, shipowners and Administrations to ensure that all applicable marine diesel engines comply with the relevant limiting emission values of NOx as specified in regulation 13 of Annex VI.

**Incineration:** The Annex also prohibits the incineration aboard ship of certain products, such as contaminated packaging materials and polychlorinated biphenyls (PCBs), which have previously been used in a number of industrial materials.

## **Greenhouse gas policy:**

In November 2003, IMO adopted resolution A.963(23) IMO Policies and practices related to the reduction of greenhouse gas emissions from ships. The MEPC is developing draft Guidelines on the CO2 Indexing Scheme and has recognized that IMO guidelines on greenhouse gas emissions have to address all six greenhouse gases covered by the Kyoto Protocol: carbon dioxide (CO2); methane (CH4); nitrous oxide (N2O); hydrofluorocarbons (HFCs); perfluorocarbons (PFCs); and sulphur hexafluoride (SF6).

## **Trade boom lifts Atlantic box lines out of the 1990s**

**doldrums:** OVERLOOKED in recent years by the booming transpacific and Europe-Asia trades, the Atlantic has quietly come back into its own and is enjoying some of the best conditions for a long time.

## **Worried salvors press for US rules to be clarified:**

New regulations are set to be introduced to regulate salvage companies responding to casualties in the US.

## **Korean yards seek help of steelmakers:**

SOUTH Korea's leading shipbuilders and steelmakers have met to discuss means of co-operation to stabilise steel supply and prices.

## **Lightweight Structures and Fire Safety:**

A research project that will investigate fire risks associated with various lightweight structure designs has

been recently started by SP Swedish National Testing and Research Institute. The project brings together several Swedish shipping lines, shipyards, ship designers, defence industry and various industry organisations. Lightweight products and lightweight structural designs are becoming increasingly important in the construction of high-speed vessels. Various composites and aluminium materials are being used in order to reduce weight. However, the development and use of lightweight materials at sea is being impeded not only by various technical problems but also by classification and design rules that are based on the use of steel.

## **Fast-Response Cutter Design**

### **Progress:**

The U.S. Coast Guard's innovative, 140-foot fast-response cutter has reached a systems requirements milestone resulting in the ship being one step closer to construction commencement. The fast-response cutter is being built by Integrated Coast Guard Systems (ICGS), a joint venture between Northrop Grumman and Lockheed Martin, under the Integrated Deepwater System Program. The purpose of the systems requirements review was to present the ship concept to the Coast Guard and to confirm the customer requirements have been sufficiently developed, so the ICGS team can proceed to design development.

### **Class Conscious of Costs:**

Bureau Veritas (BV) is to lead the way with a new EU-funded Condition Assessment System (CAS) project aimed at cutting back on the time normally required to process the structural thickness studies of vessels. A key driver is to be the development of a new range of electronic tools to promote faster dry dock and repair duties, while having the additional benefit to ship owners of smaller repair bills.

### **Accelerating Preliminary Structure Design:**

AVEVA (UK) released a package of enhancements for the Tribon M3 ship design and construction system that will significantly improve the usefulness of the software application for the ship basic design. This new concept for definition of parametric hull structure will facilitate generation of a preliminary steel structure from parameter values in a matter of a few hours allowing analyzing several different alternative design and dimensioning approaches for steel weights, surface areas, section modulus, etc. Hyundai

Heavy Sets Shipbuilding Trend Korean shipbuilders have gained worldwide recognition for their technological advancements and a role in setting new business trends. They now dominate about 40 percent of the global market, with their shipyards full for the next few years due to growing orders. This was made possible by the increase in demand due to the recovering world economy and further economic growth in China. In addition, Hyundai Heavy Industries (HHI) is focusing its energy and resources on upgrading ship manufacturing methods, quality and customer service.

**Gard ahead on P&I and hull as energy cover shows deficit:** GARD, one of the world's largest marine-only insurers, has made a profit on its P&I and hull accounts but suffered a deficit on offshore energy cover in its first year as an integrated business.

**GM corn scare leads to blanket testing:** SHIPOWNERS catering the US to Japan route for grain cargoes will find themselves facing delays in unloading following a decision by the Japanese authorities to test every consignment of import corn.

**Why biometric identification card solution is not at hand:** AN INTERNATIONAL convention mandating biometric identification cards for the world's 1.2m seafarers has been in force for just over three months.

**Europe facing congestion peril:** GERMAN freight forwarder Schenker has warned European box hubs that they will soon face port congestion similar to that afflicting the US west coast.

#### **STATEMENT FROM THE COAST GUARD'S DIRECTOR OF PORT SECURITY BEFORE THE SENATE COMMITTEE ON COMMERCE, SCIENCE AND TRANSPORTATION**

There are long term challenges ahead. In the post MTS/ISPS implementation, we realized the Coast Guard was planning or beginning work on numerous additional security projects. These efforts were spread out amongst many various offices and there was also a lot of interagency coordination underway in these efforts. To address this, we developed an inventory of projects called

America's Maritime Shield to help us refine, align, and coordinate our efforts. Taken together, this list of projects represents the next wave of improvements to maritime security.

Cargo security is a long term challenge that deserves comment. Customs and Border Protection (CBP) has the lead role in cargo security and the Coast Guard works to coordinate with our sister agency to align respective agency roles and responsibilities. When cargo is moved on the waterborne leg of the trade route, the Coast Guard has oversight of the cargo's carriage requirements and the care needed for that cargo while on the vessel and at the port facility.

