

# SEACURUS BULLETIN

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## SEAFARER ASSISTANCE CARD SCHEME

WORLD MARITIME DAY | ABANDONMENT PROTECTION | GLOBAL PIRACY REPORTING



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Inside this issue we look at the recently launched “Seafarer Assistance Card”, introduced to enable seafarers to check for cover and provide notification of claims under MLC 2006. We explore the role the Seacurus Assistance Card will play in improving the financial security of all serving seafarers.

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## Welcome

Welcome once more to another monthly newsletter from Seacurus. The past month has been a significant one for the company, as we recently launched our “Seafarer Assistance Card”.

The scheme has been introduced to enable seafarers to check for cover and provide timely notification of claims under the Maritime Labour Convention (MLC 2006). The cards are personal to the seafarer and are issued by the crewing company when seafarers take up their first position at sea. It is an extremely exciting development, one which has taken much time and effort to develop – and it is something of which we are extremely excited and proud.

The card scheme has been propelled by the recent new amendments to the MLC. This has edged us closer to a Convention which can deliver on the financial security needed by seafarers – not just the vague hopes and uncertainty which existed before.

In this issue you can read an interview between myself and journalist Carly Fields in which we explore how the amendments will improve the financial security of all serving seafarers, and the vital role the Seacurus Assistance Card will play.

The past month also saw the industry celebrating World Maritime Day. Every year the International Maritime Organization (IMO) develops a theme and World Maritime Day focuses in on all the positive aspects of the particular element of safety, maritime security and the marine environment.

This time around it was maritime training and education – inside we look at the successes of the current regime, but also address some of the perceived and potential weaknesses too.

It has been an interesting month from a global piracy perspective – the same problems abound in the same places, but something of a turf war appears to be breaking out when it comes to

reporting. The IMB has called for a clean-up of the global reporting system and a means of collating all data. This is a sensible call, but it has caused some consternation as many in the industry already thought that was what they were meant to be doing.

With new players edging into the reporting fray we assess whether it is time for the IMO to take a definitive independent lead on piracy and maritime security data.

We hope you find our latest analysis, interpretation and news of interest.



Managing Director  
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# Seafarer Assistance Card Scheme

Seacurus has launched a Seafarer Assistance Card scheme to enable seafarers to check for cover and provide timely notification of claims under the Maritime Labour Convention (MLC 2006).



The Seafarer Assistance Cards are personal to the seafarer and are issued by the crewing company when seafarers take up their first position at sea.

Seacurus managing director Thomas Brown says, "Under the soon-to-be implemented MLC 2006 amendments, each MLC-compliant vessel will be required to carry a certificate of financial responsibility which provides seafarers with details of the financial protection which the owners have put in place, as well as the details of who to call in the event of a claim.

"The same is not true for crewing companies which, as policy holders, keep the master policy in their office, and evidence of cover is not readily available to the seafarers it serves to protect.

In the interests of transparency, we felt it important that seafarers had their own evidence of cover, coupled with user-friendly direct access to the underlying security.

"Time is often of the essence. This is where the Seafarer Assistance Cards perform a vital function. They provide the seafarer with access to the CrewSEACURE web portal to check for cover and help them provide timely notification of claims."

Seacurus manages the financial security requirements for an ever-increasing number of seafarer recruitment & placement services and crew management companies. Thomas Brown says, "We are seeing a number of referrals from flag state inspectors when crewing companies apply for their MLC approvals.

Leading the way with respect to MLC compliance for crew companies are the UK MCA and Transport Canada, both flag state administrations which require crewing companies operating within their jurisdictions to demonstrate that they have in place a system of financial security to comply with MLC2006 Reg. 1.4 which safeguards the financial interests of the seafarers that such companies place at sea.

"Seacurus has evolved its CrewSEACURE product range and developed variant wordings to meet these requirements. If MLC 2006 is to fulfil its promise as a seafarers' bill of rights, it needs the support of products and services which deliver on the intent of the convention."

