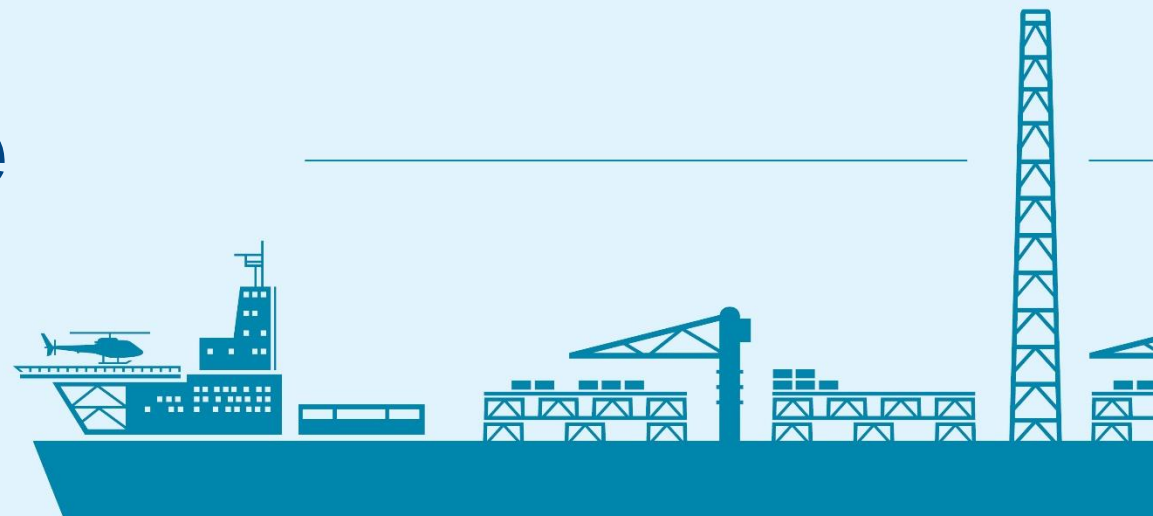


# The Standard Club Update

Eddy Morland - Head of Division, International



# North America

**Enviably  
membership**

**US & UK legally  
qualified staff**

**More than  
100 years**



**Jones Act  
specialists**

**New York  
office**

**National network  
of offices**

# Overview of the club: key financials

Selective growth; breakeven underwriting; strong balance sheet



Total tonnage

**159mgt**

2018

149mgt

2017

Premium income

**\$334m**

2017/18

\$339m

2016/17

Combined ratio\*

**104%**

2017/18

92%

2016/17

Investment return

**6.4%**

2017/18

3.0%

2016/17 financial year

Free reserves

**\$461m**

2018

\$430m

2017

S&P rating

**A  
(strong)**

AAA capital strength  
reaffirmed July 2018

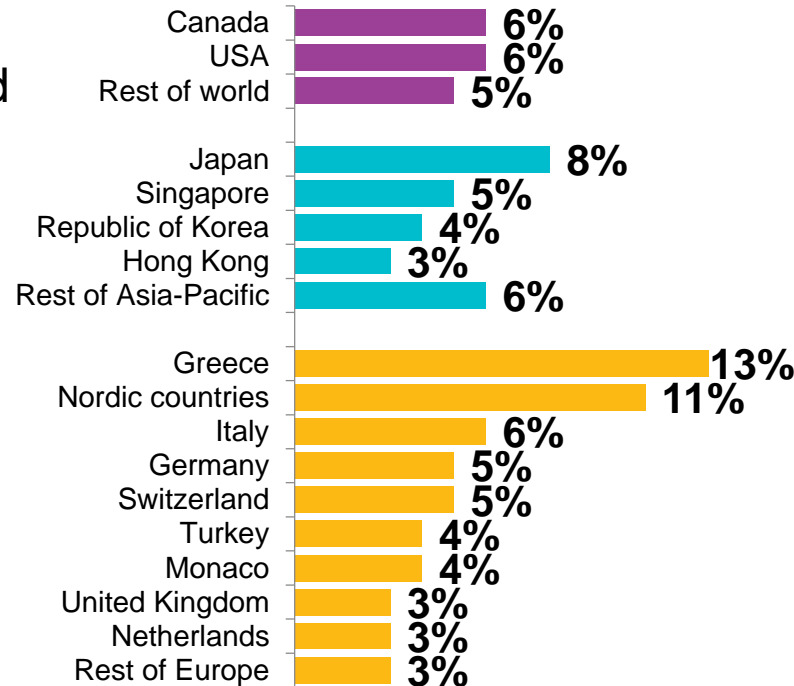
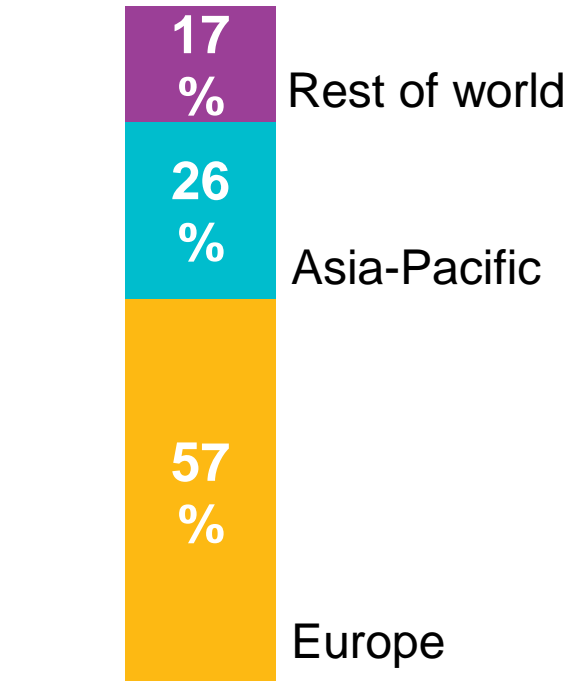
\*includes share of The Standard Syndicate but excludes return of premium

# Membership

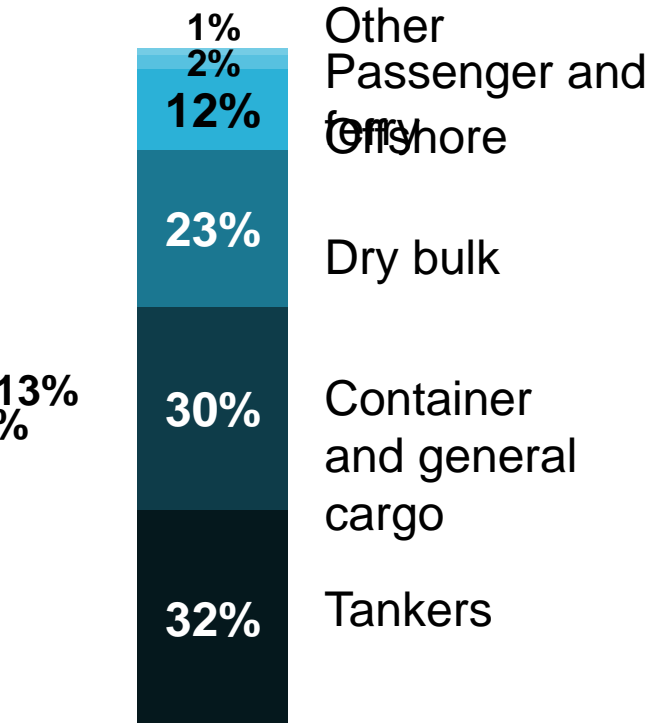
Diverse spread of business by country of management and ship type



Owned tonnage by region



Owned tonnage by ship type



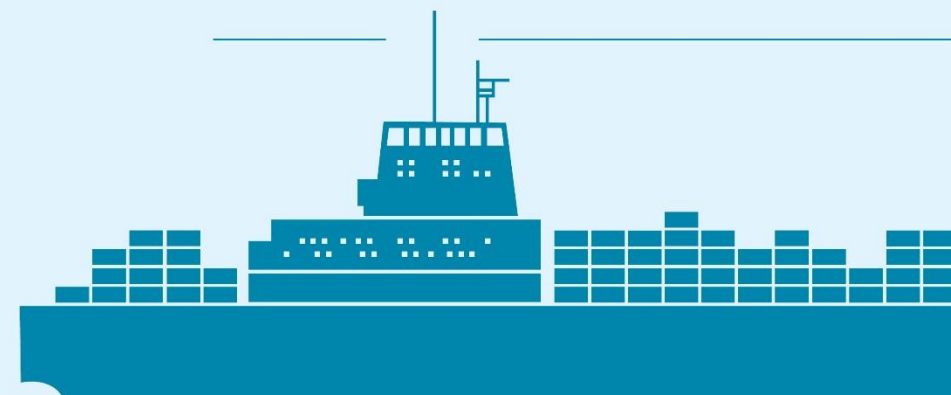
# Our ambition

- 01 To provide first-class financial security.
- 02 To be recognised for providing excellent service through solving members' problems.
- 03 To provide a broad range of P&I insurance and related covers that represent excellent and sustainable value.
- 04 To pursue selective growth, consistent with the other objectives.

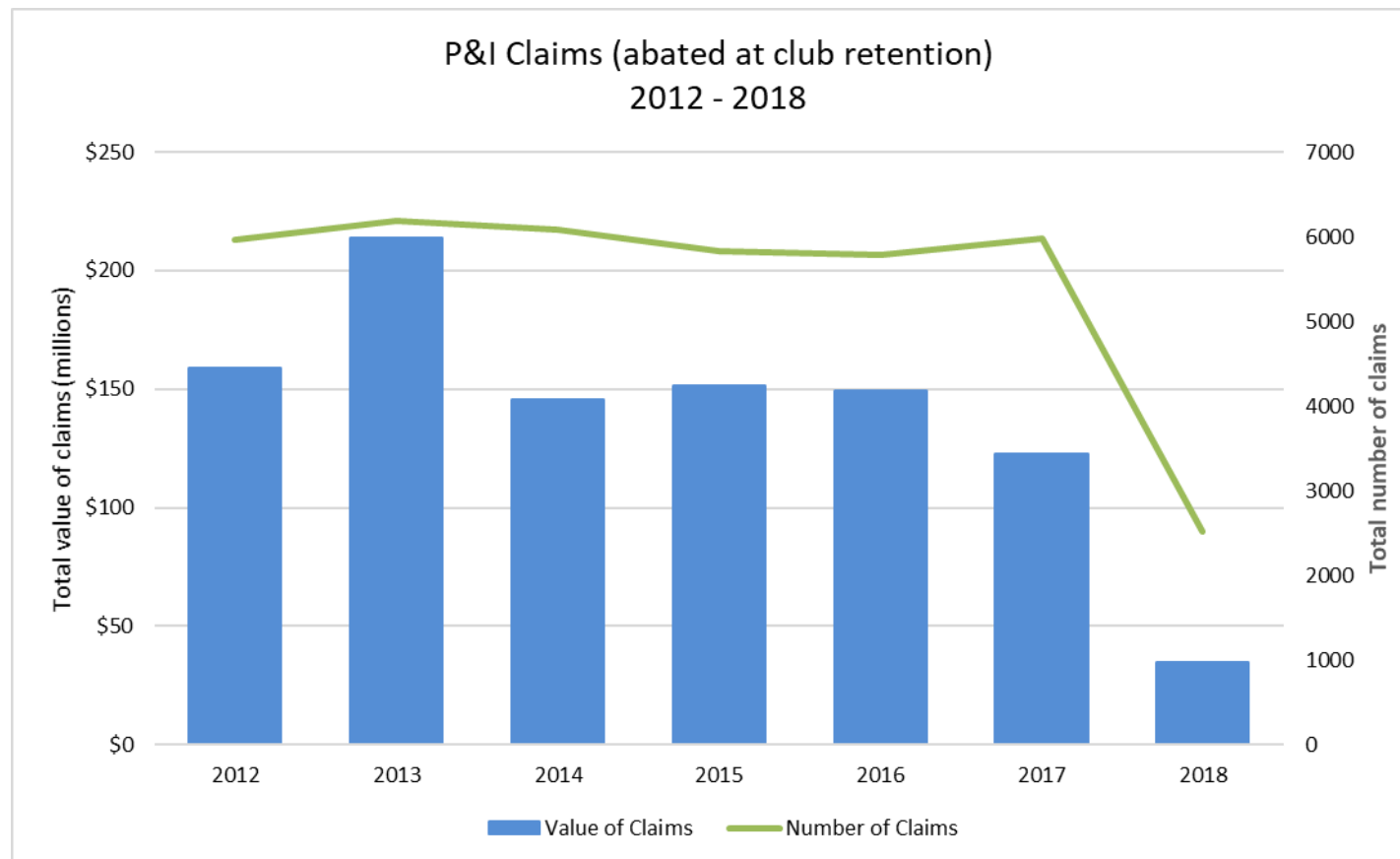
Enabled by a  
culture of  
flexibility  
and  
innovation

# Current claims trends

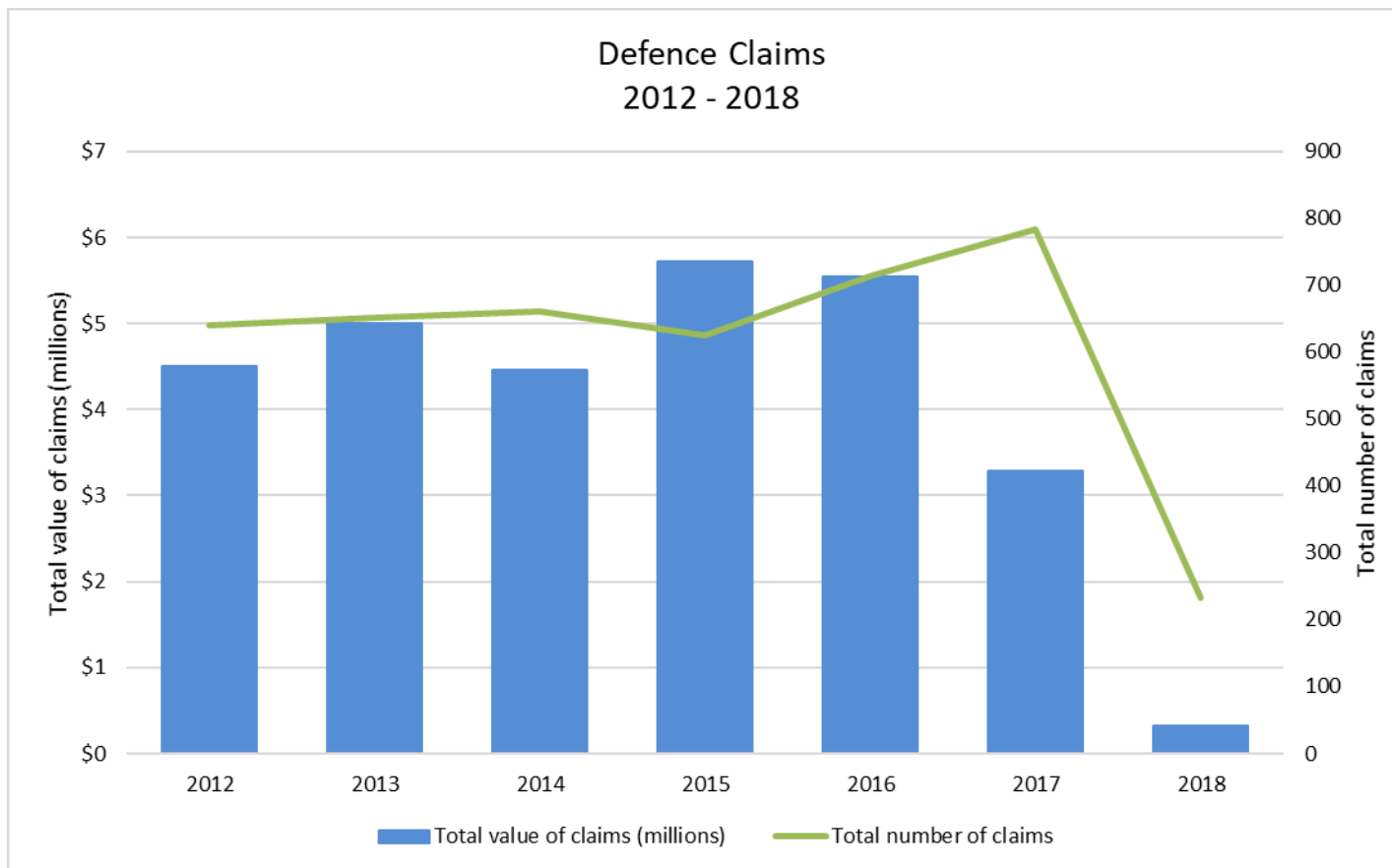
Sam Kendall-Marsden – Director of Claims



