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## New report highlights costs of Annex VI

A NEW report for the American Petroleum Institute (API) has highlighted the considerable costs of meeting possible stricter air emissions regulations imposed by a revised MARPOL Annex VI and especially the huge costs and increased CO2 production of implementing the Intertanko proposal to switch to distillate fuel. The report puts the cost of implementing the switch at US \$67bn over the next five years but also concludes lack of refining capacity would make the option "infeasible".

Speaking at the International Bunker Industry Association Convention at Montreal, Michael Leister, Manager of Fuels Technology for Marathon Petroleum Company and chair of the API Fuels Committee, presented the results of a report by EnSys Energy & Systems Inc and Navigistics Consulting.

The reports findings are likely to be highly influential, coming out just as IMO's group of experts works on its recommendations for the revision of Annex VI.

Overall the study found that any changes to bunker fuel specifications are very expensive and very energy intensive. Mr Leister said: "While some emissions may be lowered, CO2 emissions are likely to increase." He stressed that increasing sulphur reductions results in exponential and not linear increases in costs and energy use. Key findings included: "Using the SECA approach



to lower emissions in the areas that have a demonstrated need is much more cost effective than changing all bunker fuel," and "Results suggest a large incentive for ship-board solutions."

The study concluded that following the Intertanko option would: increase refinery and global CO2 emissions; be very expensive with large refinery investments and large marine fuelling cost increases; be very energy intensive and require significant additional overall refining capacity to avoid supply shortages. Further, it reported that making the required refinery changes by 2012 is "infeasible".

Converting to distillate fuel would cost US\$67bn by 2012 and \$126bn by 2020 and increase marine fuel costs by a third by 2020. The option would involve a net increase of marine bunker fuel-related CO2 Emissions of between 1.7% and 6%, depending on assumptions relating to the use of coke in the process.

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## GL passes 70m gt mark

GERMANISCHER Lloyd now has over 6,300 vessels totalling 70 million gt on its books. are under the regular technical supervision of Germanischer Lloyd. The addition of Greece-based Fairsky Shipping and Trading's bulk carrier John F took GL's fleet over the 70m gt mark and means its fleet in service has grown by 10m gt in a year.

"This is a milestone in the history of the classification society," said Hermann Klein, Member of the Germanischer Lloyd Executive Board, at the classification society's Hellas Committee Meeting in Piraeus this week.

"Based on the incoming orders we expect a sustained growth rate again," he added. The current orderbook contains more than 1,400 vessels with 24 million GT under construction worldwide.

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## LR rebrands in Greece

LLOYD'S Register has changed the name of its Greek-based subsidiary Lloyd's Register of Shipping and Industrial Services S.A. to Hellenic Lloyd's, marking – it says - a new phase of strategic investment to further consolidate and increase its leading position in the Greek market. Greek shipowners currently account for some 20% of world tonnage and 26% of the worldwide Lloyd's Register-classed fleet.

LR says: "Over the next twelve months a significant number of Greek technical and support staff will join Hellenic Lloyd's in a major expansion to increase both the capacity and technical capability of the Piraeus office. Great emphasis has been placed on further enhancing its technical expertise, which is available to serve the Greek community, and its ability to liaise with Far Eastern and European shipbuilders involved with Greek new construction business."

David Moorhouse, Lloyd's Register Chairman, says: "We have long recognised the special importance of the Hellenic shipping industry and have continued to listen to the needs of the Hellenic community and the Administration. As a consequence of the ever-increasing importance of Greece in the global maritime arena, we have determined the need to expand and further optimise our services in Greece and Cyprus. This will ensure we are better placed to support Greek owners and operators in meeting the challenges posed by an increasingly regulated industry, addressing technical issues locally, and ensuring Greek maritime experience and expertise is included in our development of safe and pragmatic rules."

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## Panama set for major dredging project

IN a move that it says will set in motion the next phase of its expansion program, the Panama Canal Authority (ACP) has released its request for proposal (RFP) for the Canal's Pacific entrance dredging. A separate project from the dry excavation, this will deepen and widen the Canal's

Pacific entrance channel to ensure that longer, wider ships can reach the new locks. The document is available at: <http://www.pancanal.com/eng/procsales/buy.html>.

