

R. Venkatesan has won the Lockheed Martin Award for Ocean Science & Engineering

Earlier this year, there was a tsunami scare and National Institute of Ocean Technology's R. Venkatesan, who heads the Ocean Observation Systems at the institute, remained busy through the evening watching seven tsunami-warning buoys and making calculations. The night passed and there was no tsunami.



"Had I been wrong, I shudder to think of what would have happened," said Mr. Venkatesan, who is also the chairman of the International Tsunami Partnership. Recently, he was chosen by the Marine Technology Society (MTS) USA to receive the prestigious 2017 Lockheed Martin Award for Ocean Science and Engineering.

The award is presented for the highest degree of technical accomplishment in the field of marine science, engineering or technology.

He is reportedly the **first Indian to be honoured** by this organisation that was established in 1963.

Cutting-edge tech: With 34 years of experience in ocean studies - he initially worked with the National Institute of Oceanography and joined the NIOT in 1997 - and 2,500 days at sea, Mr. Venkatesan and his team have developed technology that is on a par with international standards and the data is shared with other countries.

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"My team also manages buoys that monitor the weather. The equipment records 100 data points, including wave height, wind speed, relative humidity and solar radiation. Even during cyclones, tracking is done very minutely. During Cyclone Vardah, we were able to relay extremely accurate information with very minute details thanks to the buoys, the software for which has been developed in-house," he said.

Though it sounds easy, installing buoys and monitoring them is complicated. His team spends days together to moor the buoys carrying the sensors.

"The buoys are anchored at depths of even 4,000 metres. Sometimes, if there is a problem in even one sensor, the whole thing will have to be hauled up. If the seas are rough, then we cannot eat or sleep. And during the entire journey of a month or more, communication with our families is cut off. We work under tough conditions. In the Arctic, where also we work, we are given training to protect ourselves from polar bears," he said, showing a certificate for one such programme that he attended.

Currently, his team is working on adding more data points for better information from the buoys.

They are also collaborating with other countries for sharing data. He will receive the award in Oslo in October.

How can the Shipping Industry take advantage of the Blockchain technology?

Despite the recent technological revolution, shipping still remains a traditional industry and the processes the parties follow, in many cases, are almost archaic. Currently, most of the shipping transactions involve a big number of papers, such as sales contracts, charter party agreements, bills of lading, port documents, letters of credit and others related with the vessel and the cargo. All these documents may need to pass through a long chain of parties since their importance remains high both for various payments to be effected as well as the carriage and delivery of the cargo to take place. Look, for example, into the bills of lading and the long way they follow: Starting from the shippers at load port, they pass through several banks until they reach the receiver. This procedure can be so lengthy and time-consuming that it is very common the vessels to arrive at the discharge port before the bills of lading. In an effort to simplify the current procedures, the shipping industry has been inspired by the way that the bitcoin payment system works, namely - "Blockchain". The bitcoin, which was introduced in October 2008 by Satoshi Nakamoto, was the first digital currency/payment system that brought the revolution to the

financial markets. Blockchain tech is based on an open-source peer-to-peer software which is totally decentralized and the management of all transactions or the issuing of new currencies is taking place collectively by the network. For the management of all these transactions, the Bitcoin or any similar software uses a chain of blocks which is cryptographically secured and which is used as a public ledger that records all the bitcoin transactions; this is the "blockchain". Each of these blocks include a timestamp and a link to the previous block of the chain and the transaction is processed only after several confirmations of the network, so as to ensure that every transaction follows the rules of the network.

After the information is stored in the block, it cannot change or be deleted unless the subsequent blocks are also changed and the majority of the network accepts the change/deletion. Therefore, user's interference in the blockchain looks impossible and the system becomes completely waterproofed. Blockchain technology was initially used to enable trusted financial transactions between the parties without the need for any intermediary, such as a bank. The use of blockchain, as a secured, decentralized and encrypted public ledger, could be used in various applications in shipping and bring a revolution on the way the trade is performed, almost similar to the evolution that OpenSea brought in the industry on the way that ship chartering takes place. Blockchain could turn the whole processes into a paperless paradise by which all the related parties in each transaction (i.e. sellers/buyers of cargo, shipowner, charterer, banks, agents, customs, port authorities etc.) with the use of public and private keys could come in contact with each other, perform physical transactions, exchange and store information in encrypted format and perform their contractual obligations, give and accept instructions and securely exchange payments.

Smart Contracts Smart Contracts Except of its use as a public ledger, one of the biggest revolutions that the blockchain could bring in the shipping industry is the "smart contracts". These are contracts in the form of a computer program which is run and self-executed in blockchain and which shall automatically implement the terms and conditions of any agreement between the parties. These charter-party and bill of lading terms and conditions will be standard part of the software and will not be able to change by the parties. This way, we are moving to a digital market where a contract will be published by the Owner or the Charterer and the other party will negotiate the price/freight directly via the blockchain network. Then, the smart contracts will be executed by a computer network that uses consensus protocols to determine the sequence of actions which result from the contract's code and this way to automate calculations, approvals and other transacting activities.

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From the Editor's Desk



You are born in this world only to reach enlightenment. You are designed to take off into sublime spiritual realms that confer power, independence and infinite bliss. Wake up to your potential. Strive for it. Stop not, till the goal is reached. A great mind is one where the intelligence is able to differentiate between cause and effect, the conscious and the non-conscious and particularly between the 'boss' and the 'attendants'. Creation has somehow ensured that we undertake this journey towards discrimination in order to appreciate that the heart is the boss. The body and the senses are directed by the mind- with its different departments, levels of activity and ways of reacting: - these are the attendants. The boss in a mysterious way is feeding all these complex structures. He is holding everything together from beyond the mind, but can only see and act through this instrument. Discrimination grows through meditation and paves a way for the heart to prevail. Then our works are undertaken in another manner. Heart comes within our vision during meditation, and we should be ready for this. The very techniques which have led us to this extraordinary capacity of the mind can prevent us from experiencing the heart. We can bypass the most precious part if we are too busy with our mind, and our intellect, and with the techniques to direct them. We miss the message in our experience of meditation. "What is most beautiful is always hidden" says the proverb. This essential part of meditation always leads us, when we are open enough to receive it, to a deeper relationship with our heart. If we really look at life, we will see that every moment something extraordinary happens, and to do this we must be open to the unknown. This attitude and the developed capacity to meditate will reveal apparently uninteresting events as instructive. These experiences will enrich our heart as much as the intellect, and give us a new understanding. When two people who understand from both these sources meet, things are simple and problems are resolved quickly. On the other hand when two people who understand only via their intelligence meet things can be very complicated and problems last for years. Meditation should make us happier, bring us closer to our heart and make life simpler. When the heart prevails, something radiates from us and affects the results of our actions. We seem to expand and influence the things around us and the people that we meet. Although we are still seeking, something mysteriously acts through us and determines the influence of our actions upon our environment. A spirit of service fills our being and overflows. What we were seeking begins to find us.

Human beings' biggest problem is not "outer space" but "inner space". People fail to count blessings; instead, they count problems. If you look into people's lives, you will not get surprised

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at what they suffer from, but certainly, you will be surprised at what they miss. You have to learn the art of seeing an opportunity in a difficulty and not difficulty in an opportunity. This seeing creates inner space. Encountering problems are inevitable, but suffering is optional. So long you are living, you will have problems. But you need to understand: Do we have problems or problems has us? Are we master of the problem or victim to the problem? What is more significant is how do we approach a problem? Most of the time be it at work or home, we approach a problem with a complaint and not with commitment. It is like a circle; the centre should be commitment, and complaint should be on the circumference, but most of the time, commitment is on the circumference and complaint at the centre. If you are alert, then you will operate with commitment rather than from complaint. This alertness should have the quality of openness and in that space, you have to face a problem. Then you will not be victim to a problem. Ineffective people approach a problem with worry, anxiety, fear, and that adds to the problem. But if you are alert and open to the problem, then in that alertness, there is stillness, and in that stillness you're deeper intelligence will flow.

If your boss is upset with you, see it with openness. If he is wrong, you will be compassionate. If he is right, you will be open to change. So where is the problem? Walt Disney was an unsuccessful cartoonist, and once in the garage of a church he saw a rat going up and down. With alertness, when he looked at it, he got the idea of Mickey Mouse, and the rest is history. During the fourteenth century, in South West Asia, King Tamerlane's army suffered defeat. His army ran away and was in retreat. As he hid himself, he noticed an ant trying to carry a grain of corn over the wall. It failed many times and finally succeeded. He got inspired that the ant, despite so many failures, succeeded. He thus inspired his army and won the battle. You can approach a problem wisely or foolishly. To approach a problem wisely, you have to be open, alert and have fun with the problem. Learn to enjoy the problem, date with the problem. Feel thrilled with the problem. If you enjoy the problem, then you will be bigger than the problem or else the problem will be bigger. "My husband nags me. What should I do, but suffer," complained a woman. I said, "Be open and enjoy his nagging. Then you will see how beautifully he is nagging you. Not only that, in his nagging there are so many communication skills, like pace, pause, pitch, open and close statement, multiple closes, disarming technique and also pre-emptive strike."

Dr. P.K.Chandran, F.I.E.(India), LLB; PgDLL: LLM., Research Scholar in Ph.D (Law). Member of Various Professional Bodies in India and Abroad. **** Ex.6286018. Rect. Signal Boys Regular Indian Army entry. With exemplary service record, during National Emergency, son of ESM of Royal Indian Army, of World War II, recipient of Long Service and Good Conduct Medal.

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Before the use of blockchain, this type of smart contract was impossible to happen because parties to an agreement would maintain separate databases. With a shared database that runs a blockchain protocol, the smart contracts auto-execute, and all parties validate the outcome instantaneously, without wasting time on further exchanges and without the need for a third-party intermediary. Major Advantages Adapting a blockchain technology, such as the Smart Contracts, could have the following advantages for the shipping industry. - Quick processing time and real-time updates: Instead of mailing the documents to various parties, the exchange of information can become instantly and procedures which currently take weeks to be completed even within a few minutes.