# P&I claims 2012-2018

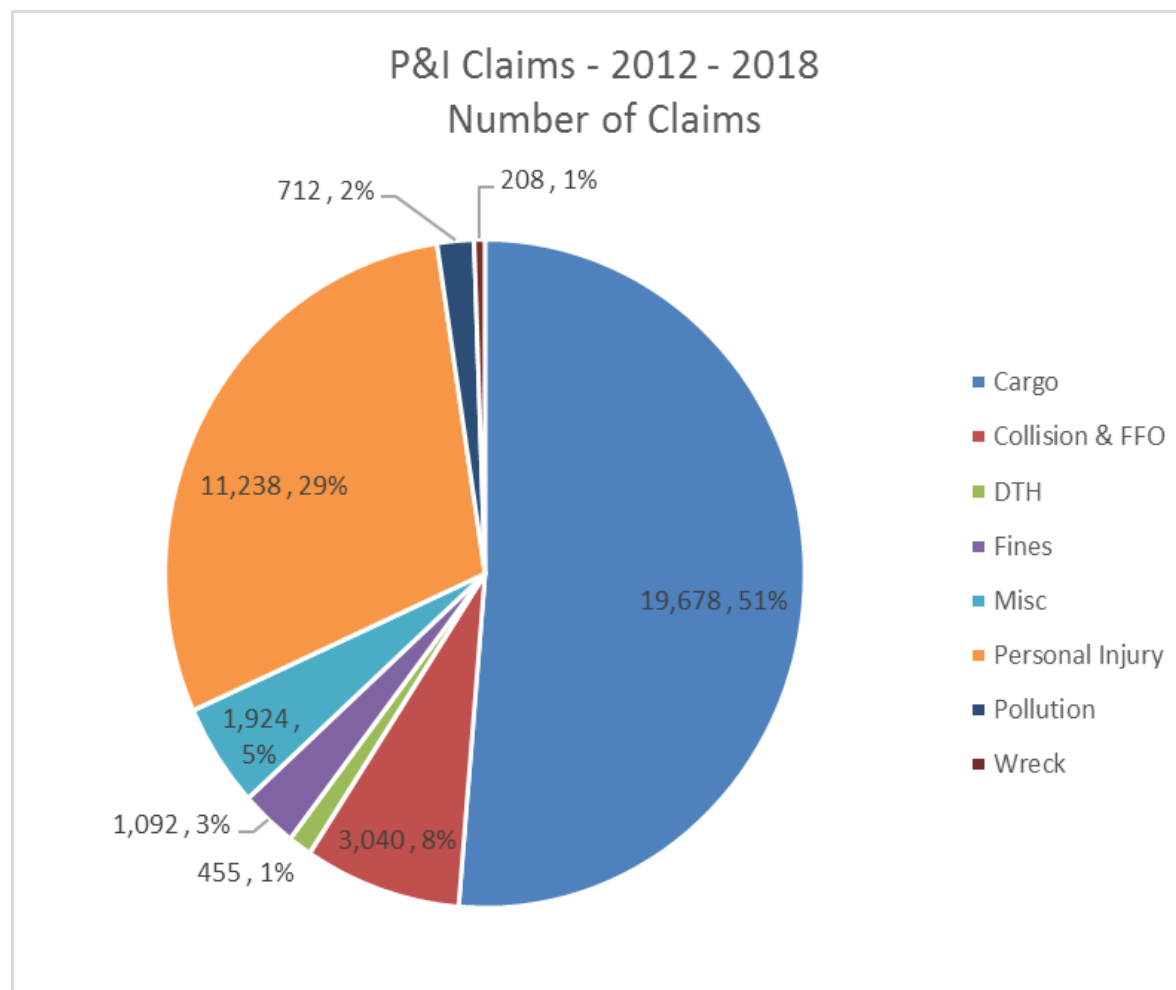


# Defence claims 2012-2018

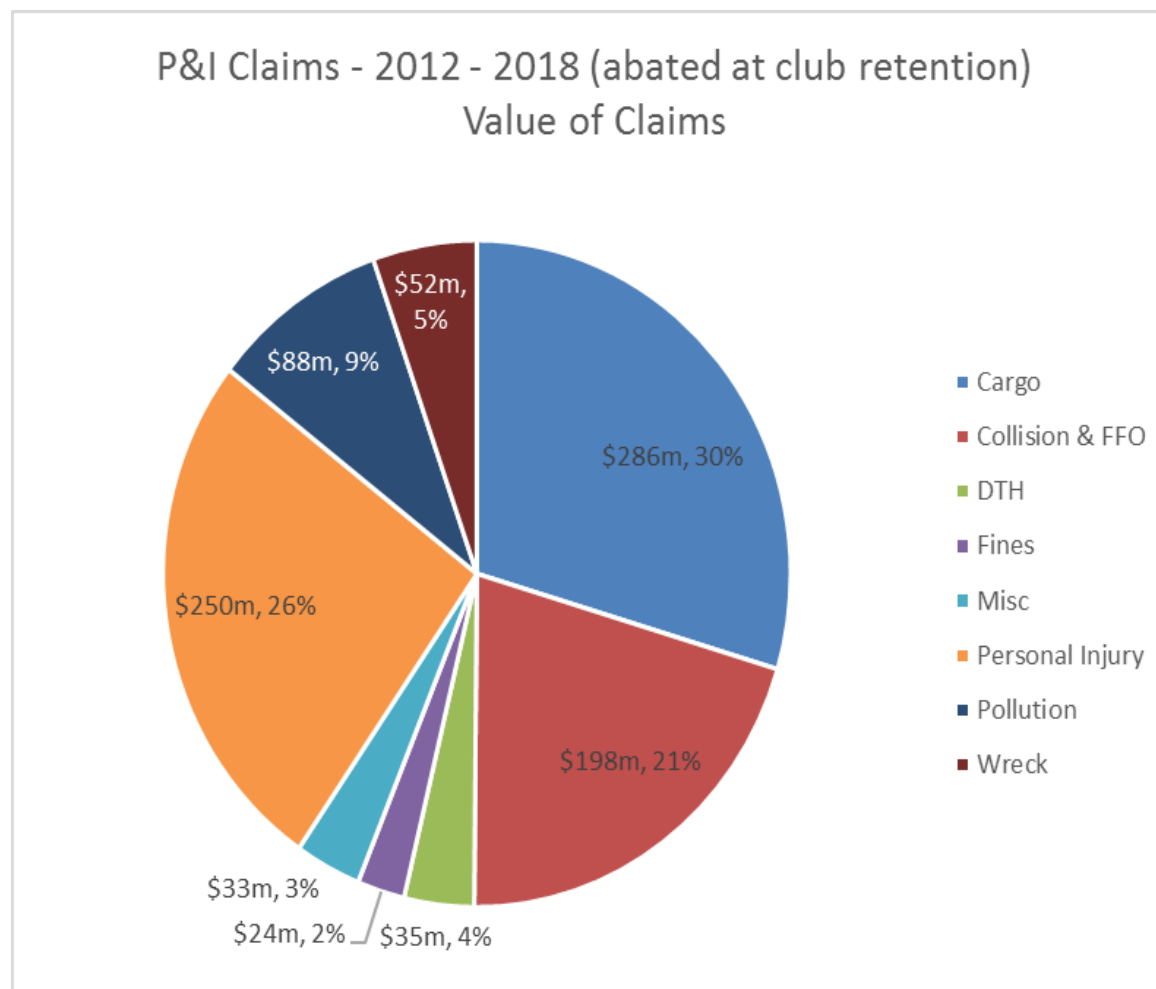




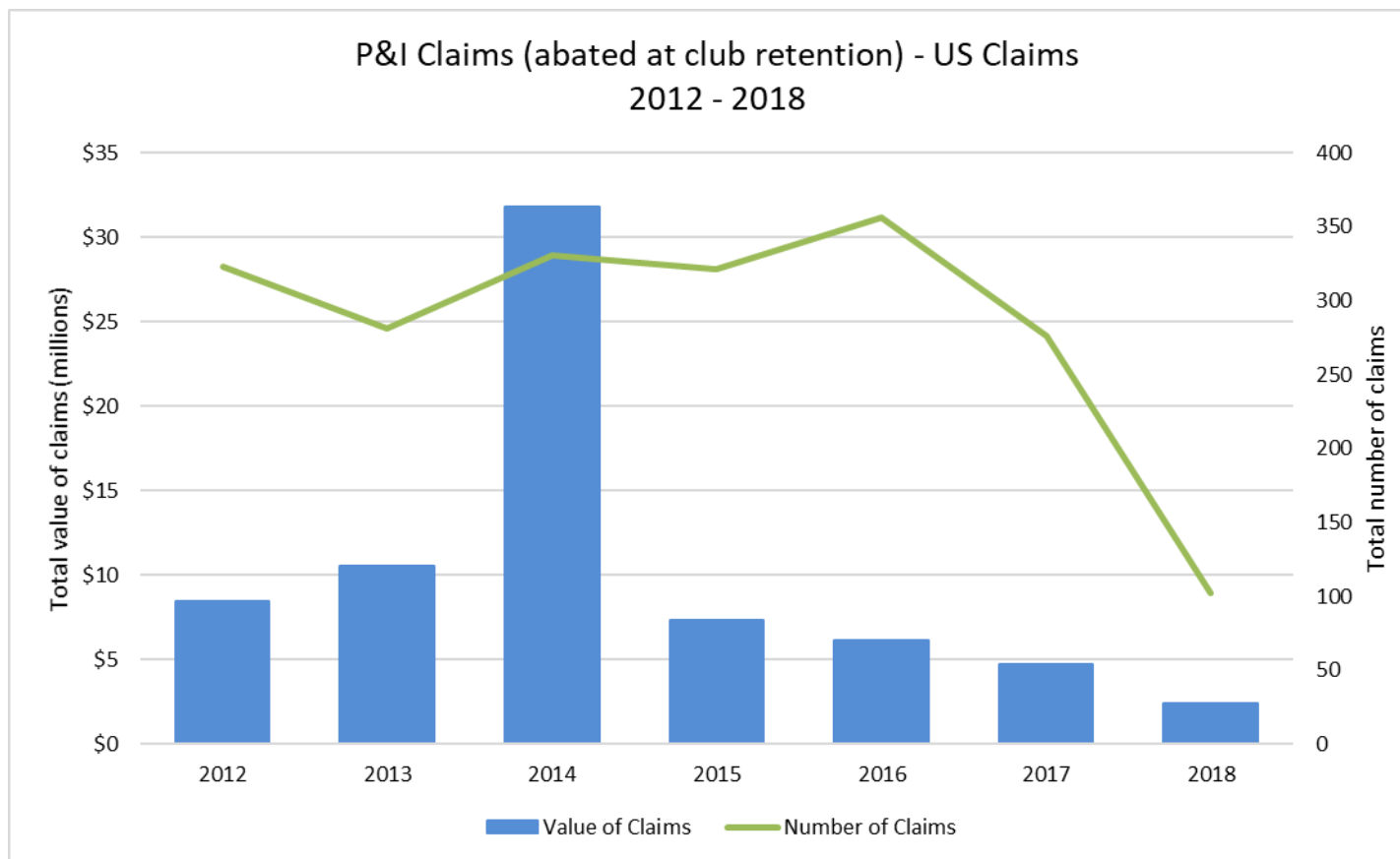
# Number of claims by claims type



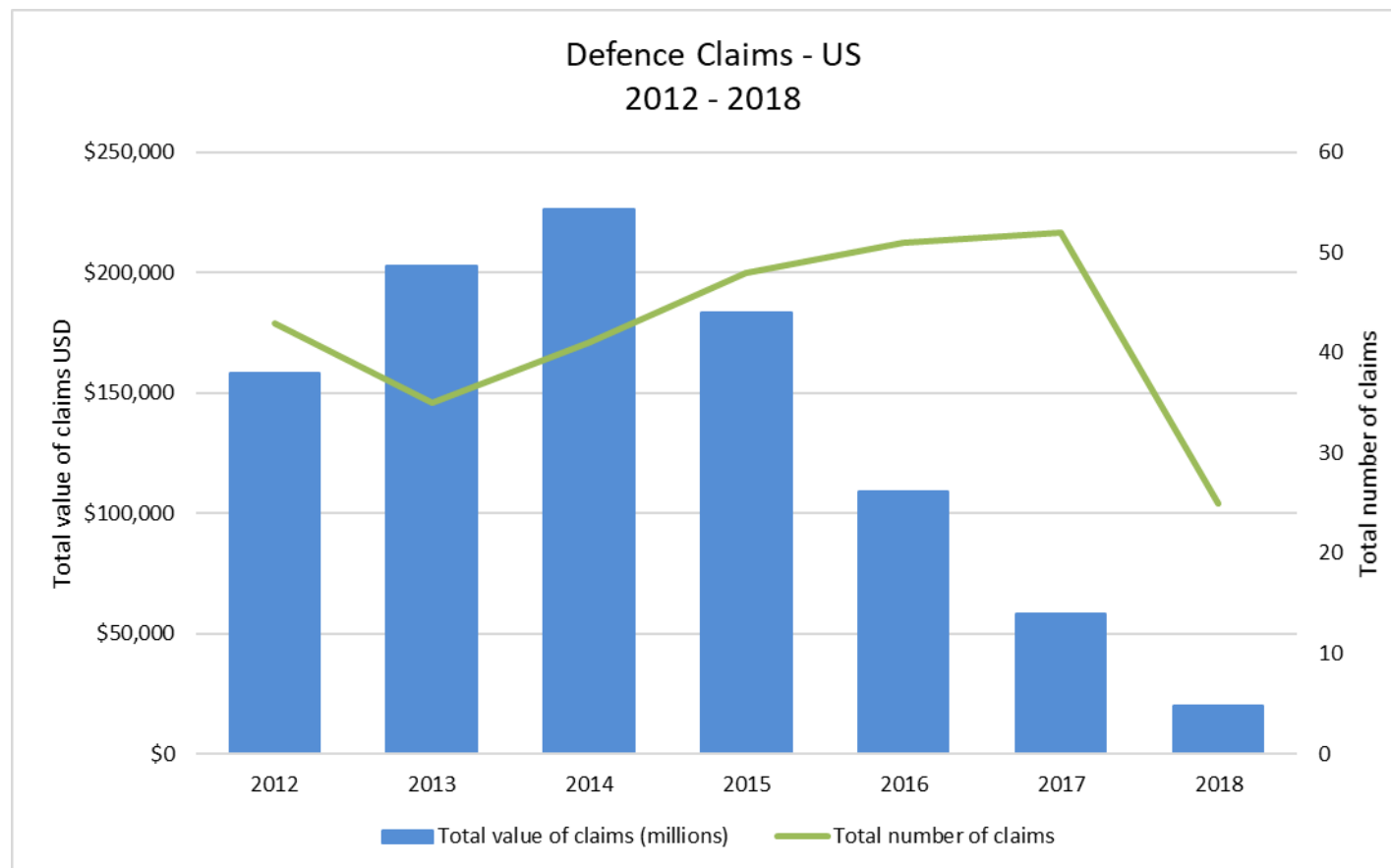
# Value of claims by claims type



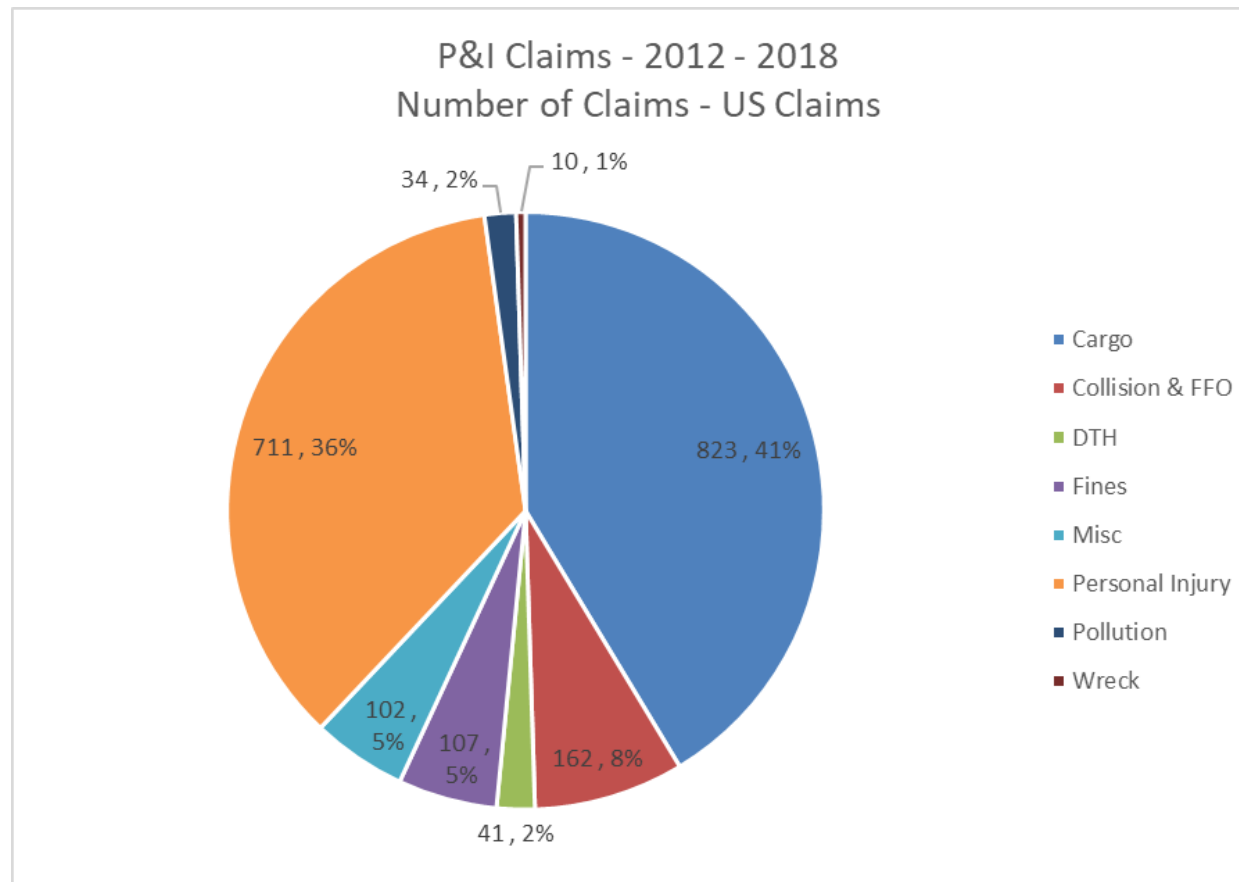
# P&I claims 2012-2018 – US claims



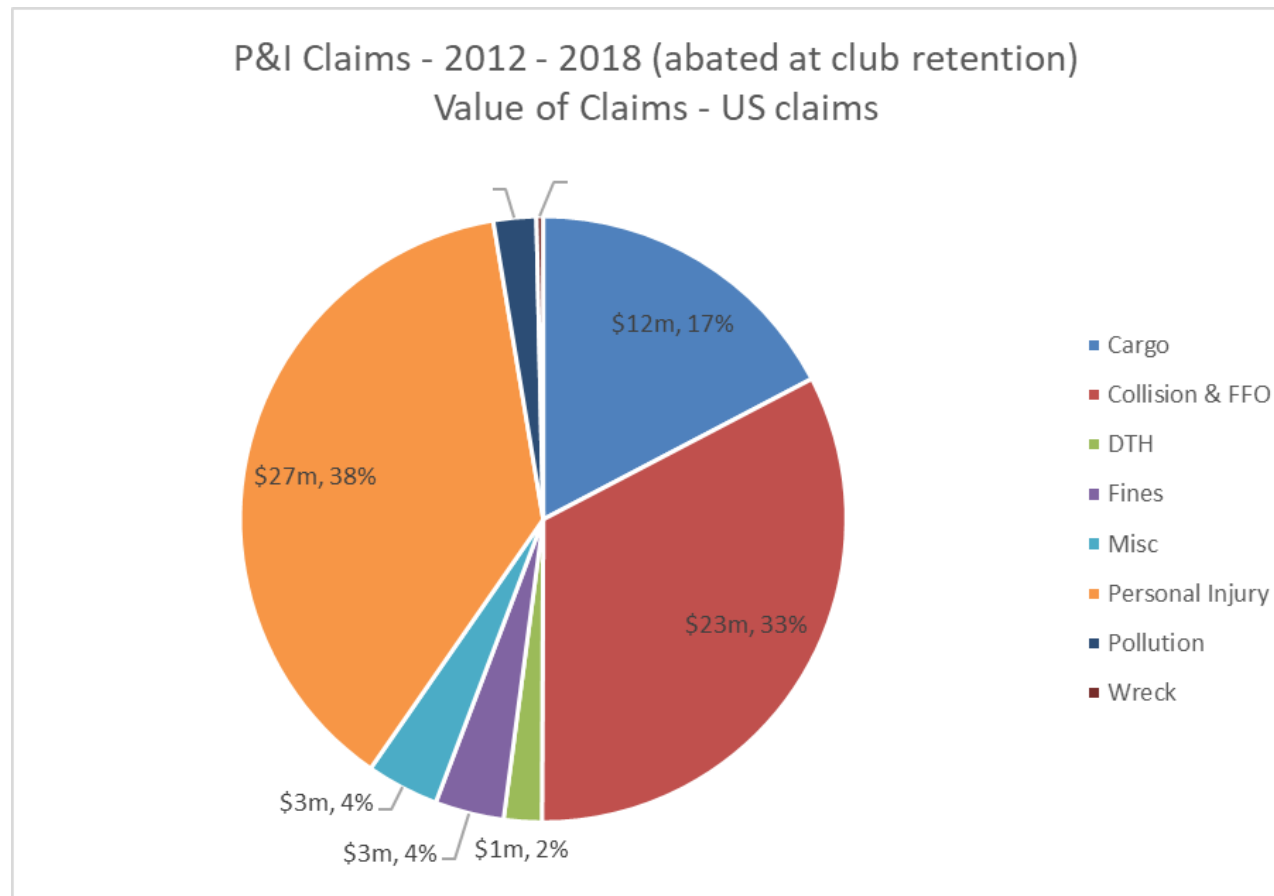
# Defence claims 2012-2018 - US claims



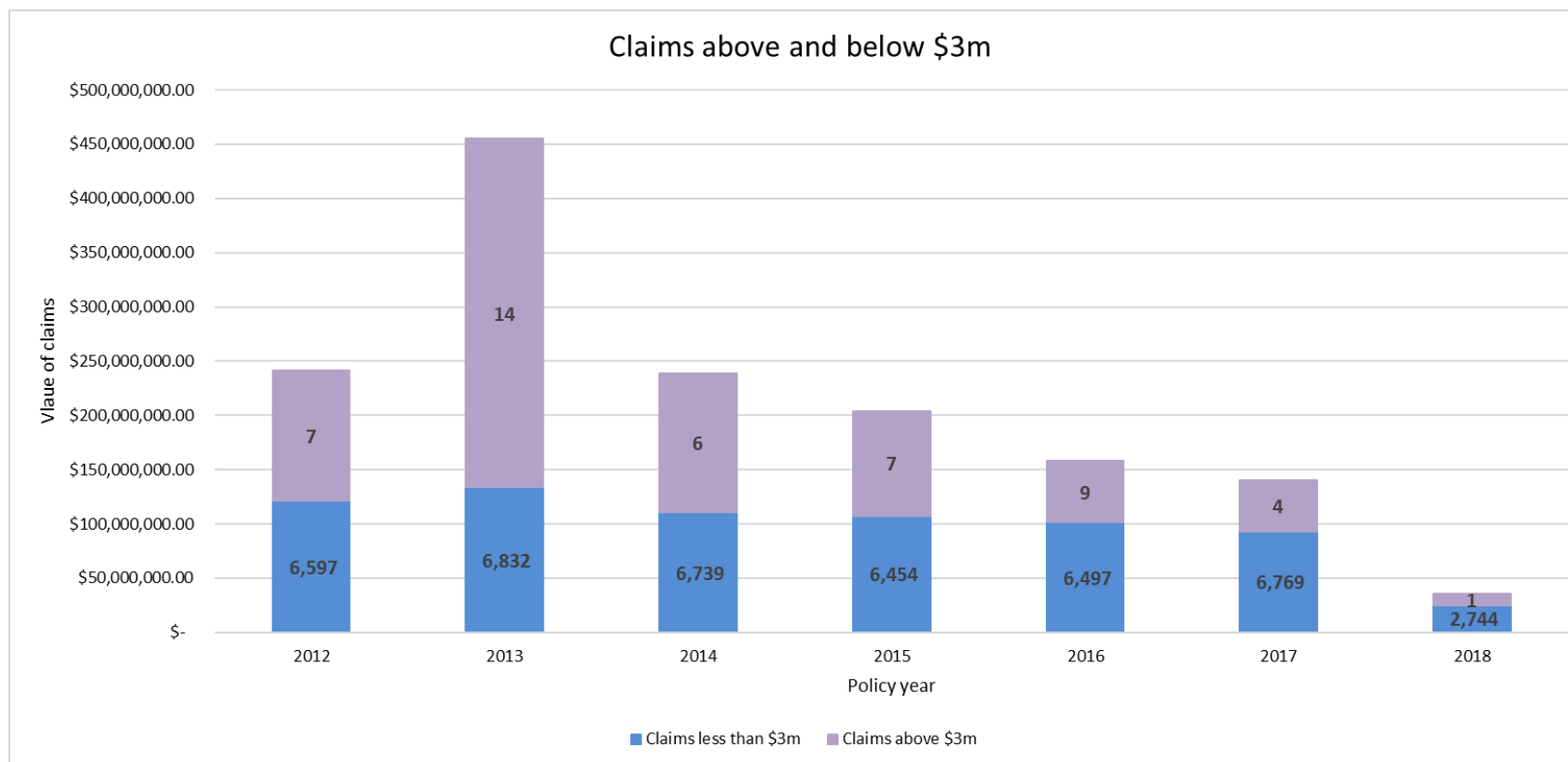
# Number of claims by claims type – US claims



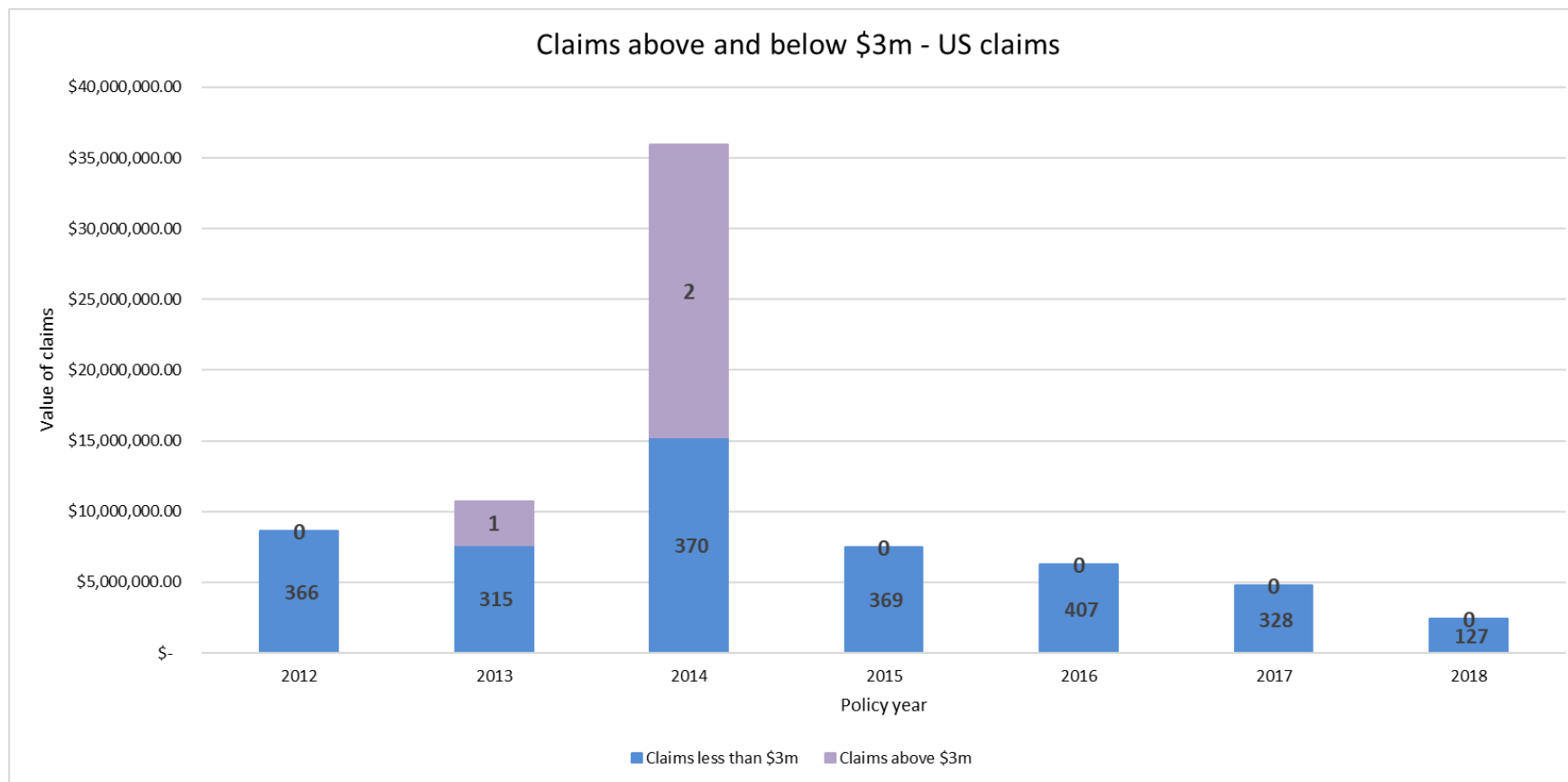
# Value of claims by claims type – US claims