The scope of work will include the dredging of some 321m cubic ft and will widen the 8.9 mile-long navigation channels by at least 218 metres, deepening them to a maximum level of -15.5 meters Mean Low Water Springs (MLWS).

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## Callisto Cosulich

CALLISTO Gerolimich Cosulich, chairman of the Italian-based shipping group Fratelli Cosulich died on 5 September at the age of 95. He had been group chairman since 1977, when he took over from Mario Cosulich, his cousin. He was still quite active in the business, albeit on a reduced scale, attending the Trieste headquarters of the company every day. Mr Cosulich was a past president of the Trieste Ship Agents' Association, as well as a member of the board of the Bank of Italy.

Antonio Cosulich, vice-president of Fratelli Cosulich, says, "We – and the shipping industry in general - have lost a great man. But his name lives on."

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## Farstad slams tax plan

OFFSHORE support specialist Farstad has become the latest Norwegian shipping company to attack its government's plans to change the tax system affecting shipping. Farstad says the basic plan for a new tonnage tax system would have been positive had it not been for a proposal that companies within the current system shall pay tax on earnings which so far has not been taxable.

The company says: "The fact that the Government now proposes this tax to be paid, is by Farstad Shipping looked upon as an obvious breach of promise and a severe punishment to a company that has been loyal to the system and developed a strong and sound shipping company based upon the maritime cluster in our region and within the framework presented by the authorities. Once more the authorities have demonstrated a total lack of understanding for the need of stable long-term conditions within our industry. We are sorry to realize that entering into the current shipping tax system in 1997 seems to have been a wrong decision." It adds: "How to correctly calculate what the Government states as the accrued tax obligations within the current system is still unclear. However, information we got during Monday on how this tax obligation will be interpreted, may have the consequence that Farstad Shipping's tax obligation will increase with approx. Nkr1bn (US176bn), in worst case even more. This equals Nkr 25 per share and will reduce our equity ratio from 44% to 33%."

The company complains: "When Farstad Shipping in 1997 decided to enter into the current system, we had a strong intention to grow the company within a competitive Norwegian tonnage tax system. At that time we planned to be a long term operator within a stable Norwegian tax system. Since entering into the current system in 1997, we have invested approx. NOK 5.7 billions within the system. During this period the net increase of the fleet is 9 vessels. In addition we have now on order 10 new vessels, representing an investment of NOK 4.3 billion. A large part of these Nkr10bn is invested in vessels built in Norway and fitted with Norwegian equipment. These investments are partly financed by the capital now requested to be paid as tax." The company claims: "It is a paradox that the Government's proposal is being presented almost at the same time as Farstad Shipping shall have the naming ceremony for our new multipurpose and environmental friendly vessel Far Sapphire here in Ålesund. This will be the biggest vessel of our fleet and has a building price of approx Nkr500m. The vessel is a Rolls Royce Marine design and has been developed in our region in close relationship between the designer and Farstad Shipping. It is built at a local yard, Aker Langsten in Tomrefjord. A major part of the equipment used in the vessel is Norwegian. The vessel will have Norwegian crew and which means 30 new employees in the company."

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## GL in USCG's Alternate Compliance Program

HAMBURG-based classification society Germanischer Lloyd says it has been authorized to participate in the US Coast Guard's (USCG) Alternate Compliance Program (ACP). US-based shipowners can now choose Germanischer Lloyd as their recognized organization, acting on behalf of USCG. GL is one of only three non-American classification societies to have ACP authorization from USCG.

GL says: "The approval marks the result of a lengthy and intensive cooperation: As an authorized classification society (ACS), Germanischer Lloyd has already carried out numerous statutory functions on behalf of USCG since 1992. Earlier ACS Agreements were signed in 2001 and 2003, comprising International Load Line Certificate, International Tonnage Certificate, MARPOL 73/78 Annex I, International Oil Pollution Prevention Certificate and International Safety Management Certificate. During the admission process, Germanischer Lloyd was supported by the German ministry of transport. Now, as ACP recognized organization, U.S. shipowners may choose Germanischer Lloyd to carry out statutory plan approval, survey and certification."

