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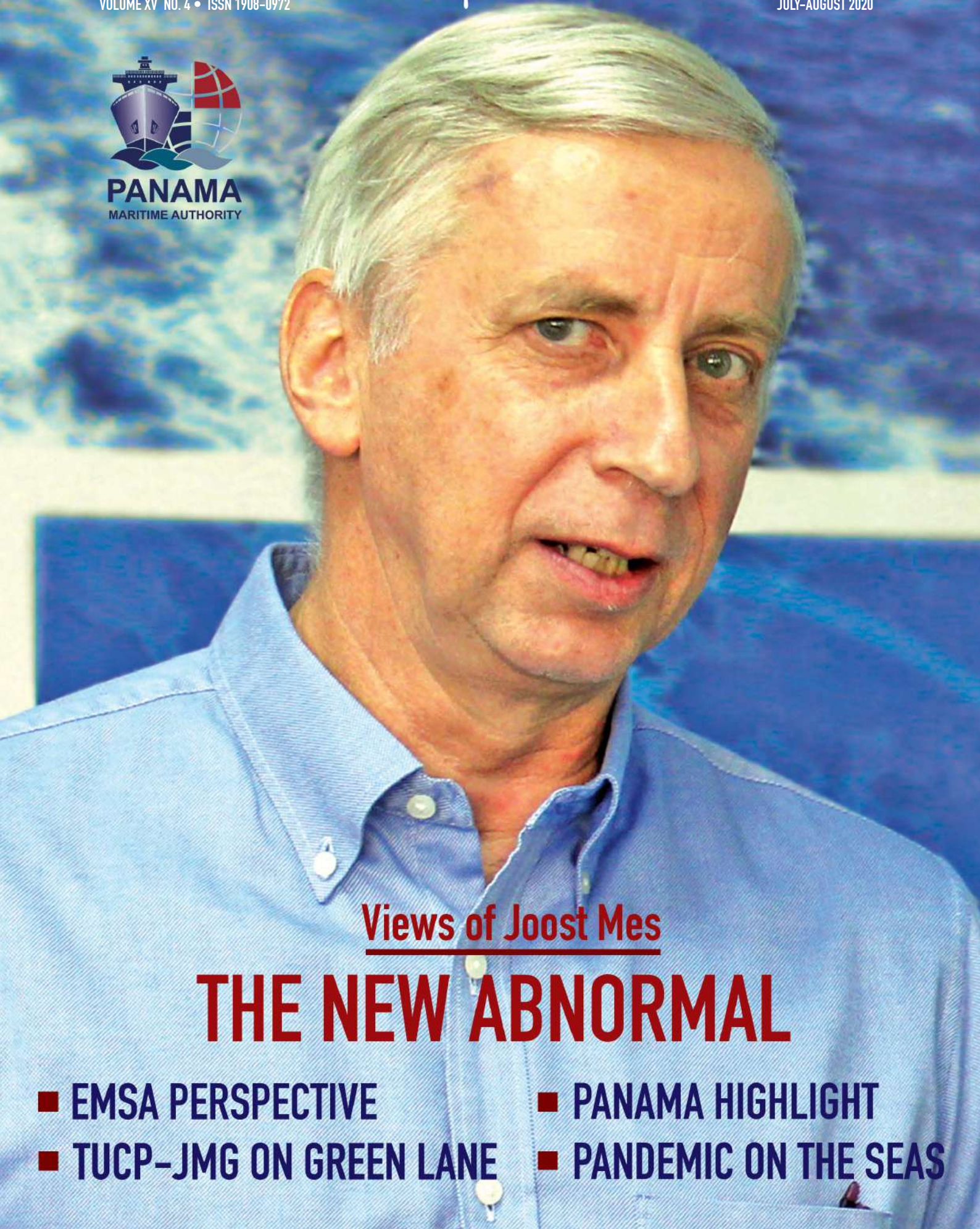
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MARITIME AUTHORITY



Views of Joost Mes

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- EMSA PERSPECTIVE
- TUCP-JMG ON GREEN LANE
- PANAMA HIGHLIGHT
- PANDEMIC ON THE SEAS



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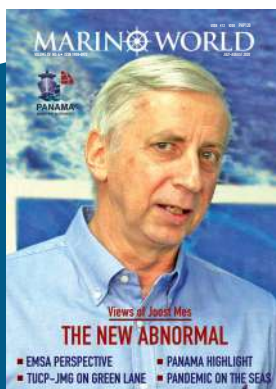
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Government official statements are often more on rhetoric than realities. Mr. Mes presents views quite acerbic to apologists, but similar to lessons from that classic story of the “boy who saw the king naked.”



PUBLISHER NOTE

MARITIME IS A SOLUTION

As COVID-19 creeps on all continents, the supply chain must continue to function. A good 90% of logistics are carried by ships; 25% of the world's fleet manned by Filipino merchant mariners.

Before pandemic, our major concerns are maintaining our Number One position in the seafaring job market, the threat of de-recognition of our certifications by the European Maritime Safety Agency and our pitch for higher salaries as we have levelled up in experience and competence.

The virus upset the apple cart with our Government refusing to underwrite costs on the health of our seafarers afflicted by the disease. Instead, it mandates for Principals and Licensed Manning Agencies (LMAs) to pick up the tab --- a good and fair reason for Principals to hire crews even from countries barely maturing on their seafarers.

Squeezed with no income yet saddled with more expenses, LMAs with smaller operations are closing offices one by one. Principals are more coordinated and have the dollars while LMAs are yet to each his own, earning on the good graces of Principals.

Challenges.

The Government is between the devil and the blue sea: lockdown movements (of people and business) to control the spread and reduce contamination.

But these protocols cannot be over-stretched as it will result to more death with hunger in a devastated economy.

And statistics seem like horses of the Apocalypse: a +6 rising economy now reduced to a -2 and falling. Over 75% of the population feel the future is bleak, more felt hunger pangs than before. Covid-19 infection have breached the 150,000 mark and rising.

And the Administration openly admits public funds are drying up.

Opportunities.

Are we just to keel over?

A solution is right in front of us: the maritime industry. Seafaring is a multi-billion dollar business not just for pleasure but for necessity. The world cannot survive without it.

And we are primed for it: islands that generate opportunities; seafarers that we are ever since, sailing competence accepted by the world.

We just need a Government of less rhetoric and more restitution, backed by actual investment. We have over 7,000 islands to connect if we can just fund more ports and ferry. Mountains can only be real communities when infrastructures are built. Push the *Build Build* program rather than posture with blah blah.

