The recent developments in the Gulf of Oman are a major concern for the international shipping business. These attacks put lives at risk and impact the safe operation of maritime transportation on one of the world’s most important trade routes. It is still not clear who exactly is behind these attacks and it is important that we find this out in order to resolve the situation. Meantime, the shipping industry must be very cautious when it comes to operating in the area in order to minimise the risk to seafarers and ships.

The ‘trade war’ between China and USA is another major concern for the international shipping business. The current tariffs have already reduced trade and the shipping of a number of commodities, and have negatively impacted the shipping market. The International Monetary Fund has reduced its estimate of world GDP from 3.6% to 3.3% and this may deteriorate further if the China – USA situation escalates and if the US implements the tariffs they have threatened on Mexico and the EU.

So, at the moment the outlook for the ship management industry is challenging to say the least, with pressure on earnings for our owners, IMO 2020 and implementation of the Ballast Water Convention. The shipping industry can pool resources to address the technical challenges, but we are dependent upon the USA / China / EU ‘coming to their senses’ and not further undermining the basis for world trade.

InterManager’s enclosed spaces campaign is moving forward, thanks particularly to very useful feedback from the industry. Thank you to all who took part. This feedback allows InterManager, on behalf of the ship management sector, to take the lead on this very important industry concern.

This year’s theme for the Day of the Seafarer was ‘I Am On Board’ which highlighted the importance of addressing gender equality issues in our industry. It is estimated just 2% of seafarers are female. InterManager is happy to support initiatives to address this disparity, by encouraging more women to become cadets and seafarers. Earlier this year we were pleased to speak with a number of excellent maritime cadets, women and men, during our event at the IMO. Our Adopt A Ship scheme also seeks to raise awareness among school children of what the life of a seafarer involves and to show them what employment opportunities exist at sea.

In this edition we report on the activities of our growing membership, and I am delighted to welcome International Maritime Group to InterManager ranks.

Happy reading!

Best Regards
Bjørn Jebsen
InterManager President
Enclosed spaces action needs to be taken across our industry

InterManager’s survey into the dangers of enclosed spaces aboard vessels attracted an excellent response from within the maritime community, with some useful feedback and helpful suggestions.

Now we have pledged to take this campaign forward to encourage the international shipping industry as a whole to work together to eradicate these risks.

Our survey indicated the widespread belief that seafarers and dock workers are still dying while working in enclosed spaces onboard vessels because there is not enough understanding throughout the shipping industry of the risks. It revealed a perception that safety improvements do not happen because shipping industry investigations encourage a ‘blame culture’. Dangerous and unrealistic timeframes imposed for the completion of hazardous tasks also put at-risk staff under unnecessary extra pressure.

InterManager Secretary General, Captain Kuba Szymanski, said: “Unfortunately, people are now so used to the situation that it is extremely difficult to challenge their point of view. Seafarers, and more importantly ship managers, are not thinking outside of the box.”

Kuba believes that there is too much focus on training which distracts attention from implementing new procedures or eradicating enclosed spaces from future vessel design.

He said: “The whole industry is trying to concentrate on training seafarers, completely forgetting that it is not them who design those spaces, approve them, issue orders to enter them, or create procedures and intervals for visiting, inspecting etc.”

InterManager has now pledged to focus on making stakeholders understand that they are part of the problem and to encourage them to develop potential solutions.

A large range of vessel operators, managers and crew took part in our three month-long industry-wide survey, with crew from almost 250 ships providing feedback – representing more than 5,000 seafarers.

Key concerns included a perceived lack of improvement in the design of vessels with not enough consideration being given to access areas and the people working in them. As well as being hard to reach, enclosed spaces are frequently impossible to properly ventilate or to measure the atmosphere in, the respondents said.

Shocking, the allocating of unrealistically tight timeframes for cargo hold and tank preparation was likened to “bullying on an industrial scale” by some respondents. Seafarers called on ship managers to shield them from unrealistic commercial time pressures.
Seafarers asked for more training, this time for office staff, particularly commercial offices such as charterers – prioritisation of management-led safety cultures, and suggested using the “fear factor” to raise awareness of the dangers of working in enclosed spaces. In fact, respondents recommended changing the phrase to “dangerous space” or even “fatal space” to hit the message home. That is something that InterManager is keen to pursue further within the maritime sector.