The ACP is a voluntary alternate process for a US registered vessel to obtain a Coast Guard Certificate of inspection by complying with the standards of a delegated classification society, including its ACP Supplement and International Conventions.

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## LR opens Chinese training centre

LLOYD'S Register Asia has opened what it claims is Shanghai's most comprehensive foreign-funded maritime training centre, "putting in place the cornerstone of a yuan3m commitment this year to the development of educational courses and related infrastructure in China.

The new Lloyd's Register Maritime Institute (Shanghai) was created to provide a centre of learning from where working surveyors and auditors can share their technical knowledge with China's shipbuilders, owners and maritime students through specifically tailored seminars, lectures and training courses.

"Quality training, disseminating the latest industry knowledge to the ultimate benefit of the public, is part of the fabric at Lloyd's Register. We are committed to the creation of maritime learning institutes and supporting related research and development whenever practicable, and wherever industry demand is greatest," says John Stansfeld, Director, Lloyd's Register Asia. "China's rapid emergence as a modern maritime power has been spectacular to watch. But it is no secret the country's shipbuilding industry has technical challenges to surmount before it can become the world leader by 2015, as is its goal. At Lloyd's Register, we believe we have a role to play in that regard."

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## BW Gas joins tax change furore

MAJOR Norwegian-based shipowner BW Gas has joined the attack on proposed changes to the country's tax system which would effectively claw back tax going back 10 years which did not have to be paid under the current tax laws for shipping. BW Gas says that, if approved, the Norwegian government's back tax proposal would severely undermine the company's balance sheet and reduce its ability to invest in modern environmentally friendly vessels and compete internationally.

It notes: "Depending on the transition rules, the payable tax will be between Nkr3.8bn (US\$664m) and Nkr4.8bn, equivalent to a present value of Nkr20 to Nkr25 per share. Applying the book values, the equity ratio will be reduced from 38% to between 10% and 16%."

"BW Gas chose to remain in Norway on the understanding that this would be a stable long-term system under which to operate. This latest proposal to cancel the current taxation system would be a dramatic reversal of that understanding, in spite of us honouring our commitment to invest in Norway. We hope that the final details of the proposal will take into account the impact not only on individual companies, but on the entire Norwegian maritime cluster and the image of Norway as a dependable investment location," said Jan Håkon Pettersen, CEO of BW Gas.

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## New boss for Stolt-Nielsen

COMPANY insider Hans Feringa will take over as president of Stolt Tankers & Terminals with effect from 1 December when Otto Fritzner retires as planned.

Hans Feringa has been Managing Director of Tanker Trading at Stolt Parcel Tankers Division since 2003. Prior to this he was Managing Director of Stolthaven Terminals Division (2000 to 2003) and Asia Pacific Regional Director, Stolthaven Terminals Division (1996 to 2000). Before joining Stolt-Nielsen S.A. in 1996, he was Commercial Director of Van Ommeren's Tank Terminal at Botlek, Rotterdam.

Stolt-Nielsen says in a statement: "This appointment follows the organisational changes announced on 20 July, 2007 aimed at enhancing the competitive advantage and operational efficiency across the Company. These include separating the former Stolt-Nielsen Transportation Services into two separate business units namely Stolt Tankers & Terminals (ST&T) and Stolt Tank Containers (STC)."

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## Euro bank lends Croatian port euros100m

THE European Investment Bank (EIB) says it is lending Croatia's Port of Zadar Authority euros100m (US\$138m) to build a new ferry port at Gazenica, about 2 miles south of Zadar city centre. The bank doesn't say how much the total project is costing but says EIB is co-financing it together with Germany's KfW, which will lend euros120m, and the Croatian government which will provide the "remainder".