**Full details of the newly developed web portal can be found at: [www.crewseacure.com](http://www.crewseacure.com)**

# GLOBAL PIRACY REPORTING CALLS

*It has been an interesting month from a global piracy perspective – the same problems abound in the same places, but something of a turf war appears to be breaking out with it comes to reporting*

## LATEST REPORTS

Pirate and maritime crime activity in Southeast Asian waters was reported as being "at a high level" in the past month, according to intelligence co-ordinator the Maritime Liaison Office (MARLO). Incidents included one kidnapping, two boarding events, and one attempted boarding.

The MARLO data seems to tally with ReCAAP Information Sharing Centre (ReCAAP ISC) reports for the year thus far, which claim an 18% increase in piracy incidents during the January-August 2015 period from a year ago.

According to ReCAAP ISC's monthly report, a total of 141 incidents were recorded in the past eight months. Although there were no piracy incidents recorded in August, there were 24 incidents of armed robbery against ships in the month. Out of the 24 incidents, 22 were classified as actual incidents, while the other two were attempted incidents. The Category 1 incident involved the hijacking of Singapore-registered tanker "MT Joaquim".

While the latest International Maritime Bureau (IMB) incident report states that more than half of the world's piracy attacks are occurring in South East Asia, the Malacca and Singapore Straights has risen almost exponentially, representing almost 40 per cent of 2015 attacks globally.

The majority of these incidents related to illegal oil bunkering. Vessels arrange illicit ship-to-ship (STS) transfers without paying the proper fees and avoid the designated areas. Weak legislation and lax fines are abused as primarily Singapore-flagged and owned vessels bunker with their AIS shut off to avoid suspicion.

## DIFFERENT STROKES

Naturally different nations have diverse ways of dealing with such piracy and even the perceptions of piracy problems. For the Malaysians they have decided to act proactively on security. While in Indonesia the government is seemingly less impressed with being cajoled into acting against piracy.



IMAGE: MMEA

Indeed, things have begun to concern the Malaysians so much that the Malaysian Maritime Enforcement Agency (MMEA) is set to deploy commandos from MMEA's Special Task and Rescue (Star) onboard government-linked companies' cargo vessels in Malaysian waters. The deployment of will be made based on threat assessment analysis, and the teams will consist of at least four armed commandos.

In Indonesia, when a couple of British journalists arrived in the country to look at the issue of piracy and of the threats to seafarers they were held on immigration charges, and could face up to five years in jail.

The filmmakers hired several Indonesians to act out a scene of a tanker being boarded by a group of pirates off Batam in the Malacca Strait, near a major shipping lane. However, responding to a tip-off from residents, the Indonesian navy carried out a raid and arrested them on the vessel.

Perhaps the journalists had rather foolhardily transgressed – but it does not paint a very positive



IMAGE: Indian Navy





IMAGE: MMEA

picture of a regime or populace which wishes to roll its collective sleeves up and tackle piracy. On the contrary, it seems this reaction stems from a desire to confuse and confound. Something which threatens the safety and security of seafarers and vessels alike.

**NEW INTELLIGENCE PICTURE**

While the intelligence reports may look like more of the same from that area look again – as there has been some interest in the fact that one of the intelligence agencies issuing updates, MARLO, is not known for its role that far out East. The MARLO mission is to facilitate the exchange of information between the United States Navy, Combined Maritime Forces, and the commercial maritime community in the United States Central Command’s (CENTCOM) Area of Responsibility.

CENTCOM’s coverage area seems to hint that MARLO may be dipping its toe into the reporting areas of other anti-piracy bodies. CENTCOM is, in essence, concerned with matters in the Middle East, and so it is interesting as to why this sudden interest far beyond its normal waters.

The issue of different agencies and coverage was debated and raised as a concern at the International Maritime Bureau (IMB) conference held in Kuala Lumpur last month. At their meeting, the IMB called for a global information sharing centre combat piracy, something which was even more pressing

as mass illegal migration and people smuggling had added to the complications of the problem of piracy.

The IMB said that to improve this situation a common worldwide information sharing framework is needed to expedite coastal state and naval responses to incidents helping to protect seafarers and catching the criminals involved. The IMB believes it could play a leading role in global information sharing service.

