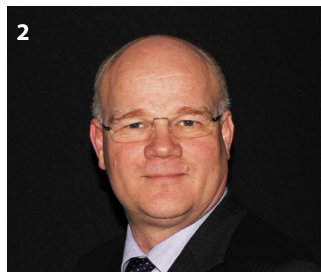


# DISPATCH

| Issue 6 | November 2014

## InterManager Appoints New Executive Officers



During this year's Annual General Meeting in Singapore in October, the InterManager membership appointed new members to the association's Executive positions and reappointed Gerardo Borromeo to the role of President for a second term.

Mr Borromeo (pic 1 above), who will serve until 2016, said he looked forward to continuing the work he has begun, particularly in driving efficiency onboard and ashore, overcoming administrative burdens, emphasising education and training to improve standards and aid recruitment and improving the crew wellness index.

The vote, during the well-attended AGM held at SingTel's Comcentre,

was unanimous and it gives Mr Borromeo the mandate he needs to see through important initiatives currently underway such as promoting industry-wide benchmarking shipmanagement operations; striving to drive more efficiency onboard and on shore while also keeping a keen eye on sustainability.

The AGM also elected five Vice Presidents. They are Ian MacLean (pic 2) from Hill Dickinson, who will be responsible for legal issues; Rob Grool (3) from Seaspan, looking after the Americas; George Hoyt (4), who will take charge of Special Projects; Bjorn Jebesen (5) from Abojeb who will look after European affairs and Capt Ajay Tripathi (6) from MMS who will act as Treasurer.

Addressing the AGM, Mr Borromeo said the challenge of change and of meeting the upcoming demand for shipping services "will be best summed up from the perspective of looking at our people, our global maritime professionals. Undoubtedly it is the human side of shipping that ensures, and will continue to ensure, that shipping services will be delivered as needed, when needed."

He added: "The youth of today is growing up in a highly digitised world, a world characterised by instant gratification and a wired society where the flow of information is instantaneous. Thinking ahead, in the context of life on shore, what kind of environment onboard will be necessary to attract and retain the kind of talent that will be needed to serve in a dynamic evolving global landscape?"

"We at InterManager are challenged as an association to promote the continued development of a common platform, in order to project an image of an industry that moves the world. This platform, which I call the 'Human Side of Shipping', must support efforts to tackle the ever pressing risks of greater administrative burdens being placed on our officers; ensure the right competencies are being developed; and find better ways to manage the overall wellness index of our crew members," he said.



## AGM Seminar Considers A Wide Range Of Topics

### *InterManager members from around the globe met in Singapore for the 2014 InterManager Annual General Meeting*

InterManager President Gerardo Borromeo, Chairman of Philippine Transmarine Carriers, welcomed delegates to the AGM, which was held kindly hosted by InterManager Associate Member Singtel at its Singapore Comcentre.

Promising the day would provide “an inside look at developments in the world of shipping and shipmanagement”, Mr Borromeo told the packed conference room “we live in interesting times”.

Outlining a picture of a vibrant world with constantly developing people, processes and technology, he quoted revolutionary naturalist Charles Darwin, saying: “It is not the strongest or the most intelligent who

will survive but those who can best manage change.”

Mr Borromeo showed the audience two short films, which highlighted the range of career opportunities in the maritime sector and the role of shipping in global trade, and spoke of the need to engage Governments and the general public to enable them to understand the breadth and depth of the shipping industry.

Outlining his goals for the future, the InterManager President highlighted:

- driving efficiency onboard and ashore
- overcoming administrative burdens

- emphasising education and training to improve standards and aid recruitment
- and improving the crew wellness index

Pointing out the anticipated growth in world trade over the next decade, Mr Borromeo said he wanted the shipping industry of the future to be “an industry which moves the world and attracts the best and brightest of the next generation”. He outlined the dynamic, evolving, global seascape of the future and said the shipping industry must learn to work together to address the challenges of global change collectively.

“InterManager is the future – today” he said.

In keeping with previous years, the Members-only AGM was preceded by a series of interesting and informative

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presentations on a range of topics of relevance to the ship management sector.

