![INTERCARGO - International Association of Dry Cargo Shipowners](logo)

Meeting Notes on Agenda item 5:
PORT RELATED AND OTHER OPERATIONAL ISSUES

Port State Control & MoUs' procedures and transparency

This section comprises:
- **Technical aspects**
- **Engaging PSC MoUs**
- **Maritime corruption**

TECHNICAL ASPECTS
The Procedures for port State control, 2017 (PSC Procedure 2017) includes PSC inspection on BWMC compliance. A revised version, PSC Procedure 2019, will be available in Dec 2019 with amendments to:
- appendix 8 (Guidelines for PSCOs on the ISM Code),
- appendix 11 (Guidelines for PSCOs on certification of seafarers, manning and hours of rest), further harmonization of the Paris MoU Guidelines on STCW,
- appendix 19 (List of instruments relevant to port state control procedures); and
- a new appendix 18 (Resolution MEPC.321(74) on 2019 Guidelines for port State control under MARPOL Annex VI chapter 3).

ENGAGING PSC MOUS
Recently, INTERCARGO communicated with Tokyo MoU Secretariat with request to add the following items on the agenda of its PSC Committee meeting to be held in mid Oct 2019:
- enhance PSCOs' ability to communicate in English and manage the comprehensive application of maritime regulations, as the basis of their professional attitude,
- understand the 24/7 nature of ships operations and fulfil the requests to conduct a follow up inspection to verify and close out deficiencies,
- provide sufficient reference to the applicable regulation when identifying deficiencies, and
- standardize training to PSC officers and vessel type specific inspection checklists (allowing minimum space for interpretation).

The Tokyo MoU's PSC Committee would be made aware of:
- shipping company's perception that the appeal process is lengthy, not effective appeals process and unlikely to succeed; and
- some reported cases in some of the Tokyo MoU regions where PSC inspectors threatened to detain a ship against money.

MARITIME CORRUPTION
IMO's Facilitation Committee (FAL) agreed to consider amending the annex to the FAL Convention and developing IMO Guidelines and/or a Code of Best Practice on anti-corruption by 2021, referring to Appendix 1 of the PSC Procedures. Corruption cases were reported linked to customs, health, police, immigration, agriculture, and defence, not just related to PSCOs and PSC inspections. FAL is the valid channel at IMO to deal with corruption issues linked to non-PSC inspections.

<u>Action requested</u>: INTERCARGO Members to share experience of their fleet with the Secretariat on positive and negative PSCO activities and inspections.

Cybersecurity & Piracy

This section comprises:
- **Cybersecurity**
- **Piracy**

CYBERSECURITY

IACS published 12 sets of Recommendations (Nos.153-164) related to cyber security in 2018. Since May 2019, a Project Team (PT) for the IACS Cyber Systems Panel has been working on consolidation of those Recommendations. It is expected that a draft of consolidated recommendations would be circulated to industry for comments in Sept 2019 (for background of, please refer to circular 0213-F-1965 in Feb 2019 about the work of the industry JWG/CS).

On surface, many may like to see the IACS consolidated recommendations to become a mandatory "Unified Requirement" (UR) applied to newbuilding ships. But some shipowners may also ask whether there is an identified gap of threats to implement a mandatory UR. Cyber resilient ships should delivered in the future - software on operational technology systems (OT) and information technology systems (IT) needs to be cyber resilient.

The size and scope of the cyber security threat within the maritime sector are still largely unknown. A ship is an integral part of the global supply chain - relationship among the shipowner, ship agent, ship manager and vendors. It was reported that there was lack of understanding of the cyber threats across those links. Shipowners are expected to work to protect their IT systems, operational technology and against vulnerabilities introduced by third parties. Internal teams of a shipowner, their 'people', may not be their biggest cyber weakness.

<u>Action requested</u>: Feedback from INTERCARGO Members is invited to help form a position on the IACS consolidated recommendations on cyber security.