**IMPROVED REPORTING**

The call was greeted with raised eyebrows by many observers, as it had been the thinking in the industry that was exactly what the IMB already did (or at least should be doing). There have long been concerns that the IMB, IMO and ReCAAP figures did not always tally – but the assumption was of small failings or differences in data collection techniques, rather than some industry wide reporting and

sharing breakdown.

It is clear that reporting techniques need improving – this has been recognised for years – and it is perhaps to be hoped that instead of a “turf war” of conflicting interests and focus, an independent mechanism can be found. Given that both the IMB and ReCAAP rely on their piracy reporting to secure the funds they need to exist it seems unlikely that one would relinquish the arena for the sake of the other. So this soap opera may run and run which helps no-one.

When there are problems such as this it is usual for eyes to turn to the IMO, and there is some pressure building for the UN body to act as the independent clearing house and reporting outlet for official piracy data. This would apply not just to piracy, but to all crime at sea and stowaways.

However, the IMO is pushed to the limit already with so many maritime matters to manage, as



IMAGE: MMEA

such an evolution would no doubt require additional funds. Funds which would probably have to come from flag States – and seeing as many of them are probably relatively satisfied with the current reporting regime, it seems we could have a classic Catch22. Which is a shame, and something of a lost opportunity.

**AFRICAN ISSUES**

Away from SE Asia piracy, the UK P&I Club (The UK Club) recently issued practical guidance to members in relation to piracy in West Africa. The tips tell members how they can help avoid incidents with West African pirates. These include operating the ship at a “heightened state of security” throughout, carrying out a ship and voyage-specific risk assessment, limiting the use of lighting at night and reviewing and complying with guidelines for Owners, Operators and Masters for Protection against Piracy in the Gulf of Guinea Region. Other tips include careful planning, regular reporting and seeking the Club’s advice. See <http://goo.gl/WStRUJ> for full details.

While Somali pirates appear to be going through interesting times – there have been calls in Kenya to release a number of pirates who are being held captive in jails there. The pirates have been complaining of being held in bad conditions, and they are desperate to be allowed back home.



IMAGE: BBC



IMAGE: BBC

Ironic punishments are not something which many courts can hand down, but in this case there does seem to be some element of karma at play given the treatment the pirates meted out to their own seafarer captives.

It has been a relatively quiet time in the Indian Ocean – but the BBC last month released a warning about a new outbreak of piracy off Somalia’s coast, despite an international naval taskforce and British backed efforts to build stability onshore in the Horn of Africa.

The BBC’s Africa correspondent Andrew Harding was one of the first foreign journalists to visit the pirate stronghold of Eyl.

There have been reports of pirates heading back to sea, so this does hint at some potential trouble ahead and a resurgence of Somali based piracy?

Check out their video report here <http://goo.gl/zP0Bxe>

Maritime Security can all too often be lumped into the “dealing with piracy” bracket – especially as the terror threat to shipping has never fully materialised, and most problems are no better dealt with and countered now than they were before the International Ship and Port Facility Security (ISPS) Code.

**SERIOUS ABOUT PETTY THEFT**

Given this not overly rosy view, it was interesting to note last month that one senior commentator, and former head of security with BIMCO, claimed that even perceived small failings of ISPS can hint at much bigger problems.

According to Thomas Timlen, the industry needs to stop using the term “petty theft”. Downplaying breaches of international maritime security measures can have globally catastrophic consequences.

With an increasing number of people and organisations referring to unauthorised intrusions on board merchant ships as “petty incidents”, it seems that the concerns that lead up to the implementation of the ISPS Code may have vanished.

As a reality check, a quick visit to the dictionary confirms that the word ‘petty’ is an adjective used for events or things of little importance. According to Timlen, thefts from vessels should not be deemed trivial - they are boardings and should be treated as such.

So with calls for a unified reporting agency, and a need for enhanced definitions, it seems that a real shake up of the maritime security landscape is necessary – but alas, how likely is it?



# ABANDONMENT PROTECTION CAN'T COME SOON ENOUGH

Following the launch of the Seacurus Assistance Card, journalist Carly Fields spoke with Seacurus' MD Thomas Brown about how amendments to the all-important MLC, 2006 will improve the financial security of all serving seafarers.