The software code of blockchain will also automate tasks that are typically accomplished manually. - Higher accuracy: Since all the execution of contracts and other processes are automated, the errors are much less possible. - Full Transparency: The information is stored in a place where everyone can have access provided that he has the required access key. This gives full transparency to market participants and also the counterparty risk is easier evaluated when anyone can have access to the transactions previously performed by each party. - Increased security: All information is encrypted, something which adds security by its own. Also, the fact that the users can not interfere with the system and change the information stored in the blockchain protects the market from fraudulent activities and various documentary manipulations. - Cost Saving: A big part of the trade financing costs is related to documentation, procedural delays, discrepancies or errors. These costs can be omitted and total cost currently spent to various intermediaries will be avoided and replaced by a much cheaper cost of the blockchain. - Easier access to the market: Everyone can have access to the blockchain technology and therefore the entry barriers will be less and the market will become more competitive.

Furthermore, the parties will be able to develop direct communication without the need of intermediaries and the overall chain will become lighter. Like what you're reading? Get the latest updates first. Main Challenges Notwithstanding the advantages of such a technology for the shipping industry, there are a few issues which should be addressed before a full blockchain system is established in the dry bulk and tanker shipping. - Special contractual terms: The contractual terms of the ship chartering and the sale & purchase of commodities are unique and very specific. These terms should be adapted by the blockchain network which should be able to recognize, for example, what the lien is and how it works,

the laytime and demurrage and their exceptions, the Notice of Readiness and when the vessel is actually considered arrived at port etc. - Higher flexibility: It is very usual in shipping, the parties to come across situations where they can only solve through a commercial approach. This will not be easy to take place when the transactions are taking place through a sealed system which does not allow any interference from the parties. Furthermore, it is very usual the parties involved in a transaction to have their own contractual terms which are usually subject to the negotiation of the parties. Will it be possible in a universal system?

So, the blockchain technology must be configured to include special terms and conditions at inception, otherwise the parties' liability exposure will be even higher than the liability saved by the system's use. - Global adoption: The blockchain is not adapted or it is not yet allowed by all jurisdictions around the world. However, since various governments and agencies are involved around the globe, in order for such technology to be used in trading and shipping services, all these parties should be brought into a common platform and a universal adoption should be achieved. Recent Developments The shipping industry has not yet adopted the blockchain technology and whether its traditional practices will be replaced within the next years from such a technology it remains to be seen, however the first steps have already been made: Earlier this year, Mercuria, a shipping and trading conglomerate, announced that they are working with their two financial institutions, ING and Societe Generale, so as to adopt a blockchain technology for its trading and shipping business. According to Mercuria, the current process followed in shipping is archaic and it is expected that the trading and shipping industries will be digitalized more and more within the next couple of years. Another large shipping company which explores the possibility of investing into the blockchain is Maersk who have commenced a cooperation with IBM in order to build a blockchain system utilized in the container market, where Maersk maintains a leading position. In this case, the blockchain will be used to manage and track the millions of shipping containers, by digitizing the supply chain process to enhance transparency and security of sharing information among the company's stakeholders. According to Maersk, the software is expected to be online by the end of 2017 and could save the industry billions of dollars each year. OpenSea is a leading company in the digitalization of shipping services and we closely follow all the recent developments in this field so as to continue offering unique services to our clients and make the shipping industry more transparent, technologically advanced and more efficient.

Sourcing Candidates: Quality from the Start: • This article is first in a series focused on the hiring process. By Vicki Morgan and Thomas Montgomery

What do you do? Crew Dispatch is screaming they can't crew their boats because HR won't hire any people. Operations Managers and Port Captains complain that the people you hire don't know anything, so why can't HR hire more experienced people? Your general manager wants to know why we can't keep people, and the CFO wants to know why the hiring costs are so high.

Ever heard these complaints? If you have worked in the river industry, I bet you have. The justification being that "no one wants to work," or "we just can't find good people." Comments like these reflect problems in the hiring process that begin with poor sourcing.

It's amazing that companies will spend substantial amounts of time and money to hire a manager or mid-level executive, but skimp on positions that are fundamentally more important to the business. Most executives understand that people are an essential part of their competitive advantage, but don't think critically enough about hiring the best quality people for entry level positions. Because these positions have the highest level of turnover, executives and business owners feel they shouldn't waste a lot of time and money on hiring for them.

Hiring talented entry level employees allows them to learn your business from the ground up and gives them unique insights into problems that affect your operation. This is fertile ground for innovation and ingenuity. Further, if you consistently hire the best talent for entry level positions, over time you will build a workforce of talent - a significant competitive advantage. By adopting this approach, one employer took their turnover rate from 120 percent to 18.2 percent and markedly improved their safety statistics and boosted productivity.

Sourcing Problems: Some HR professionals think simply posting a job on a job board is sufficient to source talented applicants - it isn't. This assumption spawns a string of problems that manifests themselves in high turnover, poor safety performance, attendance issues, and a host of other related HR issues.

But more directly, sourcing problems cause selection problems, because poor sourcing limits the available pool of talented applicants. The more applicants you receive, the more talent you have to choose from and the better selection you can make. Posting an ad in a newspaper might get you applicants, but as a single means of recruitment, you grossly limit the variety of talent to choose from.

How and where you source is somewhat dependent on the type of operation you run. For example, if you are a fleet that works a dinner bucket schedules or a shipyard

that works an eight-hour shift, you are pretty much limited to a drive time of about 45 minutes or closer. Conversely, if you are a live-a-board operation or a fleet that can provide accommodations for crew members, you can expand your geographical recruitment area significantly. Just because you are a fleet or facility, however, doesn't mean you limit your applicant pool. It just means you have to be creative in your sourcing.

Finding Applicant Pools: Finding sources takes some thought. First, you have to decide if you are looking for strictly experienced applicants. There are both advantages and disadvantages to this approach. The biggest advantage is that you save money on training costs, but a big disadvantage is that you again you limit the available pool of talent. If you have a number of positions to fill, limiting your talent pool to experienced applicants may not be a good idea. If you are willing to train talent, then you expand your pool. But, you still have to find compatible talent pools and recruit from them.

Finding talent pools takes a bit of effort. First consider the job, its characteristics, work environment, shift, physical requirements, etc. Then, match these characteristics with jobs that have similar working conditions and environments. For example, let's take the job of a deckhand that works a dinner bucket schedule. Think about what the job requires. Deckcrew must perform heavy, physical labor, outside, in all types of weather conditions. They must clean, cook, and maintain the vessel and have some spatial ability to understand laying rigging. Once you've identified the job requirements, think about jobs that have similar characteristics. For example, construction workers do similar types of work activities as deckcrew. Consequently, they could adapt more readily to the work and environment.

Once you've identified compatible jobs, you can develop a recruitment strategy. For example, a common recruitment source for the construction industry are trade schools because many of them have programs on construction trades. If there are schools that teach construction trades, are there schools that have deckhand programs?

Job referrals are another applicant source in the construction industry. Establishing a referral process is easy to implement and can produce high quality applicants. A word of caution, however, with a referral program. If you're looking for talent, sometimes this strategy will produce applicants that aren't of the caliber you desire. It's important to establish clear expectations on the type of applicant you will consider.

A key source for quality talent is military veterans. Here again, however, it's important to match job experience with job requirements. Let's take the deckhand position again, and consider those types of military jobs that share similar types of working conditions and environments. For

example, military experience of infantry, Boatswain Mate, or flight line experience are a few examples of jobs that share vessel working conditions and environments.

While sourcing applicants is a key part of the hiring process, it does not end there. Effective sourcing only provides you with an adequate pool of applicants. You still must determine what strategy to use to recruit, educate, and select potential hires. Each stage requires diligent efforts, but if you begin with an adequate pool of qualified applicants, finding those stellar employees that can help your company grow and develop is much easier and the benefits to your company, over time, will be notable.

Giant Johan Sverdrup Jacket Installed Off

Norway: The giant jacket for the Johan Sverdrup riser platform was installed last week by the Thialf crane vessel owned by Heerema Marine Contractors (HMC) – the first visible sign of one of Norway’s biggest offshore projects finally taking shape.



Weighing some 26,000 tonnes, the jacket is the largest on the Norwegian continental shelf (NCS).

The jacket stretches up 140 meters from the seabed, where it covers an area measuring 94 times 64 meters, and is attached to the seabed by 24 poles weighing more than 9,000 tonnes in total.

After removal of the sea fastening, the massive jacket was launched from the transport barge and upended using the Thialf’s cranes.

“This is a special milestone for us, because it is the first visible sign of the Johan Sverdrup field. I am happy that the installation has been carried out safely and fully in line with the plan. We are now looking forward to the next steps of this industrial adventure and the long line of major operations awaiting us. We have already done a lot of work on and below the seabed, and in the time ahead we will gradually become more visible above the sea surface as well,” says Kjetel Digre, project director for Johan Sverdrup.

Head of transport and installation on Johan Sverdrup Thor Kråkenes has followed the installation of the jacket that was delivered by Kværner Verdal.

“The execution of the work has simply been a feat of engineering. It took a lot of good work and detailed

planning to prepare the careful lowering of the jacket onto the seabed without any unforeseen incidents,” says Kråkenes.

The topside is scheduled for installation next year, and production from the field is to start at the end of 2019. Plateau production is estimated at 40% of NCS oil production. Expected field life is 50 years and the ambition is a world class recovery rate of 70%. Recoverable resources are estimated to be between 2 and 3 billion barrels of oil equivalent.

Mozambique gets fresh training on port security:

A five-day workshop on maritime security and The International Ship and Port Facility Security (ISPS) Code concluded today in Maputo, Mozambique (24 -28 July).



The course provided port facility security officers with the necessary knowledge to perform their duties in accordance with the requirements of key IMO maritime security measures*.

As a results, participants improved their knowledge and skills of those requirements with a view to train others with similar responsibilities. The workshop included a port visit, various group exercises and interactive activities - providing solid grounding on the oversight roles and responsibilities of the designated authority.

Organized at the request of the Maritime Authority under the Ministry of Transport and Communications of Mozambique, the training was conducted in response to the findings of a maritime security table top exercise on contingency planning held by IMO in Mozambique in April 2016.

IMO was represented by Gisela Vieira.

**Chapter XI-2 of the International Convention for the Safety of Life at Sea; the International Ship and Port Facility Security (ISPS) Code; the IMO/International Labour Organization (ILO) Code of Practice on Security in Ports, and related guidance.*

IMO Council meets: The IMO Council is meeting for its 118th session (24-28 July), chaired by Mr Jeffrey G. Lantz (United States). The 40-Member Council is expected to review the work of the Organization since its last session and consider strategy and policy matters,



including the proposed budget for the 2018-2019 biennium. Several new applications for consultative status from international non-governmental organizations will be considered. The Council will also select the recipients of two IMO awards: the 2017 IMO Award for Exceptional Bravery at Sea and the 2016 International Maritime Prize.

