Welcome Message

Bjørn Jebsen
InterManager President

Looking Ahead

Welcome to our first Dispatch of the year where we are looking back over 2017 and what the industry has in store for this year. At the start of 2018 the outlook for the shipping industry in general seemed to be a bit more optimistic than it was a year ago. Most segments are still characterised by oversupply, but world GDP and world trade was better in 2017 than expected and the outlook for 2018 is promising. Hopefully with continued world growth the tonnage overcapacity will work itself out.

Meanwhile, the world regulatory framework is under constant change and the picture is somewhat murky since the IMO and the various Port State Control authorities seem to be incapable of proper coordination. The resulting uncertainty may have a silver lining in that it may cause owners to delay signing up for new buildings.

InterManager is working hard to support our members during these challenging times by working with the various other maritime organisations. We continue to represent our members at the IMO with Capt. Paddy McKnight with the objective to push IMO to take the lead when it comes to the implementation of new rules and regulations. The alternative will be regional initiatives from, in particular, the US and EU that will make the playing field anything but equal.

We have also been active in participating and speaking at numerous maritime conferences. We organised a very successful and well-attended ISSS in London in September and we had a very successful completion of the Martha Project with six workshops around the world.

As ship managers and crew managers, we continue to face a challenging situation when it comes to the supply of competent crew and officers. The world fleet is growing and the regulatory requirement is getting more and more challenging, which is putting increasing strain on the available pool of crew and officers. Owners have, over the last two years, focused more on cost-cutting than competence, and Cadet development which has compounded the problem.

So we start 2018 as we mean to go on. We need to work together as an industry to get in the front foot when it comes to competence development. With a lot of new technology ranging from Dual Fuel / LNG ships, IT / Big Data, and AI technology, we see a future that will require even more competent and better educated seafarers. So there is no time to waste. I wish you all a prosperous 2018.

Wellness At Sea Conference

InterManager at Sailors’ Society Conference

Sailors’ Society’s forthcoming Wellness at Sea Conference, which is being held in London on March 16th, will address the key issue of crew wellness and how this impacts on the health of the ship. Secretary-General of InterManager Capt Kuba Szymanski will be speaking at the conference on managing conflicts, cultural differences and the generation gap among seafarers.

Capt Szymanski has been watching our industry over the last 25 years and has a wealth of experience when it comes to managing people from different ethnicity groups. He said: "The shipping industry is truly global with average officers consisting of 17 different nationalities all pulling nicely together. Ships nowadays are no different and recent studies show that having more nationalities is better than just two or three. Many nationalities on board encourage people to speak the same language, which allows for better integration and greater teamwork."

He will also talk about the generation differences, explaining where the biggest problems lie and how to improve relationship between youngsters and the ’old and bold’.

The conference, which is taking place in the charity’s 200th anniversary year, will explore all aspects of seafarer wellness, and is aimed at ship owners and those concerned with the recruitment and retention of crews.

The Wellness at Sea Conference will feature presentations from industry and academic experts on all aspects of crew wellness, focusing on how ship operations impact on crew morale and retention rates, including cyber awareness, ship safety and digital communications.

Alongside InterManager’s Capt Szymanski, other speakers will include Euronav CEO Paddy Rodgers, UK P&I Club's Sophia Bullard, Imarsat’s Drew Brandy, and
Dr Rafael Lefkowitz from Yale University.
Capt Szymanski added: “I am looking forward to this important conference. I am hoping to see ship owners and ship managers who will actively participate on the proceedings of the conference. It is very refreshing to see some serious players of our industry taking lead and ‘walking their talk’.

Delegates will also be among the first to hear findings of a pilot study on the correlation between internet access on board and crew cohesion, as well as the results of Sailors’ Society’s seafarer wellness survey conducted by Yale University.

The conference will conclude with an evening drinks reception and the charity’s bicentenary celebration.