In existence for nine years and in force for the last two, the Maritime Labour Convention, 2006 (MLC, 2006) can no longer be rightly described as a fledging regulation. Covering all seafarers working on board ships that fly the flag of countries that have ratified the convention, MLC, 2006 was ushered onto the shipping scene promising a set of unified labour standards for seafarers.

It has delivered that and more, complementing the conventions of the IMO that deal with safety and security of ships and protection of the marine environment. But what does this mean for seafarers?

Does it mean that the issue of abandonment has gone away? Far from it says Thomas Brown, managing director of specialist marine insurance intermediary Seacurus, pointing to weekly stories in the mainstream shipping press and the International Labour Organization (ILO) abandonment database as proof of the continuing problem. However it was never designed to negate the risk of abandonment, but rather to mitigate the suffering of those who become victims of abandonment, he adds.

"It is hard to see how a regulatory instrument could ever extinguish this risk altogether," he says. "That said, the aspects of the convention which impose upon the employers of seafarers an obligation to provide financial security should be applauded, as

the regulators have, by making financial security an international requirement, recognised the very grave and real consequences of abandonment."

ILO has provided the framework; it is for industry stakeholders to determine how it is implemented and their actions will ultimately decide if the convention's well-meaning intentions are ever realised. Financial security is currently called for in two sections of the convention namely regulation 1.4 and regulation 2.5, which will soon be amended.

Regulation 1.4 attempts to address the risks inherent within the global seafarer recruitment and placement industry. This regulation obligates member states to ensure that seafarer recruitment and placement services operating from their jurisdiction can demonstrate that they have in place an adequate system of financial security to indemnify the financial losses of seafarers they place at sea, in the event of the contractual default of their employer.

"The success of this regulation will be determined by the actions of the member states to ensure that such companies comply," says Capt Brown. "To this end we have seen little demonstrable evidence to make us believe that member state intervention is taking place on a global basis."

The second pillar of financial security can be found in Regulation 2.5 of MLC, 2006 which deals more specifically with the issue of abandonment. This regulation is subject to an important amendment, anticipated to enter into force in January 2017, which will reinstate the obligation on shipowners to ensure that all vessels to which the MLC applies, have on board an in-force certificate of financial security which will accrue a benefit to the crew of that vessel in the event of their abandonment.

"Until this obligation is mandated globally and compliance is enforced globally by port state control, we will not know if the well-meaning intentions of the drafts men and women of the MLC in trying to find a solution to the issue of seafarer abandonment will be achieved. For now it is very much as we were pre MLC when the valuable work of charitable organisations such as The Mission to Seafarers continues to represent the only real and tangible relief to seafarers caught in the abandonment trap."

While there is little on an individual level that seafarers can do to encourage their employers to purchase abandonment cover at this time, there is no substitute for education at an individual level.

"Seafarers need to know their rights. With the right education they will better understand the basis upon which they are employed and to which party they should look for abandonment protection.

Ironically, as the regulation stands at present in its un-amended form, a seafarer employed on a direct basis by a shipowner will be afforded less protection than a seafarer employed by a crew management company (CMC) and/or placed on board a vessel by a seafarer recruitment and placement service (SRPS)."

Once the amendments are mandated, seafarers can at least check if their employer has invested in abandonment insurance through the certificate that must be displayed. This certificate will provide details of the security and who to call in the event of abandonment.

Seacurus already issues CMC/SRPS insureds with a certificate which they retain in their office and it is in the final development phase of creating an individual seafarer assistance card which links through to an online database where insured seafarers can check for cover and/or notify us of a claim. "We believe we are one of the first insurers to offer individual seafarers this level of service and security."

Given the slow moving nature of international legislators, seafarers could be forgiven for doubting that the all-important amendments will actually ever come into force. But Capt Brown is resolute: "We are very confident the amendments will be unopposed and will come into force Jan 2017. This will be an historic moment for all seafarers as they will at last have real protection against the risk of abandonment. This should also negate the need to reply on charities such as the MTS to provide for the welfare of abandoned seafarers, as has been the case on so many occasions to date.