First to speak was Kevin Campbell of Eurasia Travel who gave delegates the benefit of his many years in the marine travel industry by revealing top tips on how to get the best out of your crew travel plans.

He urged delegates to “avoid tunnel vision” when booking flights, advising that the best fare is not always the cheapest fare. Ensuring crew members arrive at their vessel in good time and in a rested condition is the most important factor and crew managers should therefore consider connection times when booking flights, he advised.

Mr Campbell said it is important that travel firms build a trusting relationship with clients, stating that key factors in working together are communication, information and education. Experience is essential when trying to take advantage of the way airline booking systems work, he said.

He concluded by advising delegates that it was important to make budgets work smarter, not harder. Questions and comments were then invited from the floor and former InterManager President Roberto Giorgi of VShips said he felt strongly that seafarers travelling to and from their vessels should be entitled to use the ‘preferential line’ when transiting immigration.

Other discussions considered how high quality crew travel could be used as an employment benefit or recruitment attraction, with delegates suggesting factors like the use of airport lounges.

George Hoyt, who was subsequently elected to the role of InterManager Vice President during the Annual General Meeting, then outlined the newly-published Glossary of Maritime Communication Terms, which has been compiled by the Global VSat Forum, supported by InterManager.

The Glossary comprises a highly comprehensive A to Z of the terminology used on a daily basis by the satellite communications industry in its dialogues with customers in the maritime sector. The Glossary is available in the Resources Library on the InterManager website.

The maritime sector has been identified by satellite communications companies as an important growth market, Mr Hoyt advised. This Glossary will therefore prove a valuable tool to InterManager members who are dedicated to investing in “continuous improvement”.

An important member of the team behind the Glossary, Mr Hoyt outlined to Members the opportunity which exist for them to benefit from this project, including free training places.

Discussions from the floor included the availability of internet and communications systems at sea and whether social media access for crew was a good idea.

It was then the turn of New York-based Christina DeSimone of Healthmetrics who spoke about the role of telemedicine in maritime health.

Having outlined the benefits of her company’s Futurecare scheme, Ms DeSimone considered the “big challenges” faced when managing the health of our crew.

She highlighted the role of preventative treatments and wellness programmes in avoiding vessel deviations and repatriations due to accident or illness. Healthmetrics is working with US University Yale to analyse seafarer health patterns with the aim of reducing critical illness at sea. Addressing minor medical complaints immediately can avoid critical issues occurring later, she advised.

Questions from the floor understandably included the Ebola outbreak in West Africa.

InterManager Secretary General, Captain Kuba Szymanski, then took to the stage to give an up to date outline of the InterManager-backed international seafarer fatigue project “Martha”.

Capt. Szymanski explained how Project Martha is following on from the excellent work of Project Horizon which identified serious concerns with the 6/6 shift pattern where 50% of participants fell asleep during their shifts and were often surprised to learn from researchers that this had occurred!

Project Martha is putting together a Fatigue Risk Management System and will provide fatigue awareness training, fatigue prediction models, fatigue reporting systems and will advise on corrective actions to take to minimise/eradicate fatigue incidents.

To take account of cultural differences in crew working patterns, Martha is operating two projects simultaneously in both Europe and China. Several InterManager companies are taking part in the project by allowing their crew to report findings and wear actiwatch monitors.

The presentation attracted many questions from the floor and comments from a number of InterManager ship manager members who were taking part in the study and finding it valuable.

Gerd Schneider of SGS then discussed shipping business and environmental regulations: challenges, solutions and services.

Observing how maritime regulations are increasingly complex and overlapping, sometimes even competing, Mr Schneider’s presentation examined in detail the challenges faced by shipowners and managers needing to implement legislation such as the Ballast Water Management Convention of Marpol Annexe VI Sulfur Oxides (SOx) Legislation.

Speaking from the floor, former InterManager President Rajaish Bajpae, put forward the suggestion that the maritime sector was being used as the world’s waste manager because, in the absence of agreed minimum clean fuel standards, poor quality fuel is sold to the marine industry and vessel owners are therefore forced to install expensive equipment and disposal systems to clean up the emissions and harmful particles.