Stuart Rivers, Sailors’ Society’s CEO, said, “Countless investigations into disasters at sea, including the recent El Faro tragedy, have proven that anxiety and fatigue can take a terrible toll on the decision-making abilities of crew.”

“In our 200th year, we’re heartened to see so many industry leaders collaborating with us on our Wellness work and are expecting a high turnout from forward-thinking companies at the conference."

Delegate passes are priced at £99, plus VAT and InterManager members are eligible for 10% discount (Quote WASC18 at the checkout).

Visit www.sailorssocietywasc.org to book your tickets.

Is Shipmanagement Ready for Blockchain Technology?

Is the shipmanagement industry ready for the new wave of blockchain and cryptocurrency technology that is taking the world by storm?

That is the question being posed by the international ship managers’ body InterManager, which will focus on this issue at its interactive Ship Management Forum next month.

The conference, taking place in London on February 5th, will open with its first session Money Matters, with a key presentation on cryptocurrencies and blockchain for Shipping.

Aleksander Nowak, CIO of BlockEx, will cover topics including: ‘is shipping a quick adapter’ and ‘blockchain for shipping’, and provide a thought-provoking insight into how the industry will adapt to this new paradigm shift in technology. Other topics due to be discussed during the conference are ‘welfare of seafarers and money’ and ‘seafarers and shore personnel’.

The InterManager conference, sponsored by Brightwell Payments, Seagull, ShipMoney and ShipServ, has been developed to allow full audience participation using online tools to enable delegates to interact with the speakers throughout the debate and take part in live polls.

During the event InterManager will also be updating delegates on a number of its own projects, including ‘Best Seafarers’ DNA’ and ‘Safe Manning V Sustainable Manning’.

Secretary-General of InterManager Captain Kuba Szymanski said: “This is going to be a fantastic conference for ship managers with an excellent line-up of speakers.

Delegates will be very interested to hear about how cryptocurrency and blockchain technology is going to affect the industry in the next few years to come. Are we, as ship managers, ready for it and what can the industry expect from it, are the questions we will be debating.

“The conference will also be heavily discussing our people - the men and women out at sea. We will be looking to our audience to help us debate the important questions surrounding crew welfare. Are we managing them correctly? Are we paying them enough? What can we do to make their important jobs better and to sustain a viable future for our seafarers?”

Other topics set to be covered on the day are motivation of crew, safety culture onboard ships, and the ‘next chapter’.

Phil Kelly, Director of Pro Noctis and TED Speaker, will be leading the session ‘My Rod and My Staff’ where he would discuss the role of leadership in positive seafarer welfare.
InterManager’s one-day Interactive Ship Management Forum

5th February 2018, Lloyd’s Register, 71 Fenchurch Street, EC3M 4BS London

In partnership with

Hosted by

Join in the debate using the app sli.do and #InterMan18 sli.do will open one week prior to the conference so make sure you are ready to get involved

With thanks to our Select Partners

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08.15 - 09.00 Registration & coffee
09.00 Welcome: Bjørn Jebsen, President, InterManager Introduction: Secretary General, InterManager & Forum Moderator Session 1: Blockchain & Money Matters
09.10 Key Presentation: Cryptocurrencies and Blockchain for Shipping Is shipping a quick adapter? Do we understand what is going on? Aleksander Nowak, CIO, BlockEx
09.35 Distributed ledger for engineered systems: hype or hope? Gary Pogson, Lead Specialist, Marine & Offshore Innovation Team, Lloyd’s Register
10.00 Welfare of Seafarers and Money Analysing ship’s crew spending habits from a macro level Hal Ramakers, Executive Vice President, Global Solutions, Brightwell Payments
10.25 Q&A with session speakers
10.55 Coffee Session 2: My Rod and My Staff
11.15 Key Presentation: Our People Getting the best out of our staff & crew. How do we motivate them for future success? Phil Kelly, Director, Pro-Notis & TED speaker
11.40 Seafarers & Shore Personnel Latest updates – statistics and trends Mark Charman, Founder & CEO, Faststream Recruitment Group
12.05 Best Seafarers DNA Who are our people at sea? What do they represent? How do we measure it? Roger Ringstad, Managing Director, Seagull Maritime
12.30 Q&A with session speakers
13.00 Lunch Session 3: The Next Chapter
13.45 Big Challenges, Big Opportunities How ShipServ is working with ship managers to understand and address some of their challenges Mikael Weis, COO, ShipServ
14.10 Reshaping safety culture by embracing failure Yuzuro Goto, Managing Director, “K” Line LNG Shipping (UK)
14.35 Safe Manning v Sustainable Manning A new InterManager project Kuba Szymanski, Secretary General, InterManager
14.50 Q&A with session speakers
15.20 - 15.30 Closing remarks & conclusions