Identity security is another vulnerability that must be addressed. Domestically, the Coast Guard is now supporting TSA [Transportation Security Administration] to implement the TWIC [Transportation Worker Identity Card] and will do everything we can to expedite that process. With regards to foreign seafarers, a multi-agency workgroup is presently defining the potential improvements possible and a proposed course of action. - **Rear Admiral L. Hereth, Director of Port Security, Coast Guard's Marine Safety, Security and Environmental Protection Directorate** Date: May 17, 2005

**MAN B&W introduces DuraSpindle:** MAN B&W Diesel has developed a new exhaust valve spindle that will increase by more than 50 per cent the Time Between Overhaul (TBO) of its entire two-stroke engine range.

Involving 10 years of research and development, the new engine component, DuraSpindle, is based on a durable alloy hard facing that is toughened through a patented welding, rolling and heating process to prevent critical indentation marks causing 'blow-by' and occasional cracking on valve spindle seats as a result of the combustion process.

#### **IBIA calls on industry to comply with spirit of Annex VI:**

The International Bunker Industry Association (IBIA) has called on the bunker industry to comply with the spirit of Marpol Annex VI in addition to meeting the specific technical requirements laid out in the legislation. "A global cap of 4.5 per cent sets down the maximum sulphur content in bunker fuel. It will be very disappointing indeed if we hear reports of fuel exceeding that very conservative

limit," says Don Gregory, Chairman of IBIA.

Marpol Annex VI sets a 4.5 per cent global limit on sulphur content in bunker fuel. In addition suppliers will need to provide a bunker delivery note specifying density, viscosity and sulphur content. Suppliers are also obliged to take a sample in an approved manner, in case the vessel needs to present these at a future port state control inspection. "As Chairman of IBIA, I believe that shipowners, charterers and suppliers should take the initiative and follow in the spirit of Marpol Annex VI by ensuring full compliance with the requirements," says Mr Gregory.

Marpol Annex VI also sets regional limits of 1.5 per cent sulphur in the form of sulphur emission control areas (SECAs). The first SECA becomes active in the North Sea on May 19th 2007. "Marpol Annex VI has officially been ratified and came into force on May 19th, but not all individual countries have agreed to enforce the legislation, says Ian Adams, IBIA Secretary General. "If a vessel takes on bunker fuel in a port that is not a signatory to Annex VI, owners should still insist the bunker supplier complies with the terms in the legislation, by providing a low sulphur fuel, a bunker delivery note and taking an approved bunker sample. Port state control in a country that has ratified Annex VI may ask to inspect all of these things, up to three years after the date of the bunker stem. It is no protection that the vessels' flag state, or the country that the fuel was bunkered in are not signatories to Annex VI. They must still comply."

Bunker buyers should revise specifications to comply with Annex VI. Owners and charterers will need to revise the text of their fuel purchasing specifications after IMO's Marpol Annex VI enters into force on May 19th, warns fuel testing agency, Lintec Testing Services. Almost all bunker buyers specify that their fuel must comply with ISO 8217. But Marpol Annex VI puts into statute some new requirements that are not covered by the standard. Lintec advises bunker buyers to expressly specify the need for Annex VI compliance in addition to the standard ISO 8217 specifications.

"After Annex VI comes into force, owners and charterers need to be aware that the fuel they purchase must comply with ISO 8217 AND with Marpol Annex VI. Lintec advises owners and charterers to make that fact clear to the supplier when they are purchasing their bunker fuel, so there

can be no room for misunderstanding," says John Dixon, the company's Managing Director.

Marpol Annex VI makes several requirements that are not covered by ISO 8217, including a global requirement that bunker fuel should have a sulphur content limit of 4.5 per cent, and that the supplier needs to provide a bunker delivery note specifying sulphur content, density and viscosity. "A new updated ISO 8217 standard should be ready by the end of 2005. Hopefully it will include Annex VI requirements. But in the meantime, buyers should make sure they are getting the right fuel. And the only way to do that is to specify it. When buyers order ISO 8217 fuel, they need to go a step further ensure suppliers provide fuel that is Annex VI compliant," says Mr Dixon.

### **Kongsberg \$3 million US Coast Guard underwater surveillance contract:**

Kongsberg Maritime has announced that its Lynwood, USA based division, Kongsberg Underwater Technology Inc., has been awarded a \$3 million contract to supply an additional 10 SM 2000 Underwater Surveillance Systems for the US Coast Guard's Integrated Anti-swimmer System (IAS).

Following 9/11, the US Coast Guard was charged with assessing the level of threat and the capability to deal with it, within every US port. A large concern was the threat of malicious swimmers and divers to commercial piers, government and military vessels, cruise ships, terminals and other high value assets. The IAS was developed as a reaction to this threat.

The SM 2000 Underwater Surveillance System is manufactured by Kongsberg Mesotech Ltd, Port Coquitlam, British Columbia, Canada and forms the basis of the IAS. The SM2000 sound head detects and tracks potential underwater threats and the processor classifies the contacts and alerts system operators to their presence. High frequency sonar images positively identify whether the contact is a swimmer or diver and not just debris, marine life or some other object. In many tests with actual divers, moving at different speeds and in different directions, the SM 2000 was

able to detect them every time. The sonar can differentiate between animals and humans in part because of their different shapes and typical movements underwater. This new system will be not be used continuously throughout a port. Instead, it will be deployed when necessary to protect high-value ships and events.

### **Northrop Grumman receives US Navy contract for New-Generation Fire-Control Radar Systems:**

Northrop Grumman Corporation has been awarded current-year options totaling \$16.6 million under a multi-year contract from the US Naval Sea Systems Command for full-rate production of AN/SPQ-9B anti-ship missile-defense radars. The radars will enhance the ability of Navy ships to defend against fast, low-flying threats. The five-year, firm fixed-price contract was awarded to Northrop Grumman's Sperry Marine business unit. The award of the first-year options increases the total contract award to \$40.3 million. The potential value of the contract over five years is between \$120.3 million and \$146.8 million, depending on which options are exercised. The AN/SPQ-9B radars will be fitted as standard equipment on a wide range of ship types, including Navy aircraft carriers, cruisers, amphibious ships and the new US Coast Guard maritime security cutters. The radar has met all Navy testing and certification requirements, including the latest specifications for shock and environmental survivability.