Security was the next discussion topic. Richard Skinner of Allmode warned that international maritime piracy has not been totally eradicated but is being managed thanks to effective onboard security systems and operatives.

He spoke of the need to manage, mitigate

*Continues on page 4*

and reduce risk, the importance of training, and the need to consider online security requirements as part of an overall safety strategy.

Should crew be posting information on social media platforms which identifies vessel docking times and dates or crew transfer information he challenged.

A lively discussion followed when Capt. Szymanski raised the issue of refugees at sea and the impact of such large-scale rescues on the shipping industry.

Captain Szymanski then took the microphone again to outline the work of another InterManager-supported project – APRO – which is examining the role

of psychometric testing in the maritime sector to identify the key skills exhibited by successful staff in various seagoing and shore-based roles.

His amusing presentation outlined some interesting benefits and pitfalls in the use of psychometric testing and led happily into lunch, kindly provided by Singtel.



## InterManager launches ISSS

Delivering the value proposition in today's global shipmanagement market was one of the key discussion topics at last month's inaugural International Shipowning & Shipmanagement Summit in Singapore with speakers tackling emotive subjects such as the role of the niche/boutique manager and asking whether global shipping is indeed out of the woods yet?

The conference, which was organised by InterManager and Shipping Innovation, the company behind the highly successful London International Shipping Week and European Shipping Week, will be held every year – one year in Singapore, followed by London and then back to Singapore.

More than 140 delegates attended what was a hard hitting day of debate with ship owners rubbing shoulders with the elite in global shipmanagement. And the debate was contentious at

times, especially when panellists and speakers started talking about where the next industry leaders were going to come from. The thorny subject of effective succession in shipping and shipmanagement was eagerly debated with mixed views voiced about how and where the next generation of leaders will come from.

Delegates attending the afternoon session were lucky enough to hear Peter Cremers, CEO, Anglo-Eastern Group talk on the emotive subject of: is big beautiful? Will 21st century ship management be dominated by the giant management monoliths or is there still room for the small to medium-sized operator?

A big thanks must go to Conference chairmen Roberto Giorgi, Capt Marc Nuytemans and Sean Moloney for keeping proceedings running smoothly.

## InterManager Welcomes Unicom To Its Membership

InterManager, the international trade association which represents third party and in-house ship managers, has welcomed Cyprus headquartered ship management company Unicom to its Full Membership.

Unicom, which provides a full range of ship management services to almost 90 vessels and specialises particularly in Arctic operations, joined InterManager as a Full Member following a meeting in Limassol with InterManager Secretary General, Captain Kuba Szymanski, last week.

Capt. Szymanski said: "We are delighted to welcome Unicom to our membership and look forward to their active participation in InterManager."

"Professional ship management services are increasingly in demand and our industry is growing both in size and status. As a result, being part of a recognised international industry body like InterManager is of huge importance."

"We are pleased to report that membership of InterManager has been steadily growing and our membership now represents more than 5,000 vessels and almost 300,000 crew."

InterManager represents the interests of the ship management sector on the global maritime stage, particularly at meetings of the International Maritime Organisation and other key industry bodies. In addition its members work together to improve the performance and efficiency of global shipmanagement, to highlight and share best practice and to initiate and implement meaningful performance monitoring across the world.

Sergey Popravko, Managing Director of Unicom, said: "We at Unicom felt this was the right time to join InterManager. We look forward to collaborating with fellow ship management companies to the benefit of our sector and to ensuring that ship managers gain the recognition they deserve within the international maritime industry."



## Crew Manager CF Sharp Joins InterManager

CF Sharp Shipping Agencies Group's associate companies Sharp Crewing Services and Sharp Port Services, Singapore are the latest crew manager and port agency to join InterManager as Full Members.

They work closely with the manning organization CF Sharp Crew Management Inc, of the Philippines which has consistently been conferred POEA Awards of Excellence.

CF Sharp Crew Management handles the departure and arrival of more 1,000 seafarers per month – both Filipino and international – and prides itself on the hard work, loyalty and competency of the crew it supplies.