"In the 21st century, a global workforce should not have to rely upon charitable relief due to their employers' financial mismanagement. As consumers we do not contemplate booking an overseas holiday without the security of an ABTA certificate of financial responsibility, so why then should it be assumed that seafarers will assume this very same risk themselves largely on our behalf as the consumers who rely on them getting our goods from A to B?"

# CELEBRATING WORLD MARITIME DAY

**Every year the International Maritime Organization (IMO) celebrates World Maritime Day. A special day or celebration and recognition for the importance of shipping safety, maritime security and the marine environment.**

World Maritime Day was first held in 1978 to mark the 20th anniversary of the IMO Convention's entry into force. Celebrations are held throughout the world and each annual event focuses on a particular aspect of IMO's work.

The 2015 theme is Maritime Education and Training, a theme which was adopted to focus attention on the wider spectrum of maritime education and training, in particular its adequacy and quality. Preparation of seafarers to face the rigours and challenges of the career ahead of them is vital – and so maritime education and training is the bedrock of a safe and secure shipping industry.

High quality education and training are vital to preserve the quality, practical skills and competence of qualified seafarers – keeping vessels safe, protecting the environment and keeping trade flowing.

## STATE OF PLAY

Setting up a global system of training and certification has been a challenge, and the IMO sets the requirements which its members States have to then implement. Taking the lead in this approach is the 1978 STCW Convention and Code, as amended. This sets the international benchmark for the training and education of seafarers.

The goal is to provide a systematic flow, one which brings people in – trains them, and allows them to progress. The young cadets and trainees enter the process with little or no knowledge. Without barely the knowledge to tie a knot or make a gasket, they begin to be trained and shaped.

From the first phases of training – where they find out the most basics or basics – even washing themselves, and how to avoid souvenirs of runs ashore. They learn and begin to build.

The first trips away – filling in record books, getting puzzled by the most simple of shipboard tasks – and then suddenly the pennies begin to drop. It begins to make sense, and the education and training begins to work.



## CAREERING AHEAD

While some States may have slightly different takes on the flow of when and how new seafarers gain their experience – what tends to happen is that the first time at sea is tough. It can be hard to make sense of it all – it is an alien world, one of rules, demands and experiences which are completely new.

After the initial sea phase though, when our new seafarers are back in college – then things begin to fall into place. They have experienced life at sea, they have met expert seafarers, and they have navigated or taken machinery apart. They have built upon a proud maritime heritage to become the future.

From then things change quickly – the chop and change of college phases, interspersed with time at sea begin to shape our seafarers and they devour information quickly. They grow up fast and the journey to becoming a competent, qualified professional is nearly complete.

But that is just the start – the education and training is the hugely important foundation on which all this experience sits. Without the time in the classroom, without the lecturers demanding and expecting more, then the time would count for nothing.

## IN THE SYSTEM

The system moves fast – from being a new seafarer to becoming an Officer of the Watch may take a couple of years, but it all seems to happen in the blink of an

eye. From seeing ships as an alien world suddenly it all makes sense – the cargo, the gear, the construction, even the stars in the sky are where the lecturers said they would be.

When the system works, it really works well. It provides a stream of new professionals for a global industry which – even with all the talk of autonomous ships, still rests on the skills of the people at sea.

However, it is not all good news. While World Maritime Day is a chance to celebrate we should not shy away from the problems. Maritime training and education regimes around the world can differ wildly – there can be cultural differences, and there are criticisms of some over others.

At best they produce proud, skilled, smart and dedicated professionals. At worst they can become “ticket factories” which value numbers over quality. There is a very watchful eye on some nations – criticisms of seafarers buying qualifications, or of poor standards are a major concern and this needs to be addressed.

## LEVEL PLAYING FIELD

The world needs a level training and education playing field – one in which a navigator from Poland has the same attainment as one from Philippines, or where an engineer from the UK is as skilled as one from Croatia.