# Claims above and below \$3m

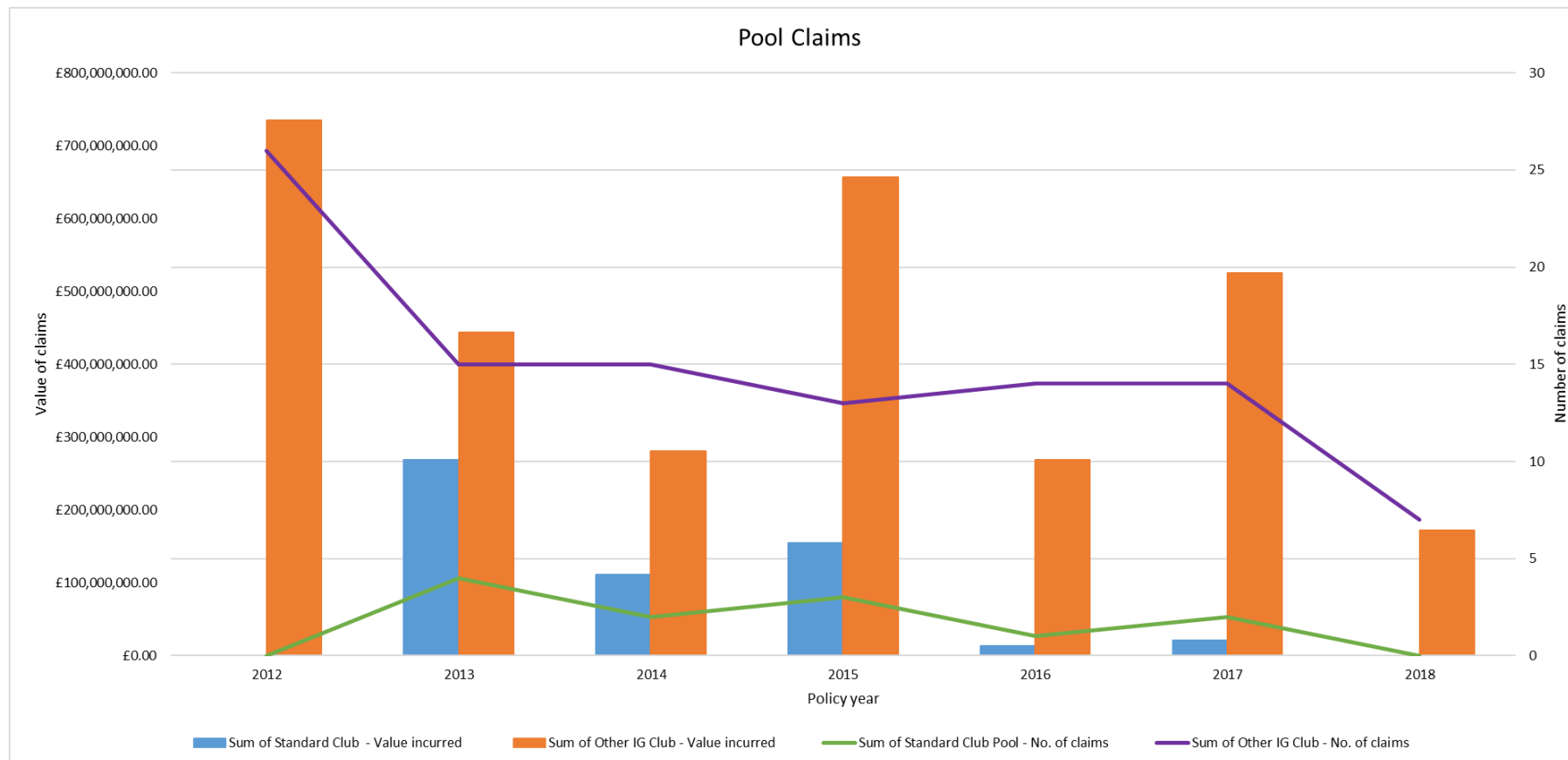


# Claims above and below \$3m – US claims

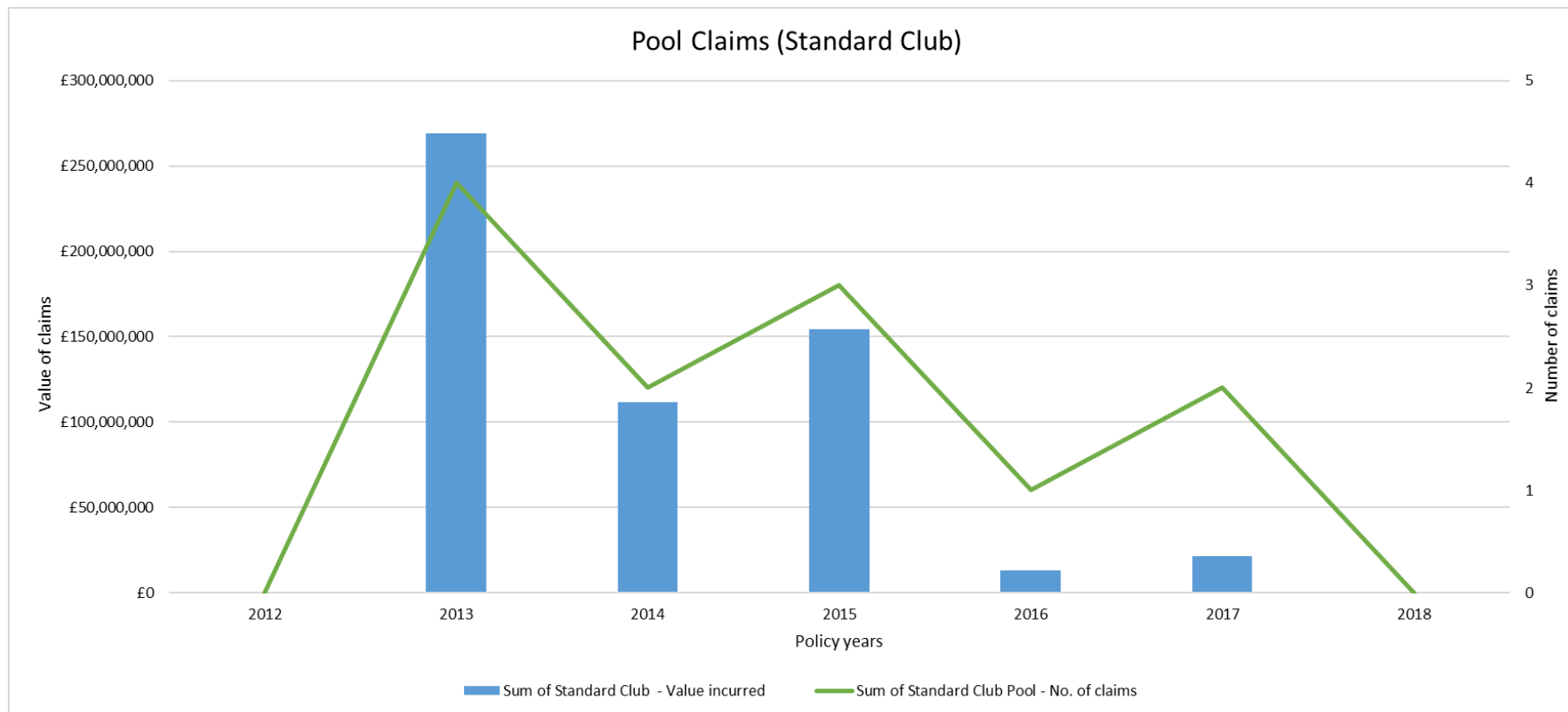




# Pool claims



# Pool claims (Standard Club)



# Questions?

---

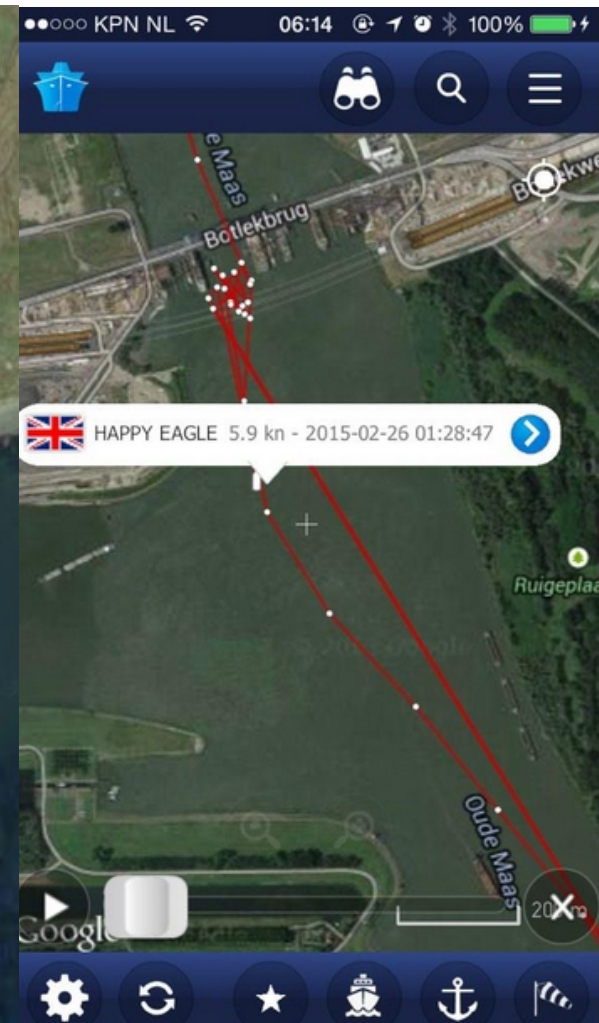
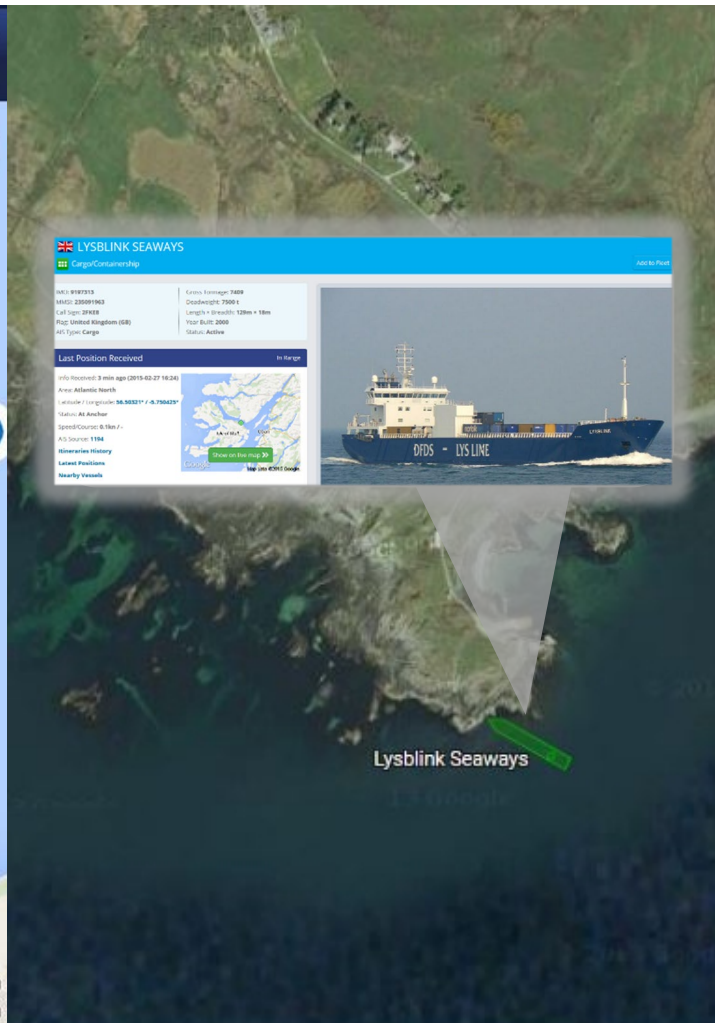
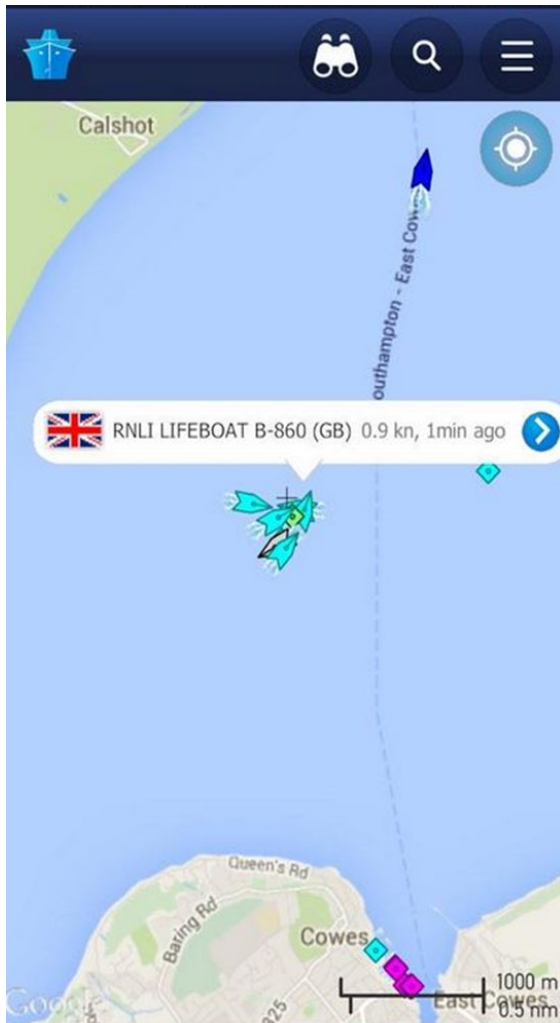
# Techniques of crisis communications: Engage your stakeholders



# Standard Club

1 October 2018

# Nowhere to hide; nothing's out of view



# Hoegh Osaka: Watch drone footage of cargo ship carrying hundreds of Bentleys stuck on sandbank

The ship's owners, Norwegian firm Hoegh, said the captain had beached the vessel on the three-mile long stretch of sand to prevent it overturning on Sunday



By [Ian Hughes](#)  
19:46, 5 JAN 2015 | **UPDATED** 23:30, 5 JAN 2015



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# NEWS

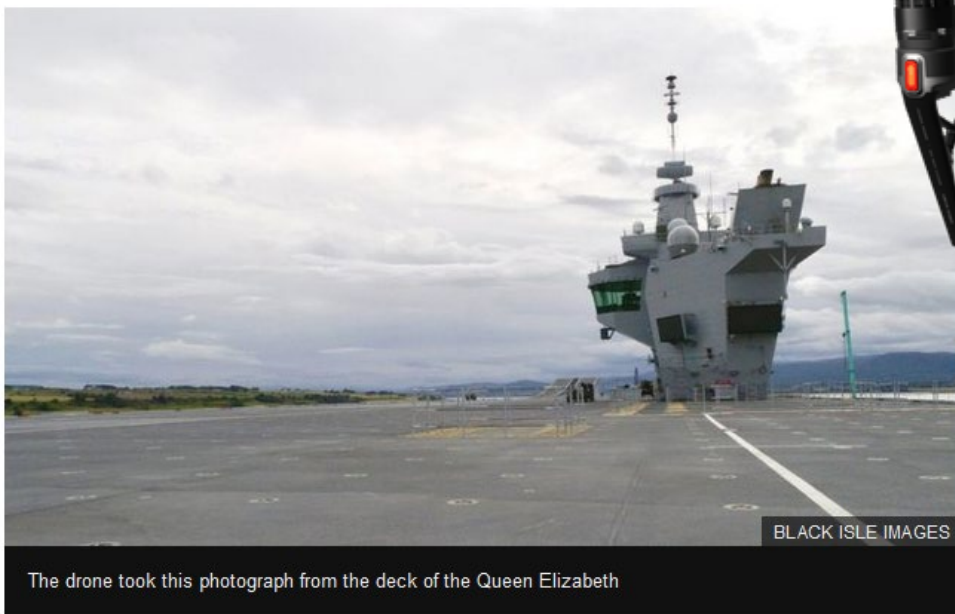
Home | UK | World | Business | Politics | Tech | Science | Health | Family & Education

Scotland | Scotland Politics | Scotland Business | Edinburgh, Fife & East | Glasgow & West

## Tiny drone lands on Queen Elizabeth aircraft carrier

12 August 2017

[f](#) [t](#) [m](#) [e](#) [Share](#)



The Ministry of Defence is reviewing security after a tiny drone landed on the deck of Britain's biggest warship.



Wave 105 @wave105radio · Jan 5

NEWS: Photos emerge online of the **inside** of the #HoeghOsaka taken before it set sail from Southampton.



← ↻ 6 ★ 3 ⋮

[View photo](#)





**Nodgink Emancipator Aguirre** ▶

**[REDACTED] BOYS**

3 hrs

All Hands : I would like to ask if who are onboard MV [REDACTED] or if you know any of them on board. cause I received a message from one of the crew OS [REDACTED] they we're attacked by pirates and all of them are in Citadel. Please relay this message to everyone. Thank you. Please keep on praying for them. God bless them all!

6 shares



**Glen Mark Emperador**  
Sana ok lang mga tro  
[See Translation](#)  
2 hours ago · Like



**VeeJay C. Lach**  
godbless sa kanila  
[See Translation](#)  
2 hours ago · Like



**Nodgink Emancipator Aguirre**  
We'll keep on praying for them. Nag-message





STRAVA

The movements of soldiers within Bagram air base - the largest US military facility in Afghanistan



NAVIGATE  
RESPONSE

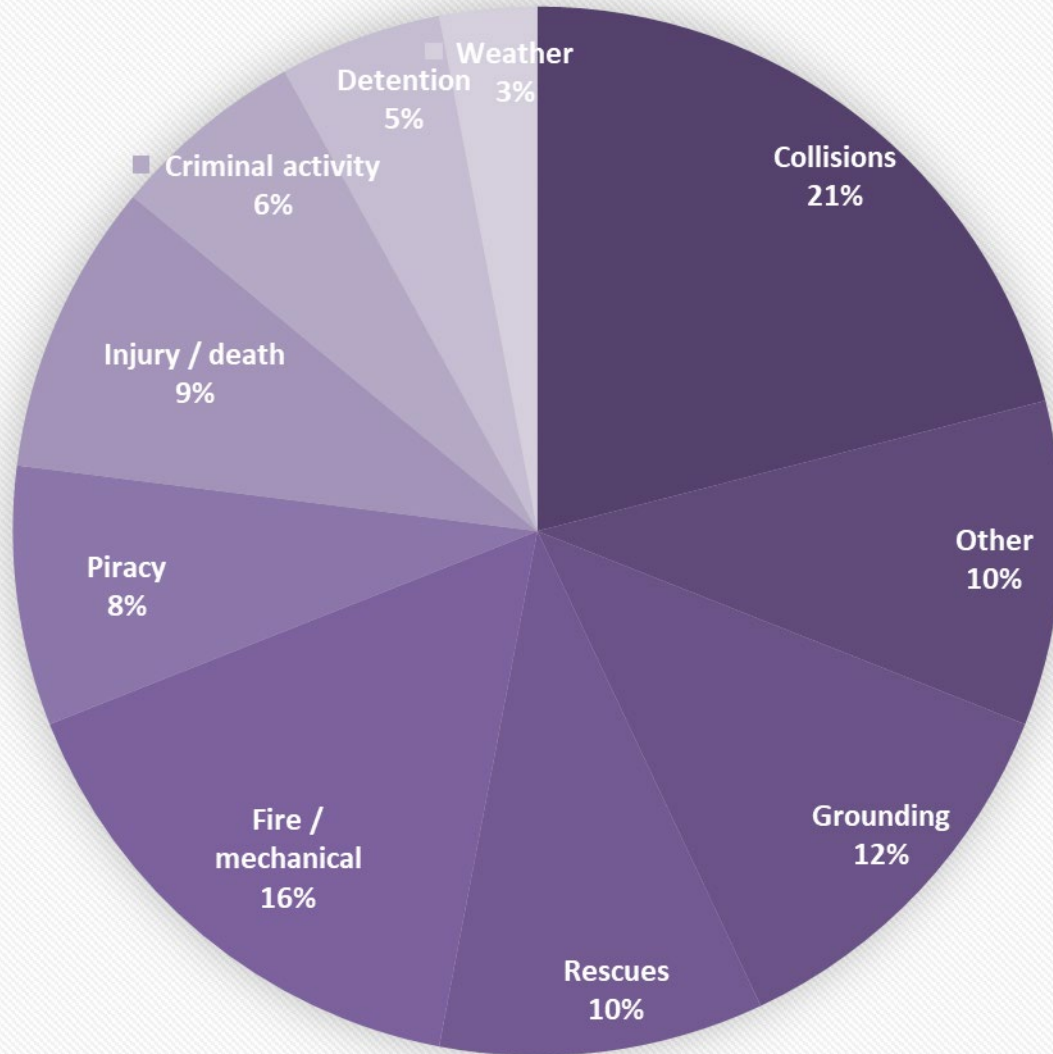
# Navigate Response

- 24/7 x 365 emergency advice, counsel & response
- Hands on support at the client's office or the scene
- Full media handling & reputation management services
- Social media monitoring & engagement
- Internal communications support
- Drills, training, exercises & planning

# 42 locations in 28 countries



# Incident types we respond to:





WikiLe



S

3/2206 (2015)

# PANAMA PAPERS

*Deeply concerned* that the conflict has resulted in great human suffering, including significant loss of life, displacement of two million people, and the loss of property, further impoverishing and disadvantaging the people of South Sudan,

# What a strong brand does for a shipping company

- Access to blue-chip charterers
- TMSA 3
- Allow a charter rate premium
- Facilitate recruitment
- Increase share price
- Reduce inspections
- Save supplier costs
- Improve access to capital
- Limit political interference
- Avoid activist confrontations
- Reduce claims costs

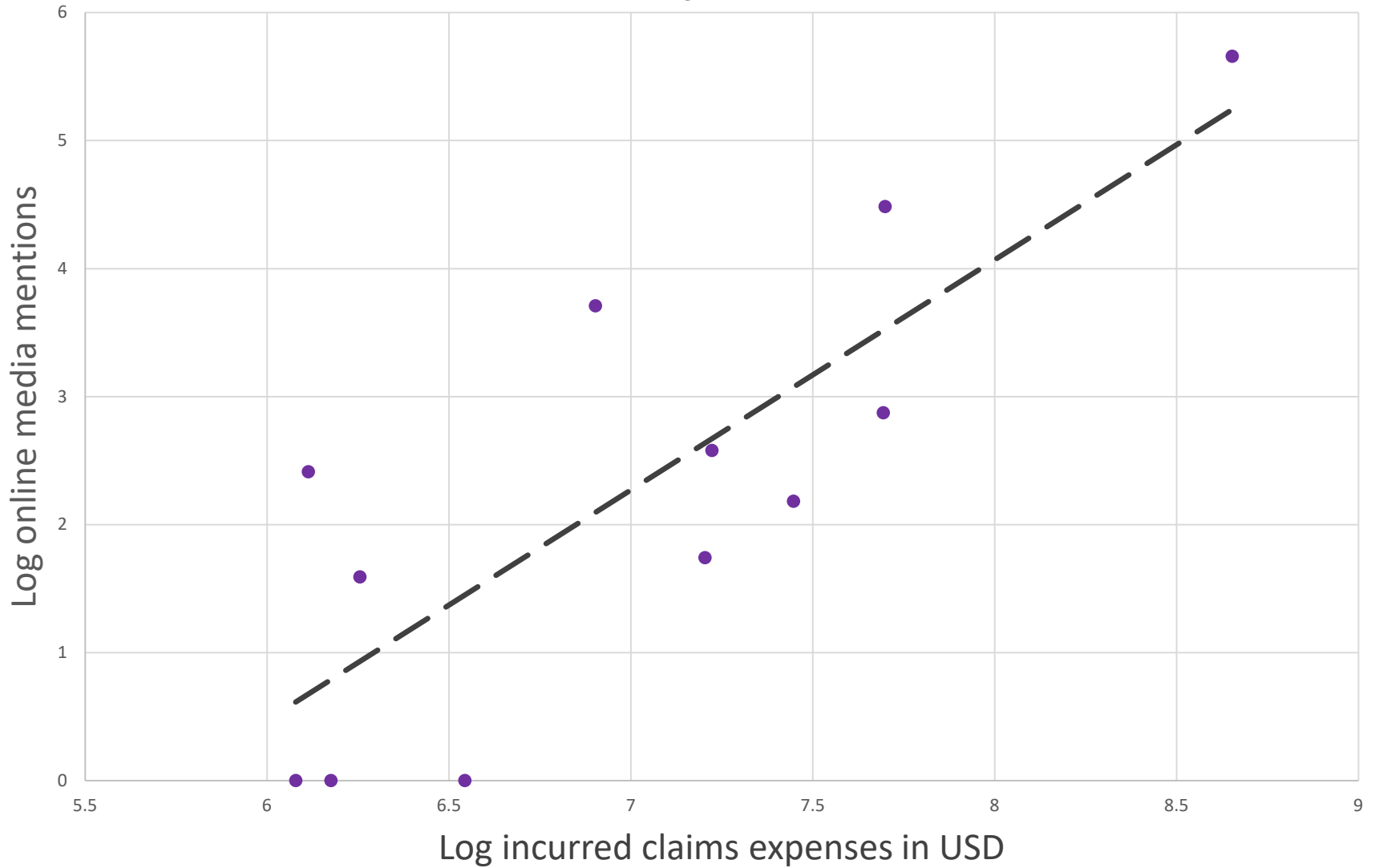
**What is the financial value?**

**Or...**

**What damage could be done?**



# P&I Cost and public interest



Data from P&I Club claims records/ Navigate Response media monitoring. Line of best fit has a correlation coefficient of 0.81.



# Communication reaches individuals

Who are you speaking to?



# Situational understanding: “Sense making”

Dealing with new information



# Situational understanding

Dealing with new information



# Predicting media interest



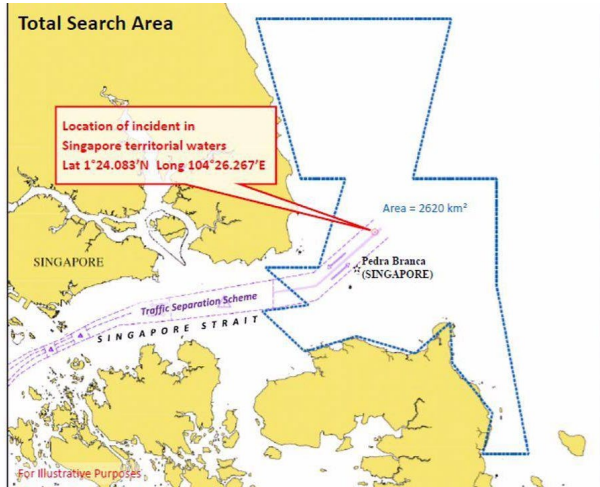
If the answer is “yes” to one of these then be prepared for some interest.  
If the answer is “yes” to more than one then expect significant interest.

# **'Alnic MC'**

## **Collision with a US Navy Destroyer and a Global Audience**



# Introduction



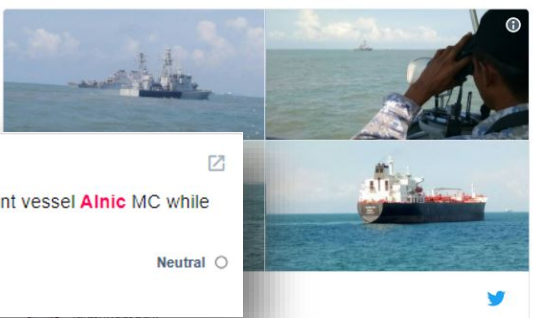
# The story breaks...

**f** U.S. 7th Fleet Aug 21 - 7:29 am

McCain (DDG 56) was involved in a collision with the merchant vessel **Alnic MC** while underway east of the Straits of Malacca and Singapore on

Reach 288k

Neutral



COMMANDER, U.S. 7TH FLEET

Home About Us Leadership Command Support U.S. 7th Fleet Band Media Contact Us

ArticleCS - Article View

### USS John S. McCain collides with merchant ship near Strait of Malacca

By U.S. 7th Fleet Public Affairs | August 20, 2017

SOUTH CHINA SEA - The guided-missile destroyer USS John S. McCain (DDG 56) was involved in a collision with the merchant vessel Alnic MC while underway east of the Straits of Malacca and Singapore on Aug. 21.