The group handles the manning requirements of more than 38 ship owners and operators for almost 300 vessels of all types – deepsea, offshore, construction,

cruise and luxury yachts. Services include: recruitment, documentation, training, coordination, rostering, scheduling, safety awareness, wage reviews, cash-to-crew, offshore and onboard payroll processing and worldwide crew changes. The group also provides port agency services primarily in South East Asia but also worldwide through being associated with the Multiport Port Agency Network.







# Maritime Satcom Operator Skills To Be Strengthened Through Global Delivery Of Seafarer Certification

Maritime operational effectiveness is to be enhanced globally through the provision of training and certification for seafarers assigned to use advanced satellite communication systems on-board commercial vessels.

The initiative, which has been tailored for maritime professionals serving on thousands of commercial vessels at sea, is being led by InterManager Associate Member, Seagull Maritime, a Norwegian provider of seafarer training, and GVF, the London-based international association of the satellite communications industry.

"Ship owners and managers depend daily upon broadband satellite communications for mission-critical applications," said Roger Ringstad, Master Mariner and Managing Director of Seagull Maritime.

"Everything from navigation and asset tracking, to seafarer health and safety can be more effectively provided by ensuring that training is available for the operation

of maritime satellite systems. Therefore, we are pleased to make the GVF Marine Satcom learning and certification modules available to seafarers through the Seagull Maritime global training system."

"Having enrolled more than 10,000 trainees in GVF's land-based Certification programme, Seagull Maritime's leadership in the maritime sector will now enable the satellite industry to offer vital skills-building to the seafaring community," said David Hartshorn, Secretary General of GVF.

"The Seagull Maritime network, combined with interactive GVF training developed by SatProf, is being made available in response to unprecedented demand for maritime broadband satellite communications."

Key features of the training and certification programme include:

- Real-Time Skills Building: with thousands of earth stations currently operating

onboard fleets of commercial vessels, the Seagull Maritime-GVF collaboration will enable delivery of training to mariners who are already at sea. This will be achieved through provision of GVF's SatProf interactive training via the Seagull Maritime computer systems now in use on the vessels.

- Professional Advancement: seafarers who successfully complete the designated training courses, which include integral exams, will receive GVF Marine Satcom Operator Specialist Certifications, which have been endorsed by the global satellite industry. InterManager members have begun a research project to evaluate the benefits of "certification".
- Improved Operations: ship owners and managers will benefit from reinforced skills that enable communications applications that reduce operational costs, increase efficiencies, and optimise crew safety and welfare.



# KVH Offers Videotel's New Ebola Safety Video Free To Mariners

InterManager member Videotel, part of KVH Industries Inc., is offering its new video about Ebola safety free to all mariners worldwide in an effort to increase awareness of the vitally important prevention measures that can keep seafarers safe.

Ebola, a severe and often fatal illness for which there is no vaccine or cure, has been ravaging parts of West Africa since March in the largest outbreak ever known.

The World Health Organization has declared the current outbreak a public health emergency, and it is critically important that anyone working in the global maritime industry understands the steps they can take to prevent the further spread of the disease.

KVH has created a website, [www.kvh.com/EbolaSafety](http://www.kvh.com/EbolaSafety), for all mariners to download the free video and an accompanying workbook. In addition, KVH delivered the entire video program today to its IP-MobileCast™ customers on vessels across the globe, who will automatically receive the video for immediate viewing on-board.

"This is a perfect example of why it is sometimes necessary to send out urgent

training updates without delay and not wait for the annual update process," says Nigel Cleave, Videotel chief executive officer.

"The Ebola epidemic is a crisis of worldwide proportions and one where commercial ships and seafarers are at risk given the global nature of their jobs," says Martin Kits van Heyningen, KVH chief executive officer. "Distributing the free video by digital means enables us to get the information to all mariners quickly, especially seafarers who may be in or near a port in the affected region, where it is unsafe to go ashore."

"Ebola – Staying Safe" is a 15-minute training program produced by maritime e-Learning leader Videotel, a KVH company, in association with Steamship Mutual P&I Club and a panel of medical and subject matter experts. The video, which includes footage past West Africa and was produced in the last eight weeks to ensure the most up-to-date information, explains what Ebola is, what its symptoms are, and how the virus spreads. It outlines the ways in which crew members can protect themselves, and also what steps Masters, ship owners, and ship managers can take to keep crew members safe from harm.