PIRACY

In the first half of 2019, 73% of all kidnappings at sea, and 92% of hostage-takings took place in the Gulf of Guinea (GoG). There were 16 incidents reported in the region during Jul and Aug 2019. The IMB Piracy Reporting Centre has recorded three cases of piracy at Douala anchorage so far in 2019, all involving abduction of crew members.

Seafarers in GoG region should remain vigilant and report all suspicious activity to MDAT-GoG (details refer to Chart Q6114 - West Africa including GoG). It is emphasised that early detection of an approaching suspicious craft is key to prevent boarding and allows time to raise the alarm and retreat into a citadel, if needed. A major lesson learnt from operations against piracy and armed robbery to date is the importance of liaison with the military and law enforcement.

A voyage specific threat and risk assessments should be carried out prior to entering the region, following the Global BMP for protection against piracy in GoG region.

The models of counter piracy in Asia and in Gulf of Aden and coastal waters of Somalia are proved successful, with following supporting measures:
- In Asia, deployment of navy forces of coast States, effective ReCAAP ISC reporting centre and well organised system of ReCAAP;
- In Gulf of Aden and coastal waters of Somalia, presence of navy forces of EU NAVFOR and CMF, and an effective reporting centre run by UKMTO.

<u>Action requested</u>: INTERCARGO Members are invited to share the experiences of their fleet and any difficulties when transiting the region, especially hiring patrol boat to escort and local Navy armed guards team on board the vessel [some source suggested patrol boat $9.000 /Day, local Navy armed guards$990/Day].

Casualties / incidents

This section comprises:
- **Casualties**
- **Bulk carrier incidents**

CASUALTIES
Bulk carrier NUR ALLYA, Indonesian-flagged, was reported missing with all her 25 crew near Obi island in the North Maluku region of Indonesia on 20 Aug.
On 11 Sept 2019, the official search and rescue operation for Nur Allya came to a close with just a liferaft, a lifebuoy and an oil slick found.
NUR ALLYA was reported loaded with nickel ore in Weda island (North Maluku) bound for Morosi (southeast Sulawesi).

BULK CARRIER INCIDENTS
The table below lists the number of incidents of different causes, with Grounding, Collision and Allision being the top common incidents, while there was a significant increase of "Machinery and technical" related incidents in numbers this year.

Nature of incidents of bulk carriers	2016	2017	2018	Jan-11 Sept 2019
Machinery and technical	63	75	99	85
Main Engine	64	75	65	34
Grounding	57	61	36	23
Collision	50	54	34	36
Allision	20	22	27	16
Dragging anchor	3	11	3	2
Fire	6	9	6	9
Structural	5	8	10	7
Cargo hold fire	5	3	7	1
Collision with fishing vsl	4	4	4	6
Crew fatality/injury	2	7	14	13
Anchor lost	5	4	3	
Crew wage	4	3	4	1
Pilot ladder		2	0	
Cargo		4	1	1
Damage caused by fishing ropes		1	0	1
Damaged an underwater power cable		1	0	
Pollution	5	1	9	2
Mooring	1	2	2	2
Lifeboat	1	1	1	1
Other damages		1	6	2
TOTAL	**295**	**349**	**331**	**242**

Lessons learned from incidents suggest enhancement of risk management, best practice implementation and sustainable safety culture.

Action requested: Identify five best practices that have made, or will make, a positive impact on safety performance, particularly related to major incidents.

Common areas to introduce and implement best practice include:
1) Confined/enclosed space entry,
2) Fall prevention,
3) Working over water / access to vessels,
4) Away from suspended loads, stored pressure, moving machinery and snap-back areas,
5) Collision and Navigation: obey the collision regulation, supplement nav aids with visual / manual checks, plan and execute plan and avoid distractions & fatigue,
6) Hot work,
7) Lifeboat,
8) Mooring,
9) Training and competence - discuss safety improving understanding,
10) Grounding: Carefully check Under Keel Clearance (UKC policy)
11) Crew well being.
12) Others relevant to a member's fleet and crew pools.