Other opportunities may open up like tugboat rental/services, chandling

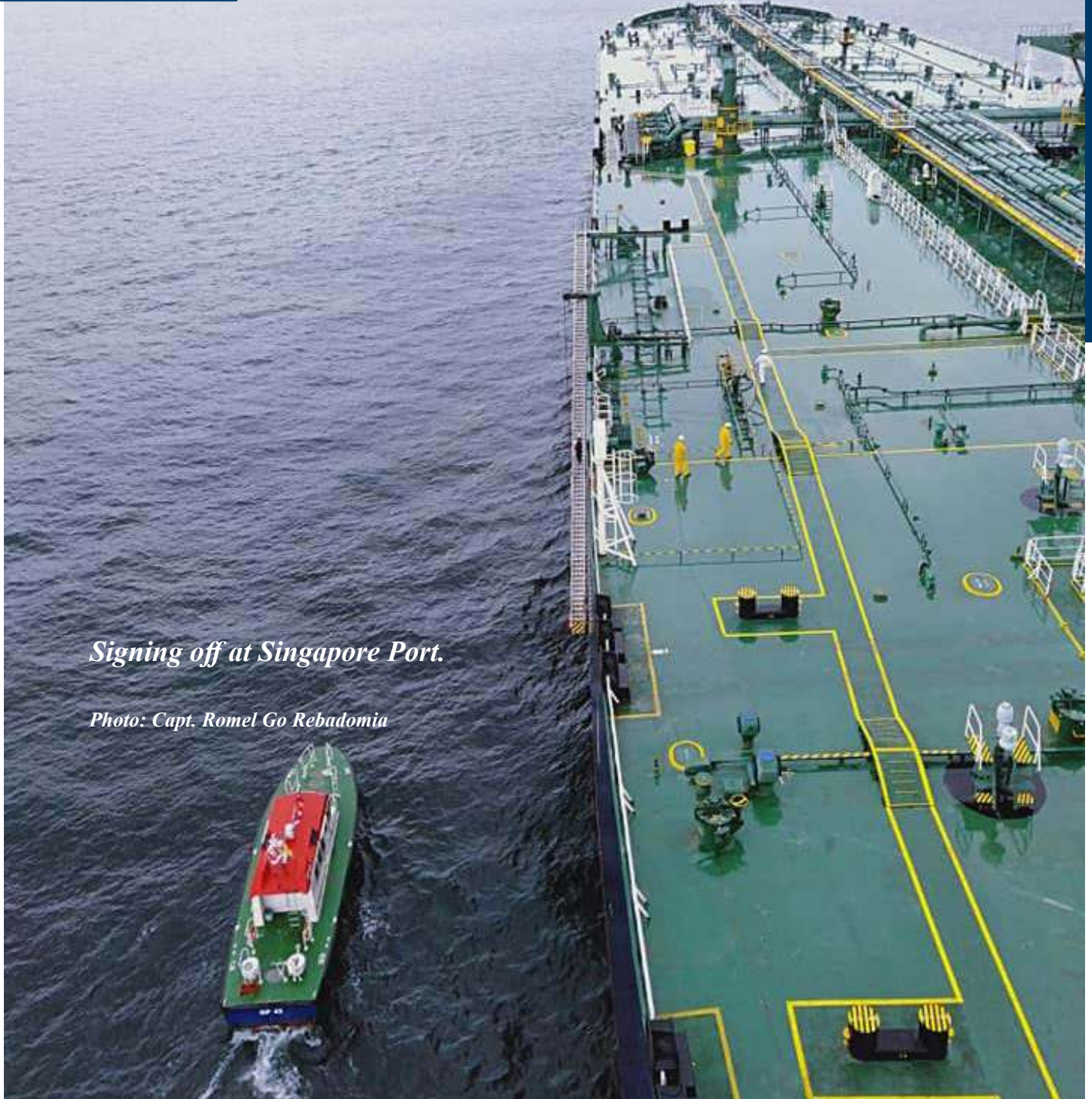
(ships supplies), bunkering, refueling, garbage disposal, port dues on anchorage, ships lay-up, and on, almost *ad infinitum* as noting begets success but success.

A mind picture is offered by the Maritime Industry Development Program (MIDP), still an official commitment. We may regain big ticket ventures like shipbuilding that we were once fourth in the world.

Pettiness drives us to details. We can't even discipline clinics charging atrocious rates on RT-PCR tests. We allow 40-50 vessels to clog Manila Bay, delay crew change for lack of tugboats. The congestion allows a concessionaire at the South Harbor to charge P150,000 a day for port usage, a larceny in any term.

This tempts pandemic to be pandemonium!

But, we should not feed on the problem. Instead, take faith with Associated Phil Seafarers' Union President Michael Democrito Mendoza: "We need the industry now more than ever, as we look forward to recovering from the economic impact of the global pandemic. Through policies designed to alleviate the pressures experienced by workers in the industry, let's clear a way for them to lead us back."



Signing off at Singapore Port.

Photo: Capt. Romel Go Rebadomia

Crew change.

Following an international crew change summit in the UK, the Philippines and 12 other countries signed an international crew change pact agreeing to new measures to open up foreign borders for seafarers, increase commercial flights to expedite repatriation.

Light at the end of the tunnel? Don't count on it – there has been no shortage of politically correct rhetoric and public sympathy for the frontliners on ships.

For one, major crew supplying countries like the Philippines, China, Russia, India and Indonesia, were absent from the virtual summit showing how low crew change problems are with those governments.

The ink on the #crewchange pact hardly dried yet Singapore imposed tighter restrictions near impossible to meet. Hong Kong and Japan followed suit; China and Vietnam remained completely closed.

The Philippines allows crew changes only in Manila. Imagine a ship calling

Davao and the Filipino crew from Davao must yet go to Manila where ships are congested in Manila Bay. Compliance over common sense.

Sensible.

What has been agreed in the pact foresees a new era of travel for seafarers without visa, border nor quarantine restrictions. "It does not cost any money and it did not require a lot of negotiation," says Sec-General Guy Platten, International Chamber of Shipping (ICS).

THE NEW ABNORMAL

*Editorialized abstract of
Joost Mes views**



Seafarers have been waiting for months now, showing they are resilient and will keep going until the job is done. But, for how long before things start to go wrong as fatigue and mental issues start to take their toll?

Imagine telling an airline pilot to “continue until further notice”. That simply would not happen. Shipping carries similar risks, the impact might be delayed but the fuse has been lit.

Daily testing capacity doubled to 30,000 and accredited laboratories totalled 72. Impressive, but processing time has also doubled in most cases. The longer processing times makes it almost impossible to satisfy requirement from some ports that test results should not be older than 48 hours upon arrival.

Huge.

For Filipino seafarers alone, about 40,000 crew changes need to take place every month just to keep the world fleet running. At the start of the lockdown in April, only 400 (about 1%) crew changes took place, according to the Philippines Overseas Employment Administration (POEA).

If assume that, on average, 20% of the planned crew changes have taken place over the past four months.

This would mean that close to 130,000 Filipino seafarers are now overdue – about 65% of the 200,000 seafarers worldwide.

Even if the 200,000 to be on the low side, the Philippines has a disproportionate share of overdue

seafarers; meaning, it is worse in repatriating its seafarers than most other labor-supplying countries.

Why and what can be done?

In tandem.

In the Philippines context, seafarers are only part of the problem with the estimated 10 million land-based Overseas Filipino Workers (OFWs) badly affected by the economic impact of the pandemic.

Labor Secretary Silvestre Belo III estimated that around 350,000 OFWs had been affected, of whom around 200,000 had opted to stay in their host country. This would bring the total (seafarers and land-based workers) in need of repatriation to about 280,000 ... and rising.

Rude awakening.

The beginning of the outbreak was a rough; by March 16th, the country went into total lockdown and all local and domestic transport was suspended. With thousands of arrivals per month and nowhere to go, the system would be overloaded.

The Administration managed to get up and running over a hundred quarantine facilities and after shockloading the system. The testing capacity was able to catch up. It was messy but it worked. But there it stopped.

Seafarers were not declared ‘essential workers’ and had difficulty to travel even locally in the Metro Manila area. Consequently, about 26,000 seafarers and OFWs got stranded in Manila after

completing their 14-day quarantine, often transferring to temporary accommodation characteristics of a COVID-19 incubator.

The Administration allowed about 8,400 Locally Stranded Individuals (LSI) to travel to the province. These LSIs living in close quarters in government facilities posed a much bigger risk than seafarers and were allowed to obtain clearance after Rapid Antibody Testing instead of RT-PCR testing (requirement for returning seafarers). Hopefully this pragmatic risk based approach will be considered to returning seafarers in future. Antibody Rapid testing or Antigen testing would allow to isolate positive cases on the spot and allow others to go home where their cases can be managed locally through local testing and/or home quarantine.

Meantime.

Over 20 cruise ships were waiting at the Manila Bay to offload another 8,000 Filipino crew members. At substantial costs, ship owners brought home their Filipino workers --- only to get stranded in Manila Bay. Many of those ships had been at sea for more than 14 days.

Common sense would have it that the crew onboard had already completed the mandatory quarantine upon arrival. The Philippines made it very difficult by insisting on a new 14-day quarantine and re-testing.

Rules over rules.

Local manning agencies (LMAs) had great difficulty to keep up with the flood of directives, guidelines, circulars and

other instructions produced by various agencies.

Add local government units (LGUs) with their own rules and interpretations and you find yourself in a daily changing landscape of sometimes contradicting rules.