"The Ebola training film covers matters of life

and death, much like many of our other programs in our 900-course training library," says Videotel's Nigel Cleave. "It has to be accurate, engaging, and well designed from a didactic point of view so that mariners of all cultures and backgrounds understand it. Our ship owner and ship manager clients are facing Ebola-related decisions every day as their ships approach and leave affected ports and at Videotel our first instinct is to support them."

KVH's initiative to distribute the video to seafarers around the globe is company-wide: Videotel is providing the video free as part of the regular updates for its training program subscribers on more than 11,000 vessels; KVH Media Group, a leading provider of commercially licensed news, music, TV, and movie entertainment content for the maritime industry, is directing its customers to the download site; and Crewtoo®, KVH's online seafarer network, is informing its 100,000+ seafarer members via social media.

KVH is being aided in its video distribution efforts by seafarer agencies, including the International Seafarers' Welfare and Assistance Network (ISWAN), which is promoting the video to some 450 seafarer centers around the world.



# Packed MEPC Meeting Considers Environmental Challenges

*Captain Paddy McKnight reports on the 67th Session meeting of the IMO Marine Environment Protection Committee (MEPC), 13 – 17 October 2014*

The IMO Committee on Protection of the Marine Environment (MEPC) held its 67th Session from Monday 13 through Friday 17 October 2014. 93 full and 2 associate Member States attended in addition to representatives from 3 UN Agencies, also 7 observer groups from Intergovernmental, together with 49 Non-Governmental, Organisations. The number of delegates who attended the meeting was in excess of 1,000.

The meeting was chaired by Mr Arsenio Dominguez (PANAMA) and his Vice-Chair, Dr Naomi Parker (NEW ZEALAND); both were re-elected for 2015 during the course of the meeting. Three Working Groups (WG) one Drafting Group (DG) and one Review Group (RG) were formed and chaired as follows:

|     |  |
|-----|--|
| WG1 | Polar Code, Ms L Weller (UK)   |
| WG2 | Air pollution and energy efficiency, Mr K. Yoshida (JAPAN)   |
| WG3 | Further technical and operational measures for enhancing energy efficiency of international shipping, Mr A Chrysostomou (CYPRUS) |
| DG1 | Amendments to mandatory instruments, Mr H Steinbock (GERMANY)  |
| RG1 | Ballast Water Management, Mr C Wiley (CANADA)  |

Following, are salient points of most interest to InterManager Members:

- **HARMFUL AQUATIC ORGANISMS IN BALLAST WATER.** Turkey presented their instrument of accession to the BWM Convention bringing the number of Contacting States to 43, though the total gross world tonnage is still 2.45% short of that necessary for ratification. Basic approval of BWM systems making use of Active Substances was given to ElysisGuard and in addition, final approval was granted to MARIONMATE, BlueZone and KURITA. Of interest, the total number of type approved BWMs is now 51. Sampling performed during stripping operations was discussed thoroughly and deemed to be inadvisable hence it was agreed that there is no need to develop guidance on how to do so.

- **REPORT OF THE BALLAST WATER REVIEW GROUP (RG1).** In considering the report submitted by RG1, the Committee:

1. adopted a draft MEPC resolution on Guidelines for port State control inspection for compliance with the BWM Convention. Importantly, the thorny issue of SAMPLING when moving from 'indicative' to 'detailed' analysis is dealt with in para 2.4.1 of the Guidelines which states that: "PSCO should carry out an indicative analysis first. However, the time required to conduct the indicative analysis should not unduly delay the operations, movement or departure of the ship. If the result of the indicative analysis for the D-2 standard exceeds the D-2 standard by a threshold specific to

the validated indicative analysis method being used as set out in the 'Guidance on ballast water sampling and analysis for trial use in accordance with the BWM Convention and Guidelines (G2) (BWM.2/Circ.42), a detailed analysis can be carried out."