A statement says: "The EIB loan will finance the design, supervision, and construction of the infrastructure of the new port and other related works, including the necessary environmental mitigation measures. It will support, for example, the maritime works, including undersea rock excavation, construction of a secondary breakwater, reclamation of about 23.7 ha of land and the construction of a new fishing port."

In addition, the EIB claims, the new port will provide additional berthing capacity for larger international ferries and modern cruise ships and international standard onshore facilities for passengers and vehicles. Draught depths in the new ferry port will range from 6 metres at the islands terminal to 13 metres at the cruiser berths of the international terminal.

Mr Matthias Kollatz-Ahnen, EIB Vice-President, commented: "I appreciate very much the project signed today, which creates new opportunities for the historical (sic) city of Zadar and at the same time strengthens the harbour's European links. It will increase the berthing capacity for domestic and international ferry vessels and cruise ships, thus improving links between Zadar and Croatia's islands and other countries of the Mediterranean area."

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## Odfjell: "Planned tax will cost us US\$1bn"

NORWEGIAN parcel tanker company says a change in the country's tax laws would reduce its ability to invest in fleet replacement by "an amount of close to US\$1bn". It says in a statement rushed out over the weekend that its relative competitiveness would be severely hampered compared to our main competitors that are operating under international tax regimes.

The company says: "We are sorry to realize that entering the current shipping tax system in 1996 on the trust that we would enjoy a stable and competitive business climate in Norway for our industry seems to have been a wrong decision."

The current system, which was introduced in 1996, does not levy any taxes when the shipping company continues to perform shipping activities in Norway, and no dividend distributions are made to the shareholders. Odfjell chose to enter this system in 1996 based on the intention to continue to operate under the system in the long term and so far no dividends have been distributed to shareholders from companies within the shipping tax system.

Odfjell says that it planned to continue to operate under the current system. The income tax rate

for undistributed profits earned within the system has therefore been zero and hence, based on this zero tax rate, tax liabilities have also been zero. Untaxed profits within the current tax system is partly capital gains from when ships were sold into the system as an internal transaction in 1996 and partly operating results in the period 1997 to 2007.

Now, Odfjell says, as part of the introduction of the new shipping tax system, the government proposes that the untaxed profits shall be taxed at the applicable tax rate of 28% and paid over a 10 year period. Up to one third of the tax liability can be used for environmental investments rather than tax. The company complains: "Although the tax is payable over 10 years and the fact that we will continue to strengthen our efforts to improve our environmental performance, the effect of the new proposed rules, should they have been implemented as per 30 June 2007, would be an immediate increase in tax liabilities and a reduction of equity of about Nkr1.3bn (US\$227m). The equity ratio would have been reduced from 33.4% to 23.6%."

The Norwegian government presented its proposal for a new shipping tax system in on Friday afternoon. Odfjell says the proposed system is comparable to tonnage tax systems implemented in a number of other European countries and the effective tax rate is estimated at 0.6% of the 2006-results. The details in the new system will be presented early October in the budget proposal for 2008, and will be finally decided upon in December. The new system will be applicable as from January 1 2007.

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## Put 2 cadets on every ship!

"TWO cadets per ship is the minimum intake required to sustain the supply of human resources in the maritime industry and perhaps, the only way to prevent future shortages is to make two cadets, a mandatory requirement in the manning scales for ships!" That at least is the view of Anglo-Eastern Ship Management's Quality Assurance & Training director Pradeep Chawla.

At a shipping conference in Singapore today Capt Chawla note that, for the past three years, various individuals and organizations like BIMCO/ISF have been predicting a serious shortage of officers. Shortage of over 10,000 seafarers were predicted in 2005 BIMCO/ISF manpower study. He said: "The warnings fell on deaf ears in most cases. Calls to recruit more cadets and spend on training were ignored by the industry in general. Well, the predictions have come true and today we are in the middle of a very severe shortage of officers. The stock market may go up or down in the next twelve months, but the chances for finding good quality officers is certainly going down in the next twelve months!"