The collision was reported at 6:24 a.m. Japan Standard Time, while the ship was transiting to a routine port visit in Singapore.

Initial reports indicate John S. McCain sustained damage to her port side aft.

Search and rescue efforts are underway in coordination with local authorities.

**Chief of Navy - PTL**  
@mykamarul

SAR activated for possible missing sailors from #ussjohnmccain collision off Johor #KDHandalan #KMmarudu

6:45 PM - 20 Aug 2017

@mykamarul

Malaysian Navy, Airforce and Maritime vessels and aircrafts deployed for #USSJohnSMcCain SAR. Pse pray for their safety

10:54 AM - Aug 21, 2017

15 456 319

MPA SINGAPORE

Home > Media and Publications > News Releases and Speeches > Collision Of US Guided-missile Destroyer JOHN MCCAIN And TANKER ALNIC MC In Singapore Waters

### Collision Of US Guided-missile Destroyer JOHN MCCAIN And TANKER ALNIC MC In Singapore Waters

21 August 2017

10 unaccounted for, five injured. No oil pollution reported, Traffic in Singapore Strait is unaffected

At about 0530 hrs on 21 August 2017, Maritime and Port Authority of Singapore (MPA) was notified of a collision between a US guided-missile destroyer USS JOHN MCCAIN with Libenian-flagged merchant vessel ALNIC MC in Singapore territorial waters in the Singapore Strait.

USS JOHN MCCAIN sustained damage to her port side and requested for tug assistance. ALNIC MC sustained damage to her Fore Peak Tank 7m above the waterline, with no crew injuries. The United States Navy reported 10 crew unaccounted for and five injured.

Singapore is leading the Search and Rescue operations, and relevant Singapore agencies are rendering all possible assistance. RSAF helicopters have transferred the injured from USS JOHN MCCAIN to Singapore for medical attention. MPA has sent three tugboats to assist. Republic of Singapore Navy (RSN) and Singapore Police Coast Guard (PCG) have also deployed a total of four vessels on scene to render assistance.

USS JOHN MCCAIN and ALNIC MC are currently on their way to Singapore to assess their damage.

There is no report of oil pollution and traffic in the Singapore Strait is unaffected. MPA is investigating the incident.

### US amphibious assault ship arrives in Singapore to help in damage control; search continues for 10 missing sailors

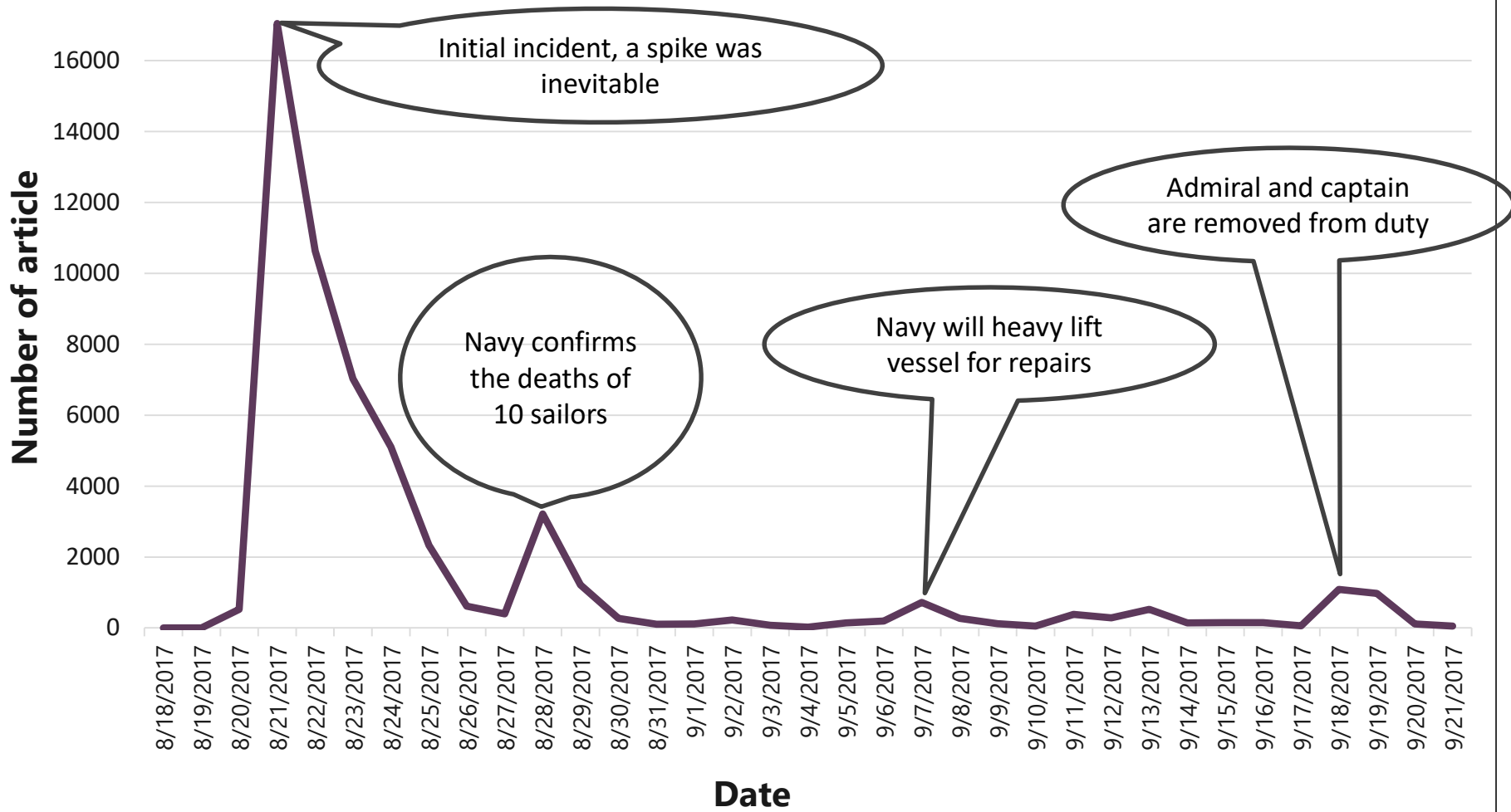
Close-up of the USS John S. McCain near Changi Naval Base

Published: AUG 21 2017 8:05 AM SGT | Updated: AUG 21 2017 6:50 AM

SINGAPORE - A damaged USS John S. McCain has arrived in Singapore after colliding on Monday (Aug 21) morning with a merchant ship, while search and rescue efforts continue for 10 missing sailors in the waters east of Singapore.

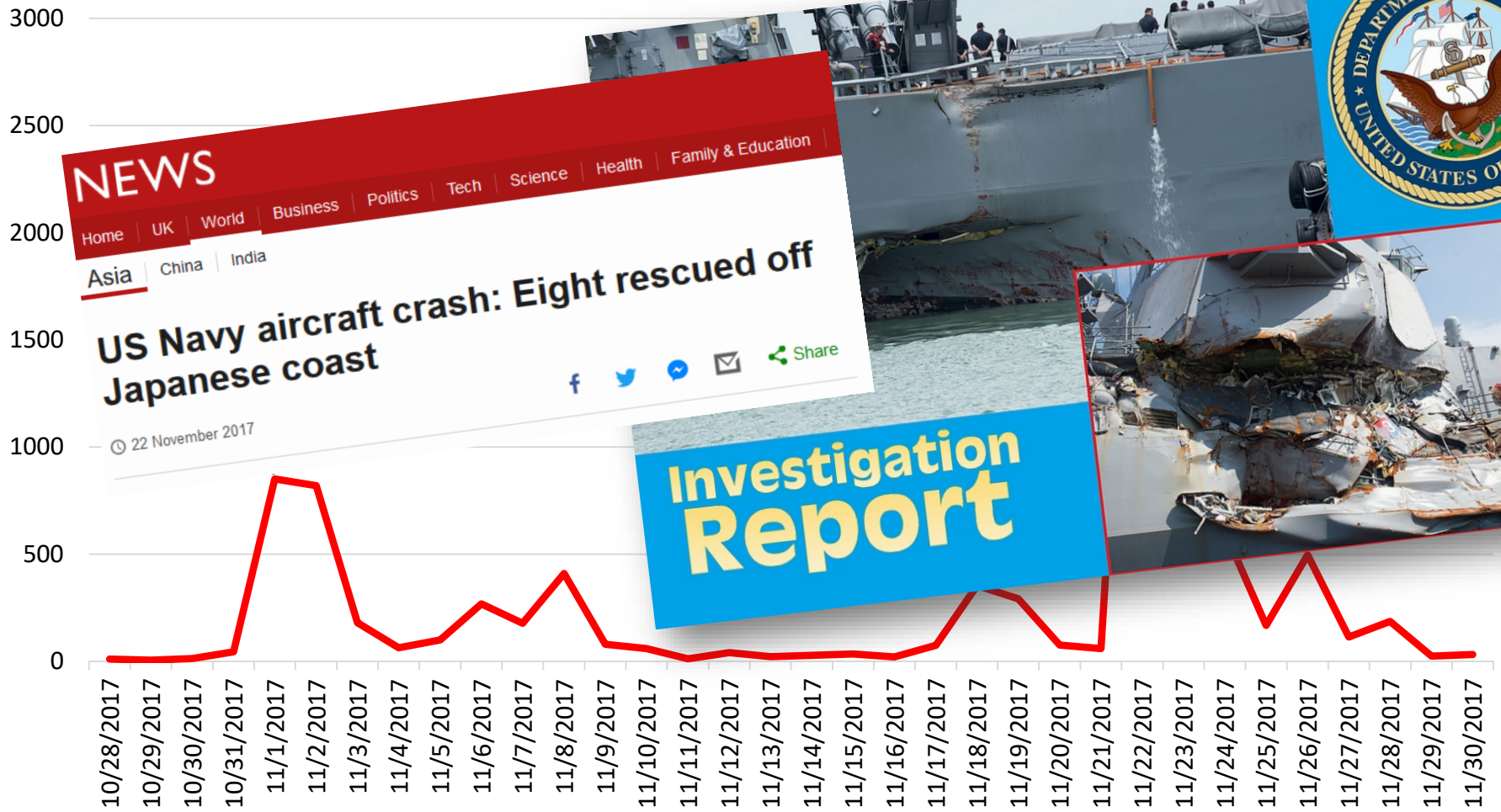
An amphibious assault ship USS America also arrived at Changi Naval Base and will provide messing and berthing services to McCain crew members and to support damage control efforts on board, the US 7th Fleet said late on Monday.

# Media articles

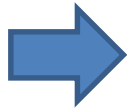




# November media mentions



## An 8 hour handicap: Engaged at 1400



“A crew member on the Alnic MC told Reuters there was some damage to a valve, but no oil spilled from the Liberian-flagged, 183-metre-long (600-ft) tanker, which was carrying almost 12,000 tonnes of fuel oil from Taiwan to Singapore.”

# Preparing for the media

*“Good morning.*

*“Thanks for your call. I am not a spokesperson for my company.  
This line must be kept free.*

*“Please contact our head office.*

*“Thank you.”*

# Ambush Interviews

An ambush occurs in one of two ways:

- A reporter deviates from the agreed-upon topic
- A reporter shows up without notice

# AMBUSH

# **If you can't escape an ambush quickly**

And if the journalist does not give up (ignore them for the first couple questions)

**Stop** – If they aren't giving up

**Face** – You don't want to look like you're running away

**Respond** – Short and simple

**Then carry on** – Once you have been polite, you can leave

## **If you're the employee caught off guard...**

*"I am not a spokesperson for my company. If you give me your card I would be happy to pass it on and someone will be in touch."*

## If you're the target – CEO/ spokesperson

*“This incident is of course my top concern. Please contact my office, and we can set up a better time for an interview. Thank you.”*

*[AND THEN WALK ON]*

# The 3 P's

## PITY

*“Right now we are still searching for our 10 missing sailors, our thoughts and prayers continue to be with the families of those sailors...”*

## PRAISE

*“While the rescue effort continues, I sincerely thank our Singapore partners, our Malaysia partners and everyone who has responded with urgency, compassion and tireless commitment...”*

*...I visited with the crew today, they are tough, they are resilient. It is clear that their damage control efforts saved their ship and saved lives.”*

## PROMISE

*“We will conduct a thorough and full investigation into this collision, what occurred, what happened and how it happened...”*

*... to find out whether there is a common cause at the root of these events and if so, how we solve it.”*



# Key messaging

## Checklist:

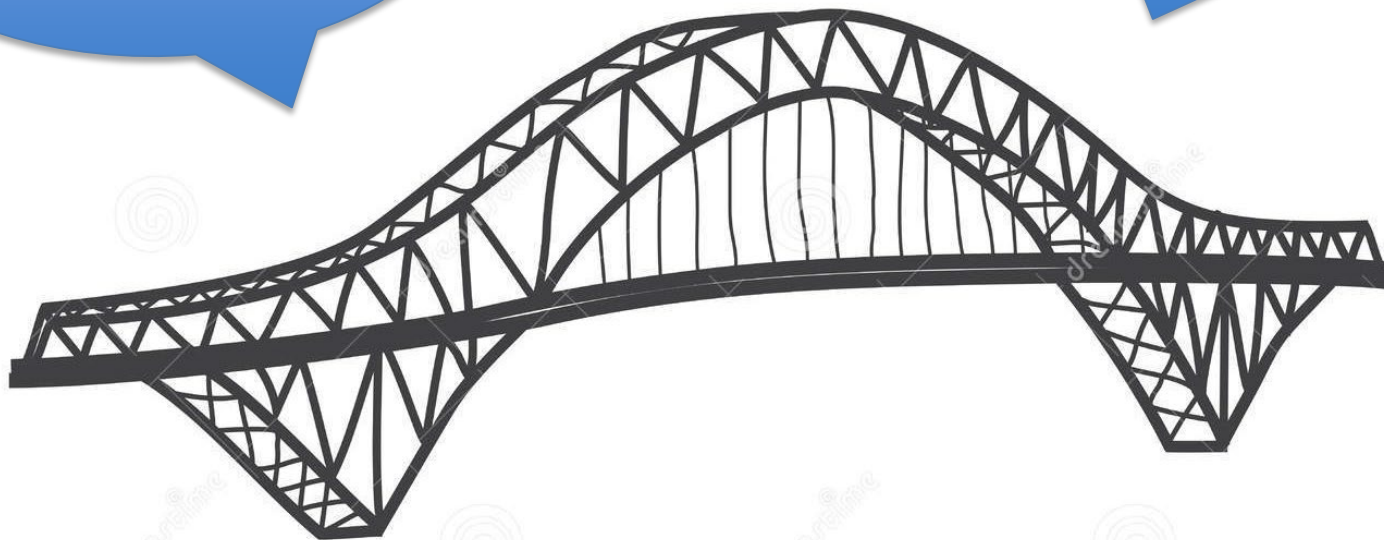
- 3 key messages
- Never more than a sentence
- Actions already taken / being taken
- Local connections highlighted
- Shared concerns of stakeholders
- Company's relevant history



# Bridging

We understand that there is much more oil in the sea than you originally told us

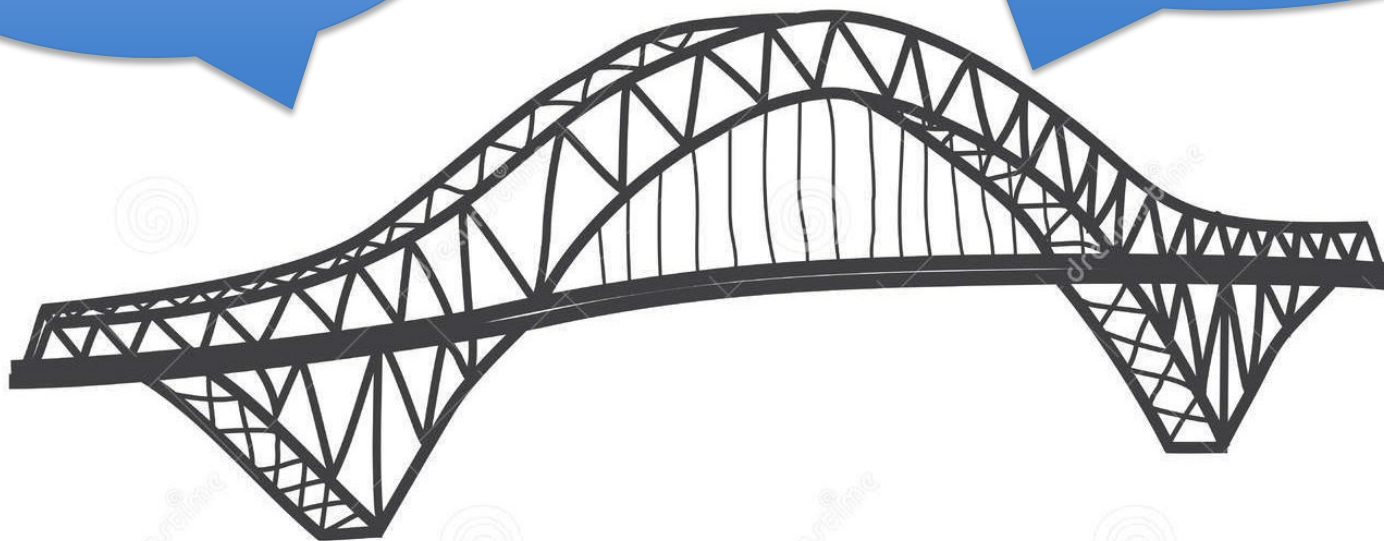
At the moment, that's speculation, but what I can tell you is...



# Bridging

The local fisherman are demanding compensation, who is going to pay?

Look, if I were a fisherman, what really matters to me is when I can get my boat back in the water **and so what's important is...**

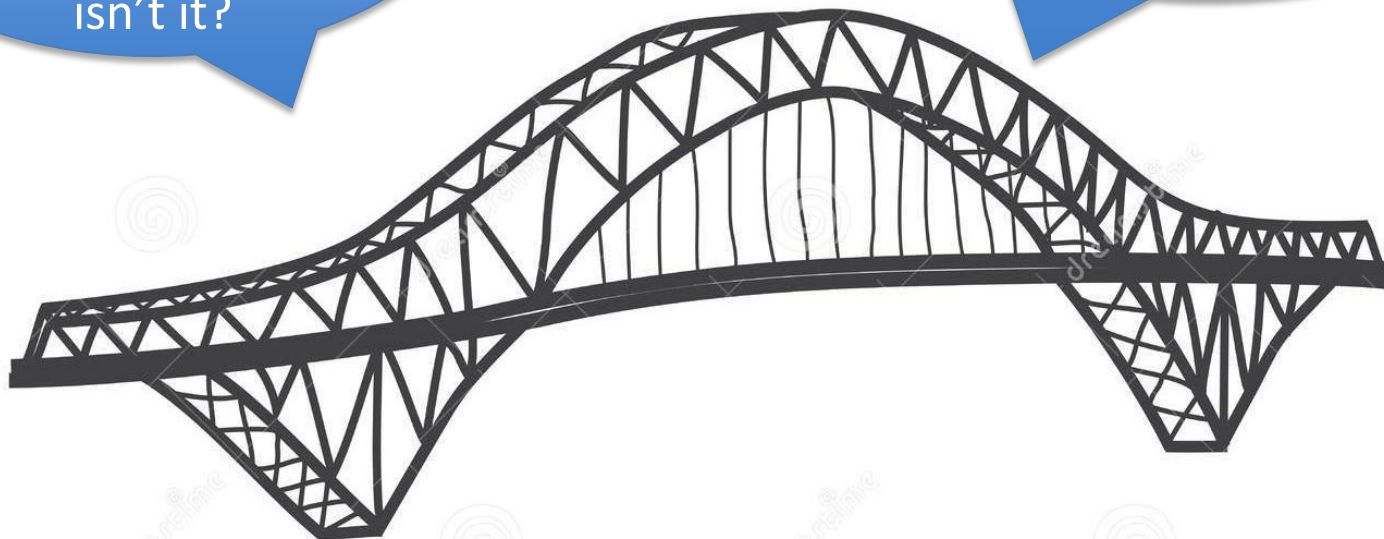


# Bridging

Oil in the sea,  
communities  
disrupted,  
livelihoods affected  
– it's a real mess,  
isn't it?

Well let me start by  
giving you some  
background...

TALK  
TALK  
TALK



# Reputation risk... rampant speculation

## ASIA-PACIFIC NEWS

CHINA | JAPAN | KOREA | AUSTRALIA | INDIA

### Collision of USS John S. McCain is met with 'applause' in China, according to state media

- USS John S. McCain's collision with a merchant ship was met with "applause from Chinese citizens," a Beijing mouthpiece says
- U.S. Navy "acted arrogantly" in Asia-Pacific, lacking respect for huge Global Times claims

2017 | Updated 10:02 AM ET Tue, 22 Aug 2017

### THE CABLE

## U.S. Navy Investigating if Destroyer Crash Was Caused by Cyberattack

The probe of the USS John S. McCain collision will be a model for future investigations.

BY ELIAS GROLL | SEPTEMBER 14, 2017, 9:25 PM

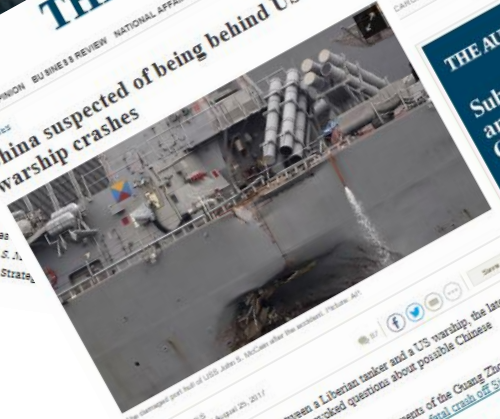


## THE AUSTRALIAN

FOR THE UNFORGOTTEN ANTEILLAN

### China suspected of being behind US warship crashes

The guided-missile destroyer USS John S. McCain, with a loss in Singapore on August 23, 2017. The US Navy is investigating the incident. Singapore early Monday, the second accident involving an American warship in the region. The US Navy is investigating the incident. Singapore early Monday, the second accident involving an American warship in the region. The US Navy is investigating the incident.



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The collision on Monday between a Liberian tanker and a US warship, the latest in a series of incidents in Asia, has provoked questions about possible Chinese involvement.

A former Royal Navy officer said that the movements of the *Guang Zhou Wan*, a Chinese vessel, could be significant in explaining the fatal crash of *Sangaris* that left at least one sailor dead. A further name is missing.

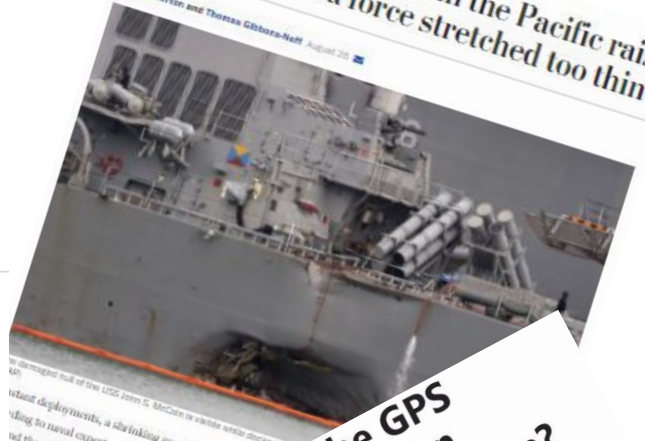
Tracking data indicates that the tanker that collided with USS John S. McCain was followed by the Chinese vessel, which appeared to steer out of the way before the incident.

"You get the impression that fleet forces command are going to be looking at wider potential problems — lacking crew training, how they are navigating, validating of ship-march standards," said the former British officer, who declined to be identified.

### Checkpoint

## Deadly Navy accidents in the Pacific raise questions over a force stretched too thin

By Alice Harton and Thomas Gibbons-Neff | August 28



## Did Russia Hack the GPS System of the USS John McCain to Cause a Collision?

While it's true that Russia is developing the ability to hack GPS systems, experts doubt that GPS hacking caused the USS John McCain to crash.



# Industry expert speculation

*“However, it is likely that the MACCAIN’s speed was moderate while travelling in a heavy traffic area. It may well have been less than the ‘ALNIC’s’ in order to facilitate a predetermined ETA and berthing schedule”*

*“The depth of the indentation shows that the relative speeds between the two vessels were such that the ‘ALNIC’ must have been travelling somewhat faster than the ‘MACCAIN’.”*

*“The assessment which can be made from the collision damage is that the ‘ALNIC’ was overtaking the ‘MACCAIN’. As such, the ALNIC, as the give way vessel, was obligated to keep clear of the ‘MACCAIN’.”*

## Not again! USS JOHN MACCAIN and ALNIC MC collision

Posted on August 26, 2017 by SEAPROF



Another US navy sailor death two similar nav catastrophes can time? Is the huma more?