2. agreed to keep the Guidelines for port State control under the BWM Convention under review following the prescribed trial period associated with the guidance in BWM.2/Circ.42;
3. endorsed a plan of action for reviewing Guidelines (G8);
4. established a correspondence group for the review of Guidelines (G8) that will report to MEPC 68;
5. approved an official meeting of the correspondence group during PPR2 with appropriate technical experts in attendance;
6. relaxed the correspondence group report deadline to 6 March 2015 (9 weeks before MEPC 68);
7. adopted a draft MEPC resolution on Measures to be taken to facilitate entry into force of the BWM Convention. Important provisions in the associated draft MEPC Resolution agrees that the existing Guidelines (G8) should continue to be applied until they are revised following the review, and that

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shipowners who have installed type-approved BWM systems prior to the application of the revised Guidelines (G8), should not be penalised. Port States also agree to refrain from applying criminal sanctions or detaining the ship, based on sampling during the trial period; and

8. endorsed the plan (and Terms of Reference) for a study on the implementation of the ballast water performance standard described in regulation D-2 of the BWM Convention. The Secretariat was invited to initiate the study for which a draft report is to be submitted by 1 August 2015.

- **RECYCLING OF SHIPS.** Only 3 States have ratified or acceded to the Hong Kong Convention 2009 so far, namely NORWAY, the CONGO and FRANCE. MEPC 66 established a CG, instructing it to finalise the development of threshold values, exemptions and bulk listings applicable to materials listed in the Inventories of Hazardous Materials (IHM) and to prepare relevant amendments to the 2011 IHM Guidelines. In view of time constraints, the Committee decided to refer the CG report and associated documents to PPR2, instructing the Sub-Committee to establish a WG on Ship Recycling at that session.

- **AIR POLLUTION FROM SHIPS.** Impact on the Arctic of emissions of Black Carbon from International shipping. It was felt premature for the Committee to single out a particular contender for an agreed definition of Black Carbon thus the matter will be sent back to PPR at its second (next) session with a view to them making a clear and definitive recommendation.

Fuel Oil Quality. The Committee noted the outcome of MSC 93's consideration of fuel oil quality and its possible impact on crew health, ship safety and environmental protection. Proposals were invited to MSC94, for consideration in conjunction with the outcome of MEPC 67, urging Member Governments, in the meantime, to strengthen their oversight capacity of bunker fuel suppliers. In the ensuing discussion, the majority of Member States expressed a view supporting the

development of non-mandatory guidance whilst a significant minority of Member States supported mandatory measures. (Of note, had the NGO vote been permitted to count, the latter minority would have been a clear majority.) The Committee instructed WG2 to prepare draft TORs for a CG to develop draft guidance in assuring the quality of fuel oil supplied for use on board ships and to consider the adequacy of the current regulatory framework for fuel oil quality, taking into account MSC 94's deliberations. The lack of trust between the ship owner and fuel oil supplier was acknowledged as was also the fact that all liability rests with the ship owner i.e. the end user, which is certainly not the case with other fuel oil supply chains.

CG on EEDI review required under regulation 21.6 of MARPOL Annex VI. A CG under the coordination of JAPAN was established to review the status of technological developments relevant to implementing phase 2 of EEDI regulation. A progress report will be provided to MEPC 68 and an interim report to MEPC 69.

- **REPORT OF THE AIR POLLUTION AND ENERGY EFFICIENCY GROUP (WG2).**

The Committee approved WG2's report in general and, in particular:

1. approved a draft MEPC circular on Guidance to the supplement to the IAPP Certificate;
2. noted IACS Unified Interpretation (UI) on Application of surveys / inspections for marine diesel engines related to regulations 1 and 5.2 of MARPOL Annex VI;
3. approved the draft new UIs of MARPOL Annex VI related to 'application for bunker delivery note';
4. noted the groups discussion on the Guidelines for calculating EEDI for new ships related to those equipped with dual-fuel engines;
5. adopted a draft MEPC resolution on the 2014 Guidelines on survey and certification of EEDI;
6. noted the discussion on amendments

to the 2013 Interim Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions and in addition, adopted a draft MEPC resolution regarding same.