He added that the situation is the same in all crewing centres of the world. "Every officer can find a job easily. Retired officers are being wooed to come back to sea with the lure of high wages and short contracts. Younger officers are being poached by companies willing to pay higher wages, or willing to offer quicker promotions. Owners/mangers with small fleets hardly have the choice of 'selecting' good quality officers. They have to take whoever is available, and on the conditions demanded by the seafarer."

He said: "The answer from the manning offices, Mumbai, Manila, Shanghai, Odessa, Gdansk, Riga, Constanza or Vladivostok is the same – 'Cannot find officers'."

Capt Chawla was speaking in particular about the future of India as a crew supplying nation. He was optimistic about the prospects for the country's seafarers and he noted that many young Indians still wanted to go to sea. He said: "As an example of the high demand for seafaring career in India, in August 2008, we received over 2,000 applications for 300 trainee vacancies that we advertised for!"

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## USCG tells mariners to identify themselves

THE US Coast Guard has warned mariners to make sure they enter their 9-digit Maritime Mobile Service Identity (MMSI) number into marine radios equipped with Digital Selective Calling (DSC) and Automatic Identification Systems (AIS).

The Coast Guard says: "Statistics show that many mariners in distress do not properly identify themselves nor provide a precise location when radioing for help which delays rescue services in arriving at the scene quickly and providing the assistance needed." It adds that many marine communication devices require the MMSI to identify the user of the device.

The USCG and the National Global Maritime Distress and Safety System (GMDSS) Task Force is concerned that many users of these devices are not obtaining, registering and/or properly entering their assigned MMSI into these devices. Lack of an MMSI will make some of these devices inoperable, such as AIS, or incapable of operating advanced features or distress alerting capabilities of the device. The Coast Guard cautions: "Leaving the MMSI unprogrammed, entering a false identity or not updating a previously-programmed device with your own identity may delay a rescue and under certain situations is unlawful."

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## Seafarers abandoned at Santander

THE International Transport Workers' Federation (ITF) says it is in negotiations to win a "substantial amount" in back wages owed to 25 crew members who were left on an abandoned vessel at Santander, Spain.

The ITF says that the mainly Cameroonian seafarers on board the Greek-owned, Panama-flag 13,586 gt cargo vessel Meugang 1, have been stranded in the port for three months and have had to endure appalling conditions; the vessel was infested with lice and rats and had to be fumigated. They are owed more than euros140,000 (US\$191,000) to cover outstanding wages backdated to October.

The seafarers are hoping that the new owners of the vessel – the ship was recently sold - will pay them their outstanding wages. The ITF, led by the federation's inspector representing the Spanish affiliate ELA-hainbat, Mohamed Arrachedi, is currently negotiating with the new owner's representatives to see that their claim is settled. If this does not happen, the ITF will assist the crew in taking their claim to court.

In the meantime, the seafarers, who have been facing destitution, are being assisted by the ITF and the local branch of another affiliate, CCOO. They are currently relying on food donated by charitable organisations. Four of the crew who were admitted to hospital suffering from a range of conditions on their arrival in port have now been discharged and are receiving medication on board.

Mohamed Arrachedi commented: "We are thankful for the assistance of the organisations we are working with, as this has now become a humanitarian crisis. For example, one crew member has been on board the vessel for two years without any holidays. Not receiving any salary on top of all they have had to endure is a catastrophe for these seafarers."

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## Ionia found guilty on oil record charges

GREEK-based tanker operator Ionia Management faces fines of up to US\$9m after being convicted in the US for, according to the US Justice Department, "its role in overboard dumping of waste oil from the Kriton into international waters and its efforts to impede the U.S. Coast Guard and other authorities from learning of the dumping".

After a trial of two weeks in New Haven, Connecticut, the company was convicted on 13 counts of violating the Act to Prevent Pollution from Ships, three counts of falsifying records in a federal investigation, one count of obstruction of justice, and one count of conspiracy. The maximum fine on each count is \$500,000, for a total maximum fine of \$9 million. Sentencing is scheduled for 28 November 28.