As a witticism goes, “It’s hard to get organized if the goalposts get moved all the time.”

Everyone in-charge seemed to be hiding behind overriding regulations. Compliance seemed to be the ultimate goal. With everyone obsessed with compliance rather than solutions, stranded seafarers and OFWs continued to grow.

On May 3, airports were closed for incoming international flights for a week for a breather and to prepare the system for bigger things to come. But opened on May-11, a maximum of only 400 passengers arrivals per day was placed “until further notice.”

That is only about one and a half wide body passenger plane per day.

Ultimatum.

Decision paralysis continued until the May 24 cabinet meeting when Pres. Rodrigo R. Duterte had it with the excuses and bawled “Enough is enough” and ordered government agencies a week to sort out the mess.

The next morning, over a hundred buses and several planes were lined up for those stranded and tested, ready to transport them home. In spite of the chaos, it worked remarkably well as 16,000 people were repatriated to the provinces.

Again, “*It shows what can be made possible when we think in solutions instead of compliance.*”

Atrophied.

The maximum 400 per day arrival quota remained, a mystery even to airlines kept in the dark. Flights got cancelled at a moment’s notice when clearance from the Inter-Agency Task Force (IATF) was not forthcoming. Seafarers got stranded in Incheon, Doha and

Hong Kong, after finding out mid-air connecting flight to Manila was cancelled.

It appears the Philippines is the only country that has put restrictions on their own nationals and residents returning. Basically, this is telling your own citizens ‘we cannot have you for now’. On the flipside, the Philippines is also the only country



having to deal with a such a high number of returning nationals

(Mr. Mes accepts Australia is worst by capping arrivals at NSWales at 50 people per flight, 350 allowed per day, as pointed out by Hubert van Mierlo of Groovy Train.)

Plus & minus.

The Civil Aviation Authority of the Philippines (CAAP) increased capacity at NAIA to 3,000 passengers per day; Cebu and Clark to receive 1,500 passengers per day. These will not make a real dent in the backlog, but a start.

Consider part of the increase will be absorbed by Filipino nationals allowed non-essential travel, by foreign residents with migrant visas. Great news for them but not for the stranded seafarers and OFWs abroad.

Nice try.

On June 19th, MARINA Administrator Robert Empedrad announced the Philippines as a

crew change hub in the region --- ships would call international ports like Subic, Cebu and Davao just to change their crew --- with Filipinos and foreigners, green lanes, no restrictions in and out. It seems a no-brainer to open multiple gateways in the Philippines where ships could do their crew changes. Subic is a deep water port, vacant accommodation, the national Red Cross and a nearby international airport (Clark) could take some pressure off Manila.

But hope was short-lived, “With the number of Covid cases on the rise the crew change hub plan seemed to have succumbed to the effects of Covid.” India snatched the role.

Green lane.

Early July, the Philippines was the first country in Asia to establish so-called ‘green lanes’, in line with recommendations from the IMO. Foreign Affairs Sec. Teodoro Locsin Jr. tweeted, “This is landmark in every sense and it encompasses the protection and facilitation of all seafarers of all nationalities...”

Great words but the ‘green lane concept’ has not progressed beyond a separate lane at the airport granting seafarers unrestricted local travel rights. Normally, the concept is a designated safe corridor for seafarers from ship to home, and vice versa – the lane into the Philippines remains very narrow with the quota in place.

Close quarters.

In countries like the Netherlands, shipowners and their association (KVNR) sat down with government, industry stake holders and the national airline KLM managed to establish a gateway for seafarers to get back to Manila.

Once the ECQ was lifted, the Dutch Embassy in Manila ramped up its visa section within weeks to get seafarers on their way. Dutch frontline workers in ports, busses and airplanes went out of their way to make this possible, only to be stopped short by self-imposed restrictions in the Philippines.

Despite, the port of Rotterdam and the Netherlands remain at the top as far as crewchanges affected in May according to ICS data.

Due to uncertainties of shareholders, a perception crept: “Based on previous experiences I fear this pact will not be the game-changer its signatories claim it to be, unless the signatories change their game first.”

How we compare.

If the number of protocols and procedures and the industries attempt to deal and comply with it all is the measure then we have been doing quite well. But on how many seafarers and other OFW’s we have been able to bring home in a safe and controlled way, we have not been doing that well at all.

One of the first and only action of POEA was to pass on liability and quarantine costs for returning seafarers to the LMAs and Shipowners, even if the same costs for returning land-based OFWs are all covered by the Overseas Workers Welfare Administration (OWWA).

Puzzling logic: costs for land-based OFWs, OWWA pays for but not for seafarers. Shipowners and managers went out of their way to bring Filipino Seafarers home, chartered planes, diverted ships at substantial costs. NOW, they also have to pay for government-mandated local prevention measures even though they contribute in the OWWA Welfare fund.

Luckily, the Philippine Coast Guard (PCG) and the MARINA pitched-in what they could. But as long as the compliance and liability thinking remains in control, all those plans will be regulated into oblivion.

Six points.

The Administration deserves support but it should also step up to the plate and dare to challenge the status quo. Limit your risk and liabilities or be bold and stick out your neck for solutions? Here are choices which might do both.

1. There will be no game changers

until those in charge change their game. Think solutions instead of liabilities. When The President barked “enough is enough,” busses and planes appeared overnight. It was not pretty nor sanctioned in protocols but it worked.

2. Look at seafarers with risk assessment. How likely will they return with COVID-19? Of the first 31,000 returning OFW’s tested in May, only 465 tested positive. That is 1.5%. Analyze the data which may reveal majority of those who tested positive



land-based, simply because they were more exposed (unlike seafarers on board who are basically in constant home quarantine. They only leave their home quarantine when they are transported to the airport and arrive in Manila hours later. There is always a risk they contract the virus while traveling, but it is just not very likely.)

Why not experiment with rapid testing and only swab test those who have positive results? Allow the others to proceed home and have their cases managed locally.

3. Give seafarers priority and expand their quota, now that they are recognized as essential workers with designated green lanes. Nothing will improve unless quota restrictions are addressed. One can dream about international airlines starting up but this is an illusion due to the uncertainty of getting flights approved. Not many airlines will be willing to fly

empty to Manila.

4. Have another serious look at other ports as crew change hubs, as suggested by MARINA. Spread the load, the risk. Are local LGU’s playing hide and seek? Enough is enough, give them the resources to deal with it.

5. Overseas governments have a role to play in allowing more crew changes in their ports. Luckily, more ports are opening up. But there has been a fair share of hiding behind rules and posturing as well, most prominently with the issue of visas. What do the statistics say about Filipino seafarers? Are they a security risk, are they being trafficked or overstaying?

The statistics will favour the Filipino Seafarer. Suspend visa requirements temporarily or issue a visa on arrival for seafarers traveling to and from ships? Bold solution-based thinking is what we need.

6. Follow through with the Crew Change Pact. Create corridors free of restrictions by visa, port & border requirements and quarantine restrictions for crew changes.

A Rubicon.

The coming weeks will be crucial in deciding which path the Philippines will be taking. Inaction and posturing will inevitably lead to damage to its leading position in the crewing field. Other countries will pick up the slack. In part, this is already happening.

If principals and managers you cannot get crew replacement from the Philippines – because the crew cannot make it to Manila or flights get cancelled constantly – they will seek replacements elsewhere. Lost ground will be hard to regain.

**Mr. Joost Mes is a Director at Avior Marine, President of the Dutch Chamber of Commerce in the Philippines, former Chairman of Foreign Shipowners Employers Association-Indonesia. Views editorialized were published in July 20 and August 2, 2020.*

MOSS ON THE GREEN LANE

by Coca H. Strobar

Activism in the maritime industry is reflected by a press conference (via zoom app) on Saving the Seafaring Industry sponsored jointly by the Trade Union Congress of the Phil (TUCP) and the Joint Manning Group (JMG) last August 13th.