### **Quality inquiries on the increase at Jamaica Ship Registry:**

The number of inquiries from shipowners wanting to register quality tonnage under the Jamaican flag is at its highest level yet. This justifies the island's strategy of rejecting sub-standard ships from its books, it claims. Even today, two out of every three ships offered to Jamaica for registration is rejected, a policy decision Rear Admiral Peter Brady, director general of the Maritime Authority of Jamaica operator of the Jamaica Ships Registry (JSR), believes has started to reap positive rewards.

We are just now beginning to gather momentum as we are detecting that owners want a register that will help them trade safely and within international regulations. They need to know their register is there for them, which we are, he says. Admiral Brady, who is also chairman of the IMO's STW sub-committee, adds: In today's shipping industry, more shipowners are opting for flags which can respond to their needs and have the capacity and capability to provide the necessary services. With the shipping industry heavily concerned with security and safety issues, a register with international representation at the IMO is also seen as a benefit.

The JSR was launched in November 2000 as an international ship registry providing ship and mortgage registration services to shipowners worldwide. But one of the main challenges to the growth of the register has been the international banking world's acceptance of Jamaica's ship mortgage enforcement regime. This challenge was overcome to a large extent last year, which has resulted in a steady stream of quality owners to the register. According to MAJ figures, an average of one vessel per fortnight now makes it to the Jamaican flag books and this statistic is expected to increase significantly this year.

### **Star Information Systems expands into Benelux and Germany:**

Star Information Systems, a supplier of integrated fleet and ship management software, has strengthened its operations in Germany and Benelux with the appointment of Holland's MirTac as an agent.

"In order to effectively deliver fleet management solutions, it is essential that we are located close to our clients," says As Per Anders Koien, Star Information Systems Managing Director. Setting up a representative in the Netherlands was therefore a logical step in our global network strategy."

### **ShipServ snags MSC**

**contract:** Mediterranean Shipping Company (HK and China) (MSC) has signed a contract for its Hong Kong managed fleet of 83 vessels to use ShipServ's web-based trading platform

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and electronic ship supply management solutions.

MSC is one of the largest owners/operators of container ships in the world, with some 295 container ships. Headquartered in Geneva, it has offices around the world and apart from the Hong Kong operation, has its own in-house ship management operations in Cyprus and Sorrento. Kevin Schellack, Managing Director of MSC (Hong Kong and China) had been tasked with bringing the ship management of 83 ships in-house to be based in Hong Kong. Once the decision to establish ship management in Hong Kong was made, Mr Schellack decided that starting from scratch allowed him to fully utilise e-commerce and he was quick to look for and decide on a total suite of e-commerce solutions. In line with this philosophy, Mr Schellack was instrumental in ensuring that the deal between MSC and ShipServ was signed in five days.

We thank MSC for their decision to use ShipServ and congratulate them on their foresight of seeing the benefits which e-commerce can bring to their whole ship management operation, says Paul Ostergaard, CEO of ShipServ. We are confident that this new model (as envisaged by MSC) with a decisive attitude to embracing e-commerce in general and the new technology to support management systems, will become a blueprint for the other ship management organisations, in the not too distant future.

### **Time to stand and deliver over anti-piracy initiatives:**

**IN** MID-1999, the Federation of Asean Shipowners Associations described the hijacking of the Thai general cargoship Siam Xanxaias "one attack too many" and demanded that regional governments take immediate action to stamp out such acts.

### **Lloyd's agents join LMIU's new Seasearcher AIS ship movements service:**

SEASEARCHER.COM, the online shipping movements database, is offering information on the latest position of all vessels, generated through use of the universal automatic identification system.

**Speaking with forked tongues:** The shipping industry, it is claimed by those who are becoming

increasingly resentful at its treatment by politicians wishing to make a point after a marine accident, "is a soft target".

### **IMO launches Spares Master:**

Swedens IMO, a member of the Colfax Group, has launched a new web-based and interactive electronic spare part catalogue, available 24 hours a day, seven days a week.

Featuring all IMO-pumps including drawings and prices, the new system holds detailed information on each and every spare part available, hence simplifying the process of identifying spare parts, drawings and prices for the companys pumps.

Spares Master has been used internally at IMO since last September and also by a limited number of external users during the past few months. Feedback is said to have been excellent, citing it as user-friendly and unique in that no other pump manufacturer offers a similar service.

### **Tribon M3 now offers preliminary ship steel structure to be generated in a few hours:**

AVEVA has released a package of enhancements for the Tribon M3 ship design and construction system, used by 80 per cent of the world's top 50 shipbuilders.

Tribon M3, Service Pack 4 will be available at the end of June and includes a number of significant new functions as well as enhancements that will significantly further improve the usefulness of the Basic Design application of Tribon M3. A new concept for definition of parametric hull structures is introduced in Service Pack 4. It is a development of the already existing Reference Surface Objects (RSOs) to which now information about plating and stiffening can be added. This information is in the form of parameters that form a recipe for how steel panels will be automatically generated from the RSOs. The recipes can be created via the ordinary interactive user interface of the Surface/Compartment or Basic Design applications or in batch mode via csv-files (i.e. Excel files). In this way a preliminary steel structure for a ship can be generated from parameter values in a matter of few hours and several different alternative design and dimensioning approaches can be analysed for steel weights, surface areas, section modulus etc.