To achieve this is a monumentally complex and demanding exercise – and perhaps the celebration for World Maritime Day should focus on the challenges being met head on. Shipping gets criticised when things go wrong – but incredibly, given how difficult it is to work at sea, things do not go wrong that often.

This is testament to the commitment of seafarer, but so too to the STCW convention and the people who implement it. Is it perfect? No – far from it, but as a foundation it works. As a petri dish in which the culture of seafaring is grown, it gives seafarers a chance to grow, to learn and to achieve.

There should be no resting on laurels though – and as the Manila conference proved back in 2010, there are things which need to be refreshed, examined and re-examined, and then new elements implemented. The willingness to face weaknesses and to react positively to them is the mark of a progressive education and training regime. In the maritime domain we are fortunate to have just such a mechanism.

## MENTORING

Maritime education and training is not just about the formal classroom, or even record books and certificates.

One of the proudest traditions of being a seafarer is that of mentoring.

Senior seafarers give of themselves to train the next generation. It is how the system works. New seafarers get to follow the crew and learn the hard gruelling tests of life on deck or on the engine room plates. New seafarers get to stand next to the OOW and find themselves focusing on the loom of lights and understanding them. They get to work alongside engineers – demanding spanners like a surgeon in theatre.

The mentoring and leadership which other seafarers provide for those coming up behind them should never be underestimated or ignored. It is this, which in concert with formal training, produces the people which will make a difference in the years to come.

It is the proud heritage of seafaring, it is the chain of experience which goes back generations which flows through the process. Seafarers who mentor others, who lead, guide and shape – they are every bit as important as the lecturers ashore or the legislators in the IMO.

## CELEBRATE WITH CAUTION

So we can see that the building blocks of a career, of becoming a professional seafarer are in place. A bright young person – whatever race or gender can enter the maritime industry, and with dedication, enthusiasm, commitment, a bit of grit and a heap of hope – they can be turned into future captains and chief engineers.

This is something of which we should be proud, and something which the IMO World Maritime Day should rightly celebrate. However, we need to temper that slightly. It is not all good news.

We need to ensure that much is done to safeguard the best of the system while weeding out the worst. Are we making sure that seafarers have the time and support to mentor and lead the next generation? Tiredness, stress and fatigue are not conducive to encouraging people to help those in training.

We need to ensure too, that people are not “buying” tickets, we need to ensure that the standards of training ashore are exemplary. We should celebrate the best lecturers, we should raise the standards of the average and do whatever is necessary with the worst.

So let's celebrate the role and importance of education and training in ensuring we have competent and qualified seafarers, but let's also highlight the improvements which can be made and put a spotlight on the weaknesses and failings.

# NEWS ROUNDUP

## THE OTHER KEY STORIES WHICH CAUGHT OUR EYE LAST MONTH

**Slow Steaming Matters Not Size:** A report by the Organisation for Economic Co-operation and Development (OECD) suggests fuel savings among mega-boxships come more from slow-steaming not larger vessel size. According to the OECD, “between 55 and 63 percent (at least) of the savings per TEU when upgrading the vessel size from an early 15,000 TEU design to a modern 19,000 TEU design are actually attributable to the layout for lower operation speeds.”

<http://goo.gl/r72SQs>

**Psychology of Shipping Markets:** All sophisticated markets move in cycles, and the Baltic Dry index (BDI) is no exception. Physical and futures markets are derived from each other, and all have one major connection, Human psychology. The nature of markets is to move in waves, each of which represent the human behaviour of the market. The first stage of any market rally is that of accumulation, creating a market bottom and a subsequent move higher, this is followed by a rebalance in the form of a corrective move lower. The second move up (the third wave) is usually the strongest wave, it is generally accompanied with strong fundamentals and optimism.

<http://goo.gl/pgxonx>

**New IMO Guidance on Bauxite:** The IMO has issued a safety circular on the carriage of the mineral bauxite, warning masters of the possible danger of liquefaction. The advice has been issued by the Sub-Committee on Carriage of Containers and Cargoes after considering the findings of the “Bulk Jupiter” investigation. The 10-year old Bahamas-flagged bulk carrier was carrying 46,400 tonnes of bauxite when it rapidly sank off Vung Tau, Vietnam, in January this year. All but one of its 19 crew members were lost, declared dead or missing. The safety investigation uncovered evidence suggesting liquefaction of cargo led to the ship’s loss of stability.