- **DEVELOPMENT OF A DATA COLLECTION SYSTEM FOR FUEL CONSUMPTION OF SHIPS.**

It was recalled that MEPC 66 established a CG on 'Further Technical and Operational Measures for Enhancing Energy Efficiency of International Shipping' and had instructed it to consider the development of a data collection system for fuel consumption of ships, including identification of the core element of such a system. There followed an extremely lengthy and somewhat heated discussion on issues such as :

1. what the data could be used for;
2. the purpose and use of the data to be collected;
3. voluntary or mandatory?;
4. whether a need exists for an operational energy efficiency standard;
5. would (4) limit speed or fuel consumption?; and
6. the implementation issues for data collection such as data confidentiality, change of flag State and / or ship owner, also the reporting period.

From all this, a clear agreement emerged, in principle, to develop a data collection system focusing on fuel consumption only. WG3's recommendation to re-establish the inter-sessional CG coordinated by Mr Chrysostomou (CYPRUS) was endorsed and a written report will be submitted to MEPC 68.

- **REDUCTION OF GHG EMISSIONS FROM SHIPS.** The Committee approved the 'Third IMO GHG Study 2014'. The majority of delegations that spoke supported the report and its findings which provide a sound basis for the future work of the Committee to address

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GHG emissions from international shipping. Reservations were, however, expressed by CHINA, INDIA and the Russian Federation regarding methods, calculations and data employed, also purporting that some of the comments made in the report were not supported by scientific evidence. However, the IMO Secretary General emphasised that much had been achieved in the very short period of time since the Committee had requested the Study and that in the future, there may be a need to re-evaluate the status of GHG emissions, taking account of EEDI application and other industry measures.

- **AMENDMENTS TO MANDATORY INSTRUMENTS.**

The Committee established DG1 on Amendments to Mandatory Instruments. It approved DG1's subsequent report in general, and, in particular adopted draft amendments together with associated MEPC resolutions, to:

1. regulation 43 of MARPOL Annex I related to the special requirements for the use or carriage of oils in the Antarctic area;
2. the appendix to MARPOL Annex III, Criteria for the identification of harmful substances in packaged form; and
3. MARPOL Annex VI, regulations 2 and 13 and the Supplement to the IAPP Certificate.

- **REVIEW OF NITROGEN AND PHOSPHORUS REMOVAL STANDARDS IN THE 2012 GUIDELINES ON THE IMPLEMENTATION OF EFFLUENT STANDARDS AND PERFORMANCE TESTS FOR SEWAGE TREATMENT PLANTS.**

Some delegations expressed support for the proposal by CLIA to amend the 2012 Guidelines by adopting less stringent standards, arguing that the available information on STPs type approved to the removal standards in resolution .227(64) is not sufficient to instil confidence within the industry. However a majority of delegations spoke in favour of retaining the current standards on the premise that manufacturers will be able to develop a

sufficient number of STPs, type approved to the current removal standard before the effective date of the Baltic Sea special area. Following discussion, the Committee thus agreed not to change the removal standard. Given the lack of available information on reception facilities, the earliest effective date for implementation in the Baltic Sea special area, i.e. 1 January 2016, will not be met, however the issue of implementation dates will be further discussed at MEPC 68.

- **MANDATORY CODE FOR SHIPS OPERATING IN POLAR WATERS.**

The Committee considered the reports of the Correspondence Group (MEPC 67/9) and the Intersessional Working Group (MEPC 67/ WP8), noting the good progress made towards development of the draft Polar Code and the associated amendments to MARPOL. A Polar Code Working Group (WG1) was duly formed and having considered their subsequent report at WP14, the Committee approved it and took action as follows:

1. endorsed the group's recommendations with regard to the text of the preamble and introduction of the draft Polar Code, inviting MSC 94 to consider the revised text;
2. approved the preamble, introduction and part II of the draft Polar Code with a view to adoption at MEPC 68; and
3. approved draft amendments to MARPOL Annexes I, II, IV and V for circulation in accordance with Article 16 of MARPOL, with a view to adoption at MEPC 68

- **INADEQUACY OF RECEPTION FACILITIES.**

Owing to time constraints, this item was deferred to MEPC 68.