2D views in a drawing can now be

converted into RSOs and thus oriented in 3D space. The elements of the drawing view can then be used as backdrop references for modelling of 3D steel structures, placing of equipment, routing of pipes etc. In this way a General Arrangement drawing can be imported from any 2D based drafting system, converted into a Tribon drawing view (using DXF) and then used as a backdrop for modelling. Another important addition in Service Pack 4 is the new XML based export functions for 2D cross sections of ships structures. A series of 2D sections can be requested from the 3D model and the system will create an XML file with all necessary data about the longitudinal members to satisfy rules check and strength calculation software packages from classification societies. Together with the previously released 3D based export format the new 2D cross section based features presents a full set of open export facilities for hull steel structures.

### **Marinfloc introduces White-Box system for clean shipowners:**

Marinfloc is laying claim to the title of worlds first manufacturer of an Emulsion Breaking Bilge Water Cleaning System (EBBWCS) offering a White-Box system.

The new direct support service for surveillance of discharged bilge water was introduced at the recent Nor-Shipping 2005 exhibition. The fully automatic White-Box system keeps track of discharged water, and automatically reports the results to a new support service at Marinfloc. EBBWCS-information is automatically transmitted together with GPS-information via the ships ordinary e-mail system. The company then keeps record of the vessels discharged bilge water, evaluates the results and reports back to the shipowners or managers.

### **Singapore lines exemption call:**

THE Singapore Shipping Association is lobbying to have liner shipping arrangements such as consortia and conferences excluded from Singapore's draft

### **Magistrate launches fresh probe into Saadé brothers' feud:**

A FRENCH examining magistrate has opened an investigation into allegations of fraud and breach of trust laid against CMA CGM chairman Jacques Saadé by his brother Johnny.



## IMO Briefing

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### IMO Press Release – Briefing 23 / 2005

#### New rules to reduce emissions from ships enter into force

International regulations to control harmful emissions from ships' exhausts enter into force on 19 May 2005.

*Regulations for the Prevention of Air Pollution from Ships* are contained in Annex VI of the MARPOL Convention<sup>1</sup> and were adopted in the 1997 Protocol to that Convention.

The Annex VI regulations set limits on sulphur oxide (SO<sub>x</sub>) and nitrogen oxide (NO<sub>x</sub>) emissions from ship exhausts and prohibit deliberate emissions of ozone-depleting substances.

**Sulphur content of fuel:** The Annex includes a global cap of 4.5 percent by mass (% m/m) on the sulphur content of fuel oil and calls on IMO to monitor the worldwide average sulphur content of fuel once the Protocol comes into force.

Annex VI contains provisions allowing for special "SO<sub>x</sub> Emission Control Areas" (SECAs) to be established with more stringent controls on sulphur emissions. In these areas, the sulphur content of fuel oil used onboard ships must not exceed 1.5% m/m.

Alternatively, ships must fit an exhaust gas cleaning system or use other methods to limit SO<sub>x</sub> emissions. The regulation requires such alternative methods to be approved by the Administration (flag State). Draft *Guidelines on on-board exhaust gas-SO<sub>x</sub> cleaning systems* have been developed and are expected to be approved by IMO's Marine Environment Protection Committee (MEPC) when it meets for its 53<sup>rd</sup> session in July 2005.

The Baltic Sea Area is designated as a SECA in the Protocol. However, the regulation allows for a 12-month period from the date of entry into force before the limits in a SECA can be enforced.

In March 2000, the MEPC approved a proposed amendment to Annex VI to also include the North Sea as a SECA. The aim is to adopt the amendment once MARPOL Annex VI enters into force. It is anticipated that the MEPC will adopt amendments to Annex VI, including the proposed North Sea SECA, at its 53<sup>rd</sup> session to be held from 18-22 July 2005. The entry into force date is anticipated to be November 2006, with a 12 month period after that date before full implementation of the North Sea SECA.

**Monitoring of sulphur content:** IMO has been monitoring the worldwide average sulphur content of residual fuel supplied for use on board ships since

1999 following the adoption of resolution MEPC.82(43) *Guidelines for monitoring the world wide average sulphur content of residual fuel supplied for use on board ships*. The monitoring is based on bunker reports around the world representing more than 60 per cent of all bunkers delivered to ships. The worldwide average for 2004 has been calculated to be 2.67% m/m sulphur content. This figure has been almost constant since 1999 (the variation is less than +/- 0.02 % m/m).

**Ozone-depleting substance:** Annex VI prohibits deliberate emissions of ozone-depleting substances, which include halons and chlorofluorocarbons (CFCs). New installations, such as refrigeration and fire-fighting systems, containing ozone-depleting substances, are prohibited on all ships, but new installations containing hydro-chlorofluorocarbons (HCFCs) are permitted until 1 January 2020.

**Emissions of nitrogen oxides:** Annex VI also sets limits on emissions of nitrogen oxides from diesel engines. A mandatory NO<sub>x</sub> Technical Code establishes procedures for the testing, survey and certification of marine diesel engines which will enable engine manufacturers, shipowners and Administrations to ensure that all applicable marine diesel engines comply with the relevant limiting emission values of NO<sub>x</sub> as specified in regulation 13 of Annex VI.

**Incineration:** The Annex also prohibits the incineration aboard ship of certain products, such as contaminated packaging materials and polychlorinated biphenyls (PCBs), which have previously been used in a number of industrial materials.

**Greenhouse gas policy:** In November 2003, IMO adopted resolution A.963(23) IMO Policies and practices related to the reduction of greenhouse gas emissions from ships. The MEPC is developing draft Guidelines on the CO<sub>2</sub> Indexing Scheme and has recognized that IMO guidelines on greenhouse gas emissions have to address all six greenhouse gases covered by the Kyoto Protocol: carbon dioxide (CO<sub>2</sub>); methane (CH<sub>4</sub>); nitrous oxide (N<sub>2</sub>O); hydrofluorocarbons (HFCs); perfluorocarbons (PFCs); and sulphur hexafluoride (SF<sub>6</sub>).