Six panellists led discussions:

- TUCP Partylist Cong. Democrito Mendoza, Chairperson, House Committee on Overseas Workers Affairs
- Mr. Michael Democrito Mendoza, National President, Associated Philippine Seafarers' Union (APSU)
- Atty. Noli Partido, Legal Head, Associated Marine Officers and Seafarers' Union of the Phil (AMOSUP)
- JMG's Mr. Roy Alampay, Co-Chair
- JMG's Mr. Ericson Marquez, Co-Chair
- Mr. Joe Kato, JMG Director

Officers of the two organizations were linked; so are maritime stakeholders and media.

Director Kato lit the rockets with the claim the Overseas Workers Welfare Administration (OWWA) has verbally agreed, in principle, on the first week of July to sponsor the costs of quarantine for the seafarers. Some P5-billion was committed; projected based on the "P180,000 rough estimation is P180,000 x P3,000 per day that is cost of lodging and food x 5 days so it came to more or less P2.7-billion."

JMG wishes this amount be obligated for seafarers. OWWA disagrees quoting its policy of first-come,

first served since it has to address contingencies anywhere in the world, be it land-based nor sea-based OFWs.

Legalese.

Marino World Publisher Lyn Bacani asked JMG to comment on the

transportation from point of hire to intended destination, as conditions require, provided that, in the case of inbound and repatriated Filipino seafarers the cost of the RT-PCR testing shall be charged to the PhilHealth."

Paper tiger.

Alampay partially shifted focus by claiming even Cong. Mendoza also believes this Green Lane is good on paper but hard to implement. On the asunder of Bacani that help from Government is "lumalabo" (getting muddled) due to corruption, Alampay keeps faith the Government will be true to its words as shown by its creation of the Green Lane.

Bacani also wants to know whether additional funds would be appropriated, whether costs incurred by seafarers will be shouldered by OWWA as it does for

land-based OFWs.

Cong. Mendoza says even House Speaker Cayetano is aware of requests P3-b of the planned P5-b increase be spent for seafarers. But he is against touching the P18-b Trust Fund. Instead, he will ask for accounting on the expenditures of current funds.

Response.

As of August 12, the Dept. of Labor



Photo: Capt. Romel Go Rebudomia

responsibilities of the seafarers and licensed manning agencies (LMAs) as laid out by Joint Circular 1 of July 2, Series of 2020, signed by six department Secretaries and 12 heads of major agencies.

Ms. Bacani was referring to Chapter III, Section 2 (c) where LMAs must provide "... for appropriate COVID-19 testing to its seafarers, as well as meals, accommodation and

and Employment (DOLE) says over 136,000 OFWs have been transported to their respective home provinces.

In turn, OWWA ensures the OFWs are provided with assistance which includes accommodation, food, transportation, and COVID testing upon their arrival.

DOLE has also been extending a one-time P10,000 cash aid under AKAP to OFWs affected by the pandemic, both on-site and those stranded in the country.

Core targets.

The Philippine Green Lane for Seafarers shall facilitate the speedy and safe travel of seafarers, including their safe and swift disembarkation, and crew change during the COVID-19 pandemic.

It shall also facilitate the creation of controlled travel corridor to open the

Philippines for people-to-people and economic exchange and stimulate the economy.

The circular helps control the risk of spreading the coronavirus during crew change or repatriation by managing the movement of seafarers travelling by ship or plane.

It enjoins to follow International Maritime Organization (IMO) and International Labor Organization (ILO) protocols on COVID-19 as it outlines the minimum standards and procedures to be observed by all seafarers, shipping companies (ship operators and ship owners), licensed manning agencies, airlines, and all other similar entities involved in the process of facilitating travel for the purpose of ship crew changes.

More views.

APSU's Mendoza calls on Government to step up on:

- Revoking DOLE Memo 211-A where Government provides for the board and lodging of land-based workers but not those sea-based.

- Setting a larger amount in the *Bayanihan to Recover as One Act* for repatriation costs, for board and lodging, testing, and for the processing of travel for seafarers who have live contracts to board ships.

Atty. Partido says AMOSUP hopes that everybody in the industry will work together, in making the industry survive, in making our seafarers feel they are not neglected. AMOSUP Pres. Conrado Oca sees seafarers as “our heroes, and it will also redound to the benefit of our industry and the economy.”

(Elsewhere in this issue, Mr. Joost Mes takes a deeper incision on the Green Lane project.)

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ROADSHOW ON USA HEALTH POLICIES

by Ligaya Caban

For a third time, *Marino World* has been invited for a telephonic press briefing, this time with US Secretary of Health and Human Services (HHS) Alex M. Azar II on United States global health collaboration. Launched August 12th, it was hosted at the Taiwan National University, linking mostly the mass media of East Asia and Indo Pacific.

His three guiding strategies for HHS programs: facilitating patient-centered healthcare markets, protecting life and lives, and promoting independence.

The editors of *Marino World* opted to be just active observers, more focused on reportage than discussions of set US health policies. However, they appreciate US efforts to mine for trends to better address global sensitivities.

Career peaks.

Azar has pioneered a patient-centered approach to the value-based transformation of the American healthcare system, around price and quality, outcomes-based payments, interoperable health IT, provider collaboration, and unprecedented regulatory relief that places patients over paperwork.

He served HHS as General Counsel from 2001 to 2005; as Deputy Secretary from 2005 to 2007.

Azar clerked for U.S. Supreme Court Justice Antonin Scalia before practicing law. He graduated *summa cum laude* with a bachelor's degree in economics and government from Dartmouth College and earned a law degree from Yale University.



HHS Secretary
Azar II of the US

closed door meetings with President Tsai, Vice President Chen, Vice Premier Lai, Foreign Affairs Minister Wu, Vice Premier Wu (the latter accompanied him at the Chang Hong face mask machine factory).

Business and political ramifications were obvious, triggering questions on these opened by Tingting Liu of TVBS News-Taipeh. Helen Davidson of *Guardian-UK* sees Azar's visit as provocative. More as business, by Kathrin Hille, *Financial Times-Taipeh*; more as political, by Nhu Nguyen, OEC-Vietnam and Erik Bagshaw, *Morning Herald-Canberra*.

Steady on the course.

From the briefing transcript provided by Zia Syed, Moderator and Director-U.S. Department of State's Asia Pacific Media Hub in Manila, Secretary Azar was quite focused on the objectives of the trip. He has Taiwan as a natural ally through the American Institute in Taiwan and the Taiwan Economic and Cultural Representative Office.

For while PRC is rebuilding the Silk Trade – the greatest engineering feat ever of mankind ---Secretary Azar is heads up that the United States remains as the largest supporter and funder of global health security.

He soft-pedalled on South Korea's pandemic statistics but projected US leadership on solutions, particularly **Operation Warp Speed** (and the *Moderna* vaccine), implemented by Pres. Donald Trump.

Double edged.

On opening statement, Azar wrapped a snide on the People's Republic of China (PRC) reportage on the COVID-19 declaring "... it would have been reported in a timely, accurate, and transparent manner under the International Health Regulations under which Taiwan has been a model of compliance."

Later in the visit, Azar even claimed PRC "blocked" and "bullied" ROC (Taiwan) for 40 years from admission and participation at the World Health Organization (WHO).

Azar's meeting with business executives also gathered interest; more so

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The Panama Ship Registry stays on the Paris and Tokyo MoUs White lists

Panama continues to be on the Paris MoU White List for the past ten consecutive years, complying with the Paris MoU's rules and thanks to a low number of detentions during the required period, according to the Paris MoU 2019 Annual Report, published in early July of this year.

Technical supervision and a careful inspection regime by the Panamanian Ship Registry, have allowed Panama-flagged vessels to be in good condition when they arrive for inspection in the Port States that form the Paris MoU and consequently have less detentions, leading Panama Ship Registry to remain on the Paris MoU White List since 2010.

Earlier this year, the Tokyo MoU Annual Report 2019 also confirmed that Panama maintains its place on the Tokyo MoU White List.

At the end of the 2020 first semester, the Panamanian fleet has a 97% compliance percentage in relation to the Paris and Tokyo MoUs; during this period approximately 5,287 inspections were carried out to Panama-flagged vessels, 62% less compared to the same cycle in 2019; in addition, the number of vessel detentions has decreased by 46% compared to last year.