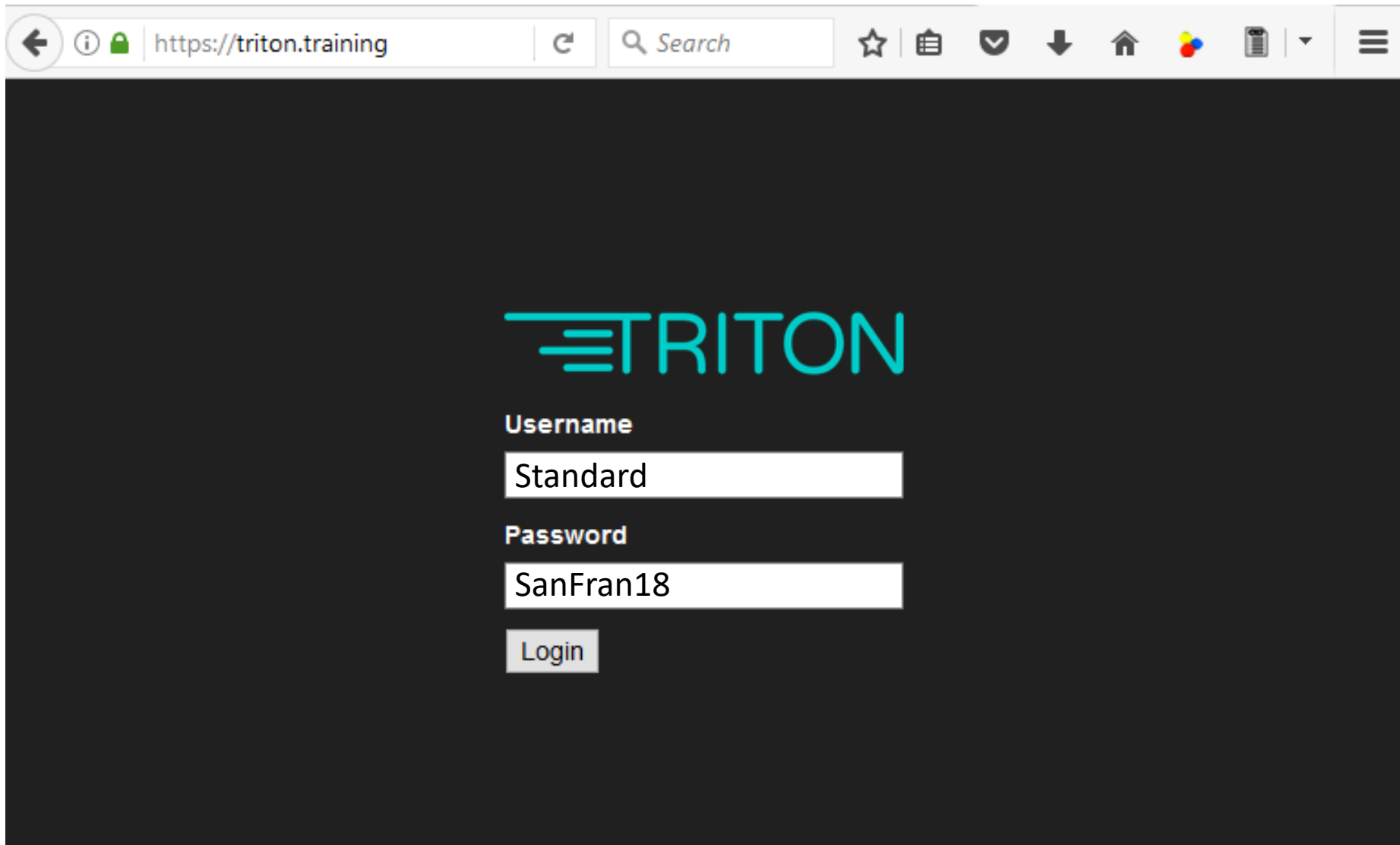
Many photos, vid been posted. C navigational aspe ultra-fast posting Units (AIS) data t of the tanker ALN



# Strategy

1. Will this case attract attention?
2. Establish that you are responding and you are THE source of information
3. Monitor what's being said and anticipate risk points
4. Prepare and update key messages with risk points involved  
Key messages should be the foundation of everything you say
5. Shift focus from negative past to **positive present** and **committed future**
6. Manage your time – respond where you can, but NOT everywhere

# Please login, have a look and follow along



← ⓘ 🔒 https://triton.training ↻ 🔍 Search ☆ 📄 📄 ⬇️ 🏠 🌈 📄 ▼ ☰

**TRITON**

**Username**

**Password**

Login



# Welcome to Triton

D TEAM - (German Shipowners Ass: X +

← → ↻ 🏠 <https://triton.training/trainer/responses/course/40> ... 📄 ⚙️

TRITON Trainer Overview Timeline Report Logout Stop impersonating Filter Control

Twitter 1 of 1 + New

Green Warrior @GreenCrusader 15m  
Welcome to Triton -- Your company's Twitter feed is here. You will be able to post and respond as your company.

Facebook 1 of 1 + New

Ship's Cook @ShipsCook 14m  
I cause a lot of trouble here... you should keep an eye on me!

e-mail 1 of 1 + New

Jonathan Spencer @JSpencer 13m  
Dear Players,  
You can send and receive emails here. Expect to get emails from the receptionist at the front desk of your company and also from journalists following the story. You can reply to any of these emails directly in the feed.  
See More

News Feed 1 of 1 + New

Navideck  
Post here as your company  
A sort of feed for all non-social content related to the incident. Post from your company's website here and expect to see posts from news outlets.

**As your company**

- Tweet
- Retweet
- Like
- Reply

**As your company**

- Post
- Share
- Like
- Reply

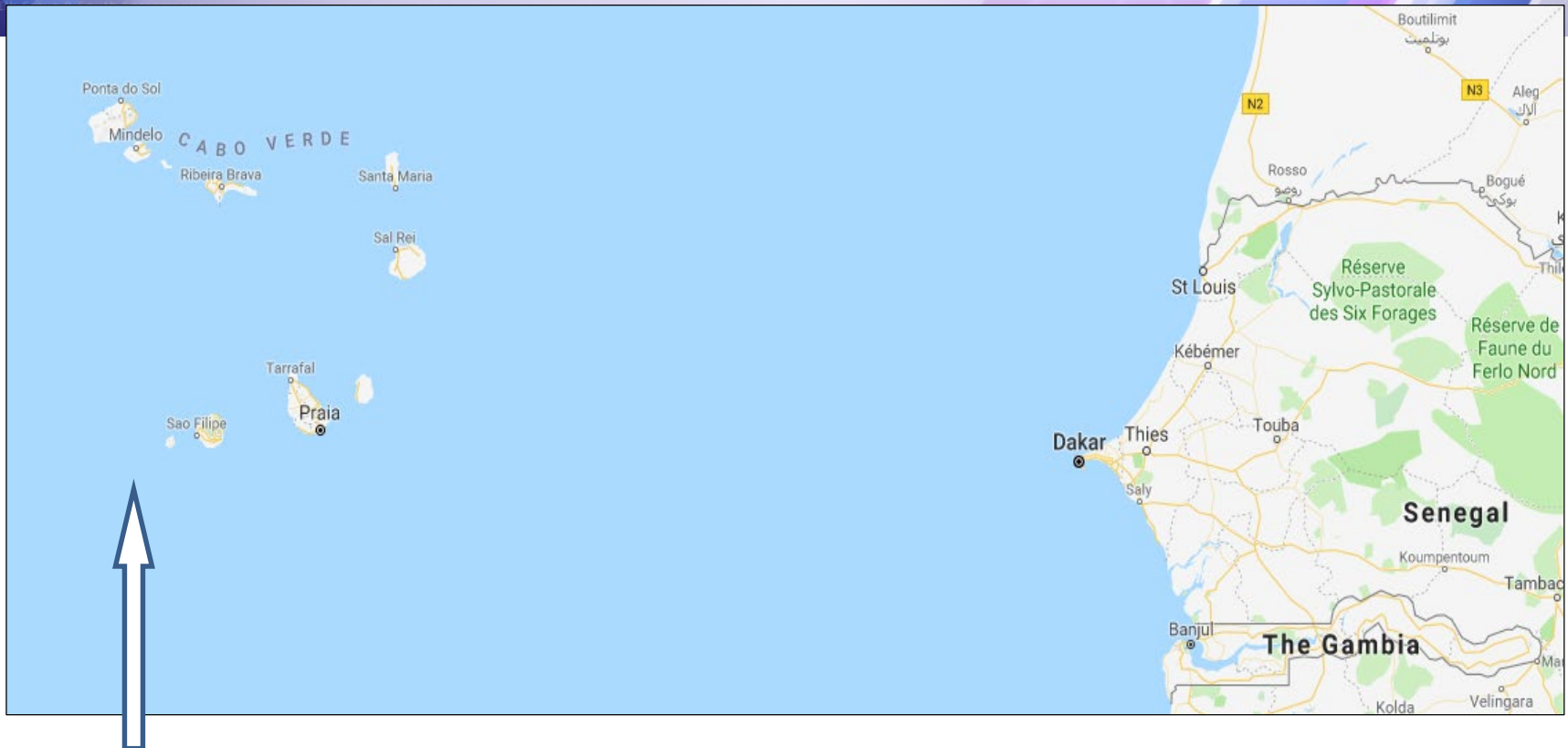
**Company email**

- Reception – phone messages
- Journalists

**Websites**

- Your company
- Media outlets
- Other companies

# BREAKING NEWS



Collision location – south west of Ilha Brava in the Cape Verde Islands.

# Incident notification from bridge

Master, *Uber Tern* to DPA:

- V'ssl has hit unidentified entity – assuming a fishing boat – there was no AIS
- AB on deck claims he heard voices from the water
- 2<sup>nd</sup> engineer did not muster – search is underway
- V'ssl has st/bd list, holed beneath waterline and taking on water
- Expect sig loss of bunkers – damage to st/bd aft tanks
- Propeller is damaged
- Loc: approx 11 nm WSW of Brava, Cape Verde  
**14°47'43"N 24°57'07"W**

# Incident notification from bridge – update

Master, *Uber Tern* to DPA:

- Request immediate med assist/evac, 2nd eng – we found him below with a severe head injury and a faint pulse
- V'ssl list is increasing – still assessing damage
- Not manoeuvrable due to prop damage is unstable
- Water ingress significant
- Considering V'ssl evac

Follow along...

See what happens...

Try responding... you all can!

*Exercises should feel like real crises, and real crises should feel like exercises.*



**Dustin Eno**

[dustin.eno@navigatorresponse.com](mailto:dustin.eno@navigatorresponse.com)

[www.navigatorresponse.com](http://www.navigatorresponse.com)

**Fire investigation on board  
container ships:**  
*Reefers & other cargo problems*

**Daniel Jackson**  
*Burgoynes*

THE EXPERTS IN FORENSIC INVESTIGATION





# Locations & People

- 8 in the UK
- Dubai
- Singapore
- Hong Kong
- 83 Investigators
- Technical Library

# Locations & People



# Attributes of a good investigator

- Independent
- Unbiased
- Logical
- Methodical
- Appropriate evidence collection
- Knowledge of, or research into, standards

# Fields of expertise

- Fires & explosions
- Electrical engineering
- Mechanical engineering
- Materials failures
- Transport collisions
- Shipping & cargo

# Output

- About 3000 - 4000 cases a year
- 70% fire & explosion
- Preliminary advice
- Letters
- Formal reports
- Court reports

# Marine fires & explosions



# Marine fires & explosions

- Technical assistance to the maritime industry for many years
- Fires & explosions on board ships, in shipyards and at ports
- Cargo incidents, engine rooms & accommodation fires

# Marine cargoes

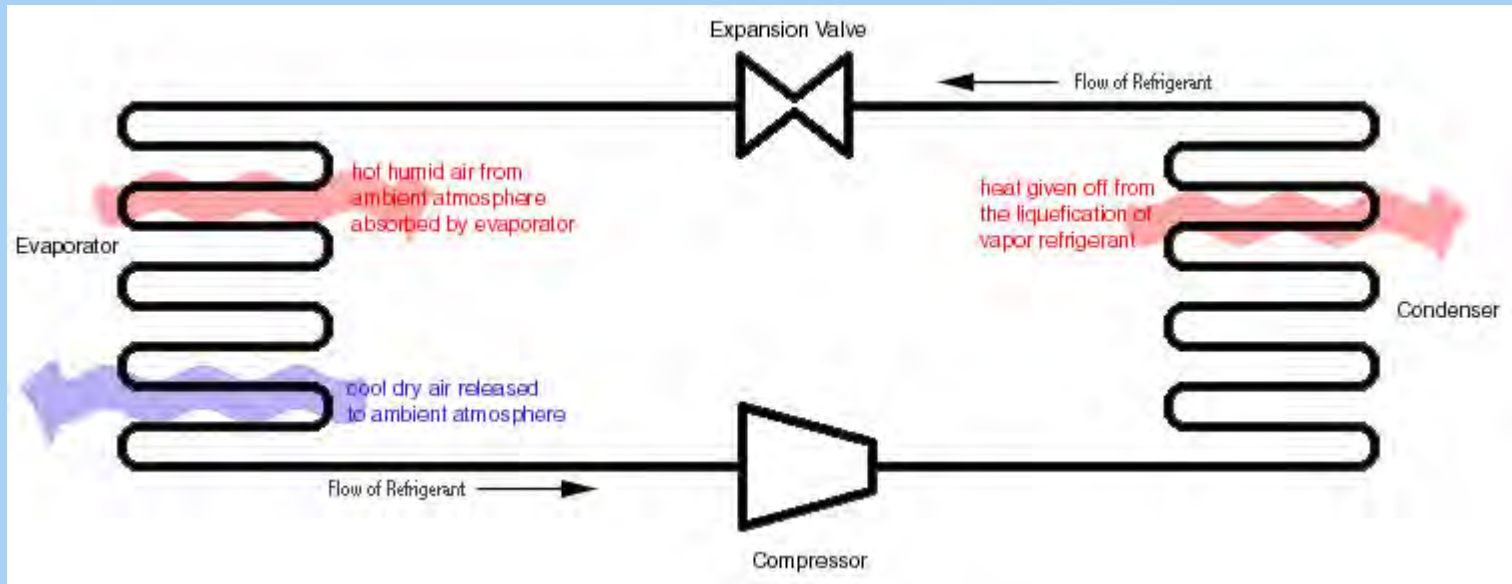
- Spoilage of foodstuffs
- Generation and release of flammable and toxic gases from cargoes
- Contamination of chemical cargoes and fuels
- Self-heating of bulk cargoes
- Corrosion of cargoes



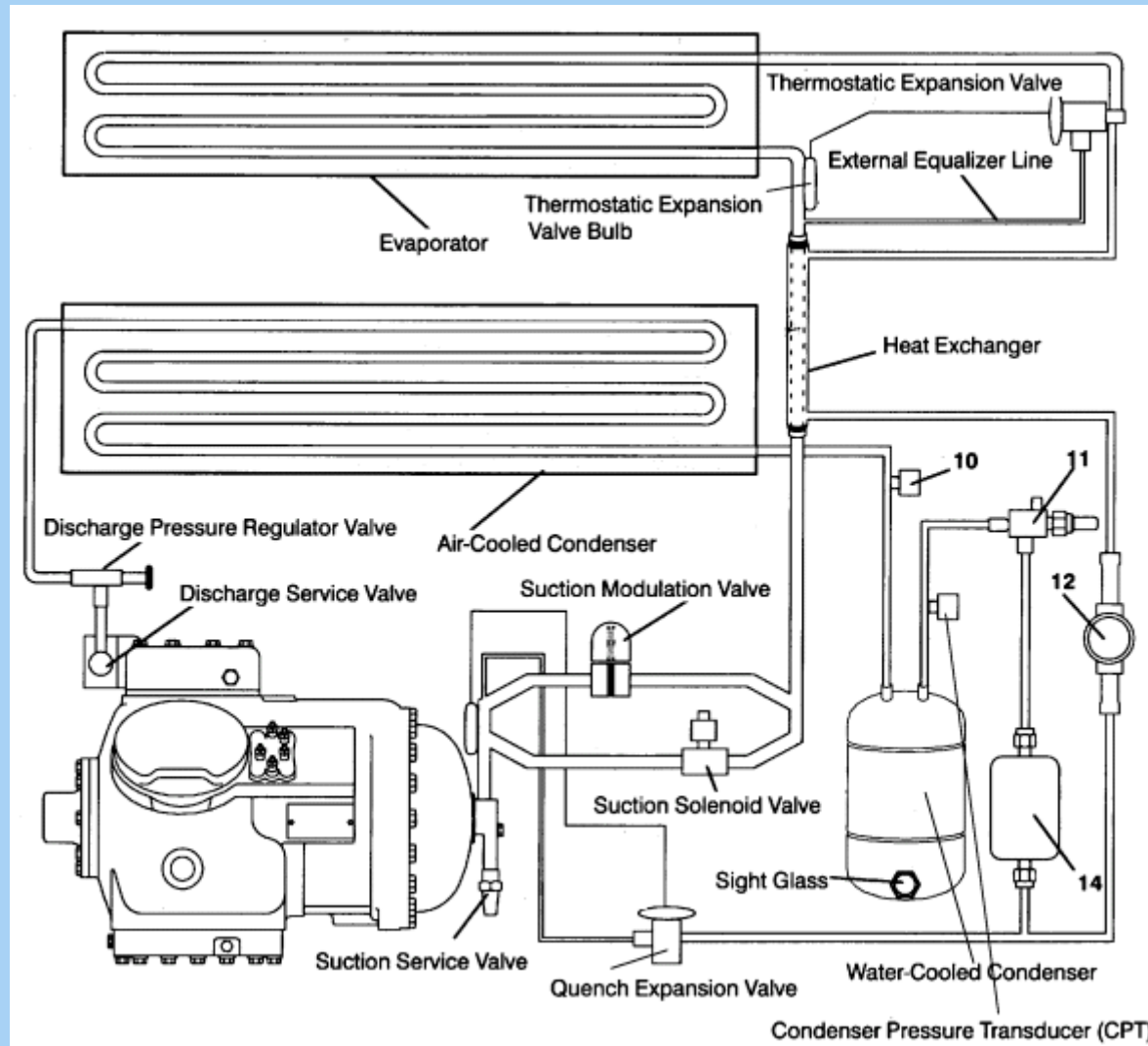
# Fires involving reefers and refrigerated cargoes

- Electrical defects
  - Vessel's power supply
  - Power leads
  - Refrigeration equipment
- Spontaneous ignition of refrigerants
- Cargo problems from loss of refrigeration

# The refrigeration cycle



# The refrigeration cycle



# Reefer containers



# Reefer containers



# Reefer containers



# Fires involving reefers and refrigerated cargoes

- Electrical defects
  - Vessel's power supply
  - Power leads
  - Refrigeration equipment
- Spontaneous ignition of refrigerants
- Cargo problems from loss of refrigeration

# The vessel's power supply





# The vessel's power supply



# Electrical fault at the plug/socket connections



# Types of fault

- Adventitious current paths
  - Breakdown of insulation
  - Arcing through char
  - Water ingress
- Resistance heating

# Types of fault

- Breakdown of insulation
  - Conductors of different potentials come into contact, perhaps caused by damage to cable insulation
  - A short circuit is formed
  - Short-lived event, high current flow, very high temperatures produced

# Types of fault

- Breakdown of insulation



# Types of fault

- Arcing through char
  - A connection that is generating heat can lead to char formation as plastic insulation is heated slowly over time
  - Fault currents can flow, potentially leading to ignition

# Types of fault

- Arcing through char



# Types of fault

- Resistance heating
  - Current flowing through a connection generates heat
  - Heat produced is proportional to  $I^2R$
  - Square of the current x resistance

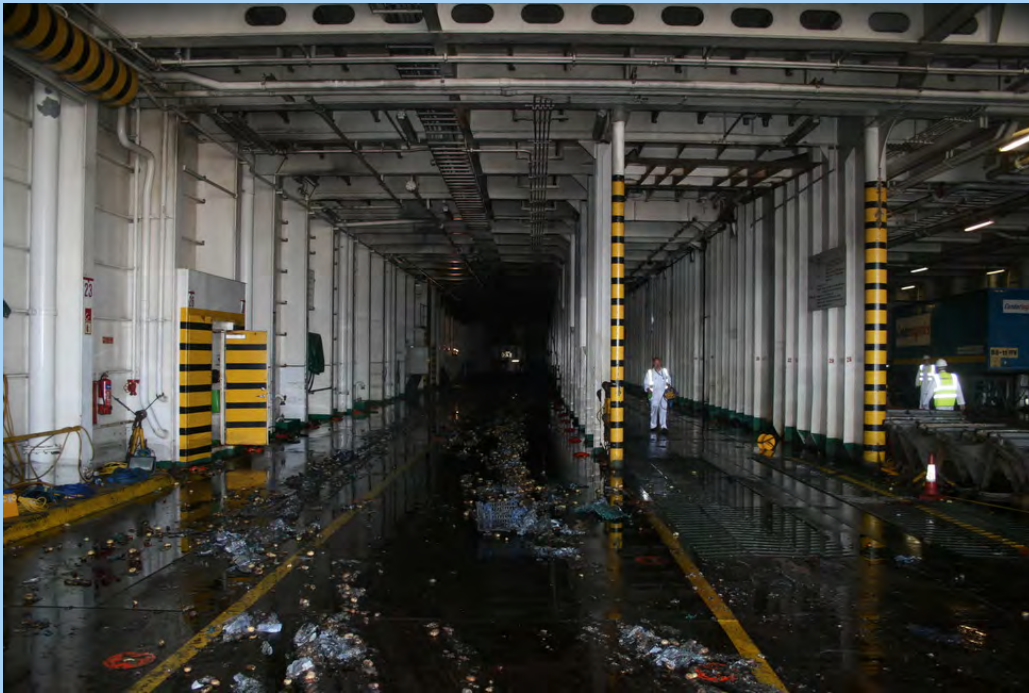


# Types of fault

- Resistance heating
  - For a poorly made connection, the surface area of the contact may be low
  - This means high resistance, and thus high level of heat produced as current flows
  - This can lead to oxidation of the conductors, further deterioration of the contact area and even higher resistance

# Types of fault

- Resistance heating





# Fires involving reefers and refrigerated cargoes

- **Electrical defects**
  - Vessel's power supply
  - **Power leads**
  - Refrigeration equipment
- Spontaneous ignition of refrigerants
- Cargo problems from loss of refrigeration

# Types of fault

- Damaged cable insulation
  - Adventitious fault currents
  - Short circuits – arcing events
  - Usually inconsequential

# Types of fault

- Damaged cable insulation
- Snags, pulls, compression



# Power lead damage



Power lead  
stowage when  
not in use





# Power lead damage



# Ad hoc repairs



# Ad hoc repairs



# Ad hoc repairs

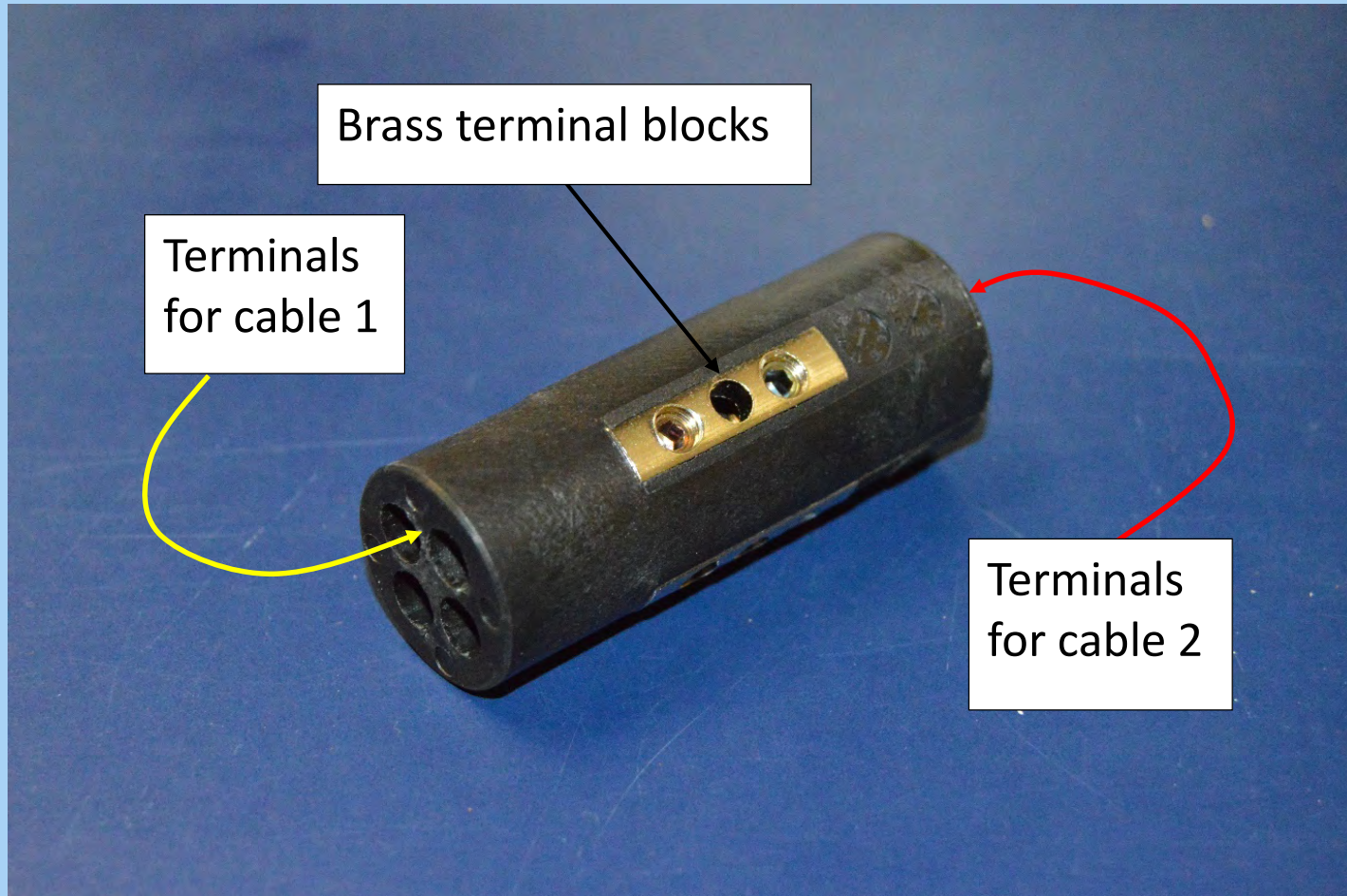




# Cable splice kits



# Cable splice kits



# Resistance heating





# Resistance heating



# Resistance heating



# Resistance heating



# Resistance heating



# Resistance heating



# Resistance heating



# Fires involving reefers and refrigerated cargoes

- **Electrical defects**
  - Vessel's power supply
  - Power leads
  - **Refrigeration equipment**
- Spontaneous ignition of refrigerants
- Cargo problems from loss of refrigeration