This event has been made possible with the support of our Select Partners:
News from the IMO

Following last month’s meeting of the Assembly for its 30th time, during which a freshly invigorated Council was elected, IMO has swung into a new term prior to Easter, which this year falls on the first day in April.

Four Sub-Committee meetings, the main subjects outlined in this article, will take place before then, namely that of Ship Design and Equipment (SDC 5), Pollution Prevention and Response (PPR 5), Navigation Communications Search and Rescue (NCSR 5). Also, Ship Systems and Equipment (SSSE 5), for which agendas have already been set and documents submitted.

Before doing so, readers will wish to know that, following meetings of MEPC, LEG and the IOPC - Funds scheduled to take place during April and which will be described in more detail later in the year - a high level forum is planned for mid-May to mark IMO’s 70th year in existence. Entitled ‘IMO 70 – Our Heritage, Better Shipping For A Better Future’, it will focus on the Organisation’s history, its future challenges and its role within global trade in world shipping.

Getting down to greater detail on the four sub-committees, SDC 5 will take place from 22nd - 26th January, but as the number of agenda items of interest to InterManager is minimal, we will not be participating. However, following is a short list of those items that may be of interest and in the event that further information is required, just let the S-G know and detailed information will be provided:

- Guidelines for wing-in-ground craft; and,
- Review of SOLAS with respect to watertight integrity.

The Pollution Prevention and Response sub-committee, PPR 5 meets from 5th to 9th February and amongst other items, will discuss:
- Amendments to the IBC Code;
- Review of Marpol Annex II requirements impacting on cargo residues and tank washings of high viscosity;
- Revised guidance on Ballast Water sampling and analysis plus methodologies that may be used for enumerating viable organisms;
- Impact on the Arctic of Black Carbon from ships;
- Certification requirements for SCR systems under the NOx Technical Code;
- Review of the guidelines for Exhaust Gas Cleaning systems;
- Amendments to Regulation 14 of Marpol Annex VI to require a dedicated sampling point for fuel oil;
- Review of the IBTS (Integrated Bilge Treatment System) guidelines and amendments to the IOPP Certificates and Oil Record Book;
- Updated IMO Dispersant guidelines; and,
- Use of electronic record books.

The Navigation Communications Search and Rescue sub-committee, NCSR 5 meets from 19th to 23th February and amongst other items will discuss:
- Reviews to the CIRIT system;
- Guidelines for the harmonised display of navigational information received via communications equipment;
- Guidelines on standardised modes of operation, S-Mode;
- Development of format and structure of Maritime Service Portfolios;
- Updating of the GMDSS master plan and guidelines on MSI (Maritime Safety Information) provisions;
- Consequential work related to the Polar Code;
- Matters related to the Radiocommunication ITU-R Study Group and ITU World Radiocommunications Conference;
- Measures to protect the safety of persons rescued at sea;
- Developments in GMDSS satellite services;
- Revised Performance Standards for EPIRBs operating on 406 Mhz;
- Further development of the provision of global maritime SAR services;
- Guidelines on harmonised aeronautical and maritime SAR procedures, including SAR training matters;
- Amendments to the IAMSAR Manual; and,
- UI provisions for IMO safety, security, and environment-related conventions.