The company, which was already on probation in the Eastern District of New York, was convicted of falsifying records to conceal the illegal discharge of oil-contaminated waste and of using and presenting false oil record books and other documents to the Coast Guard in port calls in the District of Connecticut, Southern District of Florida, Eastern District of New York and the Virgin Islands. It was also convicted of conspiracy and obstruction of justice by destroying the flexible rubber bypass hose used to dump waste overboard, while the Coast Guard was onboard the Kriton conducting its investigation.

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## California emissions law not enforceable

A US federal court has ruled that California's new laws on emissions from ocean-going ships and applying up to 24 nautical miles off the coast are pre-empted by the country's federal Clean Air Act (CAA).

The court has "permanently enjoined" California Air Resources Board (CARB) its regulations. Dennis Bryant in the Maritime Spotlight pages of the Holland and Knight website notes: "The court held that the CAA applies to both new and non-new nonroad vehicles (which is how ships are categorized for purposes of this statute) and their engines. The court ruled that the US Environmental Protection Agency (EPA) had not granted California authority to adopt and enforce regulations applicable to mobile sources such as ships." He adds: "The time has come (indeed, it is overdue) for the Congress to adopt legislation implementing MARPOL Annex VI. This will allow the federal regulation of air emissions from all ships in US waters and will allow the US to petition the IMO for designation of SECAs off various portions of the US coast, including off California."

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## Alaska rules guide for cruiseships

THE US Coast Guard says that cruise ships operating in Southeast Alaska now have access to an interactive training CD-ROM detailing Coast Guard regulations and procedures in the region.

It says: "The release of the CD marks the first time that a comprehensive resource of this kind has been made available in a repeatable and professional format that cruise ship officers may access at their own pace. Created through collaboration between United States Coast Guard Sector Juneau and Holland America Line, the course is designed to educate cruise ship personnel about regulations enforced by the Coast Guard."

"We are grateful to Holland America Line for their commitment and help on this project," said Captain Mark Guillory, Commander of Coast Guard Sector Juneau. "We partner with industry to both protect the public and the environment and also to promote efficient commerce to support the economy of Southeast Alaska. Our hope is that officers and crew members actively involved in these regulatory activities will find this training tool helpful."

Holland America Line provided professional technology, design expertise, and extensive operating experience in Southeast Alaska to help package the Coast Guard's content into this interactive online course.

"We were very happy to help the Coast Guard deliver this message as part of our ongoing corporate social responsibility in Alaska," said Rene Roussel, vice president, nautical and compliance, Holland America Line.

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## Liberia seeks new maritime commissioner

LIBERIA'S president, Ellen Johnson-Sirleaf, has annulled the nomination of John Stewart whom she had appointed last week to head the Bureau of Maritime Affairs – according to local press reports.

The president's action followed reports that Mr Stewart was subject of charges relating to professional misconduct while practising as a lawyer in the US.

Mr Stewart who reportedly has also been relieved of his post as deputy maritime commissioner has vigorously denied any wrongdoing, in a statement issued last week.

He said: "My professional competence and capability are not in doubt or have in any way been impeded in whatever assignment I was undertaking. The Legal profession is one of trust and that I have strived to uphold in all my practice. My ability to perform as a legal expert and Maritime professional speaks for itself. My experience in maritime law and policy is unparalleled. My record at the Bureau of Maritime Affairs, dating back to 1988 is impeccable. It must also be made absolutely clear that there has never been any misconduct, be it criminal or otherwise in my professional career."

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## Boxship outruns Malacca pirates


IN the latest piracy incident to be reported in the Malacca Strait, 10 armed men in a speedboat attempted to board a container ship underway. The ICC International Maritime Bureau's Weekly Piracy Report says the attack took place of 28 August but, thanks to the ship's higher speed, the pirates could not board and gave up the chase. The following day an attempted boarding was reported from the Makassar Strait, Indonesia. Three white, speedboats doing 17 kts, approached a bulk carrier underway, from both sides. The duty officer raised the alarm, sounded the ship's whistle and the crew mustered. Seeing the alert crew, the pirates aborted the attempt.

Robbery incidents were reported from Jamaica, Guyana, Egypt and the Philippines.


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