Addressing the migrant crisis: The loss of life of migrants at sea is a humanitarian tragedy that needs to be addressed through appropriate and effective action at the United Nations. IMO recognizes the crucial role played by both Government and non-governmental organizations in search and rescue operations, as well as the part played by merchant ships in coming to the aid of persons in distress at sea. During the second workshop of the International Dialogue on Migration (IDM), held in Geneva (18-19 July), IMO's Julian Abril told the meeting that the number of merchant ships involved



in rescue operations has remained relatively constant since 2015. The average number of persons rescued by each merchant ship remains over 110. In 2016, a total of 381 merchant ships were diverted from their routes and 121 ships were involved in the rescue of 13,888 people. Of particular concern is the upward trend in

migrants reported dead or missing at sea in 2016 and during 2017 to date, which, based on current statistics, can be expected to continue during the rest of 2017 and beyond.

The Geneva meeting offers a global platform to discuss and analyse migrant's vulnerabilities and capacities, guide appropriate policy programmatic and operational responses to address them, and enhance resilience through protection and assistance services. The meeting is expected to identify challenges and propose what should be included in the global compact for safe, orderly and regular migration.

The Global Compact on Migration is a UN Member State-led process that emanated from the 19 September 2016 New York Declaration for Refugees and Migrants approved by Heads of State during the UN General Assembly. This two-year long process is expected to culminate in the adoption of the GCM at an intergovernmental conference on international migration in 2018. The outcomes of the Geneva workshop, along with those of the first workshop organized in New York in April 2017, will be included in a comprehensive report that will feed into the GCM.

Implementing the Sustainable Development Goals: IMO has a key role in implementing a number of UN Sustainable Development Goals (SDGs) which relate directly or indirectly to the oceans, protection of the environment and the maritime industry. How to support the 2030 Agenda for Sustainable Development and implement the UN SDGS is therefore a key theme which underpins the work of IMO's Technical Co-operation Committee, which oversees IMO's integrated technical co-operation programme (ITCP).

The Committee is meeting for its 67th session (17-19 July). The Committee will be invited to approve the proposed ITCP for 2018-2019, which includes 10 global programmes. Two of these are new proposed programmes, to support IMO's response to the 2030 Agenda for Sustainable Development and the blue economy; and to support the implementation of the technical cooperation aspects of IMO's new Strategic Plan for 2018-2023.

The ITCP also includes five regional programmes covering: Africa; Arab States and Mediterranean; Asia and Pacific Islands; Western Asia and Eastern Europe; and Latin America and Caribbean. The Committee will review activities during 2016; discuss funding issues; and consider three draft Assembly resolutions covering: the linkage between IMO's technical assistance work and the 2030 Agenda; guiding principles to support the 2030 Agenda; and financing and partnership arrangements.

IMO Secretary-General Kitack Lim opened the 67th session, which is being chaired by Mr. Zulkurnain Ayub (Malaysia).

IMO gets a visit from the next generation of maritime workers:

Students from the International Association of Maritime Universities (IAMU) visited IMO Headquarters for their student forum (11-12 July). Its theme was that of IMO's World Maritime Day - "Connecting Ships, Ports and People". The visit, which brought over 60 students from all over the world,



provided a unique opportunity for young people to learn more about IMO and the maritime industry. The students also took part in workshops where they tackled real industry issues such as attracting and retaining seafarers, quality training on board and gender equality in the maritime industry. They then had to write short reports on the topics discussed during each workshop. These reports will form an official student forum publication. The students also had the chance to listen to IMO's Secretary-General Kitack Lim's own testimony during his opening remarks, as he shared insightful anecdotes of his student days and what led him to choose a maritime career. The visit was supported by the Nippon Foundation.

Wreck removal treaty ratified by Croatia:

IMO's Nairobi International Convention on the Removal of Wrecks has been ratified by Croatia, bringing the total number of States to accede to the treaty to 37. The



Convention, which entered into force in 2015, provides the legal basis for States to remove, or have removed, shipwrecks that may threaten the safety of lives, goods and property at sea, as well as the marine environment.

The treaty was adopted in 2007 and its Contracting States currently represent just over 70% of the world's merchant fleet tonnage. Mr. H.E. Mr. Ivan Grdešić, Ambassador of Croatia to the United Kingdom, met IMO Secretary-General Kitack Lim to deposit the instrument of accession (11 July).

Honduras accedes to Ballast Water Management Convention:

The number of States signed up to IMO's Ballast Water Management Convention has reached 61, with Honduras being the latest country acceding to the treaty. The signatories now represent 68.46 % of the world's merchant fleet tonnage. Under the treaty, ships are required to manage their ballast water, which can contain thousands of aquatic or marine microbes, plants and organisms, which are then carried across the globe.

H.E. Mr. Ivan Romero Martinez, Ambassador of Honduras to the United Kingdom and Permanent Representative of Honduras to the IMO, met IMO Secretary-General Kitack Lim at IMO Headquarters, London (10 July) to deposit the instrument of accession.

Empowering port women: An IMO training course for female officials from maritime and/or port authorities of developing countries to improve management and operational efficiency of their ports has taken place in Le Havre, France (26 June - 7 July). Participants from 20 countries* took part in the two-week "Women in Port Management" course, which included lectures on subjects such as port management, port security, port marine environment, facilitation of maritime traffic, the ship/port interface and organization of a container terminal.

Visits were organized to the Port of Le Havre, the Port of Rouen and the Harbor Master's Office, enabling the participants to experience for themselves the day-to-day operations of a port with a view to applying this knowledge back in their respective countries.

The event was held under IMO's gender and capacity-building programme, in collaboration with the Le Havre Port Authority, and held at the Institut Portuaire d'Enseignement et de Recherche (IPER). It comes as part of IMO's ongoing efforts to support the UN Sustainable Development Goal number five: achieve gender equality and empower all women and girls.

*Twenty female officials from Bangladesh, Belize, Brazil, Chile, Ecuador, Egypt, Guyana, Jamaica, Jordan, Mexico, Pakistan, Panama, Philippines, Seychelles, Sri Lanka, Tonga, Uganda, United Republic of Tanzania and Viet Nam.

Low-carbon shipping alliance gains momentum: Just days after the announcement by IMO of the ground-breaking Global Industry Alliance (GIA), another commercial company has joined the initiative to help shipping and related industries transition towards a low-carbon future.

The Grimaldi Group, a global shipping and logistics company, has become the fourteenth company to join the GIA, a public-private partnership initiative in which 'industry champions' from various sectors of the industry come together to tackle the challenges of decarbonizing the shipping sector. The GIA members will identify and develop innovative solutions to barriers holding back the uptake and implementation of energy-efficiency technologies and operational measures in shipping.

The GIA has been established under the auspices of the GloMEEP Project, a Global Environment Facility (GEF)-United Nations Development Program (UNDP)-IMO project aimed at supporting developing countries implement energy efficiency-measures for shipping.

Thailand accedes to conventions covering oil pollution damage: Thailand has become the latest State to accede to the international conventions on Civil Liability for Oil Pollution Damage (CLC) and the Establishment of an International Fund for Compensation for Oil Pollution Damage (Fund).

The CLC Convention ensures that compensation is available to people who suffer oil pollution damage from maritime casualties involving oil-carrying ships, and places liability on the owner of the ship from which the polluting oil escaped or was discharged.

The International Oil Pollution Compensation Funds (IOPC Funds) provide additional financial compensation for oil pollution damage that occurs in Member States, resulting from spills of persistent oil from tankers.

H.E. Mr. Pisanu Suvanajata, Ambassador of Thailand to the United Kingdom, met IMO Secretary-General Kitack Lim at IMO Headquarters, London (7 July) to deposit the instruments of accession.

Marine Environment Protection Committee opens: A busy Marine Environment Protection Committee (MEPC 71) is now under way at IMO Headquarters in London (3-7 July). A key item on the agenda is the implementation of the Ballast Water Management (BWM) Convention, which will enter into force on 8 September 2017. The Committee will consider draft amendments to the BWM Convention which will determine the implementation schedule for installations of ballast water management systems. Following ratification by Greece last week (on 26 June), the BWM Convention has been ratified by 60 countries, representing 68.46% of world merchant shipping tonnage. The Committee is also set to address the prevention of atmospheric pollution from ships, including



the reduction of GHG emissions and the implementation of the 0.50% global sulphur limit for sulphur in fuel oil used on board ships. The MEPC was opened by Secretary-General Kitack Lim and is being chaired by Arsenio Dominguez (Panama).

Port co-operation and maritime security:

A regional workshop focusing on this year's World Maritime Day theme - Connecting Ships, Ports and People - has been held in Buenos Aires, Argentina (26-29 June). The event, organized by IMO in collaboration with the Argentine Maritime Authority (Prefectura Naval Argentina), aimed to promote cooperation between ports and designated authorities of participating countries through an open discussion and by sharing experiences



and best practices related to maritime security. The workshop also reviewed the implementation of maritime security in the region and evaluating new or evolving threats. Specific subjects addressed included the establishment of national maritime security committees; application of the International Ship and Port Facility Security (ISPS) Code in areas other than port facilities; training and certification of port facility security officers (PFSOs); drills and exercises; maritime cyber risk management; and best practices and recommendations related to the implementation of security measures in port facilities.

The workshop included a security exercise in a port facility with participation of different national authorities, organized as part of activities related to the national day of the Argentine Coast Guard. A representative of the Inter-American Committee on Ports of the Organization of American States (OAS-CIP), the President of the International ISPS forum based in Mexico (RED PBIP) and the Head of the International Port Security Program of the United States Coast Guard are participating, along with national representatives of 17 States from the region. IMO was represented by Chris Trelawny and Javier Yasnikowski.

Focus on GHG emissions: Nearly 300 delegates from IMO Member States, international NGOs and intergovernmental organizations have gathered at IMO Headquarters in London for the first meeting of the Intersessional Working Group on Reduction of Greenhouse Gas (GHG) Emissions from Ships (26-30 June). Click here for photos. The group, which is meeting in a closed session, will provide a report to next week's session of the Marine Environment Protection Committee (MEPC 71) (full preview here). The working group report will form the basis for further deliberation in relation to the elements set out in the Roadmap for developing a comprehensive IMO strategy on reduction of GHG emissions from ships, which was agreed at MEPC 70. An initial IMO GHG strategy is set to be adopted at MEPC 72 in spring 2018, including, inter alia, a list of candidate short-, mid- and long term further measures with possible timelines.