The Ship Systems and Equipment sub-committee, SSSE 5, meets from 12th to 16th March. Only a handful of submissions have been made to date but items of interest include:
- Amendments to the FSS Code for CO2 pipelines in under-ice conditions;
- Consequential work related to the new Polar Code;
- Procedures, including SAR training matters;
- Guidelines on standardised modes of operation, S-Mode;
- Development of format and structure of Maritime Service Portfolios;
- Updating of the GMDSS master plan and guidelines on MSI (Maritime Safety Information) provisions;
- Consequential work related to the Polar Code;
- Matters related to the Radiocommunication ITU-R Study Group and ITU World Radiocommunications Conference;
- Measures to protect the safety of persons rescued at sea;
- Developments in GMDSS satellite services;
- Revised Performance Standards for EPIRBs operating on 406 Mhz;
- Further development of the provision of global maritime SAR services;
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Guidelines on standardised modes of operation, S-Mode;
Requirements for on board lifting appliances and anchor handling winches;
Guidelines on standardised modes of operation, S-Mode;
Development of format and structure of Maritime Service Portfolios;
Updating of the GMDSS master plan and guidelines on MSI (Maritime Safety Information) provisions;
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Guidelines on harmonised aeronautical and maritime SAR procedures, including SAR training matters;
Amendments to the IAMSAR Manual; and,
UI provisions for IMO safety, security, and environment-related conventions;
Development of guidelines for cold ironing of ships.

Wishing you all a successful year and a happy 70th birthday to the IMO.
What Should Ship Managers Be Doing In 2018?

InterManager’s Secretary-General Kuba Szymanski looks ahead to 2018 and points out what Ship Managers should be looking out for this year to ensure they remain leaders at the forefront of the industry.

In 2018, the industry must continue to work hard to ensure a viable future for young seafarers and overcome the challenges of employment stability for young Cadets. We must make shipping an attractive career for the younger generation.

As shipping looks excitedly towards the revolution that enhanced connectivity and digitilisation will bring, it is important to remember that shipping still needs seafarers. It needs seafarers that are highly motivated, highly trained, fully competent and who feel they have a valuable role to play in the moulding of today’s shipping industry.

We ended the year on a high when news dominated our social media feeds with the good news that the crew onboard the MV Seaman Guard Ohio had been acquitted and would be released from prison in India, having spent four years imprisoned on weapons charges. The crew included six British, three Ukrainian, 14 Estonians and 12 Indian people. Sadly, this year started with the sad news of the Sanchi Tanker Collision, which collided with a Chinese freight ship in the East China Sea at the beginning of January. Tragically, all 32 crew members onboard the ship, have been declared dead or presumed dead. This is a tragedy for our industry, which now has big environmental consequences. As we are writing this, the situation of oil continuing to spread is being closely monitored. InterManager will be closely following this as it unfolds.

Ship Managers must ensure they stay ahead of the game to remain their positions as leaders in the industry. Below are my pointers on what to look out for in 2018.

**Training Seafarers**

It is important that Ship Managers ensure training is a high priority and allocate budget allowance for the training of Cadets and Junior Officers. I suspect very soon the bubble will burst and we start to see a visible shortage of Officers.

**Investment**

I would be very concerned seeing new Investors coming in. Big money is being pumped into the shipping, but by people who are not traditional owners but Financial Investors. They are after a ‘Return On Investment’ and are not afraid to sell their assets when they decide that enough money has been made.

**Crew**

We should value our crew members and the important roles that they play. It is important that if Owners do not have the budget in place for them, crew members must be well-supported and informed by the shipmanagement office.

**Personnel Officers**

These members of the shipmanagement chain who are the interface between shore staff and sea staff are vitally important. They should not be forgotten and must be well supported and mentored.