<sup>1</sup> International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78)

### IMO Press Release – Briefing 24 / 2005

#### Goal-based standards take shape at IMO's Maritime Safety Committee

Basic principles and goals for goal-based standards (GBS) for new ship construction were agreed in principle by IMO's Maritime Safety Committee (MSC) when it met at the Organization's London Headquarters for its 80<sup>th</sup> session from 11 to 20 May 2005.

Other important issues on the MSC agenda included the adoption of revised provisions for subdivision and stability in SOLAS chapter II-1 Construction – Structure, subdivision and stability, machinery and electrical installations, continued work on passenger ship safety and consideration of issues surrounding the implementation of the maritime security measures adopted by IMO.

**Goal-based new ship construction standards:** The five-tier system on which the development of GBS is being based consists of goals (Tier I), functional requirements (Tier II), verification of compliance criteria (Tier III), technical procedures and guidelines, classification rules and industry standards (Tier IV) and codes of practice and safety and quality systems for shipbuilding, ship operation,

maintenance, training, manning, etc. (Tier V).

The MSC agreed in principle with the basic principles of goal-based standards and with the Tier I goals developed by the Working Group on Goal-based New Ship Construction Standards.

The agreed basic principles state that IMO goal-based standards are:

- 1 broad, over-arching safety, environmental and/or security standards that ships are required to meet during their lifecycle;
- 2 the required level to be achieved by the requirements applied by class societies and other recognized organizations, Administrations and IMO;
- 3 clear, demonstrable, verifiable, long standing, implementable and achievable, irrespective of ship design and technology; and
- 4 specific enough in order not to be open to differing interpretations.

The Tier 1 goals are based on the premise that - for all new ships – "ships are to be

designed and constructed for a specified design life and to be safe and environmentally-friendly, when properly operated and maintained under the specified operating and environmental conditions, in intact and specified damage conditions, throughout their life".

The Working Group also made progress on developing the Tier II functional requirements, agreeing that for new oil tankers and bulk carriers in unrestricted navigation (the ship is not subject to any geographical restrictions (i.e. any oceans, any seasons) except as limited by the ship's capability for operation in ice); the specified design life is not to be less than 25 years and they should be designed in accordance with North Atlantic environmental conditions and relevant long-term sea state scatter diagrams. Other functional requirements for these ship types were agreed by the Working Group, including those relating to structural strength, fatigue life, residual strength, protection against corrosion and so on.

The MSC approved the work plan for future work on GBS and agreed to establish a Correspondence Group to develop draft Tier III criteria for the verification of compliance.

The work plan for future work includes; consideration of the probabilistic risk-based methodology in the framework of GBS; completion of Tier II - functional requirements; development of Tier III – verification of compliance criteria; implementation of GBS; incorporation of GBS into IMO instruments; development of a ship construction file and consideration of the need for the development of a ship inspection and maintenance file; and consideration of the need to review consistency and adequacy of scope across the tiers.

**Revised SOLAS chapter II-1 adopted:** *The revision of SOLAS chapter II-1 is intended to harmonize the provisions on subdivision and damage stability for passenger and cargo ships. The revised provisions in parts A, B and B-1 will be applicable to new ships built after the expected entry into force date of 1 January 2009.*

The amendments, which have been intensively developed over the past decade, are based on the "probabilistic" method of determining damage stability, which is itself based on the detailed study of data collected by IMO relating to collisions. Because it is based on statistical evidence concerning what actually happens when ships collide, the probabilistic concept is believed to be far more realistic than the previously-used "deterministic" method.

The revision has taken into account the results of the HARDER (Harmonisation of Rules and Design Rational) research project: a project undertaken by a consortium of European industrial, research and academic institutions to study the probabilistic approach for assessing a ship's damage stability and to develop new criteria and indexes for subdivision based on probability of survival, taking into account effects from waves, heeling moments, cargo shift, transient effects and equalization arrangements.

**Bulk carrier construction standards - interpretations:** The Committee considered requests by Members for the preparation of interpretations to the revised SOLAS chapter XII, which was adopted by MSC 79 in December 2004 and is expected to enter into force on 1 July 2006, and agreed a circular giving unified interpretations relating to regulation XII/4.2 – *Damage stability requirements applicable to bulk carriers* and regulation XII/5.2 – *Structural strength of bulk carriers*. With respect to regulation XII/6 *Structural and other requirements for bulk carriers*, the Committee agreed to establish an intersessional working group, to meet in September 2005, in order to prepare a unified interpretation of SOLAS regulations XII/6.5.1 and 6.5.3. The working group will submit its report to the Technical Committee of the 24<sup>th</sup> Assembly in November-December 2005 for consideration and appropriate action.

**Voluntary IMO Member State Audit Scheme and draft Code for the implementation of mandatory IMO instruments:** The Audit Scheme is designed to help promote maritime safety and environmental protection by assessing how effectively Member States implement and enforce relevant IMO Convention standards, and by providing them with feedback and advice on their current performance.

The MSC reviewed the report of the third session of the Joint MSC/MEPC/TCC Working Group on the Voluntary IMO Member State Audit Scheme and approved the draft Code for the implementation of mandatory IMO instruments, which was developed by the Sub-Committee on Flag State Implementation (FSI) to be the audit standard under the Audit Scheme. The Audit Scheme and the Code will be considered by the IMO Council in June 2005 with a view to their formal adoption by the IMO Assembly in November 2005.

The MSC agreed to recommend to the Council that security issues be removed from the Audit Scheme and Code at this time, but agreed to develop, at an appropriate time, suitable provisions for the eventual inclusion of other safety- and security-related issues in the Audit Scheme and Code, taking into account the experience gained from the implementation of the Scheme and salient safety- and security-related issues.