In addition, the survey revealed a wide spread belief that a blame culture is deeply rooted within the shipping industry. Respondents felt that the majority of accident investigations stop at finding the ‘guilty party’ and very rarely go further to discover why the accident occurred or what were the reasons for the actions of those killed or injured.

The survey revealed a feeling that accident investigation results are inconsistent, indicating that the absence of a standard investigation format prevents a proper and thorough analysis of accidents and the ready identification of potential improvements.

In addition to outlining the problems, our survey asked recipients to identify potential solutions to avoid further deaths. Seafarers responding called for clearer identification of hazardous spaces, suggesting access should be restricted by senior management onboard or ashore.

A need was identified for additional training to address lack of awareness and instill safe practices, while some seafarers said they would prefer to only access enclosed spaces while using safety equipment such as Emergency Escape Breathing Devices (EEBDs) or Self Contained Breathing Apparatus (SCABs). Some respondents believed that technology should be used to help with limiting the requirement for human access in enclosed spaces.

Focusing on vessel design, recipients advised that future newbuildings should avoid areas of enclosed space or restrict them to a minimum. In addition, any enclosed spaces should include provisions for:

- adequate ventilation (whole space)
- adequate fixed gas detection systems
- accessibility for humans in order to perform search and rescue operations.

InterManager believes that it is clear that much still needs to be done to address the issues of working in enclosed spaces and to eradicate the risk to life. No-one should die while carrying out their daily work.

“Seafarers seem to believe that this unsafe environment is created by designers and enforced by manuals and procedures, and therefore cannot be disputed and has to be followed – even if it results in death,” said Kuba.

Many seafarers responding to our survey expressed dismay at the situation. Kuba commented: “It is rather sad to see so many seafarers losing hope that their situation will ever improve. As a result the suggestions from those individuals do not stretch beyond improving training and procedures.”

Through InterManager, ship managers now have the opportunity to take the lead on these safety issues. Kuba reported: “When I examined the results of the survey, I noticed that the most positive responses came from within companies where senior managers took a leading role on safety matters, where they engaged themselves and led from the front. I would especially like to thank those individuals, because it is them who are creating the company safety culture.”

Industry feedback to our survey

InterManager’s survey was also distributed to Flag States and P&I Clubs. Sadly we only received feedback from one P&I Club which reported that it has set up working groups to share anonymised data and information on key safety issues, examining where, when and why these incidents are occurring, with a concentrated focus on improving safety for crew on board the ships it insures. Enclosed Space Entry has been selected as the first key safety issue these working groups will concentrate on.

Vowing to highlight the results of our survey at its next working group meeting, the Club reported: “We are exploring ways of how best to reach the attention of seafarers, potentially using virtual reality training methods or short form reflective learning videos etc.”
Enthusiastic crew management company joins InterManager

InterManager is pleased to welcome to its membership maritime crew management company the International Maritime Group, based in Batumi, Georgia, which is already enthusiastically embracing our association’s activities.

International Maritime Group is a manning agency which provides a full range of recruitment, crew management and training services for shipping companies.

Established in 2008 in Batumi Georgia, IMG is certified to ISO 9001:2015 and MLC 2006 and is licensed by the Georgian Maritime Transport Administration to perform crewing activities. It is also a corporate member of the EU-Georgia Business Council (EUGBC), a member of the Polish-Georgian Chamber of Commerce and is recognised by the Employment Agency of the Autonomous Republic of Adjara as a partner and an approved employment provider.

Anna Motsonelidze, General Manager, said: “For us crewing is not only business but also a national cause. The maritime sector has become one of the priorities for the Georgian Government and they plan to increase the number of Georgian seafarers.