**New Developments**

There are new technologies arriving constantly and we must remain at the top of our game to remain their positions as leaders in the industry. Below are my pointers on what to look out for in 2018.

**Unmanned Ships**

While this is an important issue, we must not get distracted by it and ensure our crews remain our main focus and we are still building a viable future for them.
Limelight

Adopt A Ship

As you may be aware InterManager joined the Cyprus Chamber of Shipping-initiated campaign Adopt A Ship some time ago. The aim of the Programme is to assign to a number of primary schools’ classrooms, particular vessels for email communication between the children and the Masters and crew of the vessels. A world map is provided to all classes participating in the Programme in order to keep track of the vessel’s voyage.

As of January 17th, 25 classes and six school libraries in Poland, two Universities in Poland, one kindergarten in Poland, and three orphanages in India, signed up to the programme, along with 30 vessels.

Anyone interested to learn more about Adopt A Ship project please get in touch with Capt. Kuba Szymanski kuba.szymanski@intermanager.org

See below an article printed in the DAL/JTE News by Captain Jaroslaw Dariusz Maciuk who penned the latter about the Adopt A Ship programme onboard the 4,500 TEU Launceston/Kalahari. With thanks to Eberhard Rantzau, President of ESSBERGER JT GMBH, for submitting this article to InterManager.

How a class of seven-year-old children adopted the 4,500 TEU “Launceston/Kalahari”

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APPRO psychometric testing is a valuable tool that has been utilised by the maritime industry since it entered the market in the 1980s. Seagull Maritime has been running the examination tool for the last seven years to assist shipping companies in the recruitment of seafarers - helping to ensure companies recruit the most skilled person for the job they are seeking to fill.

Historically APPRO came from a research and development project headed by the Norwegian Marine Technology Research Institute, supported by the University of Oslo, Det Norske Veritas (DNV) and the Norwegian Ship-Owners Association. It is the only psychometric assessment programme developed specifically for the maritime industry.

The psychometric test has a standardised method of administration and scoring with the results quantified and compared with all other test takers. The APPRO test previously took the form of being paper-based. It was modernised and updated into a digital format when Seagull began to run the test in 2010.

APPRO Senior Instructor at Seagull, Torger Iau said: “The test itself has stood the test of time and has not actually needed changing since it was first launched in the 80s. Over the years we have updated the scores because the average score became too high. The original tests were used on students, but they are now also for active seafarers, so the scores have changed over the years.

“The APPRO test really adds another dimension to interviews. Most of our customers use it as part of the interview, and some use it to assess the current skillset of senior officers. It is the only test that is made for and by the maritime industry. It tests things like how quickly you react to situations, which is vital for working on a vessel.”

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The “Launceston/Kalahari” (IMO 9672337) is the former “Old Reliable” and currently chartered to Aida Line. Her new home is in the Gulf of Oman, and she has an interesting story, for the ship was designed to replace the vessel where the Greek satellite “Adonis” was wrecked.
My Steps Towards The Magical Unknown

We all know the challenges of finding loyal, experienced and skilled employees both onshore and at sea – an issue that is not just exclusive to the shipping industry. Philippine Transmarine Carriers, Inc (PTC) recently held an awards ceremony to celebrate those members of staff who have remained within the company for 10 years. Karen Avelino, Executive Director, Business Development for Shipping Cluster, PTC, has recently celebrated 10 years within the company. Here she shares her experience of how she became to be a long-standing employee.

As I turn a fresh page marking my 11th year with PTC, I couldn’t help but look back and retrace my steps towards what was then the magical unknown - the maritime industry. No one knew, not even myself, about what was to come when my sister’s high school best friend, who was at that time connected with the human resource department of PTC offered me a possible job opportunity while I was working as the General Manager of Avis Philippines.