The MSC endorsed Guidance to auditors on the STCW Convention areas to be covered by the Audit Scheme; the draft Pre-audit questionnaire; and the draft Assembly resolutions on the adoption of the Code for the implementation of mandatory IMO instruments and on the Framework and Procedures for the Voluntary IMO Member State Audit Scheme.

**Other amendments to SOLAS:** The MSC adopted other amendments to SOLAS, with an expected entry into force date of 1 January 2007, including:

- New SOLAS regulation II-1/3-7 to require ship construction drawings to be maintained on board and ashore.
- New SOLAS regulation II-1/3-8 concerning towing and mooring equipment. The regulation will require all ships to be provided with arrangements, equipment and fittings of sufficient safe working load to enable the safe conduct of all towing and mooring operations associated with the normal operation of the ship.
- New SOLAS regulation II-1/23-3 concerning water level detectors in the cargo hold(s) on new single hold cargo ships other than bulk carriers.
- Amendment to SOLAS regulation II-1/31 *Machinery control* to restrict the application of propulsion control automation systems to new ships only.
- (With expected entry into force of 1 January 2009) New SOLAS regulations XI-1/3-1 and amendments to regulation XI-1/5 on the mandatory company and registered owner identification number.
- Also (expected entry into force of 1 January 2009) amendments to add the IMO unique company and registered identification number to relevant certificates and documents in the International Management Code for the Safe Operation of Ships and for Pollution Prevention (the ISM Code) and International ship and Port Facility Security (ISPS) Code.

Amendments to the Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers (resolution A.744(18)), as amended

The amendments to the *Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers (resolution A.744(18))*, as amended, incorporate some elements of the Condition Assessment Scheme (CAS) required for certain single hull tankers under the revised MARPOL regulation I/13G and include re-organization of the guidelines to include a new section on survey guidelines for the inspection of double hull tankers. The date for entry into force is 1 January 2007.

**Passenger ship safety:** The MSC agreed a revised work plan for the on-going work by the relevant Sub-Committees on passenger ship safety, the guiding philosophy for which is based on the premise that the regulatory framework should place more emphasis on the prevention of a casualty from occurring in the first place and that future passenger ships should be designed for improved survivability so that, in the event of a casualty, persons can stay safely on board as the ship proceeds to port.

The MSC approved the definition for the time for orderly evacuation and abandonment as "the time, beginning when the casualty threshold is exceeded until all persons have safely abandoned the ship, in which the ship remains viable for this purpose". The MSC agreed that, in the event that the casualty exceeds the threshold for return to port, an additional casualty scenario, for design purposes, should be developed. The MSC instructed the Fire Protection (FP) and Stability, Load Lines and Fishing Vessel Safety (SLF) Sub-Committees to develop these scenarios to support the concept that a passenger ship should remain viable for at least three hours, to allow for safe, orderly evacuation and abandonment.

It was agreed that the casualty threshold is the amount of damage a ship is able to withstand, according to the design basis, and still safely return to port.

**The aim is to complete the work on passenger ship safety by 2006.**

The MSC also agreed that the World Maritime University (WМУ) should begin a project to co-ordinate a search and rescue (SAR) research programme related to passenger ship safety. The first phase, to be implemented from May 2005 to April 2006, will include initial data collection and reporting on the state of the art and current research efforts and results in the subject area. The MSC requested the

IMO Secretary-General to include in his budget proposal for the 2006-2007 biennium an amount equivalent to US\$90,000 in order to implement phase 2 of the project, which would include further work in data collection from sources not identified by the Member States; development of an on-line database of current research; and the organization of a workshop/seminar on the subject area, to include the research community as well as other stakeholders.

**Measures to enhance maritime security:** The MSC considered issues relating to the implementation of the special measures to enhance maritime security which were adopted in 2002 and entered into force on 1 July 2004.

The MSC approved draft amendments to the STCW Convention on *Requirements for the issue of certificates of proficiency for ship security officers*; draft amendments to part A of the STCW Code on *Training requirements for issue of certificates of proficiency for ship security officers*; and related draft amendments to part B of the STCW Code on *Guidance regarding training for ship security officers*. The drafts will be circulated with a view to adoption at MSC 81 in 2006.

The proposed amendments to the STCW Convention and to parts A and B of the STCW Code require candidates for a certificate of proficiency as a ship security officer to demonstrate the knowledge to complete a range of tasks, duties and responsibilities, including: maintenance and supervision of the implementation of a ship security plan; assessment of security risk, threat, and vulnerability; undertaking regular inspections of the ship to ensure that appropriate security measures are implemented and maintained; ensuring that security equipment and systems, if any, are properly operated, tested and calibrated; and encouraging security awareness and vigilance.

**The MSC also approved for circulation as MSC circulars:** *Guidelines on the training and certification of Company Security Officers (CSOs)*; *Guidance on the access of public authorities, emergency response services and pilots onboard ships to which SOLAS chapter XI-2 and the ISPS Code apply*; *Guidance on the priority and testing of ship security alert system*; and *Interim scheme for the compliance of certain cargo ships with the special measures to enhance maritime security*.

The MSC also adopted amendments to resolution A.959(23) on *Format and guidelines for the maintenance of the continuous synopsis record* intended to update the CSR format to include the registered owner and the company identification numbers and to address a number of practical difficulties encountered during the transfer of ships between flags.