# Internal electrical defects





# Internal electrical defects



# Internal electrical defects



Contactor components recovered from the debris

# Internal electrical defects



# Internal electrical defects



# Internal electrical defects



# Fires involving reefers and refrigerated cargoes

- Electrical defects
  - Vessel's power supply
  - Power leads
  - Refrigeration equipment
- Spontaneous ignition of refrigerants
- Cargo problems from loss of refrigeration

# Spontaneous ignition



# Spontaneous ignition





# Spontaneous ignition



# Spontaneous ignition



# Spontaneous ignition



# Spontaneous ignition



# Spontaneous ignition

- R134A refrigerant – approved for use in many reefers
- Other refrigerant types, *e.g.* R22 and R142b are not approved
- Non-approved types are chlorinated alkanes
- This species can react with aluminium

# Spontaneous ignition

- Incompatible refrigerants leads to reaction between refrigerant and aluminium components
- Formation of alkylaluminium chlorides and/or trimethyl aluminium (TMA)

# Spontaneous ignition

- Admission of air into the system due to loss of refrigerant
- Alkylaluminium chlorides and/or TMA spontaneously ignite when exposed to air
- Possible ignition of R142b-air mixture → explosion

# Fires involving reefers and refrigerated cargoes

- Electrical defects
  - Vessel's power supply
  - Power leads
  - Refrigeration equipment
- Spontaneous ignition of refrigerants
- Cargo problems from loss of refrigeration



# Loss of refrigeration

- Perishable cargoes
- Temperature controlled dangerous goods
- Class 5.2 – organic peroxides

# Organic peroxides

- Decomposition is a natural process
- Stabilisers / temperature control ensure the reaction is slow
- If there is a loss in control, the process may self accelerate
- Induction time
- Violent reaction

# TBPP

- *tert*-butyl peroxyvalerate (TBPP)
  - UN 3113
  - Type C organic peroxide
  - Class 5.2
- 
- Requirement to transport under temperature-controlled conditions

# TBPP

- $SADT = 20\text{ }^{\circ}\text{C}$
- $\text{Control temperature} = SADT - 20\text{ }^{\circ}\text{C} = 0\text{ }^{\circ}\text{C}$
- $\text{Emergency temperature} = 10\text{ }^{\circ}\text{C}$

# Dual refrigerator plant



# Loss of refrigeration



# Loss of refrigeration



# Loss of refrigeration





# Loss of refrigeration



# Loss of refrigeration



# Burgoynes services

## Investigations:

- Fire & explosion
- Metallurgy and corrosion
- Engineering failures
- Marine engineering
- Chemical incidents
- Cargo contamination
- Advice on 'live' fire, chemical and contamination incidents



+44 207 726 4951

+971 4557 6714

[www.burgoynes.com](http://www.burgoynes.com)

# Regional Regulatory Compliance Update

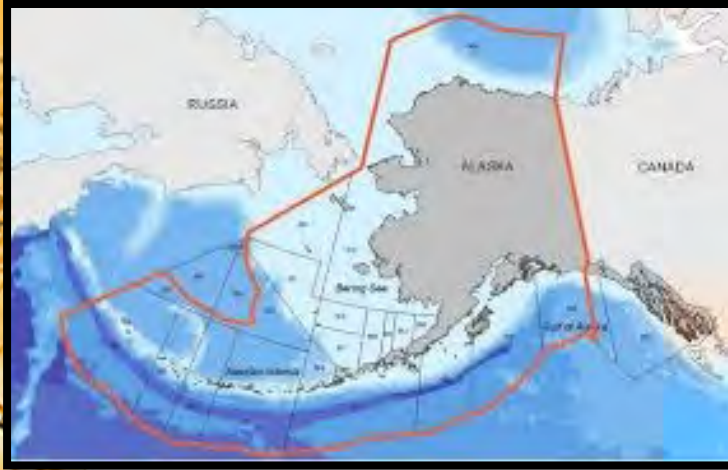
*Alaska • West Coast • Panama Canal  
Port State Control & BW Management*

# Topics

- Western Alaska APC
- California Update
- Oregon Update
- Washington Update
- Panama Canal Update
- USCG Port State Control (PSC) Statistics for 2017
- US Ballast Water Management Regulations
- Vessel General Permit (VGP)



# Remote Areas: Western AK, Guam & American Samoa



Western Alaska



American Samoa



Guam

# Western Alaska APC

**Vessels operating in or transiting through Western Alaska COTP zone must be covered by an Approved APC**



- **Vessels operating within 200 nm of the shoreline, not in innocent passage, must comply**
- **Limiting latitude 47° 50' N**
- **There are currently 2 USCG approved APCs for Western Alaska**

# Western Alaska APC

## ALASKA MARITIME PREVENTION & RESPONSE NETWORK (NETWORK)

Covers tank and nontank vessels

Includes entire Western Alaska COTP Zone\*

Online enrollment process via [www.ak-mprn.org](http://www.ak-mprn.org).

## 1-CALL ALASKA

Covers nontank vessels

Includes entire Western Alaska COTP Zone\*

Additional information available at [www.1callalaska.com](http://www.1callalaska.com).

Fleet enrollment is encouraged

The current WAK APCs expire July 1, 2021

*\*Nontank vessels with over 25,000 BBLs of fuel capacity must remain below 60th parallel.*



# California Update

Refer to ECM GD - 04



# CA Unannounced Notification Exercise



- CA Inspectors actively conduct unannounced exercises
  - CA Inspectors may provide the master with a pollution scenario to test the master's knowledge of the notification procedures
  - Masters should contact their QI immediately for assistance with this exercise
- 
- Required notifications must be completed within 30 minutes.
  - The QI, once notified, will make the required notifications



# Southbound Santa Barbara Channel Transits and Pt. Hueneme Calls

- MSRC & NRC both provide Southbound Santa Barbara Channel and Pt. Hueneme coverage
- NRC's Authorization to Proceed (ATP) Form required 24 hours prior to transit/calling
- MSRC requires California Coverage Request form 24 hours prior to calling Pt. Hueneme only





# California Biofouling Regulations

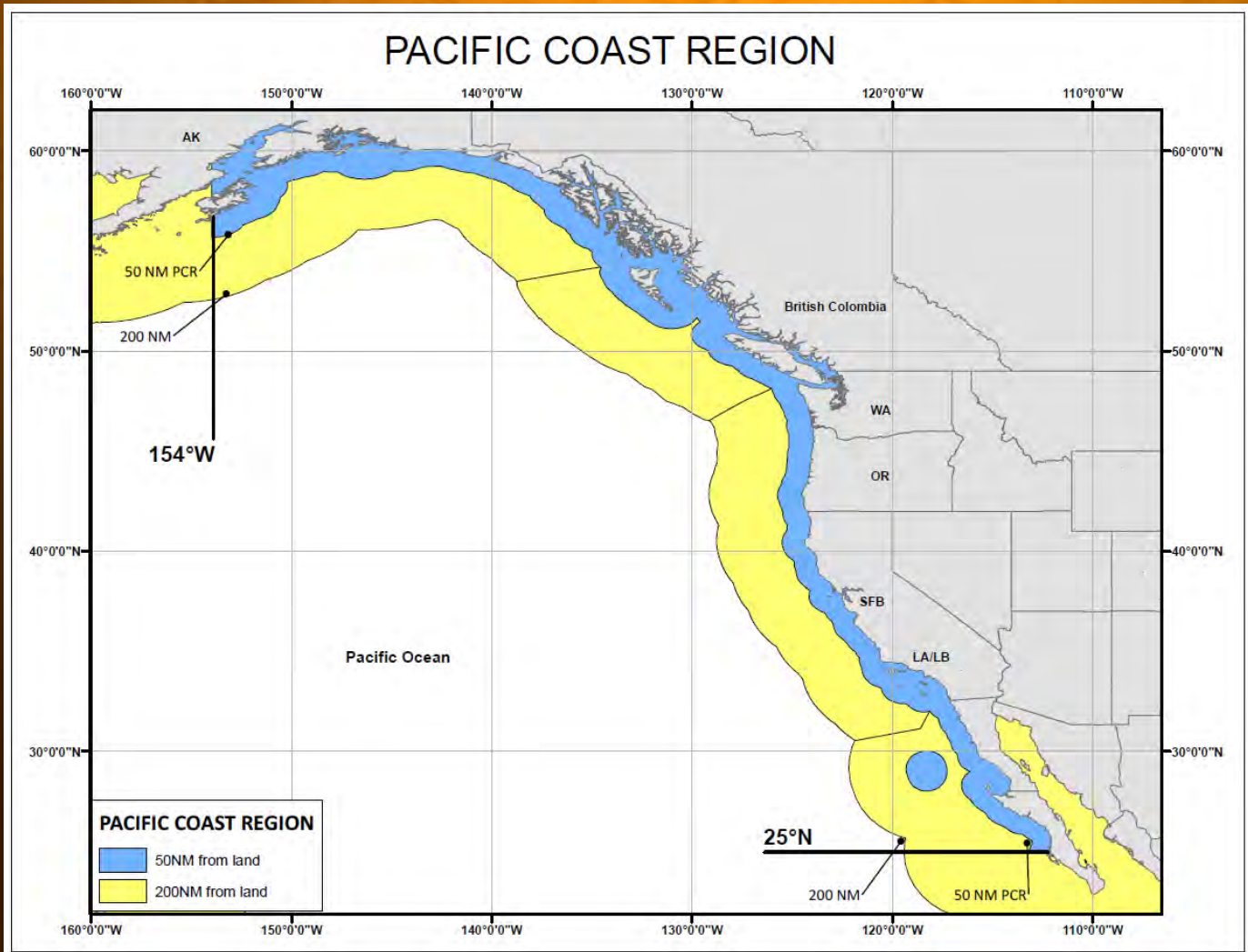
- Conduct biofouling management of the vessel's wetted surfaces
- Conduct biofouling management for vessels that undergo an extended residency (45 days in one location)



**See ECM Client Alert 24-2017**



# California Ballast Water Management

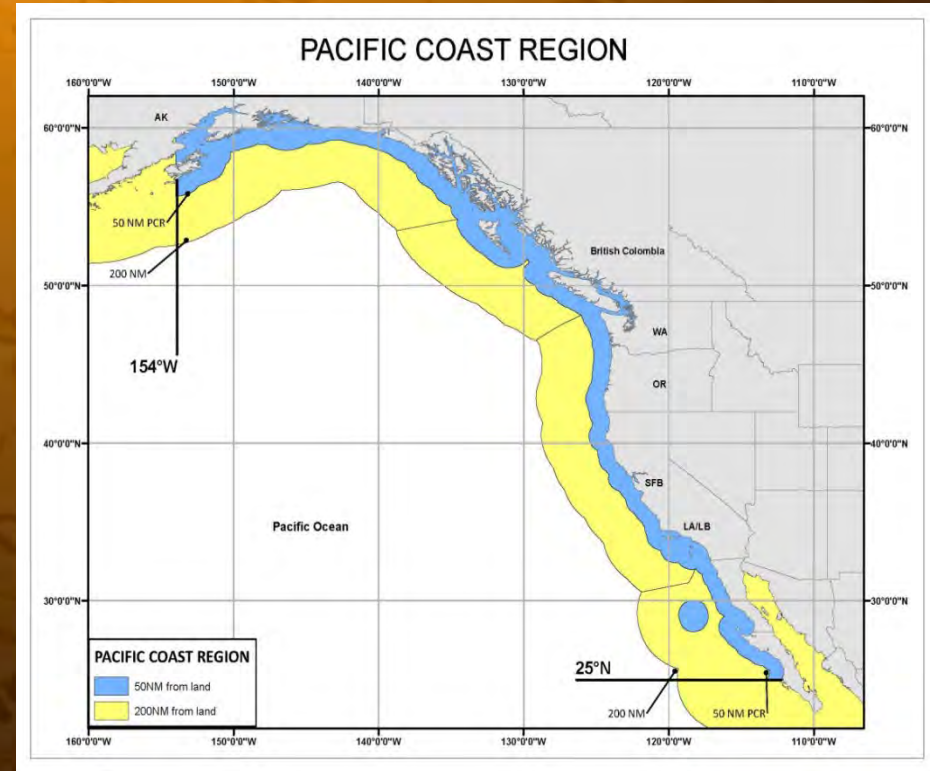


California is actively penalizing vessels that do not carry out exchanges in accordance with Pacific Coast Region (PCR) requirements



# Ballast Water Exchanges Pacific Coast Region (PCR)

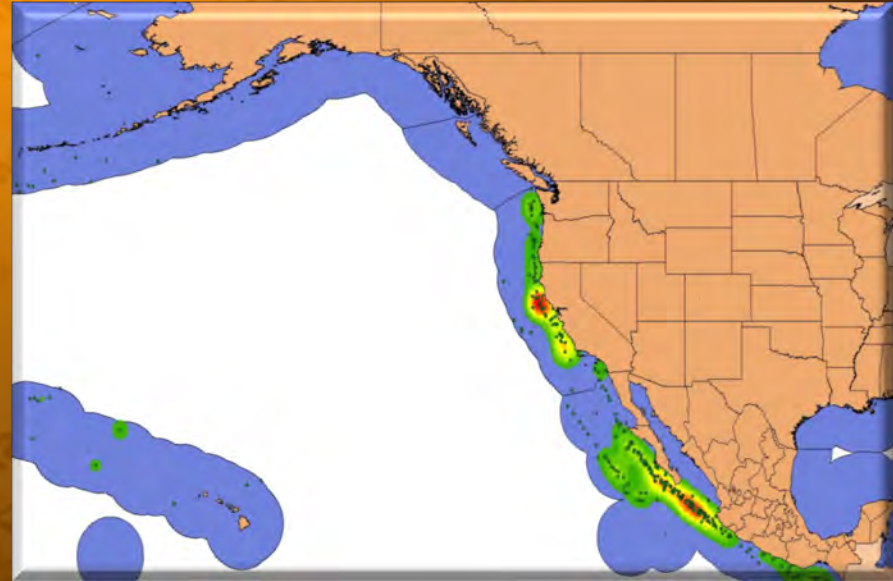
**Definition:** All coastal waters (within 200 NM of land) on the Pacific Coast of North America, east of 154° W and north of 25° N, excluding the Gulf of California



# Ballast Water Exchanges

## Pacific Coast Region (PCR) Compliance

- Arrivals from within PCR:-
  - Ballast water from within PCR – Exchange > 50 NM, 200 M depth
  - Ballast water from outside PCR - Exchange > 200 NM, 2000 M depth
- Arrivals from outside PCR: Exchange > 200 NM, 2000 M depth
- **ALWAYS** measure distances from outermost island, rock formation, etc.





# California BW Management Penalties

## Voyages that originate outside Pacific Coast Region\*

Exchange in waters between 200 NM and 180 NM from land	Exchange in waters between 180 NM and 100 NM from land	Exchange in waters less than 100 NM	No exchange
Up to <b>\$5,000</b> per tank	Up to <b>\$10,000</b> per tank	Up to <b>\$20,000</b> per tank	Up to <b>\$27,500</b> per tank

## Voyages that originate within the Pacific Coast Region\*

Exchange in waters between 50 NM and 45 NM from land	Exchange in waters between 45 NM and 25 NM from land	Exchange in waters less than 25 NM	No exchange
Up to <b>\$5,000</b> per tank	Up to <b>\$10,000</b> per tank	Up to <b>\$20,000</b> per tank	Up to <b>\$27,500</b> per tank

# California BW Management Penalties

Failure to maintain ballast water documentation including ballast water management plan, ballast water logs and other required information.

**First violation**

**Subsequent violations**

**Letter of noncompliance**

**\$10,000 per violation**

Failure to submit to the California State Land Commission the Ballast Water Management Report (24 hours prior to arrival), Ballast Water Treatment Supplemental Reporting Form, Hull Husbandry Reporting Form, or Ballast Water Treatment Technology Annual Reporting Form.

**First violation**

**Subsequent violations**

**Letter of noncompliance**

**\$1,000 per violation**



# California BW Management Penalties

## WARNING

“Ports and Places” under the Marine Invasive Species Program (MISP) differ for Ballast Exchanges and Ballast Reporting.

- Ballast Exchanges : All ports and places in the San Francisco Bay area east of the Golden Gate bridge including the Ports of Stockton and Sacramento, shall be construed as the same California port or place; and the Ports of Los Angeles, Long Beach and the El Segundo marine terminal shall be construed as the same California port or place (2 CCR § 2280).



# California BW Management Penalties

- **Ballast Reporting** : For reporting purposes, the following places are recognized as separate ports by the Marine Invasive Species Program. All terminals, berths, and anchorages within each port area are considered a part of that port (CA SLC Letter dated April 19, 2017) :

**1) Richmond, 2) Oakland, 3) San Francisco (including all San Francisco Bay anchorage locations), 4) Redwood City, 5) Carquinez – All marine oil terminals and anchorages in the Carquinez Strait, extending east to the Antioch Bridge, 6) Sacramento, 7) Stockton, 8) Humboldt Bay (including Eureka), 9) Monterey, 10) Moss Landing, 11) Morro Bay, 12) Santa Barbara, 13) Carpinteria, 14) Hueneme, 15) Los Angeles/Long Beach (including all anchorage locations within the breakwater), 16) El Segundo, 17) Avalon/Catalina, 18) Camp Pendleton and 19) San Diego**



# California ARB Fuel Regulations and ECA

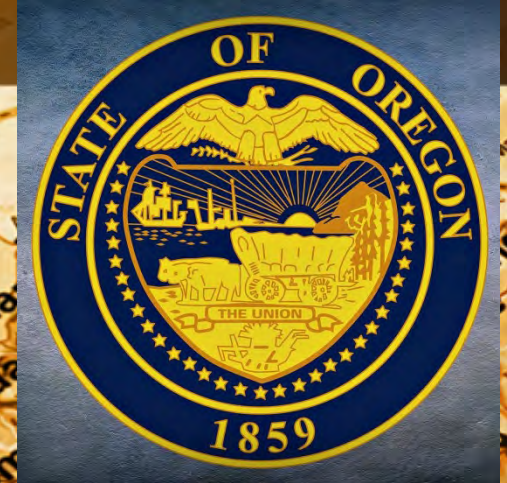


- CARB regulations remain in force through at least end-2018
- Under the Sunset Provision, CARB only permits the use of **distillate fuel** with a maximum sulfur content of 0.1% within Regulated California Waters (RCW)
- The RCW extends out to 24 miles from the coastal baseline, **including** islands, rocky outcrops, etc.
- Severe penalties are issued for non-compliance
- Vessels operating emission control technologies (scrubbers) or using non-distillate fuels must notify CARB prior to calling California (Research Exemption)



# Oregon Update

Refer to ECM GD - 03



# Oregon Ballast Water Requirements

The State of Oregon's Department of Environmental Quality (DEQ) recently added the following ballast water management requirements:

- Management of empty ballast tanks prior to entering state waters ( $\leq 3$  miles) – Empty tanks used for ballasting and subsequent de-ballasting in state waters must be flushed with oceanic saltwater so the remaining residual ballast salinity is  $\geq 30$  ppt
- Vessels with USCG approved BWTS must conduct an oceanic ballast water exchange prior to treatment if ballast water salinity  $\leq 18$  ppt or when the vessel operator is unable to verify ballast salinity



# Washington Update

Refer to ECM GD - 03

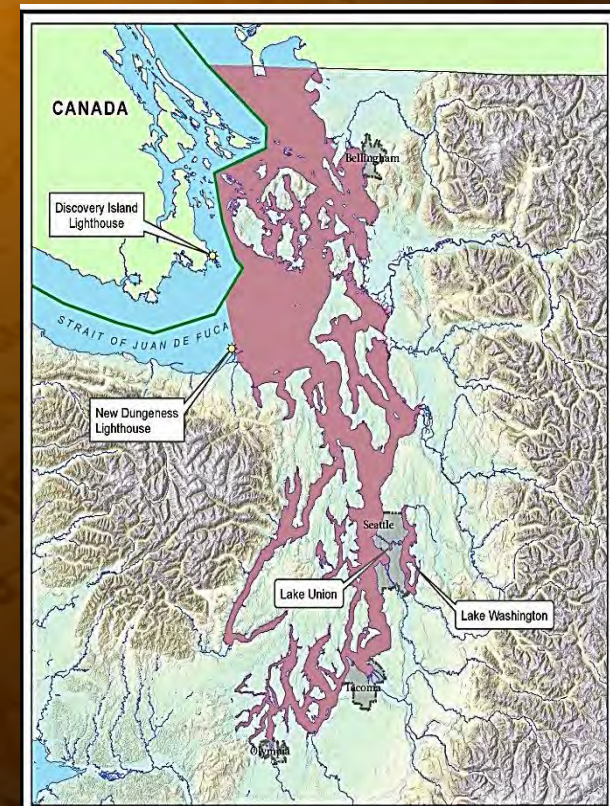




# State of Washington No Discharge Zone

Effective May 10, 2018 Washington Department of Ecology (Ecology) enacted a new regulation that established a No Discharge Zone (NDZ) in the **Puget Sound region**

- NDZ will prohibit the release of sewage only (black water) from all vessels, whether treated or not
- The proposed regulation does not apply to the discharge of gray water from vessels
- The NDZ will cover all marine waters in the Puget Sound region north to the Canadian Border
- Certain vessels (tug boats, fishing vessels, small commercial passenger vessels) have 5 years to install holding tanks, if needed



# Panama Canal Update



# Panama Canal Update

In accordance with **ACP Advisory A-04-2017**, all vessels transiting the Panama Canal are required to use only light distillate fuels (MGO/MDO) with a maximum Sulfur content of 3.5% M/M.

The regulations are already in effect and apply only to canal transits, not calls to other ports in Panama.



# Panama Canal Update

- Main engines must be changed over to light distillate fuel before entry into Canal waters, regardless of scheduled transit time.
- Auxiliaries and boilers can be operated on heavy fuel until 2 hours before the Pilot boarding time for Canal transit.