In the US Coast Guard's "USCG PSC Annual Report 2019", Panama, with 1450 inspections, has seen a reduction of detentions and remains below the regional annual detention rate for the second consecutive year, with a detention percentage of 1.10%.

"The Panama Ship Registry has the best [detention] average within the Top largest registries in the world. It is important to highlight that for the last 3 years, the average arrest rate is 1.08%, being Panama's best performance compared to previous periods," said Rafael Cigarruista, Director General of Merchant Marine and head of the Panama Ship Registry.

10 CONSECUTIVE YEARS



The Panama Maritime Authority (AMP)'s Directorate General of Merchant Marine, in charge of the Ship Registry, and its staff have worked in active collaboration with the parties involved, providing the assistance and guidance required to maintain the compliance of the Panamanian fleet.

The General Directorate of the Merchant Marine has published various circulars on updating the procedures for Port State control, establishing requirements to reduce detentions of Panama-flagged

vessels, sending pre-arrival checklists to ports in the USA, as well as guidelines for the appeal process against deficiencies or detentions by Port State and also the lack of personnel to carry out inspections in the various ports, in view of the possible risk of contagion by Covid-19.

The Panama Ship Registry is committed to comply with the standards established by the International Maritime Organization (IMO) and international entities.

Percentage of compliance by MOU - Year 2019



Panama's Merchant Marine maintains its certification ISO 9001:2015

The Panama Maritime Authority (AMP)'s General Directorate of Merchant Marine (DGMM), has maintained its certification of the ISO 9001:2015 (international standard of certifiable character that regulates the Systems of Management of Quality), given by the certifying organisation Lloyd's Register.

To maintain the certification, the actions taken have allowed the management in charge of the DGMM's quality system, to establish methods of performance evaluation and productivity indicators, in areas such as: Customer satisfaction, risk analysis and internal audits and review by senior management have been reinforced. At the end of the first semester of 2020, the

“Risk analysis and internal audits have been reinforced”

DGMM has received the external follow-up audit No. 5, by the certifying agency Lloyd's Register which carried out the audit from June 30 to July 2 of this year. This 2020 audit created a precedent to the usual way of "in situ" visits, since the audit process was carried out completely remotely, a fact that sets a pattern being the Panamanian Ship Registry, innovative and pioneer in this regard; by maintaining its standardized and certified scheme, even in times of the pandemic caused by the Covid-19 and ensuring that the operation of the Register, and its 13 international offices were not affected.

Last June, three internal audits were carried out remotely at the international



offices of Segumar Seoul, Miami and Singapore. In these offices, the agreed plan was successfully completed and innovating with the use of digital and electronic platforms that facilitated compliance with the commitment of maintaining the quality management system and due compliance, in accordance with national and international standards.

Panama safeguards seafarers during this world health crisis

The Panama Maritime Authority (AMP) wants to highlight that the measures adopted through MMN-003-2020, on the extension of employment contracts for seafarers were made to safeguard their rights and working conditions during this world health crisis (Covid-19) and that it had responsibly adopted various actions with the purpose of establishing mechanisms, procedures, manuals, administrative measures and communications, which serve as a basis to minimize the risks and impact on seafarers, particularly in regards to the inability on replacing crews on board ships, as well as in the maritime industry, within the protocols established by international organizations, including the declarations and guidelines issued by the International Maritime Organization (IMO) regarding this worldwide health emergency created by the Covid-19 pandemic.

The Seafarers Welfare is and will continue to be a priority for the AMP, which has been widely demonstrated by complying with the Diagram on modalities for repatriation, discharge and boarding of crew members, that includes six (6) different modalities through which, since the end of March 2020 till now, it has been possible for approximately 4,341 people (between passengers and crewmembers) of various nationalities, including Panamanians on board passenger vessels, cargo ships, fishing



boats and yachts, to return to their homes safely.

One of the measures adopted by the Panama Maritime Administration, just like most ship registries worldwide, has been to authorize exceptions to rule A2.4, paragraph 3, of the Maritime Labor Convention (MLC, 2006), of which Panama is signatory, allowing the extension of seafarers' employment contracts for a period that exceeds eleven (11) months of service, within specific limits, complying with the established requirements, in the context of a public health emergency, such as the need to hold the current Covid-19 pandemic. The

extension of the period of benefit of services on board for more than eleven (11) months is only allowed with prior authorization from the Administration when it is strictly necessary and documents are presented that show that the repatriation has not been performed at the contract expiration date.

The actions taken are intended to prevent crewmembers from being abandoned at the end of their contracts, given the inability on making crew changes, in countries that have restrictions in travelling to their homes. The Panama Maritime Administration will remain vigilant that every seafarer's rights are fulfilled.



Visit to MSC

Octavio Rangel, representative of the Panama Maritime Authority (AMP) Regional Office in Dubai - UAE, went to visit the Mediterranean Shipping Co. (MSC) office, where they were attended by Mr. Nigel Fernando, General Director for the Middle East and Gulf Region. The Italian company has placed its trust in Panama, registering 178 of its ships that represent 14.8million tons for the Panama fleet.

The meeting was to make the services offered by this regional office available for

the client, highlighting that the regional offices, distributed around the world, provide technical assistance; in addition to authorizations, extensions, certifications for seafarers, radio licenses, among others. Mr. Fernando was pleased to know that Panama, as a Flag State, has a well-qualified teamwork, not only in its main office, but also in its regional offices.

Mr Fernando, on behalf of MSC, gave the Panamanian representative a ship replica of the MSC Lirica, which carries the Panama flag.

Panama Ship Registry meets with the International Chamber of Shipping

Directors of the Panama Ship Registry's new administration met with representatives of the International Chamber of Shipping, the main international trade association for the international shipping industry. Among its membership are representatives of the national shipowners' associations of Europe, America and Asia, which represent 80% of the worldwide commercial tonnage.

The purpose of this meeting was to share the policies adopted by Panama, regarding merchant marine and seafarers. The topics discussed were about the actions taken by this administration regarding the Covid-19 pandemic and the compliance with regulations, extensions provided to ships, and support for seafarers during the crisis.

The Panama Ship Registry has remained 100% operational in all of its international offices, consular network and main office, keeping personnel working physically and remotely; ensuring its clients the necessary support on the difficulties caused by the Covid-19. For this reason, an individual analysis has been made of each and every request for extensions of Merchant Marine certifications validity, providing solutions for ship-owners and operators.

"Our administration wants to be active and not reactive, anticipating the needs of our clients. We are working twenty-four hours a day every day to respond to our users, conducting studies to know the market's



behavior, training our personnel and making significant efforts to maintain the preference of the Registry by the shipowners," said Eng. Rafael Cigarruista, General Director of Merchant Marine.

The general Director of Seafarers, Captain Juan Maltez, said: "The Registry is responsible for looking after more than 300,000 crew members and in this sense, extensions were issued to their labor contracts to safeguard their coverage and rights." He emphasized the position of the Panamanian Government to provide support to any crew member who needs it, regardless of their nationality or the flag of the vessel. Currently, Panama has done more than 5,000 repatriations to crew members, complying with all the protocols

established by the Panamanian Ministry of Health (MINSa), which guaranteed that when they reach their countries, none of them had Covid-19 symptoms.

The International Chamber of Shipping recognized the work done by the Ship Registry, in the Seafarers' repatriation process and appreciating them as key workers. The ICS also expressed gratitude for the actions implemented to support shipowners during this pandemic. This type of meetings is the result of the good communication existing between the parties and it is satisfactory to receive positive comments from this important association for the Registry.



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Segumar Miami organizes a course training

The International Office of Segumar Miami has organized the first pilot course for flag inspectors, covering topics such as: General Training for inspectors, Inspection and Certification Combined System, Maritime Labor Convention, Recognized Organizations Code and the IMO DCS for the introduction and familiarization of Annex VI of the MARPOL amendments on Data Collection System, for ship fuel consumption.