**Long-range identification and tracking of ships:** The Working Group on Maritime Security held extensive discussions relating to proposed draft amendments to SOLAS to include a new regulation on long-range identification and tracking of ships (LRIT). The purpose of the proposed draft regulation is to establish a mechanism for the collection from ships of LRIT information for security, search and rescue and any other purpose as determined by the Organization and also a scheme for the provision of LRIT information to Contracting Governments. The ships which are required to comply with SOLAS chapter XI-2 and the ISPS Code would be required to transmit LRIT information.

The Committee noted that there were still a number of outstanding technical issues to be resolved and agreed that an intersessional working group should meet ahead of the 10<sup>th</sup> session of the COMSAR Sub-Committee in early 2006 so that COMSAR 10 would be able to finalize the work. The COMSAR correspondence group on LRIT was also tasked with considering a number of technical issues, so as to enable COMSAR 10 to complete its own work on LRIT.

The Committee also authorized the convening of an MSC intersessional working group on LRIT, not later than seven months before MSC 81, for the purpose of developing draft SOLAS amendments on LRIT to be circulated with a view to consideration and adoption at MSC 81.

**Formal safety assessment:** The MSC reviewed the report of the Joint MSC/MEPC Working Group on Formal Safety Assessment (FSA) which met during the session.

The MSC approved, subject to MEPC concurrence, draft amendments to the *Guidelines for Formal Safety Assessment (FSA) for use in the IMO rule-making process* (MSC/Circ.1023 -MEPC/Circ.392) and a draft revised MSC/MEPC circular.

The amendments include revisions to section 3 *Methodology*, including the addition of a paragraph outlining the need for data on incident reports, near misses and operational failures to be reviewed objectively and their reliability, uncertainty and validity to be assessed and reported. The assumptions made and limitations of these data must also be reported.

The MSC agreed to establish a Correspondence Group to further consider

unresolved issues in particular concerning inconsistent results of different FSAs on the same subject and clarifications of the technology used for particular FSAs.

*The MSC also agreed on the establishment, when necessary, of an FSA Group of Experts for the purpose of reviewing an FSA study if the Committee plans to use the study for making a decision on a particular issue. A flow-chart for the FSA review process was agreed. The MSC agreed in principle that the proposed expert group would undertake to review FSA studies on specific subjects submitted to the Organization, as directed by the Committee(s) and prepare relevant reports for submission to the Committee(s). The structure of the group of experts was left open for future discussion, though the Committee agreed, in principle, that members participating in the expert group should have risk assessment experience; a maritime background; and knowledge/training in the application of the FSA Guidelines.*

**Implementation of the revised STCW Convention:** The list of Parties confirmed by the Committee as having communicated information demonstrating full and complete effect to the relevant provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, was updated.

The MSC also agreed an MSC circular on *Promulgation of information related to reports of independent evaluation submitted by Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, confirmed by the Maritime Safety Committee to have communicated information which demonstrates that Parties are giving full and complete effect to the relevant provisions of the Convention*. The circular provides information on the due date of the report of independent evaluation; the date of the report of the independent evaluation communicated to the Secretary-General (if applicable); and the outcome of the process of evaluation of the reports of independent evaluation communicated by the STCW Parties demonstrating that they are continuing to give full and complete effect to the relevant provisions of the STCW Convention.

**Training of crew in launching/recovering operations of fast rescue boats and means of rescue in adverse weather conditions:** The MSC approved draft amendments to part A of the STCW Code regarding additional training requirements for the launching and recovery operations of fast rescue boats, with a view to their adoption at MSC 81. It agreed an MSC circular on *Guidance on training for fast rescue boats launch and recovery teams and boat crews*.

**Officers on Wing-in-Ground craft:** *The MSC approved general principles and recommendations for knowledge, skills and training for officers on Wing-in-Ground (WIG) craft operating in both displacement and ground effect modes. They will be forwarded to the International Civil Aviation Organization (ICAO) for consideration.*

**Revision of the Code for investigation of marine casualties and incidents**

Noting that the Sub-Committee on Flag State Implementation (FSI) had expressed overwhelming support for the idea of making the *Code for the investigation of marine casualties and incidents* mandatory, in full or in part, the MSC instructed the FSI Sub-Committee to develop a draft revised Code; to determine whether the revised Code itself or parts thereof should be made mandatory; and to provide recommendations as to how such a revised code should be made mandatory, in full or in part.

**Study on incidents of explosions on chemical and product carriers:** The MSC strongly urged the relevant flag States to provide IMO with reports on the investigations into a number of incidents of explosions on chemical and product carriers, for analysis by the Inter Industry Working Group (IIWG)<sup>1</sup> which was established to study the reported incidents of explosions on chemical and product carriers.

**Reports on marine casualties and incidents:** The Committee approved, subject to MEPC's concurrent decision, a draft MSC/MEPC circular on *Reports on marine casualties and incidents*, superseding MSC/Circ.953 - MEPC/Circ.372.

**Certificates and documentation:** The Committee approved a draft amendment to the 1988 SOLAS Protocol, with a view to its adoption at MSC 81, relating to the extension of the five-year period of validity of the Cargo Ship Safety Construction Certificate or the Cargo Ship Safety Certificate, in certain cases. In all cases, the interval between any two inspections of the outside of the ship's bottom shall not exceed 36 months.

The MSC also approved, subject to MEPC's concurrent decision, a draft MSC/MEPC circular on *Recommended conditions for extending the period of validity of a certificate* and a draft MSC/MEPC circular on *Interpretations of the date of completion of the survey and verification on which the certificates are based*.

Another draft MSC/MEPC circular, on *Retention of original records/documents on board ships*, was approved. It addresses the fact that because ships often travel between multiple jurisdictions, the retention of the original records/documents on board the ship is the primary method of attesting to their compliance. Only in exceptional circumstances, should the original records/documents be removed and replaced by certified copies. It was agreed to bring the draft circular to the attention of the IMO/ILO Joint Working Group on the Fair treatment of Seafarers.