**Refer to ECM Client  
Alert 18-2018**



# 2017 USCG PSC Report



# USCG Port State Control 2017 Statistics

- Inspected more than 9,000 individual vessels making U.S. port calls
- 84 Flag States
- Over 83,500 U.S. port calls
- 9,100 PSC exams
- 8,700 ISPS exams



# USCG Port State Control 2017 Statistics

## Detentions

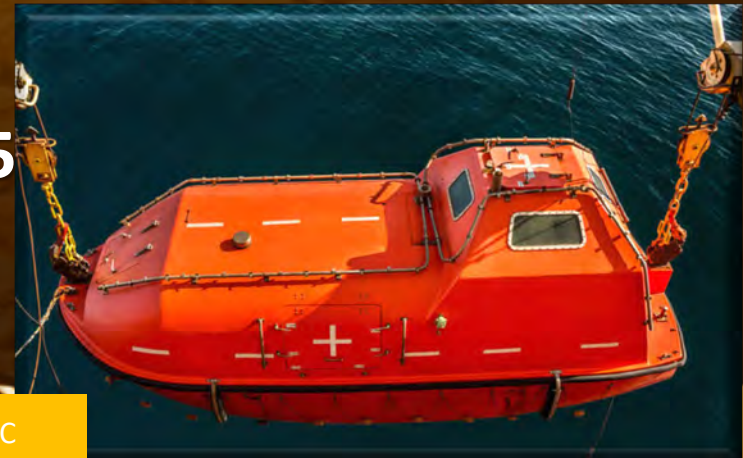
Top three detention categories:

- Fire Fighting
- Safety Management System
- Lifesaving Appliances

COMDT (CG-CVC-2) reviews and validates or non-validates every PSC detention

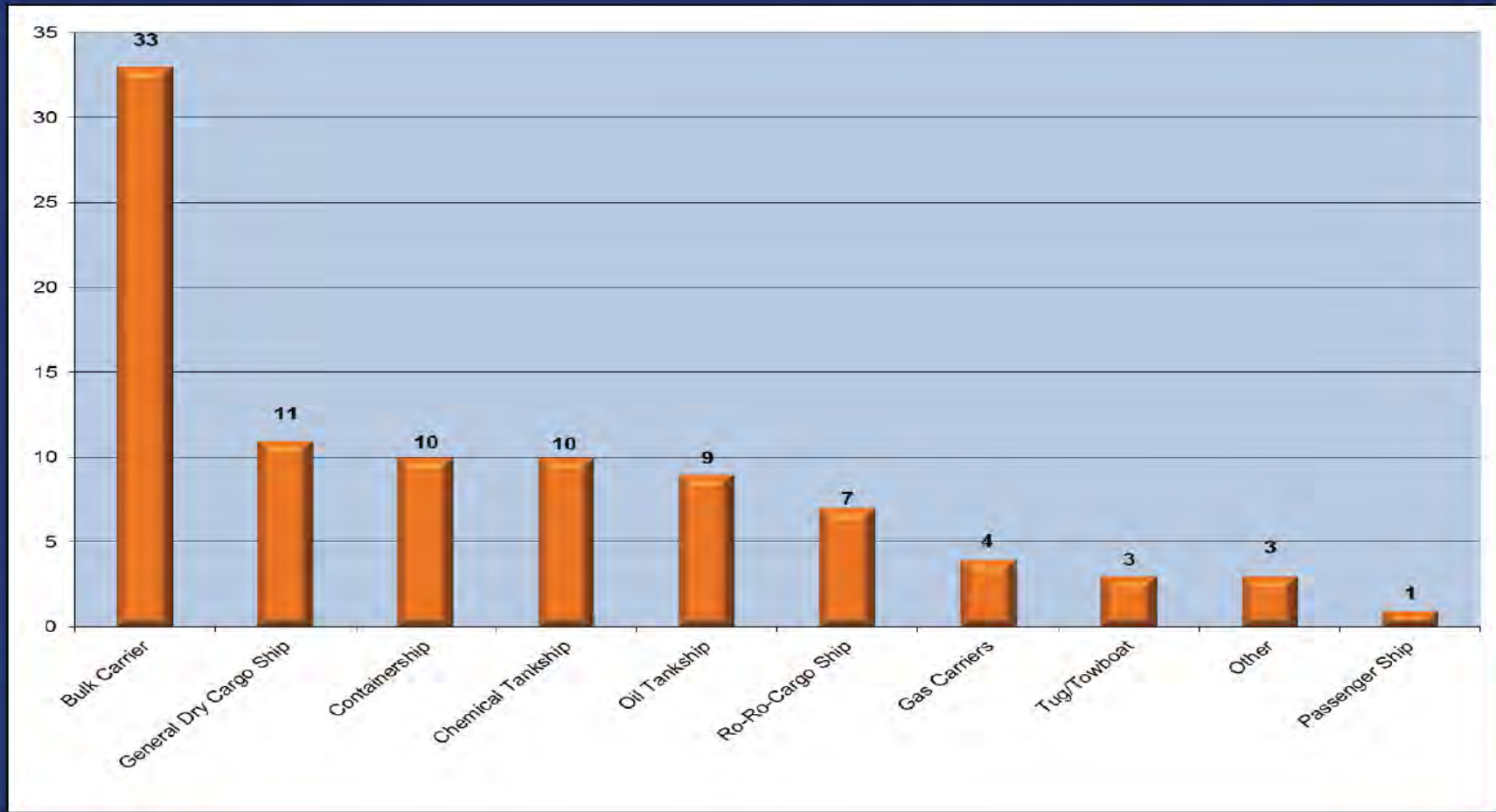
**2017 Detention Ratio: 0.99%**

Dropped steadily from 2.18% in 2015 compared to other PSC MoUs  
(Paris MoU is >3.5%)



# USCG Port State Control 2017 Statistics

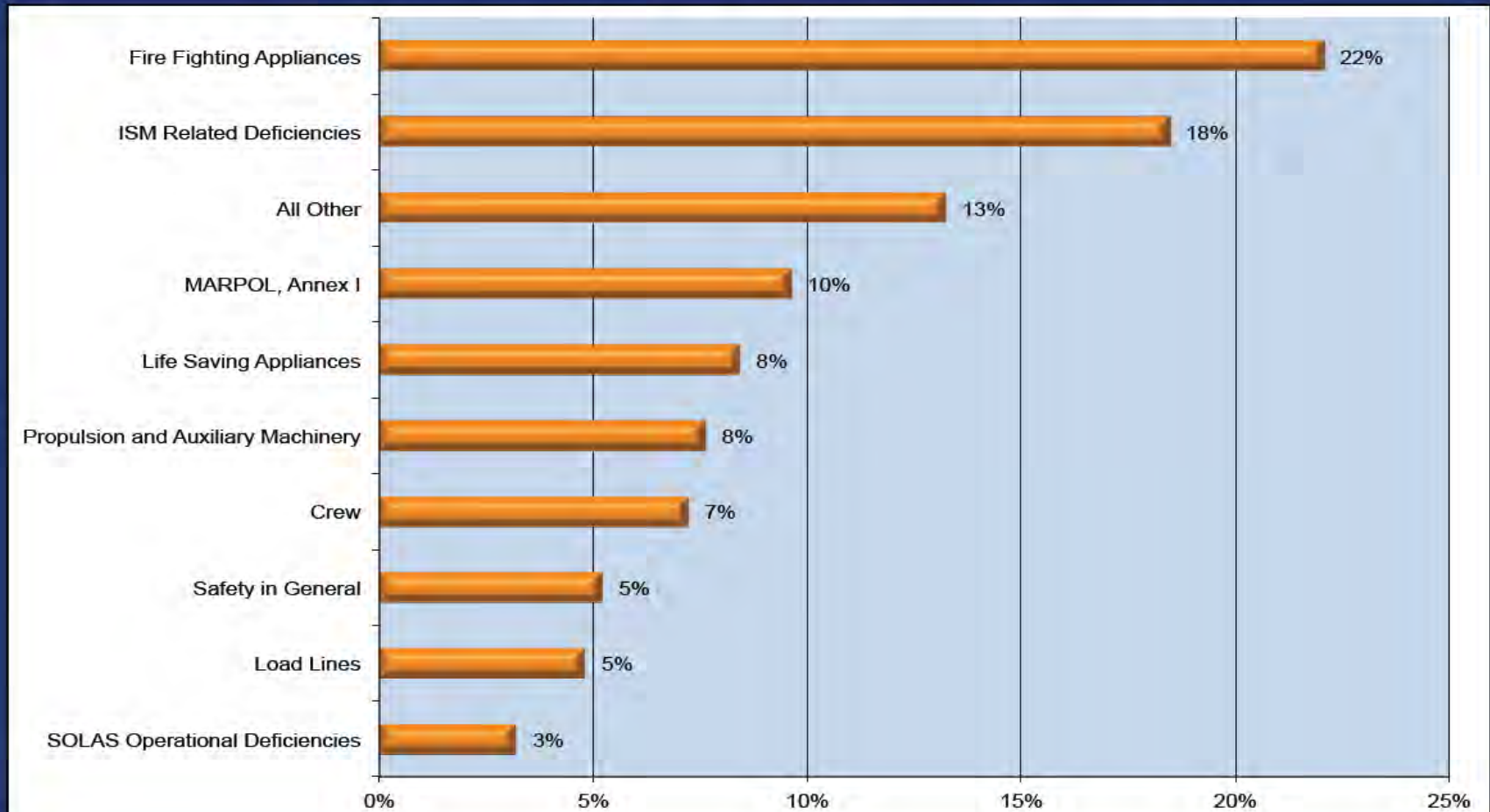
## Safety Detentions - By Ship Type





# USCG Port State Control 2017 Statistics

## Detainable Deficiencies



# USCG Port State Control 2017 Statistics

## Targeted Flags - Safety Compliance

7 Point Targeted List	2 Point Targeted List
<b>BARBADOS</b>	<b>ANTIGUA AND BARBUDA</b>
<b>BOLIVIA</b>	<b>CYPRUS</b>
<b>INDIA</b>	<b>GREECE</b>
<b>ST KITTS AND NEVIS *</b>	
<b>SAINT VINCENT AND THE GRENADINES</b>	<b>MALTA *</b>
<b>SAUDIA ARABIA *</b>	<b>PANAMA</b>
<b>TANZANIA</b>	<b>PHILIPPINES *</b>
<b>THAILAND</b>	<b>TURKEY</b>
<b>TOGO *</b>	
<b>VANUATU</b>	

\* New to this year's list

# USCG Port State Control 2017 Statistics



To qualify, Flag Administration must:

1. Have 3-yr detention ratio less than 1.00%
2. Be credited with 10+ PSC exams/year for last 3 yrs

## Flag States that are preliminarily eligible for QUALSHIP 21 in 2018-2019

Bahamas	Denmark	Japan	United Kingdom
Belgium	France *	Marshall Islands	
Bermuda	Germany	Netherlands *	
British Virgin Islands	Gibraltar	Republic of Korea	
Canada	Hong Kong	Singapore	
Cayman Islands	Isle of Man	Switzerland	

\* New to the list this year

# USCG Port State Control QUALSHIP E-Zero Program



## QUALSHIP 21 “E-Zero”



Major update to 16 year old recognition/incentive based program for foreign commercial ships

- Recognizes/incentivizes for Environmental Compliance, Performance & Stewardship
- Covers multiple USCG compliance areas from pollution to Right Whale
- Incorporates global performance to determine eligibility (No MARPOL Detentions worldwide)



**FOR OFFICIAL USE ONLY**

Public Availability to be Determined Under 5 U.S.C. § 552

11

# Form CG-2692 (Report of Marine Casualty)

- Reportable marine casualty property damage threshold increased from \$25,000 to \$75,000.
- Serious Marine Incident (SMI) property damage threshold increased from \$100,000 to \$200,000.

DEPARTMENT OF HOMELAND SECURITY U.S. Coast Guard				OMB No: 1625-0001
				Exp. Date: 03/31/2019
REPORT of MARINE CASUALTY, COMMERCIAL DIVING CASUALTY, or OCS-RELATED CASUALTY				
Section I - Reporting Vessel/Facility Information				
1. Vessel or Facility Name		2. Vessel Official Number or IMO Number		3. Vessel Flag
4. Vessel Length <input type="checkbox"/> Feet <input type="checkbox"/> Meters		5. Vessel Gross Tons		6. Vessel Propulsion Type
7. Vessel or Facility Type		8. Vessel or Facility Service or Occupation		
9. FOR TOWING ONLY	9a. Arrangement:	9b. Number of Vessels Towed:	9c. Maximum Size of Tow/Tow-Boat(s):	
	<input type="checkbox"/> Pushing Ahead	Empty <input type="text"/>	Length <input type="text"/> feet	
	<input type="checkbox"/> Towing Astern	Loaded <input type="text"/>	Width <input type="text"/> feet	
<input type="checkbox"/> Towing Alongside	Total <input type="text"/>	9d. Did one or more of the barges in the tow cause or sustain damage in the marine casualty? <input type="checkbox"/> Yes <input type="checkbox"/> No <i>(If Yes complete and attach one or more CG-2692A forms to this report)</i>		
Section II - Reason for Submitting this Report (Check all that apply)				
10. The above vessel was involved in a Marine Casualty consisting in (46 CFR 4.05-1 and 4.05-10):				
<input type="checkbox"/> 1. Unintended grounding or an unintended strike of (allision with) a bridge				
<input type="checkbox"/> 2. Intended grounding or intended strike of a bridge that created a hazard to navigation, the environment or the safety of the vessel, or that meets any of the criteria in 3 through 8 below				
<input type="checkbox"/> 3. Loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel				
<input type="checkbox"/> 4. Occurrence materially and adversely affected the vessel's seaworthiness or fitness for service or route				
<input type="checkbox"/> 5. Loss of life				
<input type="checkbox"/> 6. Injury that requires professional medical treatment (treatment beyond first aid) and, if the person is engaged or employed on board a vessel in				



# US Ballast Water Management Regulatory UPDATE



- USCG Enforcement of Regulations
- Type Approval of Treatment Systems
- Extensions to Compliance Date(s)
- Sampling/Testing under the VGP

# Compliance options with the U.S. Ballast Water Management Standard

- The Ballast Water Management Final Rule has several options to meet the discharge standard
- A vessel does NOT need to install a ballast water treatment system (BWTS) if no ballast discharges occur in US territorial waters (12 mile boundary)





# Options for Compliance



**1. No BW Discharge**



**2. Coast Guard Approved Ballast Water Management System**



**3. Discharge to Facility Onshore or to Another Vessel for Purpose of Treatment**



**4. Use only water from a U.S. Public Water System**



**Two Temporary Compliance Alternatives**



**1. Alternate Management System (AMS) – Temporary Designation for up to 5 years**



**2. Receive an Extension to Vessel's Compliance Date - extension period will vary depending upon TA system availability**





# Complying with the USCG's Ballast Water Standards (BWS)

- Came into effect on June 23, 2012
- Compliance date for new build vessels (keel laid on or after December 1<sup>st</sup>, 2013) is their delivery date.
- Compliance date for existing vessels (keel laid before December 1<sup>st</sup>, 2013) is linked to their drydocking schedule.



# The all-important Compliance Date(s)

33 CFR 151.2035(b)

## Implementation Schedule for Approved Ballast Management Methods

	Vessel's Ballast Water capacity	Date Constructed (Keel laid or eqv)	Vessel Compliance Date
New vessels	All	On or after December 1, 2013	On delivery
Existing vessels	Less than 1500 m <sup>3</sup>	Before December 1, 2013	First scheduled drydocking after January 1, 2016.
	1500-5000 m <sup>3</sup>	Before December 1, 2013	First scheduled drydocking after January 1, 2014.
	Greater than 5000 m <sup>3</sup>	Before December 1, 2013	First scheduled drydocking after January 1, 2016.

**Note : Purely recreational vessels are exempt**

# Type Approval Status of Ballast Water Treatment Systems (BWTS)

- There are currently 10 BWTS with full USCG type approval.
- There are another 7 BWTS under review by the USCG MSC, all of which are expected to receive full type approval within the next 5-6 months.
- Since 2012, over 60 BWTS have received AMS notation from USCG
- Since December 2016, vessels are required to install type-approved BWTS units. AMS units are only permitted if no type-approved unit is available.



# Type Approval Status of Ballast Water Treatment Systems (BWTS) - Approved



## Marine Safety Center BWMS Type Approval Status



<i>Approved</i>						
Application Received	Manufacturer (Country)	Model	Independent Laboratory	System Type	Capacity	Certificate Issued* (Amended)
20 Sep 2016	Optimarin (Norway)	OBS/OBS Ex	DNV GL	Filtration + Ultraviolet	167 – 3,000 m <sup>3</sup> /h	02 Dec 2016 (03 Nov 2017)
21 Sep 2016	Alfa Laval (Sweden)	Pure Ballast 3	DNV GL	Filtration + Ultraviolet	150 – 3,000 m <sup>3</sup> /h	23 Dec 2016 (21 Dec 2017)
23 Sep 2016	TeamTec OceanSaver AS (Norway)	OceanSaver MK II	DNV GL	Filtration + Electrodesis	200 – 7,200 m <sup>3</sup> /h	23 Dec 2016 (18 Oct 2017)
24 Jan 2017	Sunrui (China)	BalClor	DNV GL	Filtration + Electrolysis	50 – 8,500 m <sup>3</sup> /h	06 Jun 2017 (05 Jan 2018)
31 Mar 2017	Ecochlor, Inc. (USA)	Ecochlor BWTS	DNV GL	Filtration + Chemical Injection	500 – 16,200 m <sup>3</sup> /h	10 Aug 2017 (26 Apr 2018)
02 May 2017	Erma First (Greece)	Erma First FIT	Lloyd's Register	Filtration + Electrolysis	100 – 3,740 m <sup>3</sup> /h	18 Oct 2017
31 Oct 2017	Techcross, Inc. (Republic of Korea)	Electro-Cleen	Korean Register	Electrolysis	150 – 12,000 m <sup>3</sup> /h	05 Jun 2018
28 Sep 2017	Samsung Heavy Industries Co., Ltd (Republic of Korea)	Purimar	Korean Register	Filtration + Electrolysis	250 – 10,000 m <sup>3</sup> /h	15 Jun 2018 (20 Jul 2018)
12 Mar 2018	BIO-UV Group (France)	BIO-SEA B	DNV GL	Filtration + Ultraviolet	55 – 1,400 m <sup>3</sup> /h	20 Jun 2018
09 Apr 2018	Wärtsilä Water Systems, Ltd. (England)	Aquarius EC	DNV GL	Filtration + Electrolysis	250 – 4,000 m <sup>3</sup> /h	30 Aug 2018

\*Some manufacturers have requested multiple amendments to their Type Approval Certificates. The first date is the date when the original certificate was issued, and the date in parentheses is the date of the current amendment. Copies of Type Approval Certificates can be found at <http://www.dco.uscg.mil/msc/Ballast-Water/TACs/>, or by visiting the USCG Approved Equipment List at: <http://cgmix.uscg.mil/Equipment/Default.aspx>

# Type Approval Status of Ballast Water Treatment Systems (BWTS) – Under Review



## Marine Safety Center BWMS Type Approval Status



<i>Under Review</i>						
Application Received	Manufacturer (Country)	Model	Independent Laboratory	System Type	Capacity	Certificate Issued* (Amended)
03 Mar 2018	De Nora (USA)	BALPURE	Lloyd's Register	Filtration + Electrolysis	400 – 7,500 m <sup>3</sup> /h	Pending
13 Mar 2018	Erma First (Greece)	Erma First FIT	Lloyd's Register	Filtration + Electrolysis	100 – 3,740 m <sup>3</sup> /h	18 Oct 2017 (Pending)
16 Mar 2018	Alfa Laval (Sweden)	Pure Ballast 3	DNV GL	Filtration + Ultraviolet	150 – 3,000 m <sup>3</sup> /h	23 Dec 2016 (21 Dec 2017)
22 Mar 2018	Optimarin (Norway)	OBS/OBS Ex	DNV GL	Filtration + Ultraviolet	167 – 3,000 m <sup>3</sup> /h	02 Dec 2016 (03 Nov 2017)
29 Mar 2018	JFE Engineering Corporation (Japan)	BallastAce	Control Union	Filtration + Chemical Dosing	500 – 3,500 m <sup>3</sup> /h	Pending
30 Mar 2018	Panasia Co., Ltd. (Republic of Korea)	GloEn-Patrol	DNV GL	Filtration + Ultraviolet	50 – 6,000 m <sup>3</sup> /h	Pending
09 May 2018	Headway Technology Co., Ltd. (People's Republic of China)	OceanGuard	DNV GL	Filtration + Electrolysis	65 – 5,200 m <sup>3</sup> /h	Pending
31 May 2018	Hyundai Heavy Industries Co., Ltd. (Republic of Korea)	HiBallast	DNV GL	Filtration + Electrolysis	75 – 10,000 m <sup>3</sup> /h	Pending
20 Jul 2018	Envirocleanse, LLC (USA)	inTank	DNV GL	Electrolysis + Chemical Dosing	Up to 120,000 m <sup>3</sup>	Pending
30 Aug 2018	NK BMS Co., Ltd. (Republic of Korea)	NK-O3 BlueBallast II	Lloyd's Register	Ozone Generation & Injection	200 – 8,000 m <sup>3</sup> /h	Pending

\*Some manufacturers have requested multiple amendments to their Type Approval Certificates. The first date is the date when the original certificate was issued, and the date in parentheses is the date of the current amendment. Copies of Type Approval Certificates can be found at <http://www.dco.uscg.mil/msc/Ballast-Water/TACs/>, or by visiting the USCG Approved Equipment List at: <http://cgmix.uscg.mil/Equipment/Default.aspx>

# Extensions

- Thousands of vessels (>12,000) have received extensions from the USCG Environmental Standards Division
- Initially extensions were easily obtained, as no BWTS had full type approval
- Now, with 10 systems approved, it is a lot more difficult
- You must show that none of the 10 systems are available, or all are incompatible with your vessel
- When applying for an extension, you must have a definitive plan with P.O. and contract in place to install a BWTS
- Cost is not valid grounds to seek an extension.



# Extensions (cont'd)

- Extensions used to be granted to “... the first scheduled drydocking after \_\_\_\_.”
- Now only granted for up to 12 months, not synchronized with a drydocking date
- Drydocking date is considered the date the vessel physically enters a drydock.
- If a vessel has a valid extension linked to a drydocking, make every effort to drydock before the deadline, to avail of the extension. Avoid a “*drydock slip*” situation!



# Vessels Bound for US waters with Inoperative BWTS

- USCG CVC **Policy Letter 18-02** issued in February 2018, to provide comprehensive guidance to vessels and USCG COTPs in such situations (**Refer to ECM Client Alert 05-2018**)
- It references 33 CFR 151.2040, on procedures for “Discharge of Ballast Water in Extraordinary Circumstances”
- Vessels must maintain BWTS in operational readiness at all times and test the equipment before any voyage involving a US port call
- Report inoperative BWTS asap to the relevant Captain of the Port (COTP) or District Commander, with details of planned remedial action
  - **Note : Only required if deballasting is planned.**





# Vessels Bound for US waters with Inoperative BWTS

- Conduct an open-sea exchange en route to the US port
- Follow COTP instructions regarding alternative methods of BW management (**Do not discharge any ballast in US territorial waters without clearance from the COTP**)
- Same procedure to be followed if BWTS fails inside US waters
- BWMP must contain guidance on above situation
- Instructions from different COTPs can vary considerably

**Keep your QI advised!**



# Ballast Water Management Report (BWMR)

- All vessels proceeding to U.S. ports must submit a BWMR using the current form, to the National Ballast Information Clearinghouse (NBIC)
- This form can be sent through the NBIC website or via email attachment and should be submitted **no later than 6 hours after arrival port**
- Vessels not planning to deballast must also submit the form, with the Ballast Water History section left blank
- A pdf copy of the form is to be emailed **24 hours prior arrival** to State authorities when calling at ports in California, Oregon and Washington

**Note : Fill every section out accurately – a copy of your report gets forwarded to the relevant Coast Guard COTP**



# Ballast Water Management Report (BWMR)

Entries to be made in the

**“Onboard BW Management System” field**

- For USCG Type Approved systems, the US Coast Guard Approval Number, found on the certificate plate installed on the BWMS, which looks like: 162.060/##/##.
- For USCG accepted Alternative Management Systems, the AMS ID, found in the AMS acceptance letter and looks like: AMS-20##-XXX...XXX-001.
- Enter “NONE” if no USCG Type Approved BWMS or accepted AMS is installed (e.g., compliance date has not passed or the vessel qualifies for a regulatory or route exemption).



# USCG Enforcement

- Coast Guard inspectors are actively verifying compliance with US regulations.
- Vessels found to be discharging ballast in violation of these requirements are being penalized, detained or both.
- Financial penalties currently average \$5,000 per violation and have been issued for up to \$38,175 under the National Invasive Species Act (NISA)



**No vessel has been detained by PSC for a ballast water management violation this far**



# Vessel General Permit (VGP) Update



# VGP - Discharge Monitoring Report

If a Ballast Water Treatment System (BWTS) is used to discharge ballast into VGP waters (w/in 3 nm), a Discharge Monitoring Report (DMR) is required (2 BW analyses in the first 12 months).

A DMR is required for new build vessels (keel laid after 19 December 2013) that discharge graywater into VGP waters (2 analyses in the first 12 months).

A DMR is required for new build vessels (keel laid after 19 December 2013) that discharge bilgewater into VGP waters (1 analysis in the first 12 months).



# VGP Maintenance for 2018

- Annual Report for 2018 to be submitted to EPA by February 28, 2019  
**Note : The new VGP should have been released by then (December 18, 2018), requirements could vary.**
- Notice of Intent (NOI) maintenance – Change of company name, vessel particulars (e.g. name, address, flag, call sign, etc.) requires alterations to NOI but last drydocking date does not need to be updated
- Notice of Termination (NOT) to be filed if any vessel holding a Notice of Intent (NOI) is scrapped, sold or transferred
- Drydock Report required if vessel is dry-docked in 2018

**Thank you!**

**Questions?**

**Contact us at [ecm@ecmmaritime.com](mailto:ecm@ecmmaritime.com)**

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# Fact and fiction: What social media does with an incident




# Standard Club

1 October 2018


# So, what's happened?

TRITON Trainer Overview Timeline Report Logout Filter Control


Twitter 20 of 147 + New



Chanelle Banks @HeavensBank 21/02/2018  
sea slick temp...? NO. A season at least for this shag #seaslicktempah.