Also this week, a new Global Industry Alliance to support Low Carbon Shipping will be launched on Thursday (29 June), under the auspices of the GloMEEP project, the Global Environment Facility (GEF)-United Nations Development Program (UNDP)-IMO project aimed at supporting the implementation of energy efficiency measures for shipping, thereby reducing greenhouse gas emissions from shipping.

Protecting ships, people and the polar environment: Onboard the Ocean Diamond expedition ship, eco-tourists gaze at the breath-taking beauty of the Antarctic landscape. This is the chance to encounter some unique wildlife, and marvel at the sheer majesty of the glaciers and the icebergs. For them, it is the trip of a lifetime.

To make the new film about the Polar Code, an IMO team visited the Ocean Diamond en voyage in the Antarctic, to find out at first-hand what the Code means for ships like this. As Ocean Diamond's captain Oleg Klaptenko confirmed, operating in Polar waters is the ultimate test of his ship, and his skills as a professional seafarer.

"There are several sources of danger. Low temperature, bad visibility, very long polar night and polar day. Remoteness from our home and from human facility that can help you. It is also lack of good, accurate and complete hydrographic service," says Captain Klaptenko.

With more and more ships navigating in polar waters, the International Maritime Organization (IMO) - the United Nations agency with responsibility for regulating the safety and security of shipping and the prevention of pollution from ships - has addressed international concern about the protection of the polar environment and the safety of seafarers and passengers. It has introduced new regulations that all ships operating in these harsh and challenging waters must comply with.

The Polar Code entered into force on 1 January 2017. It sets out mandatory standards that cover the full range of design, construction, equipment, operational, training and environmental protection matters for ships making polar voyages.

These rules go above and beyond existing IMO requirements such as those governing prevention of pollution from ships (MARPOL) and safety of life at sea (SOLAS). All the extensive safety and environmental regulations included in these and other IMO conventions still apply to shipping in polar waters.

The Polar Code has two main sections. One deals with the safety of the ship and personnel, the other with protecting the environment. Ships are already subject to strict environmental regulations under the MARPOL convention, but the Polar Code adds another level. Discharging oil or oily mixtures into the sea, for example, is strictly prohibited under the Polar Code, and all oil tankers must have double hull and double bottom construction to prevent oil spills in case of an accident.

IMO's new film shows some of the equipment specific to polar operations carried aboard Ocean Diamond - the ice picks needed to hack off any ice build-up on deck and the thermal suits for crew and passengers to be used in case of emergency, for example; and the system incorporated into the large windows on the bridge to pour hot water down the outside to melt the ice, as well as a heated panel to ensure visibility remains perfect.

Operationally, voyage planning is crucial, as is receiving accurate and up-to-date information about the state of the ice and the weather. And there are means of communication that can be used where satellite coverage is poor.

In the galley, where a dedicated team of chefs, cooks and helpers cater for more than 200 ravenous tourists and hungry crew every day, there are bins to collect food waste, paper and plastic waste which, aboard Ocean Diamond, is bagged up and taken ashore. The Polar Code has strict rules for dumping waste, and animal carcasses.

For the crew, navigating in polar waters places special challenges. "Due to the Polar Code, all crew members, as senior officers, as ratings, they have to pass special education, tests and certificates, they have to be certified for and get permission for sailing in polar waters," says Captain Klaptenko, who has been sailing in Polar waters for 25 years and recognizes the value of specialist training.

More seafarers will need to get these skills, as shipping activity in polar regions is set to grow in volume and diversity over the coming years. Receding sea ice is opening up these inhospitable regions to both commercial shipping and tourism.

As the film stresses, the issue is not whether this activity is a good thing. The issue how it is managed so that we protect the environment and safeguard the lives of people who live and work in such a remote arena.

And that is where IMO's Polar Code comes in.

Global Industry Alliance launched to support low carbon shipping: Leading shipowners and operators, classification societies, engine and technology builders and suppliers, big data providers, and oil companies have signed up to a new Global Industry Alliance (GIA) to support transitioning shipping and its related industries towards a low carbon future.

Thirteen companies have signed up to launch the GIA, under the auspices of the GloMEEP Project, a Global Environment Facility (GEF)-United Nations Development Program (UNDP)-International Maritime Organization (IMO) project aimed at supporting developing countries in the implementation of energy efficiency measures for shipping. (Click for photos.)

Together, the GIA partners will collectively identify and develop innovative solutions to address common barriers to the uptake and implementation of energy efficiency technologies and operational measures. Focusing on a number of priority areas including energy efficiency technologies and operational best practices, alternative fuels, and digitalization, activities likely to be undertaken or promoted by the Alliance will include, inter alia: research and development; showcasing of advances in technology development and positive initiatives by the maritime sector; industry fora to encourage a global industry dialogue; and the implementation of capacity building and information exchange activities.

The GIA was officially inaugurated today (29 June) at a launch ceremony held at the headquarters of the IMO, the United Nations specialized agency with responsibility for safety and security of shipping and the prevention of pollution from ships. The launch was held at the margins of the first meeting of the IMO Intersessional Working Group on Reduction of GHG emissions from ships.

In his GIA launch speech, IMO Secretary-General Kitack Lim said the new alliance would help shipping to make its contribution towards greenhouse gas reduction and the mitigation of climate change, a key target for the United Nations under its Sustainable Development Goals (SDGs).

"What we are witnessing today is the formal start of a tried and tested partnership concept which has the potential to boost still further our efforts to kick-start the

change that society demands and create a firm, tangible basis to transform the shipping sector for the better," Mr Lim said.

"Under this new public-private partnership initiative, these 'industry champions', which come from different sectors of the industry and may have different business strategies within the same sector, are coming together to contribute to tackling the challenges of decarbonizing the shipping sector."

Following the announcement by the GloMEEP Project of its intention to establish the GIA, thirteen companies have agreed to become the founding members of the GIA, although it is expected that more companies may join the GIA even after the launch. The thirteen members that have formally committed to joining the alliance are:

- ABB Engineering (Shanghai) Ltd.;
- DNV GL SE;
- Lloyd's Register EMEA;
- MarineTraffic;
- MSC Mediterranean Shipping Company S.A.;
- Ricardo UK Ltd;
- Royal Caribbean Cruises Ltd.;
- Shell International Trading and Shipping Company Limited;
- Silverstream Technologies;
- Stena AB;
- Total Marine Fuels Pte Ltd;
- Wärtsilä Corporation; and
- Winterthur Gas & Diesel Ltd.

These companies are supporting the overall goals of the GIA by providing their expertise and know-how in the area of maritime fuel efficiency, as well as contributing financially towards the GIA Fund from which GIA activities will be funded.

International Maritime Organization moves ahead with oceans and climate change agenda: Marine Environment Protection Committee (MEPC), 71st session 3-7 July 2017:

The International Maritime Organization (IMO), the United Nations agency charged with regulating international shipping, has progressed its environmental agenda at the recent meeting of its Marine Environment Protection Committee (MEPC), 71st session (3-7 July). The Committee clarified the ballast water management schedule, progressed GHG and air pollution issues, adopted new NOx emission control areas, designated a further Particularly Sensitive Sea Area and agreed to work on implementation of the 0.50% global sulphur limit.

This work is helping IMO to fulfil its mandate to protect oceans and human health and to mitigate climate change, in line with the UN Sustainable Development Goals (SDGs), particularly SDG 14 (oceans) and SDG 13 (climate change).

Ballast Water Management Convention clarity

The MEPC agreed a practical and pragmatic implementation schedule for ships to comply with the IMO Ballast Water Management (BWM) Convention, which aims to stem the transfer of potentially invasive species in ships' ballast water.

The treaty enters into force on 8 September 2017. Currently, the BWM Convention has been ratified by 61 countries, representing 68.46% of world merchant shipping tonnage.

From the date of entry into force, ships will be required to manage their ballast water to avoid the transfer of potentially invasive species. All ships will be required to have a ballast water management plan and keep a ballast water record book. Ships will be required to manage their ballast water to meet the so-called D-1 standard or D-2 standard.

The D-1 standard requires ships to conduct the exchange of ballast water such that at least 95% of water by volume is exchanged far away from the coast where it would be released.

The D-2 standard* requires ballast water management to restrict to a specified maximum the amount of viable organisms allowed to be discharged and to limit the discharge of specified indicator microbes harmful to human health.

Draft amendments to the treaty approved by the MEPC clarify when ships must comply with the requirement to meet the D-2 standard.

The draft amendments will be circulated after the entry into force of the BWM Convention on 8 September 2017, with a view to adoption at the next MEPC session (MEPC 72 in April 2018). Under the approved amendments, new ships, i.e., ships constructed on or after 8 September 2017, shall conduct ballast water management that at least meets the D-2 standard from the date they are put into service. For existing ships, i.e., ships constructed before 8 September 2017, the date for compliance with the D-2 standard is linked with the renewal survey of the ship associated with the International Oil Pollution Prevention Certificate under MARPOL Annex I. For existing ships this would be the first or second five-year renewal survey after 8 September 2017:

- By the first renewal survey: this applies when that the first renewal survey of the ship takes place on or after 8 September 2019 or a renewal survey has been completed on or after 8 September 2014 but prior to 8 September 2017.
- By the second renewal survey: this applies if the first renewal survey after 8 September 2017 takes place before 8 September 2019. In this case, compliance must be by the second renewal survey (provided that the previous renewal survey has not been completed in the period between 8 September 2014 and 8

September 2017).

An existing ship to which the IOPP renewal survey under MARPOL Annex I does not apply shall meet the D-2 standard from the date decided by the Administration, but not later than 8 September 2024.

The MEPC adopted a resolution which resolves that Parties to the BWM Convention should implement the schedule for compliance outlined in the draft amendments, ahead of their adoption and entry into force.

In other work focusing on implementation of the BWM treaty, the MEPC, inter alia:

- adopted the 2017 Guidelines for ballast water exchange (G6);
- adopted the 2017 Guidelines for risk assessment under regulation A-4 of the BWM Convention (G7);
- adopted an MEPC resolution on "The experience-building phase associated with the BWM Convention";
- approved the Code for approval of ballast water management systems, and approved draft amendments to the BWM Convention to make the Code mandatory, for adoption at the next session;
- approved amendments to section E (Survey and certification) of the BWM Convention, also for adoption at MEPC 72;
- approved a manual on "Ballast Water Management - How to do it";
- approved Guidance on contingency measures under the BWM Convention;
- approved a circular on Application of the BWM Convention to ships operating in sea areas where ballast water exchange in accordance with regulations B-4.1 and D-1 is not possible;
- granted final approval to one and basic approval to two ballast water management systems that makes use of active substances.