“We are working closely with the Government, the Diplomatic Corps and Batumi Maritime Academy to fulfill an action plan compiled by our CEO Dias Jalagania. One of the measures is a social project which gives the opportunity to boys and girls from different regions of Georgia to study for free and be employed later.

“We are also in the process of establishing a foundation – the Georgian Maritime Education Foundation – which will promote maritime education and provide financial support to young people from disadvantaged backgrounds,” Ms Motsonelidze added.

IMG is fully committed to InterManager membership and has already signed up to take part in our Adopt A Ship scheme. The company has allocated three vessels to partner with schools:

- Alpine Marina – a 47,000t oil/chemical tanker with 24 crew aboard
- Alpine Duke – sistership to Marina
- Mtm Penang, a 23,000t chemical tanker which also has 24 crew members

Ms Motsonelidze commented: “One of the major social problems in Georgia is unemployment which results in poverty and illegal migration. But we have strong maritime traditions and Georgians are excellent seafarers.

“The career of seafaring is a great solution for the young generation. That’s why we are so excited about participating in the Adopt a Ship scheme. It is fully in line with our goal of increasing the number of Georgian seafarers by promoting and improving maritime education in Georgia.

“We are very excited about joining Adopt a Ship as it perfectly reflects our vision of promoting maritime education in Georgia. Our crews are ready to participate in September when the children go back to school after the summer holidays.”

Captain Kuba Szymanski, InterManager Secretary General, said: “We are delighted to welcome the International Maritime Group and appreciate their involvement in Adopt A Ship. This is the first time schools from Georgia have taken part in Adopt A Ship and we are pleased to see the scheme expanding in this way.”

For more information about the International Maritime Group, look them up on LinkedIn: https://www.linkedin.com/company/imgsm/. Or visit the website: http://www.imgsm.com.

For more information about InterManager’s Adopt A Ship scheme, see our website: https://www.intermanager.org/adopt-a-ship/
Since my last report in March this year, four committees and one sub-committee have been in session. In chronological order, these were: Legal (LEG 106), Facilitation (FAL 43), Human Element (HTW 6), Marine Environment (MEPC 74) and Maritime Safety (MSC 101). Reports on all five meetings have been circulated to members by Captain Szymanski and are available on our website, but please let me know if you need a repeat.

Looking ahead, the Technical Cooperation Committee will meet from 24 through 28 June (although InterManager will not attend). The Implementation of International Instruments Committee (III 6) follows shortly thereafter, and the final meeting before the August break, is that of Council (C122).

A selection of topics in both of these meetings that may be of interest to Members are as follows:

**Implementation of International Instruments (III 6), 1–5 July**
- Consideration and analysis of reports on alleged inadequacy of port reception facilities;
- Lessons learned and safety issues identified from the analysis of marine safety investigation;
- Measures to harmonise port State control (PSC) activities and procedures worldwide;
- Identified issues relating to the implementation of IMO instruments from the analysis of PSC data;
- Analysis of consolidated audit summary reports;
- Updated Survey Guidelines under the Harmonised System of Survey and Certification (HSSC);
- Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code);
- Unified interpretation of provisions of IMO safety, security, and environment related Conventions; and,
- Finalisation of a non-mandatory instrument on regulations for non-convention ships.

**COUNCIL 122, 15–19 JULY**
- Strategy, planning and reform;
- Resource management;
- Results-based budget for 2020-2021;
- Consideration of reports by committees and sub-committees which have taken place since C121;
- Technical Cooperation Fund;
- Protection of vital shipping lanes;
- World Maritime University;
- Assembly matters;
- External relations, including World Maritime Day, Day of the Seafarer, International Maritime Prize, IMO Award for Exceptional Bravery at Sea, also IMO Goodwill Maritime Ambassador Scheme; and,
- Report on the status of conventions and other multilateral instruments in respect of which the Organisation performs functions.

Happy reading.

Captain Paddy McKnight
New from ICS

Guidelines on the application of
The ILO Maritime Labour Convention
Third Edition

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The only fully up to date guide to MLC for shipowners

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- Employment agreements and piracy
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Vessels transiting the Panama Canal can now take advantage of HullWiper Ltd’s innovative and eco-friendly hull cleaning solution, with the establishment of the first HullWiper operations base in the Americas, in partnership with leading provider of subsea services Talleres Industriales, S.A.