The Covid-19 pandemic has not modified the AMP's agenda on training programs around the world for flag inspectors. Those

programs are designed to raise the level and update knowledge on new regulations before 2021, according to the deadlines set by the International Maritime Organization on amendments.

Eng. Rafael Cigarruista, General Director of Merchant Marine who understands the needs for training technical personnel said that "we have to improve in terms of competencies and abilities of our technical personnel. The maritime industry is changeable and demanding, if we want to compete in international markets, training is a must and we cannot spare effort on them".

"The training course will benefit all the inspectors of the Panama Maritime Authority, directly related to statutory work, including all international offices of Segumar around the world, the technical

personnel of Segumar Panama, ASI inspectors, casualty investigators, auditors, Port State officers and other members of the General Directorate of Merchant Marine," noted Frank Marmol, Technical Chief, inspector and executive director of Segumar Miami..

Due to the pandemic, changes have been made to the objectives and plans on internal training. This year, the efforts of the Panama Ship Registry's group of professionals, have focused on the necessary reorganization required by social distancing, remote working, virtual audits, among other measures. This has been a decisive step on maintaining good service, guaranteeing that everyone involved is prepared for the future and that the Registry continues with its privileged position in the international maritime community.



Shinsei Kaiun Co. Ltd. expresses gratitude to Panama

Shinsei Kaiun Co. Ltd., thanked the Panama Ship Registry, for the authorization for extra crew, given by the International

Office of Segumar-Tokyo, making possible the repatriation of the entire crew of one of its ships, from Japan to the Philippines.

IMO Congratulates the Republic of Panama and takes it as an example for the other Maritime Administrations for its hard work in Seafarers' repatriations

"I wish to express to Arch. Noriel Araúz my sincere thanks for the fruitful and positive cooperation that exists between the Republic of Panama and the International Maritime Organization (IMO), reinforced during these difficult times, and I also want to convey my deep condolences to all those who in his country have been affected by this unprecedented event. It is a very difficult time for all of us, we are going through pain, financial problems and great changes in our daily lives," said the Secretary General of the International Maritime Organization (IMO), Kitack Lim.

Those were the words of the IMO General Secretariat in a letter dated June 3, 2020, to the Office of the Minister of Maritime Affairs and Administrator of the Panama Maritime Authority (AMP).

The Secretary General added that in these difficult times, the availability of the maritime industry and the ability of seafarers to deliver vital goods, including medical supplies and food, is essential to respond to and eventually overcome this

pandemic; therefore it is of utmost importance that the flow of trade by sea is not interrupted unnecessarily.

"I wish to commend Panama's efforts to facilitate crew changes, in particular, I am grateful for the joint statement issued by Panama and Liberia on this matter and for supporting IMO Circular Letter No. 4204 / Add.14 for the "Recommended framework of protocols that guarantee safe changes in the ship's crew and travel during the Covid-19 pandemic."

The Covid-19 pandemic has presented enormous challenges to the world. The media recognize the heroic efforts made by doctors, nurses, first responders and key personnel in the face of this crisis. Less known is the commendable work done by seafarers around the world, many of whom have been working under tremendous physical and mental strain keeping the global supply chain from stopping in order for food, valuable medical supplies and other products to reach its destination.



Thousands of seafarers have involuntarily extended their contracts, some have been working at sea for almost fifteen months without rest. This represents a potential threat to the safety of navigation and the protection of the marine environment, since fatigue is one of the most important causes for incidents to occur on board. Therefore, it is imperative that there be adequate job rotation for current and future crews.

"I urge all countries to fully comply with their obligations regarding crew changes, repatriation and access to medical care. I encourage Panama to share its best practices with other nations, to allow the transition period to run smoothly, as the world's seafarers deserve," concluded IMO Secretary General Kitack Lim in his letter.

AMP Contributes to an Additional 11% to the 2020 Annual Budget

The Panama Maritime Authority (AMP) has contributed an additional 11% to Panama's Central Government with \$50.9M in June 2020, up from \$45.9M that had been budgeted originally by the AMP. This represents an extraordinary compliance of 111%, with respect to the 2020 budget. The additional \$5M is to sustain the need for resources due to the pandemic crisis caused by Covid-19.

"At the preliminary closing for the first

semester of 2020, we have an income collection of \$ 77.8M, a 95% compliance with the budget and 3% above the collection for the same period in 2019.

Maintaining this income is key because it has allowed us to continue contributing significant income to the country, which translates into investments for sectors such as education, housing, roads, and health, among others," said Panama's Minister of Maritime Affairs, Noriel Arauz, who is also

the AMP Administrator.

"Despite the crisis, we continue to work 24 hours a day, we continue to collect more revenue than in previous periods and thus, bring greater financial contributions to the State and, above all, we have been able to improve the quality of life of our citizens," he noted.

"All in all, we have helped the shipping business, and therefore the supply chain, not to come to a halt. It is in our hands to ensure that the international recognition we have earned, of being called a maritime country par excellence, is maintained for many more generations. This, without forgetting that our mission as administrators of public resources requires us to work hard for the most important goals: to generate well-being for Panamanian society in general."

The Panamanian maritime sector has played a transcendental role in the economic growth, employment generation and international image of the country.



AMP provides the
Central Government with
an additional 11%
of the 2020 annual budget
despite the pandemic
caused by Covid-19

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"GLOBAL COMPETENCE COMES WITH QUALITY TRAINING"

Covid-19 Impact AN EMSA PERSPECTIVE

by Coca H. Strobar

The global outbreak of the Coronavirus (COVID-19) has had a major impact on global shipping, growing to unprecedented levels in Europe in March, with severe impact on health, people and economy. Lockdowns or restricted movement were imposed to prevent escalation while ensuring operations for security of supply.

The Baltic and International Maritime Council (BIMCO) was among the first of respected organizations to issue a major commentary of the effect on

data and providing reliable figures to assist in the definition of the recovery policies and specific measures.”

However, the Report clarifies it is not an economic impact analysis since trade volume is not available in the EMSA system.

The Report focuses on EU ports and EU flagged ships, routes from Europe to China and the US.

The term “Member States” refers to EU Member States, EFTA countries

- EU – China and EU – US Traffic
- Impact on cruise ships and other passenger ships
- Impact on vessel movement patterns
- Congestion at anchorages in EU waters

Data are mainly from the Union Maritime Information and Exchange System (SafeSeaNet), combined with LRIT and MARINFO; thus, based on solid vessel movements statistics showing the port call trends without interpreting the data.

