



Asian Shipowners' Forum

Safe Navigation & Environment Committee (SNEC)

c/o Federation of ASEAN Shipowners' Associations (FASA)

59 Tras Street, Singapore 078998

Tel: (65) 6305 2260 Fax: (65) 6222 5527

email: office@fasa.org.sg

22 March 2013

FOR IMMEDIATE RELEASE

The 24th Interim Meeting of the Asian Shipowners' Forum (ASF) Safe Navigation & Environment Committee (SNEC) was held in Seoul, Korea, on Friday 22 March 2013. The Meeting was hosted by the Korea Shipowners' Association.

Representatives of shipowner associations from China, Japan, Korea, Chinese Taipei and the Federation of ASEAN Shipowners' Associations (FASA) as represented by delegates from the shipowner associations of Indonesia, Malaysia, Philippines and Singapore attended the Meeting, which was chaired by Mr Patrick Phoon, the President of Singapore Shipping Association (SSA).

During the meeting, the Committee considered and discussed various current issues of concern relating to the safe navigation of ships and the protection of the marine and atmospheric environment globally, with particular emphasis on the following:

Piracy and Armed Robbery

Based on the 2012 Annual Report of the International Maritime Bureau, the Committee noted that there were a total of 297 incidents of piracy and armed robbery globally, a decrease of about 30% in comparison with the 439 incidents reported in 2011. While worldwide figures were reduced, the Committee expressed strong concern that the number of attacks had continued to remain high with East and West Africa remaining the worst-hit areas, with 150 vessels being attacked in 2012.

Increasing reports of violent attacks on ships, especially in the Gulf of Guinea, are raising serious concerns amongst Asian shipowners.

Shipowners maintain a zero-tolerance stand towards any pirate attacks on ships. The Committee therefore strongly urged the IMO and all littoral states, whose coastal waters are badly infested with such criminal activities, to exercise strong political will and take immediate and effective enforcement measures to protect all trading ships. The onus is on governments who should ensure that ships, including their crew, trading or transiting their waters are well protected and safeguarded from the dangers of these perpetrators. Failing which, international shipping and trade will suffer.

The Committee also continued to urge the shipping community to remain highly vigilant and to comply fully with tried and tested best management practices to deter piracy, and to take all necessary measures needed to ensure the safety and security of their ships and crews.

Environment Protection

The Committee also reaffirmed its strong commitment to the protection of life and property at sea and to a pollution-free marine and atmospheric environment.

➤ Emission from Ships

The Committee expressed its strong support on the amendments to MARPOL Annex VI Regulations, which put into force technical and operational measures onboard ships to reduce Greenhouse gas emissions from ships. Effectively from 1 January 2013, it becomes mandatory for ships to implement the Energy Efficiency Design Index (EEDI), for new ships, and the Ship Energy Efficiency Management Plan (SEEMP) for all ships.

The Meeting recognized that both the EEDI and SEEMP are implementable and pragmatic goal-based measures.

Besides these technical measures, the Committee strongly emphasised once again that any proposed measures that are aimed at reducing greenhouse gases from ships should be developed at the IMO. Such measures should be the result of careful and thorough study and deliberation, and should have clearly defined short-term and long-term goals that are realistic, pragmatic and implementable. The Committee unanimously agreed that it will strongly object to the implementation of any unilateral or regional measures that would disadvantage international shipping.

➤ Ballast Water Convention 2004

Recalling that the Ballast Water Convention 2004 will enter into force 12 months after ratification by 30 States, representing 35% of world merchant shipping tonnage, the Committee noted that, as of 28 February 2013, 36 states¹ comprising 29.07% of the world fleet have ratified the Convention.

Whilst the Committee noted that the IMO has taken into consideration the concerns and difficulties expressed by shipowners, the Committee, however, continued to express serious concerns about Type Approval requirements. The Committee maintained that many serious shortcomings in the existing requirements need urgent attention, and that shipowners wish to avoid, especially during such difficult times, putting money into such expensive ballast water treatment systems and then discover later that they fail to work reliably. On a related note, the Committee also expressed great concern that the certified performance criteria for the treatment equipment seems to fall short of testing requirements demanded by port state control.

¹ Albania, Antigua & Barbuda, Barbados, Brazil, Canada, Cook Islands, Croatia, Denmark, Egypt, France, Iran (Islamic Republic of), Kenya, Kiribati, Lebanon, Liberia, Malaysia, Maldives, Marshall Islands, Mexico, Mongolia, Montenegro, Netherlands, Nigeria, Niue, Norway, Palau, Republic of Korea, Russian Federation, Saint Kitts and Nevis, Sierra Leone, South Africa, Spain, Sweden, Syrian Arab Republic, Trinidad & Tobago, Tuvalu

In this regard, the Committee maintained that much more work will still need to be done by governments to rectify the current situation.

During the Meeting, the Committee also held fruitful discussions on other issues of concern relating to safe navigation and environmental protection.

For any queries relating to this Press Release, please contact:

Mr. Daniel Tan,
Secretary
ASF Safe Navigation & Environment Committee

Tel: (65) 6305 2260
Email: danieltan@fasa.org.sg

Editor's note:

The Asian Shipowners' Forum is a voluntary organization of the shipowner associations of Australia, China, Chinese Taipei, Hong Kong, India, Japan, Korea and the Federation of ASEAN Shipowners' Associations comprising shipping associations of ASEAN countries. The aims of the ASF are to promote the interests of the Asian shipowning industries. Between annual ASF meetings, the ongoing work is carried out by the five Standing Committees; the Shipping Economics Review Committee, the Seafarers Committee, the Ship Recycling Committee, the Safe Navigation and Environment Committee, and the Ship Insurance and Liability Committee. It has been estimated that ASF owners and managers control and operate nearly 50% of the world's cargo carrying fleet.