<http://goo.gl/5AjjWq>

**Container Weights Weighing Heavy:** Shippers, forwarders, shipping lines and container terminals “urgently” need to begin discussions over the practicalities of implementing the International Maritime Organization’s (IMO) new regulation on container weights. Some fear the legislation, due on 1 July 2016, could lead to chaos. The new requirements, an amendment SOLAS have been designed to reduce the number of accidents caused by misdeclared containers. The new law says they must verify the weight declared on the bill of lading. It has been criticised as difficult to enforce, while many sea freight buyers are said to be completely unaware of the legislation.

<http://goo.gl/inbkHs>

**Insurers Face Tianjin Fallout:** Following the blast at Tianjin last month, IUMI is warning that large cargo losses are having a significant impact on the marine insurance sector and this recent incident should serve as a “wake-up call to all cargo insurers”. The Tianjin incident, coupled with other large losses in 2015 – including the grounding of car carrier Höegh Osaka resulting in a vehicle loss exposure of £35m – is expected to have an impact on the profitability of the marine cargo sector in 2014 and 2015. IUMI expects to see cargo losses of at least US\$1.5bn with some reports stating that the final figure could be as high as US\$6bn.

<http://goo.gl/Kr2W0s>

**Nigeria Lifts Tanker Ban:** Nigeria has lifted its ban preventing around 100 tankers from operating in its territorial waters, after legal experts suggested the prohibition would be permanent. A letter from state-owned Nigerian National Petroleum Corp. (NNPC) dated September 8 states that Nigerian president Muhammadu Buhari had approved the consideration of all incoming vessels “subject to receipt of a Letter of Comfort from all terminal operators and off-takers of Nigerian Oil and Gas as guarantee that nominated ships are free and will not be utilized for any illegal activity whatsoever.”

<http://goo.gl/BRsjnW>

**Migrant Response to Hit Profits:** The shipping industry faces a hit to profits from the escalating migrant crisis in Europe, the security manager at the world’s largest shipping association has warned. And as commercial vessels play their part in the humanitarian crisis, there could also be an impact on trade around the Mediterranean Sea, said Philip Tinsley, maritime security manager at BIMCO. Under international conventions, any vessel spotting another ship in distress must go to the rescue, regardless of nationality, cargo or route. Commercial ships delivering goods from A to B would have to stop to take on board any migrants in trouble they meet on their way.

<http://goo.gl/Xh75x1>

**Seafarers Demand Internet:** Easy access to the internet onboard ships is a key requirement if young people are to be attracted into the seafaring profession and shipping needs to be more visible in the public eye, according to speakers who addressed an IMO symposium on maritime education and training, held on World Maritime Day (24 September 2015). IMO Assistant Secretary-General Andy Winbow said there is much food for thought. Shipping clearly needs people and its image – or lack of one – needed to be addressed. Nonetheless, cadets around the world and those who had been able to attend the symposium had a bright future ahead of them.

<http://goo.gl/ANHebX>

**Insurers Hit by Migrant Claims:** Illegal attempts by migrants to enter the UK via Calais have created new challenges for the insurance sector. Cargo underwriters have been receiving calls from clients desperate to understand their rights and looking to move the shipments of their goods from road to sea as the migrant crisis continues at Calais and the Eurotunnel terminal. As governments and law enforcement struggles with an unprecedented number of migrants attempting to cross the Channel via the Channel Tunnel or aboard cargo containers or trucks going through Calais, cargo owners and freight companies have asked underwriters for more cover.

<http://goo.gl/PPoFVH>

**Drilling Into Risk:** The Alert! Bulletin has been stressing the importance of risk management. Afloat or ashore, we cannot eliminate risk, but it can be sensibly managed to a tolerable level. It begins with a hypothetical, but worryingly authentic, tale of a new Shipmaster in his first voyage in command who has forgotten all the lessons of prudence and teamwork which was taught. The reader is left to imagine his fate, and that of his ship, after his impetuous decision to take a short cut! The centrefold examines the human element and human-system aspects of health, safety, security, environment and quality management.