IMPACT PER FLAG

Country of flag	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
Belgium	-17%	-11%	-13%	-11%	9%	-27%	-17%	-14%	-10%	-32%	-32%	19%	-13%	-32%	-35%	-34%	-27%	-56%	-30%
Bulgaria	-21%	29%	24%	-3%	-22%	6%	-24%	-25%	-19%	-11%	7%	-11%	-13%	-2%	-38%	-35%	-46%	-39%	-73%
Croatia	-35%	-30%	-10%	-11%	-35%	-60%	-59%	-64%	-62%	-73%	-70%	-81%	-72%	-71%	-80%	-82%	-79%	-67%	-68%
Cyprus	6%	17%	16%	12%	16%	-12%	-17%	-21%	-13%	-16%	-23%	-22%	-23%	-24%	-32%	-29%	-28%	-15%	-19%
Denmark	0%	7%	10%	3%	0%	-16%	-6%	2%	-2%	5%	9%	9%	10%	9%	4%	8%	14%	17%	6%
Estonia	3%	37%	41%	-10%	-18%	-45%	-29%	-42%	-27%	-32%	-33%	-36%	-32%	-20%	-44%	-29%	-29%	4%	12%
Finland	-4%	-6%	-10%	-13%	-17%	-17%	-5%	27%	19%	-1%	2%	-2%	-2%	-9%	-24%	-17%	-21%	-16%	-18%
France	8%	15%	22%	-9%	-32%	-48%	-44%	-37%	-43%	-52%	-51%	-52%	-49%	-50%	-51%	-43%	-46%	-45%	-33%
Germany	-13%	12%	-4%	-9%	-17%	-33%	-38%	-38%	-34%	-29%	-34%	-35%	-18%	-15%	-20%	-12%	-10%	-10%	-7%
Greece	14%	0%	13%	-5%	-10%	-34%	-38%	-45%	-51%	-45%	-44%	-47%	-41%	-42%	-36%	-34%	-39%	-34%	-24%
Iceland	139%	210%	178%	141%	91%	-23%	-26%	-1%	33%	53%	37%	-3%	-28%	-33%	-21%	-48%	-50%	-31%	3%
Ireland	3%	79%	28%	44%	36%	34%	10%	-10%	7%	-28%	45%	-1%	-10%	-24%	-14%	23%	-8%	-9%	-17%
Italy	-3%	-4%	1%	-31%	-37%	-51%	-51%	-60%	-53%	-60%	-52%	-50%	-45%	-44%	-50%	-40%	-38%	-27%	-32%
Latvia	-22%	14%	-4%	41%	49%	-5%	-13%	-20%	-38%	-36%	-55%	-62%	-56%	-5%	-36%	-5%	0%	-33%	-58%
Lithuania	-21%	10%	14%	-8%	17%	-9%	-14%	-32%	-6%	-6%	-23%	-33%	-27%	-32%	-36%	-26%	-21%	4%	7%
Luxembourg	-8%	81%	-16%	10%	25%	43%	35%	-28%	-23%	-2%	-33%	-36%	8%	26%	-2%	-18%	-29%	7%	1%
Malta	6%	15%	12%	6%	13%	-6%	-11%	-24%	-16%	-21%	-22%	-29%	-24%	-20%	-31%	-27%	-32%	-24%	-20%
Netherlands	1%	16%	15%	-1%	8%	-11%	-6%	-12%	0%	-7%	-13%	-21%	-17%	-12%	-10%	-8%	-10%	6%	-2%
Norway	4%	4%	2%	-2%	-4%	-17%	-1%	30%	36%	31%	27%	33%	19%	25%	11%	22%	15%	21%	14%
Poland	-65%	-38%	-47%	-40%	-7%	-73%	-38%	-55%	-59%	-72%	-75%	-37%	-73%	-57%	-42%	-50%	-31%	-25%	-20%
Portugal	2%	8%	10%	3%	5%	-10%	-7%	4%	6%	-11%	-2%	8%	-4%	-10%	-15%	-15%	1%	-1%	-1%
Romania	0%	-8%	25%	300%	-71%	100%	150%	0%	-25%	700%	400%	250%	80%	-50%	-33%	-50%	33%	-86%	125%
Spain	0%	-16%	-18%	-44%	-47%	-62%	-69%	-59%	-65%	-66%	-65%	-58%	-66%	-63%	-66%	-60%	-58%	-40%	-36%
Sweden	-6%	7%	7%	-8%	-11%	-17%	-1%	-7%	1%	-3%	-3%	-8%	-5%	-6%	-15%	-11%	4%	-1%	-1%
United Kingdom	-7%	2%	10%	2%	-1%	-20%	-25%	-19%	-20%	-26%	-30%	-32%	-31%	-32%	-34%	-34%	-28%	-30%	-18%

Variation between 2019 and 2020 (weeks 9-27) in the number of port calls (worldwide) by flag in red weeks for which a decrease was detected

shipping and the global economy, offering projections for the immediate future.

The European Maritime Safety Agency (EMSA) of the European Union issued July 10, 2020 a report, **Covid-19 – impact on shipping**, claiming it “has the necessary data and tools to analyse the impact of the pandemic on certain shipping activities.”

This is by “analysing vessel traffic

(Iceland and Norway) and the United Kingdom (which must still report to the end of 2020 as the transition period of the *Brexit*).

Range.

- Six areas were indexed and analysed:
- Ship calls at EU ports
- Ships flying the flags of EU Member States

The most significantly affected sectors are the Cruises, Passenger ships, RoRo/Passenger and Vehicle carriers. Chemical Tankers ship calls increased; Bulk carriers, Containerships, General cargo and Oil tankers had only small decrease (up to 10%).

The most affected countries are Croatia, France, Iceland, Portugal and Spain. The declines in number of ship calls between 2019 and 2020 is attributed to the Cruise and Passenger coastal ships traffic which has been heavily affected by the crisis.

Ship traffic from Europe to China and the US has declined: decrease of 44.3% from Europe to China, China to Europe by 20.6%; Europe to the US by 23.4%, US to Europe by 36.1%.

Mostly affected.

Ships carrying passengers (Cruises, Passenger ships and RoRo/Passenger) were mostly affected by COVID-19.

EMSA started already in March with the analysis of cruise vessels, showed growing number of cruise ships bound to EU ports and staying at ports or anchorages. Persons on Board (PoB) on cruise ships began to decrease gradually as major cruise lines suspended departures in mid-March as the coronavirus outbreak grew.

Ports have faced an unprecedented number of vessels at anchor and vessels queue up waiting to unload cargo. Since the beginning of 2020, there is a continuous increase of ships “at anchor.”

The EMSA report demonstrated that the cruises sector and the transport of passengers are the sectors most heavily impacted by the COVID-19 but trade didn’t stop. Despite of the difficulties, commercial ship operations, ports and other maritime transport sectors continued to operate ensuring the movement of goods and proving the strategic importance of maritime.

China and US traffic.

During March, April and May 2020, ship traffic from Europe to China and the US reduced in comparison to the same periods in 2019. However, it is important to first compare the overall calls made up until week 27 (29 Jun

- 05 of July 2020) with the figures for the same period in 2019, to see the broader picture.

Traffic from China to Europe is reduced by 20.6%, while from Europe to China, there is a more significant decrease of 44.3%.

Cruise and passenger ships.

Cruise ships, passenger/ro-ro ferries and other types of passenger ships are the 3 ship types mostly affected by COVID-19. Every major cruise line in the world suspended departures in mid-March. It is likely that many lines will remain completely shut down through the end of summer or even longer.

Some very small cruise vessels (river ships, and coastal cruisers) are starting to resume operations within Europe (with trips mostly aimed at local vacationers).

However, most major lines have cancelled all sailings through at least early August 2020 (e.g. MSC Cruises) or even further (Celebrity Cruises, Captain Cook Cruises, Disney Cruise Line, Royal Caribbean – September, Carnival Cruise Line and Norwegian Cruise Line – October, P&O Cruises – 16 October, Coral Expeditions – November, Holland America Line – end of 2020).

Belly-up.

Cruise ship operators almost lost their businesses. PoB began to decrease gradually from the beginning of March. Currently, the numbers remain at a very low level and correspond to crew members on board these ships.

In the last weeks a continuous increase in the number of PoB on board of Passenger ships and Ro-Ro/ Passenger ships can be observed.

There are no changes to the number of PoB for cargo ships (bulk carriers, oil tankers, container ships, etc.), as safe manning needs to be ensured.

Movement patterns.

Traffic Density Maps (TDM) is a simple and effective way to show vessel movement patterns and are produced by compiling ship’s positioning data and can highlight congested areas. The main conclusion is that traffic in and around EU waters was not heavily affected apart from passengers’ ships.

Congestion on EU waters.

There is an unprecedented number of vessels at anchor, based on AIS reports every 6 minutes for each vessel under the coverage of AIS coastal station with navigational status “at anchor.”