And it wasn’t just a job. I was being offered the responsibility to head the Philippine Center for Advanced Maritime Simulation and Training (Philcamsat) - the company’s training arm. I must admit that there was this little voice of doubt in my head telling me how I lacked the required experience to run a maritime training centre or how I never understood the maritime language. But so much like the saying: “Courage doesn’t mean you don’t get afraid. Courage means you don’t let fear stop you,” I never let such doubts get under my skin. Add that to Dito Borromeo’s convincing pitch, I took with me not just the job but the responsibility and the challenge to dive into and learn about the unknown.

The first six months was a tough ride. There was one instance where we toured one of our Principals at Philcamsat and Mr. Borromeo mentioned that we were going to the bridge area. Bewildered by the thought, I asked him: “There’s a bridge inside this building?” He later explained what the bridge meant. Funny as it was, situations like that made me feel alienated from the unknown. Everything was foreign to me which, I must honestly say, led me to thinking about giving up.

And yet I didn’t. What kept me from going was my dedication to stand by my decision of accepting and staying true to the challenge because that is who I am and who I will continue to be as a professional.

Staying with PTC helped me see the maritime industry in a different light and it gave me a better perspective. A few years before joining PTC, I had a chance to interact with a manning agency while I was still working at a furniture company. We were tasked to renovate their office where I saw a good handful of seafarers. Upon my initial observation I found myself unimpressed with how they presented themselves. But being exposed to other aspects of the industry, gave me another perspective. It turns out that my initial impressions did not justify who they truly are as, how we like to call them in PTC, Global Maritime Professionals (GMPs). Those people aren’t only seafarers, they are well-educated and continuously trained to further improve their skills and competencies, similar to the ceaseless learning of medical practitioners who need regular medical updates in their chosen specialties.

Apart from knowing the WHOs of this vast industry, the HOW is also worth noting. I was surprised that such an Industry was well regulated to ensure the safety and protection of the crew and the passengers onboard, the environment surrounding them, and the very ship itself.

PTC, consistent with its motto: “Moving the world in more ways than one,” truly takes pride, not only in compliance, but in finding ways to go beyond the expected. From delivering creative solutions to its Principals, providing total satisfaction to our GMPs and stakeholders in the industry through its well-trained employees who are treated fairly and like a family in and out of the workplace, up to continuous development for the sake of community and national interest.

Going through these pages of my life, I have seen the incomparable growth of Philcamsat from an already impressive maritime training centre back then to becoming globally recognised - having been accredited by numerous international maritime accrediting bodies such as the Belgian Maritime Inspectorate, the UK Merchant Navy Training Board and many more. Philcamsat truly is a testament to the unwavering commitment of PTC and its group of companies to continuously improve its craft.

Philcamsat, as it is now, summarises my 11-year journey into the unknown that with a little courage and passion to take on challenges will indeed go a long way. And for that, I am eternally grateful.

Now, after transferring to my new role as Executive Director of Business Development, I look forward to more exciting and challenging years with PTC.
InterManager One-Day Interactive Ship Management Forum
Details: www.intermanager.org

London
5
Feb 2018

IMO Sub-Committee on pollution, prevention and response
Details: http://www.imo.org

London
5-9
Feb 2018

IMO Sub-Committee on navigation, communications, search and rescue
Details: http://www.imo.org

London
19-23
Feb 2018

ACI’s 12th Arctic Shipping Summit – Montreal
Details: http://www.wplgroup.com/aci/event/arctic-shipping-summit/

Canada
21-22
Feb 2018

Sailor’s Society’s Wellness At Sea Conference
Details: www.sailors-society.org

London
16
Mar 2018

Sky News
‘No hope of survivors’ on sinking Iranian oil tanker Sanchi

Watch ashore
@FlyingAngelNews @ShipManInter we too are delighted that #Chennai6 are home for Christmas. Best wishes to them and their families.

International Seafarers’ Welfare & Assistance Network
We would like to take this opportunity to say a big thank you to all the sponsors of our International Seafarers...