**Transfer of class-related matters:** The MSC approved, subject to MEPC's concurrent decision, a draft MSC/MEPC circular on *Guidelines for Administrations to ensure the adequacy of transfer of class-related matters between recognized organizations (ROs)*.

**Deficiencies in hydrographic surveying and nautical charting worldwide:** The MSC agreed an MSC circular to include a note by the International Hydrographic Organization (IHO) highlighting deficiencies in hydrographic surveying and nautical charting worldwide and their impact on safety of navigation and protection of the marine environment. The circular reminds States of their obligations to establish hydrographic services in order to fulfil their obligations for surveying, charting and updating as specified in SOLAS chapter V. The MSC urged States to take action to remedy the situation.

#### List of Circulars and resolutions

##### Resolutions adopted

Resolution MSC.194(80) – Adoption of amendments to the International Convention for the Safety of Life at Sea, 1974, as amended

Resolution MSC.195(80) – adoption of amendments to the International Management Code for the Safe Operation of Ships and for Pollution Prevention (International Safety Management (ISM) Code)

Resolution MSC.196(80) – Adoption of amendments to the International Code for the Security of Ships and of Port Facilities (International Ship and Port Facility Security (ISPS) Code)

Resolution MSC.197(80) – Adoption of amendments to the Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers (resolution A.744(18), as amended)

Resolution MSC.198(80) – Adoption of amendments to the format and guidelines for the maintenance of the Continuous Synopsis Record (CSR) (resolution A.959(23))

Resolution MSC.199(80) – Adoption of amendments to provision of radio services for the Global Maritime Distress and Safety System (GMDSS) (resolution A.801(19))

Resolution MSC.200(80) – Adoption of amendments to the revised recommendation on testing of life-saving appliances

##### Circulars approved by MSC 80

##### MSC circulars

- MSC/Circ.1002/ Guidelines on alternative design and arrangements  
Corr.1 for fire safety
- MSC/Circ.1154 Guidelines on training and certification for company security officers
- MSC/Circ.1155 Guidance on the message priority and the testing of ship security alert systems
- MSC/Circ.1156 Guidance on the access of public authorities, emergency response services and pilots onboard ships to which SOLAS chapter XI-2 and the ISPS Code apply
- MSC/Circ.1157 Interim scheme for the compliance of certain cargo ships with the special measures to enhance maritime security
- MSC/Circ.1158 Unified interpretation of SOLAS chapter II-1
- MSC/Circ.1159 Guidelines on the provision of stability-related information for bulk carriers
- MSC/Circ.1160 Manual on loading and unloading of solid bulk cargoes for terminal representatives
- MSC/Circ.1161 Guidance on training for fast rescue boats launch and recovery teams and boat crews
- MSC/Circ.1162 General principles and recommendations for knowledge, skills and training for officers on wing-in-ground (WIG) craft operating in both displacement and ground effect modes

MSC/Circ.1163 Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, confirmed by the Maritime Safety Committee to have communicated information which demonstrates that full and complete effect is given to the relevant provisions of the Convention

MSC/Circ.1164 Promulgation of information related to reports of independent evaluation submitted by Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, confirmed by the Maritime Safety Committee to have communicated information which demonstrates that Parties are giving full and complete effect to the relevant provisions of the Convention

MSC/Circ.1165 Revised guidelines for the approval of equivalent water-based fire-extinguishing systems for machinery spaces and cargo pump-rooms

MSC/Circ.1166 Guidelines for a simplified evacuation analysis for high-speed passenger craft

MSC/Circ.1167 Functional requirements and performance standards for the assessment of evacuation guidance systems

MSC/Circ.1168 Interim guidelines for the testing, approval and maintenance of evacuation guidance systems used as an alternative to low-location lighting systems

MSC/Circ.1169 Unified interpretations to SOLAS chapter II-2

MSC/Circ.1170 Application of SOLAS regulation II-2/15 for lubricating oil and other flammable oil arrangements for ships built before 1 July 1998

MSC/Circ.1171 Closure of Inmarsat-E services by Inmarsat Ltd.

MSC/Circ.1172 Identification of passenger ships, other than ro-ro passenger ships, which should benefit from being equipped with the emergency medical kit/bag (EMK)

MSC/Circ.1173 Adoption of amendments to the IAMSAR Manual

MSC/Circ.1174 Basic safety guidance for oceanic voyages by non-regulated craft

MSC/Circ.1175 Guidance on shipboard towing and mooring equipment

MSC/Circ.1176 Interpretations to SOLAS chapters II-1 and XII

MSC/Circ.1177 Interpretations to the 2000 HSC Code

MSC/Circ.1178 Unified interpretations of SOLAS regulations XII/4.2 and XII/5.2

MSC/Circ.1179 Deficiencies in hydrographic surveying and nautical charting worldwide and their impact on safety of navigation and protection of the marine environment

##### Other circulars

CSC/Circ.134 Guidance on serious structural deficiencies in containers

LL.3/Circ.162 Unified interpretations of the International Convention on Load Lines, 1966, and the 1988 LL Protocol and its amendments

SN/Circ.234/ Routing measures other than traffic

Corr.1 separation schemes

STCW.6/Circ.7

Amendments to Part B of the Seafarers' Training, Certification and Watchkeeping (STCW) Code

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IMO – the International Maritime Organization – is the United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine pollution by ships.

<sup>1</sup> The IJWG includes European Chemical Industry Council (CEPIC), International Association of Classification Societies (IACS), International Association of Ports and Harbors (IAPH), International Chamber of Shipping Limited (ICS), International Association of Independent Tanker Owners (INTERTANKO), International Parcel Tankers Association (IPTA), Oil Companies International Marine Forum (OCIMF), International Group of P & I Clubs



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