Implementation of the global sulphur limit - scope of work agreed

The MEPC agreed the scope of work needed to achieve consistent implementation of the 0.50% m/m global limit of the sulphur content of ships' fuel oil, which will come into effect from 1 January 2020. The 0.50% limit is prescribed in regulation 14.1.3 of MARPOL Annex VI.

The Sub-Committee on Pollution Prevention and Response (PPR) has been instructed to explore what actions may be taken to ensure consistent and effective implementation of the 0.50% m/m sulphur limit for fuel oil used by ships operating outside designated SOX Emission Control Areas and/or not making use of equivalent means such as exhaust gas cleaning systems; as well as actions that may facilitate the implementation

of effective policies by IMO Member States.

To ensure this vital work is completed by 2020, the MEPC approved (subject to endorsement by the IMO Council) the holding of an intersessional working group meeting in the second half of 2018.

In other work related to air pollution matters, the MEPC:

- adopted amendments to MARPOL Annex VI to designate the North Sea and the Baltic Sea as emission control areas (ECAs) for nitrogen oxides (NOX) under regulation 13 of MARPOL Annex VI. Both ECAs will take effect on 1 January 2021, thereby considerably lowering emissions of NOx from international shipping in those areas;
- adopted amendments to the information to be included in the bunker delivery note relating to the supply of marine fuel oil to ships which have fitted alternative mechanisms to address sulphur emission requirements;
- adopted the 2017 Selective Catalytic Reduction (SCR) system Guidelines.

Reduction of greenhouse gas emissions from ships

The MEPC continued to build on the solid work the Organization has undertaken to address greenhouse gas (GHG) emissions from international shipping, with work on track for the adoption of an initial IMO strategy on the reduction of GHG emissions from ships in 2018, in accordance with a Roadmap approved at MEPC 70.

The MEPC noted agreement within a working group on a draft outline for the structure of the initial IMO Strategy. The group met following a week-long meeting of the Intersessional Working Group on Reduction of GHG Emissions from Ships (26-30 June), which reported on its detailed discussions.

The initial strategy is set to include:

1. Preamble/introduction/context including emission scenarios
2. Vision
3. Levels of ambition

Guiding principles

4. List of candidate short-, mid- and long-term further measures with possible timelines and their impacts on States
5. Barriers and supportive measures; capacity building and technical cooperation; R&D
6. Follow-up actions towards the development of the revised Strategy
7. Periodic review of the Strategy

The Committee approved terms of reference for the second and third meetings of the Intersessional Working Group.

In addition to further considering how to progress the matter of reduction of GHG emissions from ships and advise the Committee as appropriate, the second intersessional meeting (ISWG-GHG 2, 23-27 October 2017) has been instructed to further develop the structure and identify core elements of the draft initial IMO Strategy on reduction of GHG emissions from ships and develop draft text for inclusion in the initial Strategy, with submissions due by 22 September 2017.

The third intersessional meeting (ISWG-GHG 3, 3-6 April 2018) has been instructed, on the basis of the work of ISWG GHG 2, to finalize the draft initial IMO Strategy on reduction of GHG emissions from ships and submit a report to MEPC 72 (9-13 April 2018).

Energy efficiency measures for ships

Energy-efficiency design standards for new ships and associated operational energy-efficiency measures for existing ships became mandatory in 2013, with the entry into force of relevant amendments to MARPOL Annex VI. The Committee was informed that nearly 2,500 new ocean-going ships have been certified as complying with the energy efficiency standards. In other work related to the implementation of the mandatory energy efficiency measures in MARPOL Annex VI, the MEPC:

- adopted 2017 Guidelines for Administration verification of ship fuel oil consumption data, to support the implementation of the mandatory MARPOL requirements for ships of 5,000 gross tonnage and above to collect consumption data for each type of fuel oil they use, as well as additional specified data, including proxies for transport work, from calendar year 2019;
- adopted 2017 Guidelines for the development and management of the IMO Ship Fuel Oil Consumption Database;
- approved an MEPC circular on Submission of data to the IMO data collection system for fuel oil consumption of ships from a State not Party to MARPOL Annex VI;
- approved draft amendments to regulation 21 of MARPOL Annex VI regarding EEDI requirements for ro-ro cargo and ro-ro passenger ships, with a view to adoption at MEPC 72;
- established a correspondence group on review of the Energy Efficiency Design Index (EEDI) beyond phase 2, to report on progress by MEPC 72 and make a recommendation to MEPC 73 on the time period and reduction rates for EEDI phase 3 requirements.

Protecting the Arctic from heavy fuel oil - work to begin at MEPC 72

The MEPC agreed to add a new output in its work programme on the development of measures to reduce risks of use and carriage of heavy fuel oil (HFO) as fuel

by ships in Arctic waters. This new output will appear on the agenda for its next session (MEPC 72) in April 2018.

Member Governments and international organizations were invited to submit concrete proposals on what type of measures should be developed, including the scope of the work, to MEPC 72, so that clear instructions can be given to the PPR Sub-Committee which will carry out the detailed technical work, starting at PPR 6.

The use and carriage of heavy fuel oil is banned in Antarctic waters under MARPOL and the IMO Polar Code recommends that States follow the same practice in the Arctic.

Designation of Tubbataha Reefs Natural Park (Philippines) as a PSSA

The MEPC approved the final designation of the Tubbataha Reefs Natural Park, situated in the Sulu Sea, Philippines as a Particularly Sensitive Sea Area (PSSA), following the adoption by the Maritime Safety Committee of a new Area to be avoided as an associated protective measure. The aim is to reduce the risk of ship groundings in the park, thereby preventing any resulting marine pollution and damage to the fragile coral reef ecosystem, as well as ensuring the sustainability of local artisanal fisheries.

This brings the number of marine areas protected in this way to 15 (plus two extensions).

OSV Chemical Code

The MEPC approved the draft Code for the transport and handling of hazardous and noxious liquid substances in bulk on offshore support vessels (OSV Chemical Code), prepared by PPR 4 and amended and approved by MSC 98, for submission to the thirtieth IMO Assembly for adoption later this year.

Oil pollution model courses approved

Updated IMO Model Courses on Oil Pollution Preparedness, Response and Cooperation (OPRC Model Training Courses) were approved by the MEPC. The OPRC model training courses have been revised to provide up-to-date guidance for preparedness and response to marine oil spills.

Major technical cooperation projects

The MEPC was informed about recent developments with regard to major environment-related technical cooperation (TC) projects. With a view to continuing the technical cooperation efforts in marine biosafety, which started with the GloBallast Partnerships Project which came to an end in June 2017, IMO has secured further funding from the Global Environment Facility (GEF) to prepare a full-scale document for a new global project aimed at assisting with implementation of the IMO Guidelines for controlling and managing ships' biofouling.

On the sidelines of the MEPC meeting, leading shipowners and operators, classification societies, engine and technology builders and suppliers, big data providers, and oil companies signed up to a new Global Industry Alliance (GIA) to support shipping and its related industries make the transition towards a low carbon future. The GIA has been established under the auspices of the GloMEEP Project, a GEF-United Nations Development Program (UNDP)-IMO project to support developing countries implement energy-efficiency measures for shipping.

Meanwhile, the European Union-funded Global MTCC Network (GMN) Project has successfully established maritime technology cooperation centres (MTTCs) in its five target regions - Asia, Africa, Caribbean, Latin America and Pacific. With the goal to support the move towards low-carbon shipping, the MTTCs will focus on capacity-building efforts and implementing pilot projects involving fuel oil consumption data collection and developing low-carbon technologies.

*** Regulation D-2 Ballast Water Performance Standard**

1. Ships conducting Ballast Water Management in accordance with this regulation shall discharge less than 10 viable organisms per cubic metre greater than or equal to 50 micrometres in minimum dimension and less than 10 viable organisms per millilitre less than 50 micrometres in minimum dimension and greater than or equal to 10 micrometres in minimum dimension; and discharge of the indicator microbes shall not exceed the specified concentrations described in paragraph 2.

2. Indicator microbes, as a human health standard, shall include:

- 1 Toxicogenic *Vibrio cholerae* (O1 and O139) with less than 1 colony forming unit (cfu) per 100 millilitres or less than 1 cfu per 1 gram (wet weight) zooplankton samples;
- 2 *Escherichia coli* less than 250 cfu per 100 millilitres;
- 3 Intestinal Enterococci less than 100 cfu per 100 milliliters.

Internet for Seafarers: Basic Right or Security Breach?:

The UN stated that internet access should be a basic right, yet Nautilus International found that 12% of seafarers have no access to the internet, and those who do have limited access at a high cost.

The survey conducted by Nautilus International showed that only 57% have access to satellite phone calls and personal emails. Fewer and fewer can go onto social media sites, read daily news sheets, use on-board GSM, watch TV, text, and only 6% have video calling facilities.

Video calling has become essential in maintaining long distance relationships between friends and family separated for various reasons. A study by Neustaedter

and Greenberg (2011) found that video calling is a communication method specifically chosen for its sense of proximity. Being able to see and in some ways "hang out with" beloved ones allows an emotional connection that other communication channels (phone calls, texting) does not.

It would seem there is a great gap to fill by the industry, as only 6% of seafarers are able to see their friends and family while they are at sea. However, companies find that providing internet access to seafarers is costly and distracting the crew's focus on their jobs. There are also concerns about downloads and streaming, both of which are expensive, and without the necessary security measures, internet access might put the seafarers' safety at risk and expose the ship to cyberattacks.

When asked how companies should overcome these fears, Nautilus International spokesman suggested "the use of fair, balanced and sensible usage policies - which many crew are supportive of, and the best companies already have in place".

The survey also found that being able to connect can also make seafaring more bearable (and attractive). However, there are personal risks in having internet access. Many seafarers experience distress due to the fear of missing out, and some in the industry are afraid that finding out bad news can be damaging to seafarers' mental health, and believe that in some circumstances having no internet access might just be safer.