The agreement forms part of InterManager member HullWiper’s global leasing programme introduced in 2017, which works with partners around the world to offer ship owners and operators an affordable, brush and diver-free alternative to traditional hull cleaning methods that protects both vessel hull coatings and the delicate marine ecosystem.

The Panama Canal is a key transit point for vessels sailing between the Atlantic and Pacific Oceans, facilitating world trade by avoiding the lengthy voyage around the southern tip of the American continent. The launch of HullWiper’s hull cleaning service there is in response to growing demand for safe hull cleaning solutions.

HullWiper’s patented Remotely Operated Vehicle (ROV) system uses adjustable seawater jets under variable pressure to remove fouling, instead of brushes or abrasives, minimising the risk of damage to expensive anti-fouling coatings. No divers are used, so there is no risk to human life and cleaning can be conducted day or night, in most weather conditions, and while cargo operations are underway. Removed residues are collected by an onboard filter and deposited into dedicated drums onshore for locally-approved environmental disposal. The filter also reduces the risk of cross-pollination of waters with alien species.

“Our ROV is a good fit to support the initiatives of Panama Canal Port Authorities to provide a green solution for vessels in transit,” says Simon Doran, HullWiper Managing Director.

“Our system boosts vessel efficiency and fuel savings to reduce CO2 emissions, whilst minimising the risk of damage to expensive anti-fouling coatings and the spread of marine biofouling.”

“We are excited to introduce HullWiper in the Panama Canal area,” says Talleres Industriales Managing Director, Lino Arosemena. “Our company has been serving the area for half a century, and now more than 1,200 vessels we attend to every year will have the opportunity to use this new service. HullWiper’s green credentials make it a good fit with other environmentally friendly technologies in which Talleres has invested in recent years, including sulphur cap solutions, ballast water system installation and pollution control division.”

Just over five years since its launch in Dubai in late 2013, HullWiper now operates from ports in Sweden, Norway, Denmark, Singapore, Spain, Netherlands, Egypt, Australia, UK, United Arab Emirates and – on an ad hoc basis – at key locations across the Middle East. New operations in Mauritius are coming in the second quarter of 2019 and are available for lease where HullWiper does not have its own base.

To find out what HullWiper can do for you and your fleet, visit www.hullwiper.co.uk.
International Shipowning and Shipmanagement Summit (ISSS)
9 September, 9am to 2.30pm
Norton Rose Fulbright
3 More London, Riverside,
London SE1 2AQ
For bookings email: events@shippinginnovation.com

InterManager Annual General Meeting
9 September, 3pm to 4pm
Norton Rose Fulbright
3 More London, Riverside,
London SE1 2AQ
To attend email – kuba.szymanski@intermanager.org

2019 Maritime Economy Forum
11 October
Gydnia, Poland
Further details: www.forum.gdynia.pl/en
On The Wire

Snippets from across social media.

@InterManagerOrg
Wilhelmsen Ship Management takes up the fight against plastic http://dlvr.it/R4PLGy

@MaddenMaritime

@nautilusint
#Seafarers and dock workers are still dying while working in #EnclosedSpaces on #Vessels because there is not enough understanding of the #Risks faced onboard, according to new research by @InterManagerOrg where seafarers make key recommendations.

@InterManagerOrg
A recent report on the growing concern for #seafarers working in #enclosed spaces https://safetyatsea.net/…/seafarers-speak-out-on-enclosed-…/#shipmanagement

@IHS4SafetyAtSea
New guide released to help arrested and detained vessels and abandoned seafarers @iswan_org @shippingics @InterManagerOrg @ICMASecretariat @ITFGlobalUnion read full article here https://bit.ly/2GWxWjO #safetyatsea #safetyforlife

@InterManagerOrg
InterManager is pleased to be a part of the team producing this important new guide #seafarers #crew

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