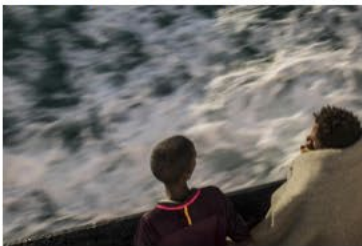


Sam Witt @WittySam 21/02/2018  
Not a @Greenpeace supporter, but when Sh\*\* like this goes down I have to wonder if they have a point.




Facebook 20 of 54 + New

mean, what are the chances...? And then skipper of our yacht turns to see if we are closest to help those guys, and we end up in cargo ship's massive fuel leak.



Polly Tunnel @GreenSpace 21/02/2018  
Everyone is talking on here, but I want to know who is actually doing something about the situation.



Jason Twill @Arkangel 21/02/2018  
All involved with #UberTern should be arrested!!!!!!!!!!!!

e-mail 20 of 20 + New

public on our website and kindly ask you to visit our Website for further information. We currently cannot provide more information at the Moment.


BuzzFeed @BuzzFeed 21/02/2018  
Dear Team,  
  
We would like to arrange and interview at your offices. Please let us know when we can do this.  
  
Thank you

The Receptionist @TheReceptionist 21/02/2018  
Please can someone call TradeWinds on +44 20 3326 8466.  
  
Janet


TradeWinds @tradewindsnews 21/02/2018  
Dear Uberore Shipping,  
  
We are covering the breaking story re: your dry bulk vessel, Uber Tern which hit a fishing boat off Cape Verde Islands early this morning. We would like a comment  
See More

News Feed 18 of 18 + New

Daily Mail 21/02/2018  
**'Slam Dunk' – shipping collision smashes local drug-ring**  
The watch-keeper of a cargo vessel which slammed into a makeshift drug trafficking post in the Atlantic has been praised by local authorities.



The Sun 21/02/2018  
**Tempah Temper as oil spill engulfs super-yacht**  
A cargo vessel has hit a fishing boat, leaving two dead and an oil slick – and British rapper, Tinie Tempah livid as the oil engulfs the yacht he was aboard. The star was with a party of 12 aboard the super-yacht, Chiquitita II last night when its  
See More



How should you respond when social media  
“knows” more than you?

Can we use other people’s speculation to our  
advantage?

**It doesn't have to be right...  
it just has to be fast!**

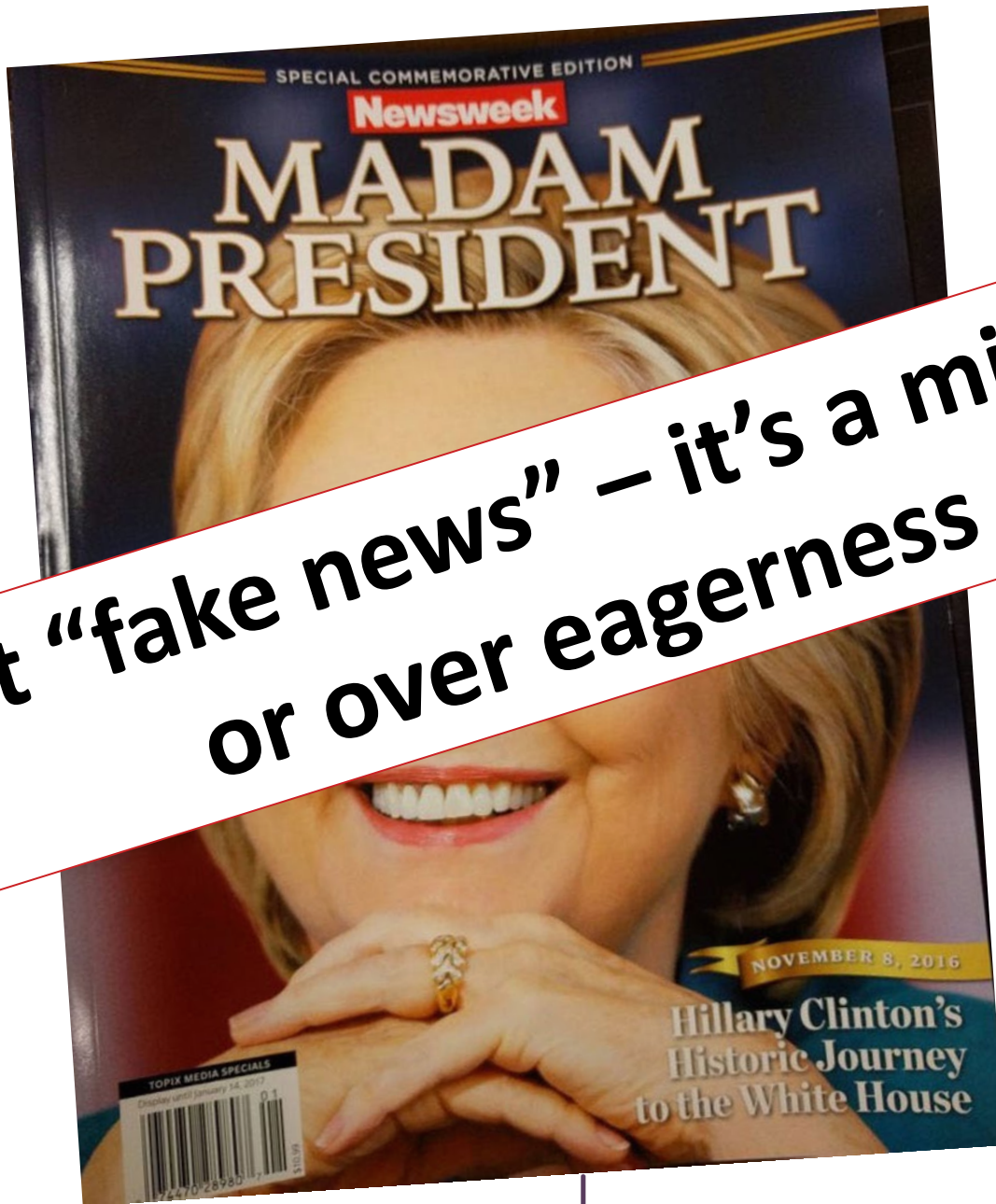


*15 years ago*

Incident  live news in **hours**

*Today*

Incident  live news in **minutes, even seconds**



**Not “fake news” – it’s a mistake  
or over eagerness**

# Social media platforms by monthly active users

source: *statista.com*

BBC World  
CNN  
MailOnline  
BBC Online  
Sky News  
Fox

Twitter:  
330 Million

Snapchat:  
301 Million

Pinterest:  
175 Million

Facebook  
Messenger:  
1.5 Billion

LinkedIn:  
500 Million

Instagram:  
800 Million

Facebook:  
2.2 Billion

WhatsApp:  
1.5 Billion

**50%** share or repost news and over **15%** have acted as “citizen journalists”.

Fact checking is not a part of “citizen journalism”...



\* PEW research centre

More posts in **one second** than a fast reader can skim in 48 hours.

*We now produce more information in 48 hours than in all of human history up to the year 2000.*

Google Executive Chairman Eric Schmidt



\* PEW research centre



# 10 post types that get noticed...

1. New information you can share
2. Material with a personal impact
3. Surprising / impressive pieces of trivia
4. Jokes
5. Incredible photos
6. Appeals to moral decency / indignance
7. Celebrity (name recognition)
8. “Proof” that you were right
9. Something that scares you
10. Success stories



\* PEW research centre

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\* PEW research centre

# How easily rumours start

## CELEBRITY DEATH HOAX GENERATOR

You are 3 easy steps away from creating a fake but realistic looking death hoax article. Simply enter basic information on the victim of your choice and we'll generate a convincing news article that you can like and share with your friends ... or fool! The dynamically generated article looks like a real breaking news report.

### FOLLOW THE HASHTAG

Twitter analytics for professionals Track, export, historical and more

#### Step 1 of 3

Next Step

Like 3D Share 1 Tweet 0



Wayne Knight   
@iWayneKnight

 Follow

Some of you will be glad to hear this, others strangely disappointed, but....I am alive and well!

9:44 AM - 16 Mar 2014



Wayne Knight   
@iWayneKnight



 Follow

Does someone have to DIE to trend?  
Geez! Thanks for all the love everybody. I didn't know you cared. Glad to be breathing!



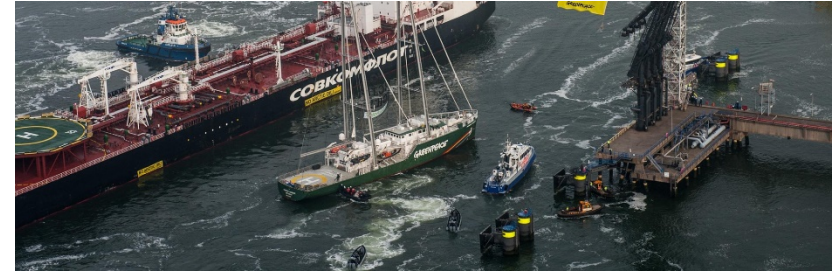
RETWEETS  
1,901

FAVOURITES  
1,709

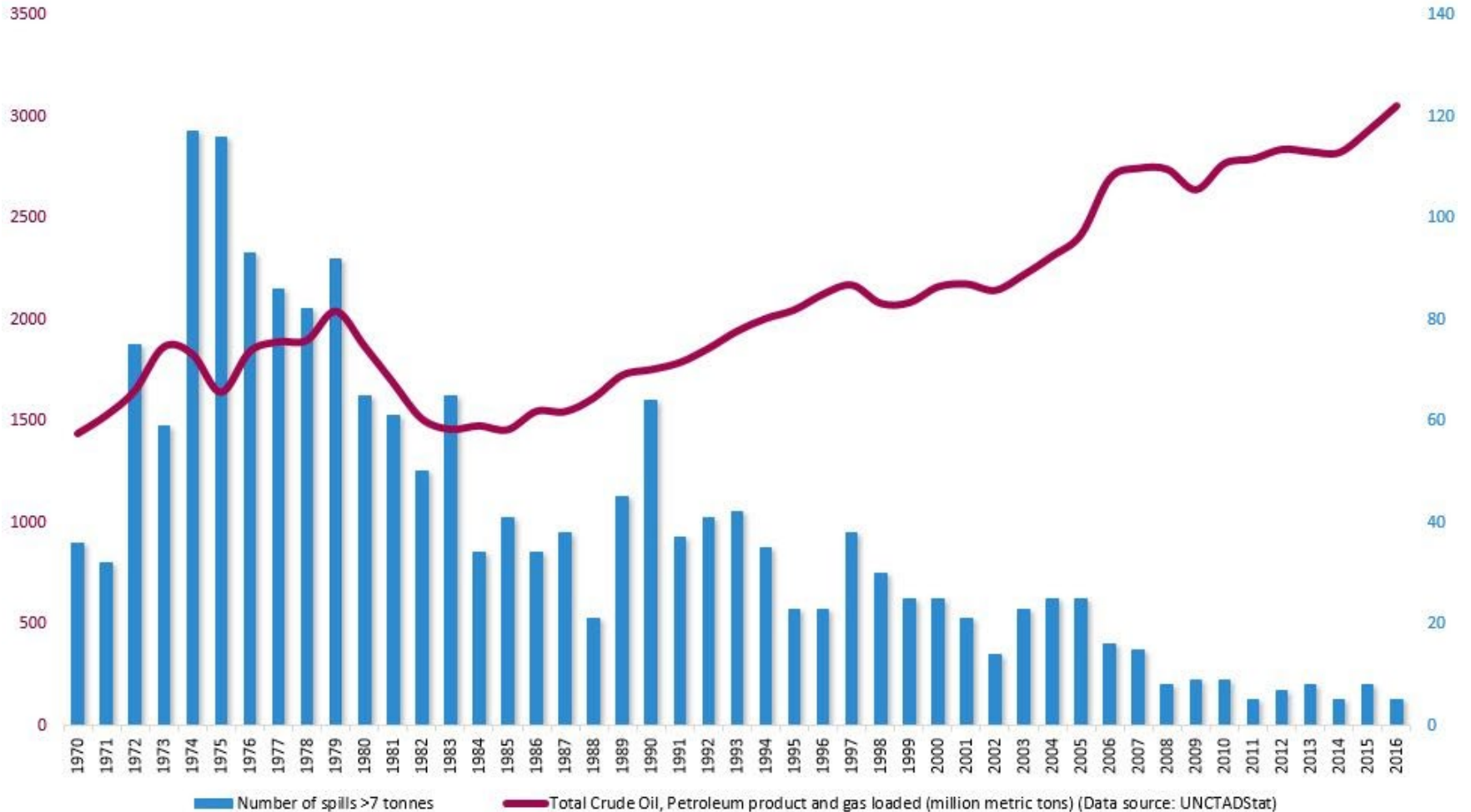


10:01 am - 16 Mar 2014

# How our industry's reputation impacts all of us



## Decline in Number of Tanker Spills vs Growth in Crude, Petroleum and Gas loaded



<http://www.itopf.com/knowledge-resources/data-statistics/statistics/>

# Where are the good headlines for our industry?

## 2017 safest year on record for commercial passenger air travel - groups

David Shepardson

3 MIN READ



WASHINGTON (Reuters) - Airlines recorded zero accident deaths in commercial passenger jets last year, according to a Dutch consulting firm and an aviation safety group that tracks crashes, making 2017 the safest year on record for commercial air travel.



## 2017 safest year for air travel as fatalities fall

© 2 January 2018



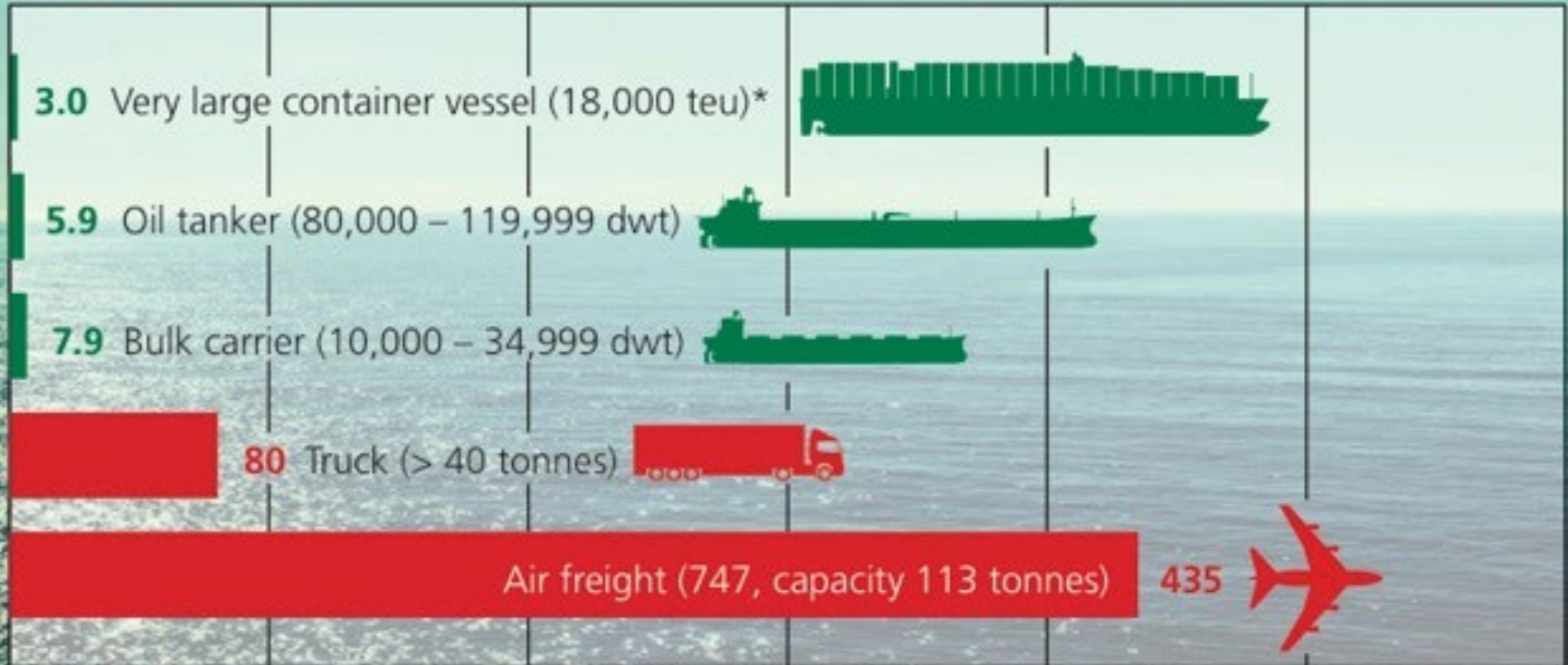
2017 was the safest year in history for commercial airlines, according to industry research.

# Shipping and the environment

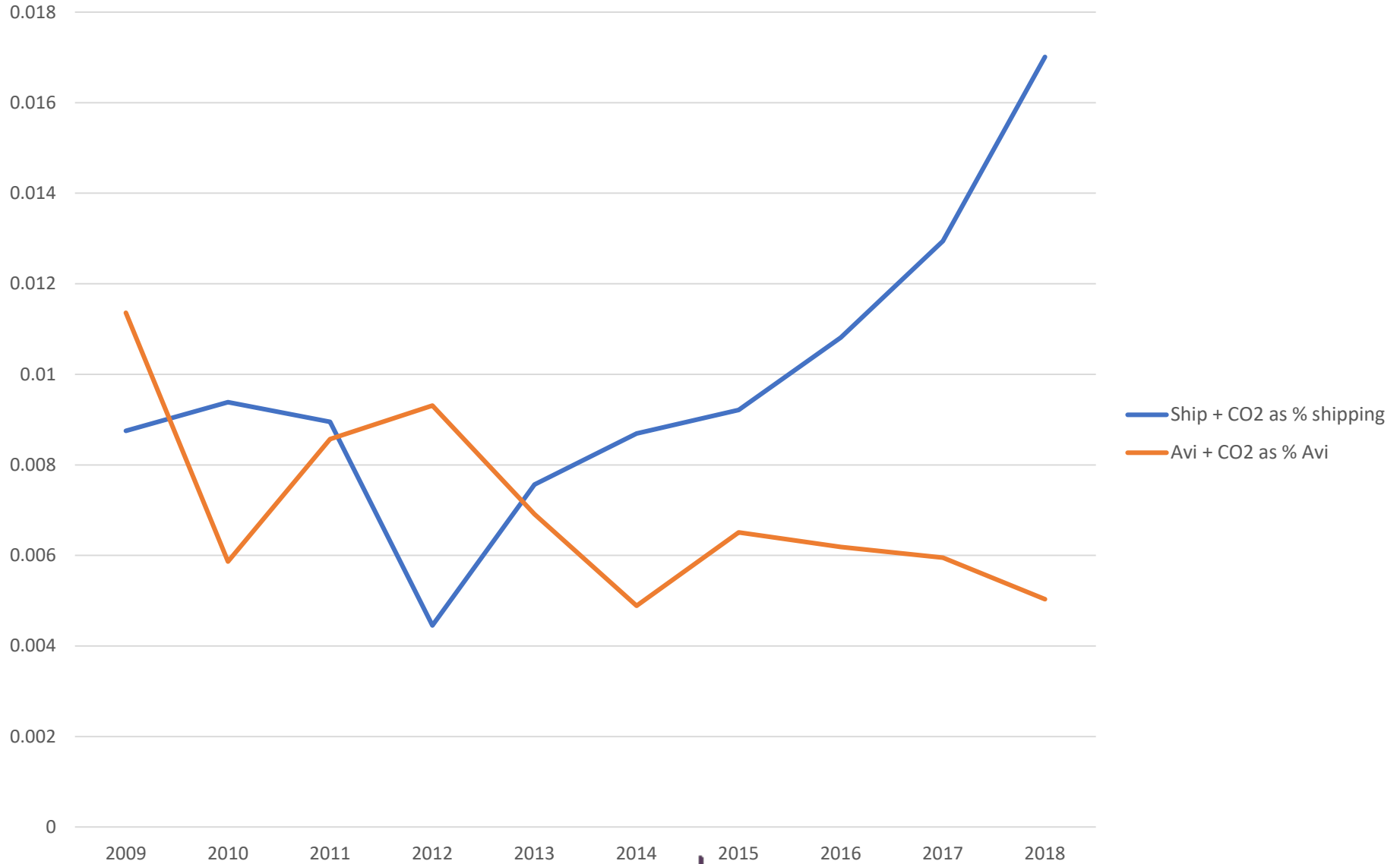
## Comparison of CO<sub>2</sub> emissions between modes of transport

Grams per tonne/km

Source: Second IMO GHG Study (\*AP Moller-Maersk, 2014)

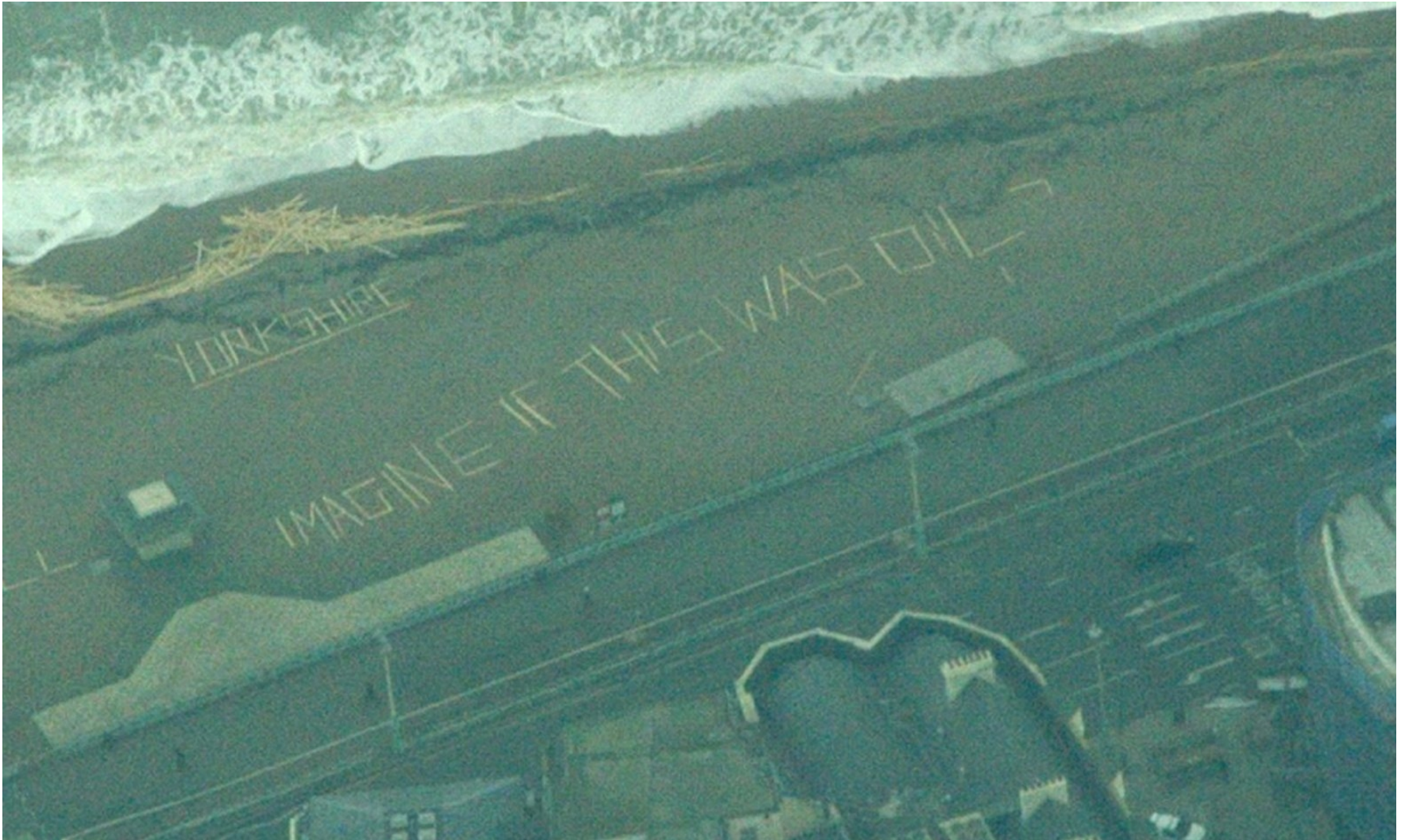


# Climate Change as a percentage of industry mentions





People will always imagine the worst...





**Dustin Eno**

[dustin.eno@navigateresponse.com](mailto:dustin.eno@navigateresponse.com)

[www.navigateresponse.com](http://www.navigateresponse.com)