To this, Nautilus International spokesman commented:

"It's certainly not what the seafarers believe! The survey shows that they see access as a fundamental right. You could turn the argument around the other way: for young people, in particular, denial of connectivity will have very negative consequences for their psychological wellbeing and ability to be part of the wider community of friends and family ashore, let alone having access to training and information vital to their job."

Access to connectivity is also a significant factor when seafarers choose places of employment. Both Nautilus International's recent survey and Futureautics' Crew Connectivity survey from 2015 found that at least two thirds of seafarers consider internet access when looking for job opportunities.

"Crew want to speak to, or see their loved ones on video, as regularly and affordably as possible and the industry has the technology to make that a reality", states the Futureautics survey.

So how long before seafarers have the same internet access as they would on land?

"Very hard to say", says a Nautilus spokesman. "It is clear that the situation is improving. Advances in technology and costs mean that access should be easier than ever. However, the survey shows that there are huge variations in the levels of access that seafarers currently have and

our campaign aims to give them the resources to take the case to employers for better provision."

Port Of Rotterdam: European Energy Policy After 2020 Should Boost The Energy Transition:

The Port of Rotterdam wants to be a frontrunner in the transition from a fossil -based industry to a more sustainable, biobased economy that focuses on renewable energy and raw materials, CO2 reduction and circular production. To achieve that, a long-term stable legislative framework is required. The European Commission has recently proposed a revision of the European Renewable Energy Directive (REDII).

The proposed amendments to the current Renewable Energy Directive describe how Member States - individually and jointly - should contribute to the EU's renewable energy target by 2030 in three sectors, namely: electricity, heating and cooling and transport. For the Port of Rotterdam, it is important that the REDII provides the right incentives so that companies and governments can effectively make the transition towards a sustainable, energy-efficient and biobased economy.

To achieve this, the following preconditions are necessary:

- An ambitious renewable energy target at European level and its translation into binding national targets
- Room for Member States to implement the renewable energy target as a CO2 reduction target at national level
- A harmonized European framework with sustainability criteria for solid biomass to ensure that biomass is interchangeable and a true European market for biomass can develop
- With regard to the co-firing of biomass: maintain financial support for biomass co-firing including non-CHP plants. In addition, the directive should not only refer to the use of biomass in energy production, but should also have an eye for higher-quality applications of biomass, for example in chemistry. In order to fully develop the biobased economy, several applications of biomass are necessary in which the cascading principle must be leading.
- First generation biofuels that meet the sustainability requirements of the directive and that do not carry a high ILUC risk should count towards the renewable energy targets and must not be capped
- Maintaining the multiplier for advanced biofuels in maritime transport in order to move this sector to lower emission alternatives
- Guaranteed open access for industrial residual heat on local heat networks. This point relates to our plans for the construction of a backbone infrastructure in the port that can transport heat to, amongst others, households, greenhouses in the region and companies.

- Below is the response from the Port of Rotterdam Authority to the revised Renewable Energy Directive.

Real Life Incident: Collision While Both OOWs Sitting In Their Chairs:

A small oil bunker barge was loaded and underway. Manned only by the Master and a deckhand, the vessel was proceeding on autopilot at 9.5 knots with the Master on the bridge. He observed several AIS targets on the vessel's ECS display and noted the nearest CPA was predicted to be one nautical mile. He adjusted the autopilot to 350° and then left the bridge. Once on the stern deck he noticed a general cargo vessel approaching from astern but was neither surprised nor alarmed. Soon after, he returned to the bridge and sat on a chair on the port side of the wheelhouse.

Meanwhile, the general cargo vessel was approaching the barge's port side at a speed of 14.5 knots with the autopilot set to 034°. The OOW was sitting in the bridge chair on the starboard side of the bridge. There was good visibility and smooth seas.

After about eight minutes, with each OOW sitting in their respective chairs, the cargo vessel's bow struck the bunker barge's port side. The bunker barge was driven sideways and within seconds had heeled over 90° to starboard. Seawater rushed into its bridge, accommodation areas and engine room through the vessel's open weathertight doors.

The Master escaped from the flooded bridge through an open window; meanwhile, the deckhand, who was in the mess room, was fully submerged in seawater. About 15 seconds later the barge broke free, rolled back upright and passed down the cargo vessel's port side. As the barge came upright, the Master found himself clinging to the bridge roof. The deckhand was washed out of the mess room and over the ship's side as the floodwater rushed back out through the open door. He grabbed hold of the top edge of the bulwark to prevent himself being swept completely overboard. Soon the deckhand was able to climb back over the bulwark onto the vessel's upper deck.

The barge, in danger of sinking, was eventually towed to a nearby port.

Some of the findings of the official report include:

- A proper lookout was not being kept on either vessel.
- Complacency and poor watchkeeping practices were systemic on board the cargo vessel. A lack of mentorship and direction from the vessel's Master contributed to this situation.
- Lone watchkeeping was a normal practice for both vessels. The risks associated with this had not been properly assessed.
- The bunker barge's crew did not have the competence necessary to operate a small coastal

tanker; the vessel was also not provided with an effective safety management system.

Restoring judicial power: WHEN our Federal Constitution came into force on Merdeka Day, Article 121 stated: "The judicial power of the Federation shall be vested in a Supreme Court and such inferior courts as may be provided by federal law."

Legal balance and harmony was maintained in line with the doctrine of separation of powers because legislative power is vested in Parliament (Article 44), while executive power is vested in the Yang di-Pertuan Agong acting upon advice (Article 39).

The objective of this important constitutional doctrine (originally attributed to French political philosopher de Montesquieu) is that no single arm (organ) of the government shall completely dominate the other. However, absolute separation of powers does not exist here because some of our members of parliament are also, at the same time, members of the administration (in the executive branch of the government).

Subsequent events in our constitutional history saw an erosion of this judicial power. This is evident upon our reading of Article 121 as it stands today, where the important words "judicial power... shall be vested" are now painfully missing. In plain language, the three arms or organs of our government are no longer at par.

Members of the legal fraternity and the judiciary were recently reminded of this segment of our legal history when the Federal Court handed down its remarkable decision in a land acquisition case known as "Semenyih Jaya Sdn Bhd v Pentadbir Tanah Daerah Hulu Langat" on April 20. The facts of the case are summarised below.

The appellant company owned a piece of land in Hulu Langat, Selangor. In January 1997, the company commenced construction for its industrial project known as "Kajang 181 Park". Part of the land was then acquired under the Land Acquisition Act 1960 (Act 486) for the purpose of constructing the Kajang-Seremban Highway. The appellant was in due course awarded compensation totaling RM20,862,281.75 - representing the sum of RM17,627,400.00 (the value of the land acquired) and RM3,234,881.75 (compensation for the loss suffered from the termination of the project). Unhappy with the amount, the appellant referred the case to the High Court.

At the High Court, the appellant submitted that the compensation awarded was inadequate because the Land Administrator (respondent) failed to consider the appellant's "other claims" - namely, loss of profits and the costs and expenses arising out of the termination of its commercial project. The appellant submitted that he should be compensated for loss of profits in respect of the sale of the 57 units in the project, which had been concluded when the acquisition took place.

After hearing the submission of both parties, the High Court held that the appellant was also entitled to receive an additional compensation of RM1.16 million "for severance and injurious affection", but its other claims for compensation were dismissed. Aggrieved by this decision, the appellant appealed to the Court of Appeal but the appeal was dismissed. The appellant then sought leave to appeal to the Federal Court. Six questions of law were framed for the decision of the Federal Court.

For the purpose of this short commentary on the issue of judicial power, focus is made only on question No. 3, which concerns the constitutional validity of Section 40D of Act 486.

According to Tan Sri Zainun Ali (the Federal Court judge who delivered the 87-page judgment of the court), the issue was whether Section 40D "contravenes Article 121(1) of the Federal Constitution, which declares that judicial power to decide a dispute brought before the courts is vested in the courts" (paragraph 24).

Explaining the history of Act 486, Zainun said that originally (before 1984), the duty of assessors (under Section 42 of the act) is only to assist the judge in determining the amount of compensation, while the power to determine it remains vested in the judge. When Act A575 came into force (on Jan 20, 1984), Sections 40-42 of Act 486 were deleted, thus, completely removing the role of the assessors. The role of the assessors was, however, restored by Act A999, which came into force on March 1, 1998.

She added that when the revised Section 40D came into force in 1988, a "sea change" took place because the assessors are now empowered to decide on the amount of compensation, their decision becoming final and non-appealable. Their original role (merely to assist the judge) has been transformed, as they have become "fact finders and adjudicators", effectively usurping the judicial power of the court.

She proceeded to explain that on June 10, 1988, the words "judicial power" were deleted from Article 121(1) of the Federal Constitution by Act A704. This historical constitutional amendment of 1988 "had the effect of undermining the judicial power of the Judiciary and impinges on the following features of the Federal Constitution - (i) The doctrine of separation of powers, and (ii) The independence of the Judiciary" (paragraph 74).

Zainun stated that under section 40D the assessors had in effect taken over the judicial power of the court. This whittling away of the power of the High Court Judge is in breach of Article 121 of the Federal Constitution. Reiterating that the power to award compensation in land reference proceedings is "a judicial power that should rightly be exercised by a judge and no other", she consequently held that Section 40D is ultra vires the Federal Constitution and "should be struck down".

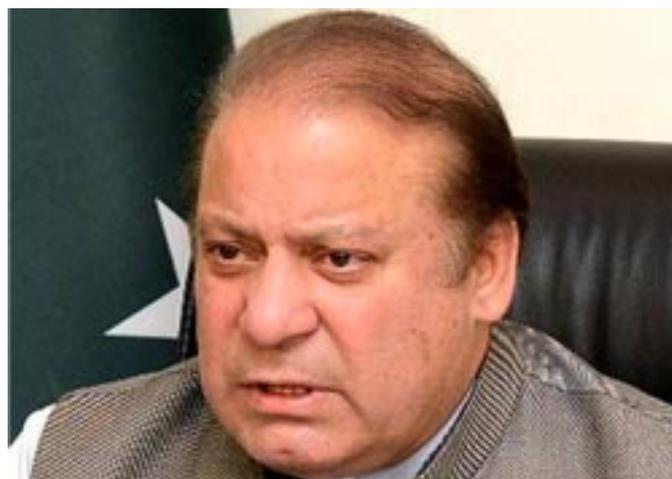
This recent decision of the Federal Court was warmly welcomed by several parties, including G25 (a non-governmental organisation) who "wholeheartedly applauded its courageous judgment", an eminent scholar (Prof Datuk Shad Saleem Faruqi) and a former Bar Council president.