Warsash Academy
New year new career? If you’re tired of the 9-5, why not consider a career at sea as a ship’s officer in the Merchant Navy. Find out more about career opportunities as a deck, engine or electro-technical...

InterManager
A sad weekend for the industry following news of a terrible accident that has left 32 seafarers missing, including Cadets just starting out with their careers...

IMO
Seafarer shore leave gets extra protection from 1 January 2018
The amendment to the international standard on shore leave adds a new...

Watch ashore
@FlyingAngelNews @ShipManInter we too are delighted that #Chennai6 are home for Christmas. Best wishes to them and their families.

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On The Wire
Snippets from across social media.
Through the Porthole

Presdent Bjørn Jebsen at Abojeb’s 35th anniversary celebration

Capt Kuba Szymanski in Hong Kong for ‘Safe Manning Onboard Ships’

Delegates from Crew Connect in Manila which InterManager was present at

Greg O’Connell from ShipMoney with key speaker Phil Kelly at ShipMoney’s LISW event

InterManager President Bjørn Jebsen at ISSS

Capt Kuba Szymanksi visiting the Seaspan office in Vancouver

Youngship Cyprus about Health of Shipping industry in 2017

InterManager member Alpha Navigation at Odessa Conference
InterManager Expands Global Membership

InterManager welcomes first ship registry member

T he Republic of the Marshall Islands (RMI) is the world’s second largest ship registry, and has evolved and grown under the guidance of International Registries, Inc. and its affiliates (IRI), which provides administrative and technical support to the RMI Maritime and Corporate Registrars. The Registry has shown strong growth in the past few years, and continued this trend in 2017. This can be attributed to IRI’s dedication to provide the highest quality service in the industry. The de-centralisation of maritime services with its 28 worldwide offices provides a platform to ensure this high quality service. The RMI Registry continues to support an industry facing technical and operational changes in the form of a robust legislative framework, backed up with hands-on support around the world. The RMI Registry provides guidance on the many changes experienced in bringing a quality, effective BWTS to market in the marine industry and our continued commitment to working with shipowners to assist them in having BWT compliant fleets and/or individual vessels.

What challenges do you see facing your company at the moment?

Unlike many other BWTS manufacturers, Ecochlor has held a steady stream of business in an industry that has stalled due to the MEP/71 decision to push back ballast water compliance dates. Our challenge these past six months and into the next year will be to continue to add and train professionals to the experienced team that we already have in place.

Ecochlor joins InterManager as New Member

In 2001, Ecochlor was founded by Tom Perlich, who has spent his entire career working with ballast water treatment systems. Tom was one of the first to introduce the principles of treatment and the need for added capacity. Today, Ecochlor’s Ballast Water Treatment System (BWTS) is the most effective and efficient BWTS on the market, and Ecochlor, in partnership with Matson Navigation, has some of the largest BWTS systems deployed in the world. The Ecochlor BWTS systems are designed to help shipowners meet the BWM Convention and the onboard Ballast Water Management System (BWMS) requirements. The BWMS is the technical standard for the design, construction, and operation of ballast water treatment systems. Ecochlor BWTS systems are designed to meet the Regulatory Approval (RA) and Lloyd’s Register (LR) requirements.

What challenges do you see facing the shipping industry in 2018 and how can we overcome them?

There are many challenges and concerns regarding the installation of ballast water treatment systems (BWTS) on ships of varying sizes, and shipping routes. Not to mention the confusing and often conflicting regulatory requirements. Our mission is to help shipowners, operators, and managers protect our coastal eco-systems and meet regulatory requirements in the most effective and efficient way.

Over the past two years, the Ecochlor® BWTS has been installed on over 700 ships, with ballast water treatment capacity ranging from 1,500 m³/hr - 4,000 m³/hr at shipyards in China, Croatia, Portugal, and Turkey. Ecochlor has many more bulk carriers and tanker installations scheduled for 2018. The information that we have gathered from past installation experiences, as well as future retrofits, could be of considerable value to the InterManager members.