<http://goo.gl/OcYjnF>

**Joint Inspection Campaign Begins:** The Maritime Authorities of the Tokyo and the Paris Memoranda of Understanding (MoU) on Port State Control has launched a joint Concentrated Inspection Campaign (CIC) on Crew Familiarization for Enclosed Space Entry. The aim of the CIC is to ensure effective procedures and measures are in place to safeguard seafarers on board ships when entering and working in enclosed spaces and to check compliance with the applicable requirements of the SOLAS Convention. This inspection campaign will be held for three months, commencing 1 September 2015 and ending 30 November 2015.

<http://goo.gl/FMDB4b>

**IMO Launches Energy Measure:** The Global Maritime Energy Efficiency Partnerships Project (GloMEEP), which aims to support increased uptake and implementation of energy-efficiency measures for shipping, has been formally launched at the IMO-Singapore Future-Ready Shipping 2015 conference. This Global Environment Facility (GEF)/United Nations Development Program (UNDP)/IMO project, formally designated “Transforming the Global Maritime Transport Industry towards a Low Carbon Future through Improved Energy Efficiency”, will focus in particular on building capacity to implement technical and operational measures in developing countries.

<http://goo.gl/uEinEN>

## MORE NEWS...

**DNV Prepares Owners for MRV:** DNV GL has released a guidance document to assist ship operators in complying with the new European Monitoring, Reporting and Verification (MRV) regulation. "DNV GL has prepared an overview of how MRV will affect the maritime industry and what shipping companies need to do to achieve compliance," stated DNV GL. The guidance document includes an overview of the regulation, monitoring and reporting guidance, verification guidance, timeline information, and details on outstanding issues, as well as recommended actions for DNV GL customers.

<http://goo.gl/1H8zOi>

**Hazardous and Noxious Developments:** European Union member states met to consider ratification of the carriage of hazardous and noxious substances by sea convention (HNS Convention 1996) as amended by the 2010 Protocol. The updated regulation, which shipping associations have called on member states to ratify, would ensure higher compensation for victims of pollution and accidents caused by hazardous and noxious substances. The HNS Convention was adopted in 1996 but due to practical problems with the convention member states were prohibited from ratifying it.

<http://goo.gl/CmvMFy>

**Preparing for Clean Future:** The EU MRV (Monitoring, Reporting and Verification) regulation aims to quantify and reduce CO2 emissions from shipping and will create a new kind of benchmarking system in Europe. The European Commission (E.C.) is bringing emissions from shipping into its 2009 climate and energy package. MRV is designed to progressively integrate maritime emissions into the E.U.'s policy for reducing domestic greenhouse gas emissions (E.U. regulation 2015/757). MRV requires ship owners and operators to annually monitor, report and verify CO2 emissions for vessels equal to or larger than 5,000 GT and which call at any E.U. port.

<http://goo.gl/nIFzbl>

**Glencore Financial Fears:** Analyst warnings over Glencore's uncertain financials are setting off fears of a collapse at the company that could cause a disastrous domino effect across the resource market. Reports say that Glencore, which counts fuel oil and bunkers amongst the many areas it is involved in, has an uncomfortably high debt load that is closing in on \$30 billion versus its \$16 billion market value, with a debt base that surpasses its peers. According to separate sources, Glencore's leadership have failed to reassure markets, which in part contributed to the company's 29 percent plunge on the London Stock Exchange early this week.

<http://goo.gl/f6tkCn>

**Offshore Workers Compromising Safety:** Some 50% of crews working on offshore support vessels are willing to compromise safety rather than say 'no' to clients or senior management, a report on workboat and OSV safety finds. The report summarizes six months of research and draws on original analysis of Port State Control detention records, feedback from 50 individuals from various off-shore companies, incident case studies, and input from leaders in best practice. The analysis of the accident and casualty statistics examined almost 6,000 occurrences that were reported during 2011 and 2013 in EU waters or on EU-flagged vessels.

<http://goo.gl/Uapx9h>



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