On June 6, the new Chief Judge of Malaya Tan Sri Ahmad Maarop issued a new practice direction (Arahan Amalan Hakim Besar Malaya Bil 1 Tahun 2017) stating that this new Federal Court decision applies to all cases still pending and not finally disposed of. He also urged the members of the Malaysian judiciary to "read the judgment".

Panamagate graft case: Nawaz Sharif barred from holding public office for life, resigns PM post: Judges rule that the Prime Minister was dishonest to Parliament and courts and could not be deemed fit for his office.

The Supreme Court of Pakistan on Friday disqualified Prime Minister Nawaz Sharif from holding office for life. This was stated by Attorney General Ashtar Ausaf.

A spokesman of Prime Minister House said that Mr. Sharif resigned following the judgment despite having reservations on the verdict.



Following the judgment, the Pakistan Cabinet stands dissolved.

It was a majority 5-0 decision by a Bench of the court headed by Justice Asif Saeed Khosa and comprising Justices Ejaz Afzal, Gulzar Ahmed, Azmat Saeed and Ejazul Ahsan.

The judges ruled that the Prime Minister was dishonest to Parliament and courts and could not be deemed fit for his office.

Pakistan Finance Minister Ishaq Dar was also disqualified by the court.

The judges ruled on a petition from Opposition leader Imran Khan. On April 20, two judges declared that Mr. Sharif was not truthful.

The court has recommended that all material collected by the Joint Investigation Team would be sent to an accountability court within six weeks, and that cases would be opened against Mr. Sharif and his children, Maryam, Hassan and Hussain Nawaz, and son-in-law Captain Safdar. A judgment should be announced within 30 days, it said.

One judge will oversee the implementation of this order.

'Sharif will remain a political reality despite verdict'

Information Minister for State Maryam Aurangzeb told media on Friday that Nawaz Sharif will remain a political reality despite the apex court verdict.

"We are examining the judgment and will announce our future course of action later in the day. The SC judgment has saddened me. Prime Minister has repeatedly been asking what are the charges against him," she told newsmen outside the Supreme Court.

This is the third time Mr. Sharif has been unable to complete his term in the chief executive's office. He was dismissed on July 18, 1993 and overthrown the second time on October 12, 1999 in a military coup.

How Calibri font 'exposed' Sharif's daughter

The Joint Investigation Team alleges that documents submitted by Maryam Nawaz in the Panama Papers case are fake.

Pakistan Prime Minister Nawaz Sharif's daughter Maryam Nawaz submitted fake documents and misled the Supreme Court, the joint investigation team set up by the court has alleged.

The JIT sent what was presented by Ms. Maryam as "original documents" to the Radley Forensic Document Laboratory in London for examination. After the forensic examination, the laboratory's expert, Robert W. Radley, stated that he identified the type font used to produce both as 'Calibri'.

"However, Calibri was not commercially available before 31st January 2007 and as such, neither of the originals of the certified declarations is correctly dated and happened to have been created at some later point in time," the Express Tribune quoted Mr. Radley as saying.

Ms. Maryam had rejected the report, saying, "JIT report REJECTED. Every contradiction will not only be contested but decimated in SC. NOT a penny of public exchequer involved."

Ms. Maryam, 43, is being groomed to succeed her father and the charges may seriously impede her ambitions.

However, her fate is closely tied with that of her father who along with the two sons and daughter may face a formal corruption case.

Last year, the Panama Papers revealed that three of Mr. Sharif's children owned offshore companies and assets

not shown on his family's wealth statement. The assets in question include four expensive flats in Park Lane, London.

The JIT was set up in May by the Supreme Court with the mandate to probe the Sharif family for allegedly failing to provide the trail of money used to buy properties in London in 1990s.

France Nationalizes STX Shipyard to Stave Off Italian Majority, Angering Rome:

France will nationalize the STX France shipyard to prevent an Italian firm taking majority control, the economy minister said on Thursday, triggering an angry response from Rome to President Emmanuel Macron's first big industrial policy decision.



As France's most avowedly pro-business leader in decades, few would have predicted the former investment banker's first big move in the corporate sector would be a nationalization, even if the government says it will only be temporary.

However, his action, which added further strain to France's relationship with Italy, fits with the interventionist style of other postwar French leaders. It also crosses into the defense sector, where many national governments prefer to wield influence over ownership.

The Italian state-owned shipbuilder Fincantieri had reached an agreement in May to pay 79.5 million euros (\$93.20 million) for two-thirds of STX France, which is being sold because of the collapse of its South Korean parent, STX.

This week it rejected a French government proposal to settle for 50-50 ownership instead.

That prompted the French state, which had a minority stake, to exercise pre-emption rights to buy out other shareholders before those rights expire at the end of the month, in effect giving Paris more time to come up with another solution.

"This decision is in line with the economic strategy that we want to build with the president of the Republic and the prime minister," Economy Minister Bruno Le Maire told a news conference.

"We want to free up France's exceptional productive capacities and protect our strategic interests," he said, adding that the 50-50 ownership offer was still on the table and that he would visit Rome on Tuesday.

While Italy's government warmly welcomed the election of Macron in May, viewing the pro-European centrist as someone who could help Rome on an array of issues, the STX move added to other decisions that have upset it.

Macron's talks this week with Libyan leaders irritated Rome, which had previously taken the lead in efforts to bring peace to its former North African colony, and was already disappointed by the new president's migration policies.

"INCOMPREHENSIBLE"

The STX nationalization also goes to the heart of Italy's long-held view that French companies' acquisitions on its territory are a one-way street.

Italian Economy Minister Pier Carlo Padoan and Industry Minister Carlo Calenda called France's decision to nationalize the shipyard "grave and incomprehensible."

"Nationalism and protectionism are not an acceptable basis for establishing relations between two great European countries," they said in a joint statement.

The prospect of a Fincantieri takeover had raised fears in France about jobs at the Saint-Nazaire site, and the government was also concerned about the strategic importance of the yard, the only one in the country big enough to build aircraft carriers and other large warships.

"The Saint-Nazaire shipyards are not destined to remain under state control," Le Maire said. "The pre-emption decision is temporary and should give us the time to negotiate in the best conditions."

The decision, which was welcomed by French politicians of all political stripes, flies in the face of any expectations that Macron, who in his former post as economy minister sought to liberalize swathes of the economy, would break with the French state's tradition of intervention in business.

Even while economy minister, Macron forced through a shareholder vote that increased the government's power over carmaker Renault. Since becoming president in May, he has also forced carmakers to help fund a failing parts manufacturer.

Brookfield to Acquire 60% Stake in Teekay Offshore: Canadian investment firm Brookfield Business Partners announced plans to acquire 60% of Teekay Offshore Partners, a leading global provider of marine services and solutions focused on production and logistics to the offshore oil industry.

Teekay Offshore is a publicly traded subsidiary of Teekay Corporation (NYSE:TK), one of the world's largest marine energy transportation, storage and production companies.



Brookfield is expected to invest approximately \$750 million in acquiring the majority stake. As part of the transaction, Teekay Corporation will be co-investing alongside Brookfield and will retain a 14% ownership of Teekay Offshore. Brookfield will also acquire 49% of Teekay Offshore GP LLC, the general partner of Teekay Offshore, with Teekay Corporation continuing to hold 51%. Upon closing of the transaction, Brookfield will appoint four of nine directors to the Board of TOO GP.

Brookfield will invest \$610 million for newly-issued common units of Teekay Offshore and will acquire a \$200 million loan to Teekay Offshore from Teekay Corporation.

"Teekay Offshore has established itself as a global leader in the provision of marine services to the offshore oil production industry," said Cyrus Madon, CEO of Brookfield Business Partners. "Our investment represents an opportunity to acquire a high quality, highly contracted business with presence in attractive markets, and we look forward to supporting Teekay Offshore with its continued growth".

Teekay Offshore has consolidated assets of \$5.6 billion and its fleet of 62 offshore vessels provides critical services to its customers, including oil production, storage, transport, long distance towing and anchor handling, and maintenance and safety.

"We are excited to have Brookfield join us as a strategic partner and co-sponsor of Teekay Offshore, which is a strong endorsement of Teekay Offshore's leading market positions in the marine infrastructure space," commented Kenneth Hvid, Teekay's President and CEO. "The combination of Teekay's operational platform and Brookfield's global business platform and access to long-term capital is a complementary fit and creates one of the world's strongest offshore marine infrastructure companies. Out of the range of alternatives evaluated, we believe this comprehensive solution represents the best possible outcome for all of our long-term stakeholders and positions Teekay Offshore to benefit from an energy market recovery. This transaction maintains the stability of Teekay Offshore's significant forward cash flows and also improves Teekay Parent's financial position by eliminating all of its financial

guarantees to Teekay Offshore and increasing its own liquidity by approximately \$140 million. This will enhance Teekay Parent's ability to be a supportive sponsor to all of its Daughter companies going forward."

Philly Shipyard Delivers Latest LNG-Ready Tanker to APT:

Jones Act shipbuilder Philly Shipyard, the sole operating subsidiary of Philly Shipyard ASA (Oslo: PHLI), has delivered the LNG-ready American Liberty, the third of four next generation 50,000 dwt product tankers that it is building for American Petroleum Tankers (APT), a subsidiary of Kinder Morgan, Inc.



The next generation 50,000 dwt product tanker is based on a proven Hyundai Mipo Dockyards (HMD) design that also incorporates numerous fuel efficiency features, flexible cargo capability, and the latest regulatory requirements. The vessel has also received LNG Ready Level 1 approval from the American Bureau of Shipping (ABS). The 600-foot tanker has a carrying capacity of 14.5 million gallons of crude oil or refined products.

"We are proud to deliver another quality vessel to American Petroleum Tankers," remarked Steinar Nerbovik, Philly Shipyard's President and CEO. "This vessel is delivered on time, the hallmark of great shipbuilding that our customers depend on. As we celebrate this achievement and say farewell to the American Liberty, we wish the crew a safe and successful voyage beyond our shipyard here in Philadelphia."

Philly Shipyard, formerly known as Aker Philadelphia Shipyard, has delivered 27 vessels in its nearly twenty year history. Currently, the shipyard has one additional 50,000 dwt tanker for APT and two 3,600 TEU containerships for Matson Navigation Company, Inc. under construction. In addition, Philly Shipyard has initiated construction of up to four 3,700 TEU containerships for its own account and has signed a letter of intent with a leading Jones Act operator concerning a firm order for the first pair of these vessels with options for the second pair of these vessels.