- **REPORTS OF THE SUB-COMMITTEES.**

1. *PPR1.* The Committee approved the final version of the draft 'Guidance on the safe operation of oil pollution combating equipment' prepared by PPR1.
2. *SSE1.* The Committee approved a draft amendment to regulation 12

of MARPOL Annex I and a draft UI of regulation 12.3.3 of MARPOL Annex I (held in abeyance for approval at MEPC 70, after the deemed acceptance date of the particular MARPOL amendment).

3. *III 1.*

- i. *Interim guidelines on the use of printed versions of electronic certificates.* PSC regimes will be encouraged to fully implement the Guidelines without applying additional conditions and for port States and PSC regimes to work towards acceptance of printed versions of electronic certificates as recommended in the Guidelines. It was also noted that FAL 39 had approved 'Guidelines for the use of electronic certificates'.

- ii. *Guidelines for port State control officers on the ISM Code.* The Committee agreed that prior to agreeing a draft MSC-MEPC.4 circular on this matter and subject to the concurrent decision of MSC 94, the draft Guidelines will be referred to the HTW Sub-committee for comment.

- iii. *UI on keel laying date for fibre-reinforced plastic (FRP) craft.* The Committee approved, subject to the concurrence of MSC 94, a draft MSC-MEPC 5 circular on a UI relating to the keel laying date for FRP craft.

- **CORRESPONDENCE GROUPS.** The Committee agreed to establish the following inter sessional correspondence groups, which will report to MEPC 68.

1. Further Technical and Operational Measures for Enhancing the Energy Efficiency of International Shipping;
2. Review of Fuel Oil Availability;
3. Fuel Oil Quality; and
4. Review of the States of Technological Development for Implementation of the EEDI.

An inter-sessional meeting of the ESPH Working Group will also be held in September / October 2016 subject to Council endorsement.





# Members Urged To Follow New Anti-Piracy Guidelines in Gulf Of Guinea Region

InterManager members are urged to follow newly updated anti-piracy guidelines when transiting the Gulf of Guinea.

InterManager is among a number of international shipping industry associations which have backed the updated version of 'Guidelines for Owners, Operators and Masters for Protection Against Piracy in the Gulf of Guinea Region.' The Guidelines have been jointly developed by BIMCO, ICS, INTERTANKO and INTERCARGO.

Piracy and armed robbery in the waters off West Africa has become an established criminal activity of very serious concern to the maritime sector. Incidents have recently occurred as far south as Angola and as far north as Sierra Leone.

These attacks have become increasingly violent, often involving firearms, and cases of kidnapping for ransom have also become more common. The global shipping industry

has therefore acted in concert to update its existing Guidelines to take account of what has become a totally unacceptable security situation.

Although the nature of the attacks against shipping in West Africa differs from that of Somalia-based piracy, the basic principles of the Best Management Practices, previously developed by the industry to help protect against piracy in the Indian Ocean, are also applicable. Ship managers are therefore advised to read the new Guidelines in conjunction with BMP4. The Guidelines seek to tailor this to the specifics of the threat in West Africa, providing comprehensive advice on avoiding and deterring criminal acts and armed robbery in the region.

The updated Guidelines also take into account of new regional maritime security initiatives in West Africa, in particular the Maritime Trade Information Sharing

Centre for the Gulf of Guinea (MTISC GOG), which is now providing a focal point for information on countering piracy and maritime crime in the region. The Guidelines have therefore been released in conjunction with the launch of the new MTISC GOG website which includes Regional Maritime Security Guidance and MTISC-GOG reporting procedures so as to help ensure a co-ordinated approach amongst ships operating in the Gulf of Guinea.

InterManager President Gerardo Borromeo said: "These new Guidelines are most welcome and we encourage our Members to follow them and to raise awareness of them throughout the industry to ensure that piracy in this region does not escalate further."

The revised industry Guidelines can be downloaded free of charge from the Documents Library on the InterManager website – [www.intermanager.org](http://www.intermanager.org)

## Get in touch:

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