NTSB Report Details Lessons Learned from 27 Major Maritime Accidents:

The National Transportation Safety Board has released a publication detailing lessons learned from 27 major, maritime accidents involving loss of life, injuries and

property damage.

The annual publication, known as the Safer Seas Digest, is a compendium of the marine accident reports that the agency adopted or issued during calendar year 2016. The NTSB says the 68-page Safer Seas Digest 2016 is intended to provide information that can help mariners at the deckplate level prevent future accidents, and, can help maritime industry C-suites build and sustain a culture of safety at sea.

The lessons learned in the Safer Seas Digest 2016 are highlighted in 10 categories including Standard Maintenance and Repair Procedures, Operational Testing Procedures, Operating in Strong Currents, Familiarization with Local Recommendations, Bridge Resource Management, Safety Equipment and Access to High-Risk Spaces. The remaining three categories - Distraction, Fatigue, and Use of Medication While Operating Vessels - relate to issues on the NTSB's Most Wanted List of Transportation Safety Improvements, highlighting the multi-modal nature of these threats to transportation safety.

"A safe maritime transportation system is critical to the vitality of the U.S. economy," said NTSB Acting Chairman Robert Sumwalt. "According to NOAA, more than \$1.5 trillion of cargo transited U.S. seaports in 2016. Reducing the frequency and severity of maritime accidents serves the national interest and publishing the Safer Seas Digest helps reach this goal."

The Safer Seas Digest 2016, which is available in a digital version, provides mariners with links from the digest's case summaries to the full reports and related documents of the investigations on the NTSB's website, giving mariners access to the complete body of work of the NTSB's Office of Marine Safety.

The NTSB's Office of Marine Safety investigates major marine casualties in the navigable waters of the U.S. and accidents involving U.S. flagged vessels worldwide.

Macron's Step to Nationalize Shipyard Spooking Outsiders:

As first steps go, President Emmanuel Macron's decision Thursday to nationalize a shipyard is as French as it gets.

The move, aimed at blocking Italy's Fincantieri SpA from taking control of the 155-year-old shipbuilder, is confounding those who've been expecting Macron to ring in a new era of business friendliness. The week had after all started with his attempt to put France's finances in order by deciding on Monday to slash public spending on housing. And then this.

"Macron is all about strengthening the business environment in France but his first action is more interventionism," said Ludovic Subran, chief economist at Euler Hermes in Paris. "For the private sector, this sends the wrong message."

But Macron has his reasons. A slide in the polls, simmering populism, and a tense and difficult reform of the labor market that awaits him in the fall have colluded to push the new leader to take a step that in one stroke addresses all three issues. And if it displeases the Italians, so be it.



"Macron is pragmatic, and the nationalization of the Atlantic Shipyards is a message to France," said Jerome Fourquet, the head of pollster Ifop. "Politically, he can't deregulate the economy and not give any guarantees to French voters. He is at the start of a major labor reform, he is cutting state welfare and tells industry workers he isn't Santa Claus. So he knows he must give back by protecting a symbolic and historic industry. This is positive for him at home."

Announcing the decision, Finance Minister Bruno Le Maire said the nationalization is an effort to protect jobs and to prevent the outfit's "unique know-how in making ships" from falling into foreign hands. The price tag of the nationalization of 80 million euros (\$93 million) is small. It's also a "temporary" move while France and Italy seek an accord, Le Maire said.

Colbertist Move: Temporary or not, the move is straight out of the dirigiste playbook of Old France, sharpened into an art form by Louis XIV's finance minister Jean-Baptiste Colbert in the 1600s.

The decision came after the 39-year-old president visited the shipyard in May, ordered a review of the deal with the Italians, which had been signed just weeks before, and vowed to defend what he called a "strategic industry."

The shipyard, which makes military vessels as well as cruise boats, is also part of what French presidents - who place the country among the world's great industrial powers - call "fleurons," or family jewels.

The nationalization decision, 60 days after calling for the review, comes at a crucial political moment for Macron. The youngest French leader since Napoleon is also now one of the least popular in the early days of his mandate. An Ifop poll published on Sunday showed his approval rating fell 10 percentage points in a month to 54 percent. His prime minister's popularity has also dived.

Macron's move also comes ahead of a tough, reform-filled month of September, says Fourquet. The government is poised to set in motion a major plan to ease labor laws and shrink the 2018 budget by 20 billion euros.

Reassuring Action: For voters confused by Macron's plans for the tax system and shocked by a recent public spat between the president and the head of the army, the nationalization decision may be reassuring, the pollster said.

Soon after the announcement, the populist National Front party welcomed the decision, saying in a statement on its website that the move will help "preserve the strategic and industrial interests of France." Its leader Marine Le Pen re-tweeted the statement. Jean-Luc Melenchon, leader of the far-left France Unbowed party, called it a "good decision."

Outside France, the country's moves have been received with consternation, notwithstanding Le Maire's insistence that it's a stop-gap measure and that "it's not the state's role to head a shipyard."

The Italians in particular have been miffed. Macron spoke with Italian prime minister Paolo Gentiloni on Thursday. Le Maire will be heading to Rome on Aug. 1 to smooth things over and also to see if there's a way to do the deal "with better guarantees." France's plan is to create "a great European shipyard, also in the military sector," Le Maire said.

'Incomprehensible': Macron was concerned that Fincantieri might join forces with another Italian entity, CR Trieste, to hold a controlling stake in STX, potentially posing a threat to 2,500 jobs in the Atlantic port town of Saint-Nazaire. A month before Macron's presidential victory, Fincantieri agreed to buy 48 percent of STX from Korea's STX Offshore & Shipbuilding Co. Ltd. with about another 6 percent going to the banking foundation CR Trieste.

Macron was also concerned of the possibility that the shipyard's know-how would be passed on to China because of an agreement between Fincantieri and China State Shipbuilding Corporation to develop the cruise-ship industry in the Asian country. Fincantieri has responded that the China deal does not include any technology transfer.

"We feel that the decision taken by the French government not to follow through on accords that had already been concluded is serious and incomprehensible," Italian Finance Minister Pier Carlo Padoan and Economic Development Minister Carlo Calenda said in joint statement.

Thursday's nationalization may not be the last interventionist move under Macron. In October, the government will have to decide whether to exercise its option to buy as much as 15 percent of French train-maker Alstom SA from Bouygues SA.

"Some of my predecessors believed the state has no role to play," Macron, then economy minister, said in February 2016, as he argued that the government should be a "strategist." "I believe in an industrial policy, but in a realistic, lucid and long-term way."

Port of Los Angeles Expands Incentive Program to Reduce Ship Emissions:

The Port of Los Angeles and other participating members of the Environmental Ship Index (ESI) incentive program have expanded their rewards programs for vessel operators willing to go above and beyond regulatory standards to cut harmful emissions from ships.

Under a new formula that took effect July 1, participating ESI vessel operators are now earning additional incentive points for reducing carbon dioxide (CO₂) emissions from their ships.

CO₂ is a major source of the heat-trapping greenhouse gases that contribute to global warming, and ships are a key source of CO₂ emissions from port-related operations. Vessel operators participating in ESI programs already earn points for reducing nitrogen oxides (NO_x) and sulfur oxides (SO_x), both key components of smog.

"This voluntary program encourages operators to bring their newest and cleanest ships to participating ESI ports



and demonstrate new technology that accelerates clean air progress," said Port Executive Director Gene Seroka. "ESI has already played a significant role in tackling vessel emissions here in Los Angeles, and its benefits multiply worldwide as the program grows in scope and membership."

The ESI program is among the suite of clean air strategies the Port of Los Angeles has implemented to dramatically reduce vessel emissions between 2005 and 2015. For ships alone, overall diesel particulate matter (DPM) emissions have dropped 87 percent, NO_x emissions are down 29 percent, and SO_x emissions have plummeted 97 percent, nearing total elimination.

ESI programs use a point system based on fuel purchases, onboard emissions reduction technologies, and a ship's engine rating according to standards established by the International Maritime Organization (IMO). The total points determine if a ship qualifies for an incentive

grant from a participating port.

Member ports have moved swiftly to implement the new formula because the ESI reporting system already collects the necessary performance data from participating vessel operators to assess a ship's efficiency at sea, and by extension, its CO₂ emissions. Reduced CO₂ emissions are being calculated by comparing a ship's fuel consumption and the distance sailed each year for 2013, 2014 and 2015 with the same data for 2016. If sailing in 2016 was more efficient than the baseline years, vessel operators have lowered CO₂ emissions and increased their total score.

Typically, vessel operators earn points on a per call basis from each port in the ESI network. Under the new formula, participating operators calling at the Port of Los Angeles that have been entering CO₂ data and show an improvement over the baseline years could see these additional points boost their scores as early as September.

At the Port of Los Angeles, a vessel with a score of 50 points or higher earns the operator \$2,500 per call, and a score of 40 to 49 is rewarded with \$750. In addition to complying with cleaner fuel requirements under the North American Emissions Control Area and the California Air Resources Board and having shore power capability, ships earning 50 points or more typically have engines rated cleaner than IMO Tier 2 engine standards and use cleaner fuel than required by regulation and provides CO₂ data. Incentive grants are paid quarterly.

Additionally, at the Port of Los Angeles, a ship with a Tier III engine is eligible for a \$5,000 incentive per call, and vessels participating in an approved Technology Advancement Program demonstration project are eligible for \$750 per call.

Launched by a collection of Northern European ports in 2011, the ESI program rewards vessel operators for lowering ship emissions beyond international requirements and in advance of pending regulations. Incentive providers include ports, pilot organizations and other entities. When the Port of Los Angeles adopted its ESI in 2012, it was the first port in North America and the Pacific Rim to join the program.

The number of incentive providers with ESI programs has since tripled. Today, 50 incentive providers around the globe are ESI members, including eight ports in Asia and the Americas. As of April 1, nearly 5,500 ships - almost 11 percent of the global merchant fleet - are registered in the program.

ESI was developed by the World Ports Climate Initiative (WPCI), a project of the International Association of Ports and Harbors.

Each port customizes its ESI incentive grants, based on regional and operational drivers. As more ports join the ESI program, the opportunities for vessel operators to earn incentives increase across the broader incentive provider network.

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