IMPACT PER SHIP

Ship type	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
Bulk carrier	0%	5%	16%	20%	46%	2%	3%	-13%	3%	-16%	-16%	-7%	23%	14%	-14%	-24%	-21%	-7%	4%
Chemical tanker	2%	18%	15%	5%	14%	2%	-9%	-15%	-7%	-15%	-11%	-15%	-18%	-22%	-25%	-21%	-21%	-25%	-13%
Containership	3%	16%	10%	7%	15%	1%	-12%	-20%	-15%	-15%	-26%	-25%	-31%	-25%	-32%	-25%	-28%	-18%	-23%
Cruise ships	29%	36%	23%	-32%	-53%	-81%	-83%	-86%	-82%	-88%	-87%	-88%	-83%	-87%	-90%	-90%	-88%	-86%	-84%
General cargo	1%	19%	20%	8%	19%	-1%	-3%	-3%	6%	-7%	-11%	-18%	-22%	-14%	-23%	-22%	-17%	-5%	-13%
Liquified gas tanker	6%	5%	18%	17%	12%	-12%	-2%	-24%	-24%	-26%	-24%	-18%	-36%	-25%	-34%	-33%	-41%	-12%	-17%
Oil tanker	-22%	-10%	-7%	-12%	-7%	-24%	-22%	-33%	-32%	-35%	-38%	-37%	-38%	-35%	-39%	-35%	-37%	-34%	-15%
Passenger	0%	-4%	-2%	-29%	-42%	-57%	-51%	-34%	-35%	-39%	-33%	-30%	-34%	-34%	-41%	-31%	-33%	-24%	-25%
Refrigerated cargo	-12%	-18%	11%	-23%	20%	-6%	-6%	7%	35%	54%	54%	-24%	13%	19%	43%	-1%	9%	-51%	-32%
Ropax	3%	3%	2%	-11%	-22%	-39%	-28%	-18%	-16%	-16%	-13%	-13%	-10%	-12%	-15%	-8%	-8%	-1%	-6%
Ro-Ro cargo	5%	3%	11%	3%	2%	-16%	-26%	-15%	-8%	-5%	-17%	-20%	-24%	-16%	-29%	-24%	-22%	-15%	-13%
Vehicle carrier	9%	-18%	-1%	-5%	-31%	-31%	-31%	-56%	-58%	-45%	-51%	-51%	-56%	-51%	-51%	-55%	-42%	-44%	-43%

Variation between 2019 and 2020 (weeks 9-27) of ship calls (worldwide) of EU-MSs flagged vessels, by ship type

Pandemic On The Seas

RISKS DOUBLED ON ASIAN WATERS

by Ligaya Caban

Incidence of piracy and armed robbery on Asian waters has significantly increased, reports the ReCAAP Information Sharing Centre (ReCAAP-ISC), an inter-governmental cooperative project.

Its “Half-Yearly Report 2020 (January to June)” highlights incidents almost doubled compared to the same period in 2019 as verified by the respective government agencies known as ReCAAP Focal Points, and regional authorities.

Overall.

A total of 51 incidents of piracy and armed robbery against ships (comprising 50 actual incidents and one attempted incident) were reported in Asia.

This represents close to a two-fold increase in incidents and a two-fold increase in actual incidents; 28 incidents (25 actual incidents and 3 attempted incidents).

Of the 51 incidents, 49 were incidents of armed robbery against ships and two were piracy incidents. Severity level has not worsened, 74% of incidents were Category 4 (perpetrators not armed, crew not harmed)

Incidence.

No incident reported from China unlike three last year.

Perpetrators were arrested at Chittagong Anchorage in Bangladesh, off Gujarat and Alang in India, off Pulau Batam, Indonesia and in the Singapore Strait

Incidents occurred in Bangladesh,

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA (JANUARY-JUNE 2020)



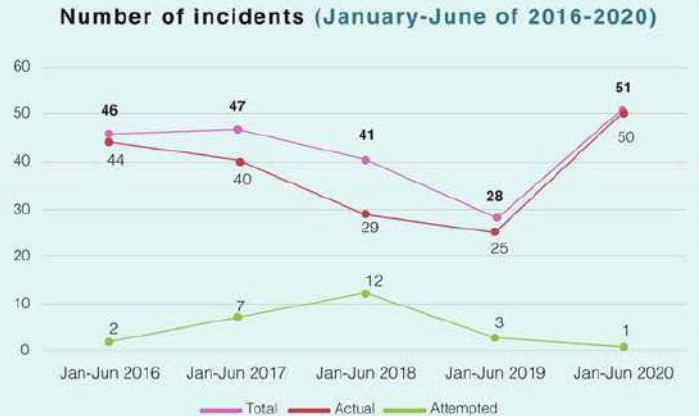
NUMBER OF INCIDENTS

51 50 actual incidents
1 attempted incident

49 armed robbery against ships

2 piracy

Compared to January-June 2019, **Almost 2-Fold** Increase in total number of incidents



STATUS OF SHIP

61%

31 Incidents on board ships at **anchor/berth**

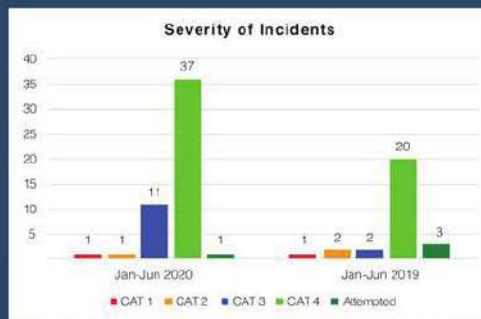
39%

20 Incidents on board ships while **underway**

SEVERITY OF INCIDENTS

- > 1 x CAT 1 incident (abduction of crew)
- > 1 x CAT 2 incident (lowest number among Jan-Jun of 2007-2020)
- > Increase in number of CAT 3 incidents
- > 74% are CAT 4 incidents

JANUARY-JUNE 2020 COMPARED TO JANUARY-JUNE 2019



Increase of Incidents in

Mostly at ports/anchorages: Bangladesh, India, Indonesia, the Philippines and Vietnam

Mostly while underway: Singapore Strait and South China Sea

Improvement & Arrests

Improvement at ports/anchorages: China

Arrests of perpetrators in Bangladesh, India, Indonesia and Singapore Strait

India, Indonesia, the Philippines, Vietnam, South China Sea and Singapore Strait.

Of concern was the continued increase of incidents on board ships while underway in the Singapore

Strait during January-June 2020 with 16 incidents, compared to 8 in 2019.

Serious.

The abduction of crew in the Sulu-Celebes Seas and waters off Eastern

Sabah remains a serious concern as the incident on a fishing trawler on 17 January off Lahad Datu, Sabah, Malaysia and information of planned kidnapping by the Abu Sayyaf Group in Sabah and Semporna, Malaysia targeting foreigners and crew of ships passing by the Tawi-Tawi and Sabah waters.

Five of the crew abducted from the fishing trawler on Jan. 17th are still held in captivity.

Companies are advised to follow ReCAAP ISC's 'Guidance' and communicate with the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia.

Embolden.

“We are deeply concerned with the nearly two-fold increase in the

number of incidents reported in Asia in the first half of 2020 compared to the same period last year, even though most of them are at low severity level. ‘Small’ crimes, if not addressed, can embolden criminals to commit more serious acts,” says Mr. Masafumi Kuroki, Executive Director of ReCAAP ISC.

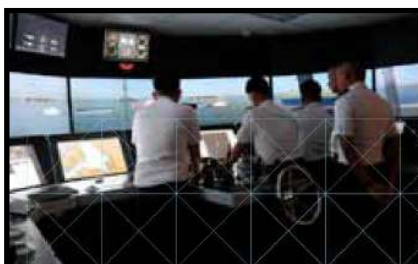
“This spike has come during a time of enormous challenges for the whole world affected by the COVID-19 pandemic. Despite the difficulties caused by the pandemic, we encourage the shipping community and maritime enforcement agencies to uphold vigilance, make timely reporting and conduct quick response to incidents, in order to protect the lives of seafarers and the safety of maritime transport.” Continues Kuroki.

ReCAAP ISC.

The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) is the first regional government-to-government cooperation against piracy and armed robbery against ships in Asia. ReCAAP entered into force on 4 September 2006.

The Information Sharing Centre (ISC) was established on 29 November 2006 with 14 Asian countries; now 20, with 4 European countries, Australia, and the U.S.A.

ReCAAP-ISC enhances regional cooperation through information sharing, capacity building and cooperative arrangements. At the 12th Governing Council Meeting in 2018, the Council announced it has met the criteria to be a Centre of Excellence for information sharing in combating piracy and armed robbery at sea.



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Seaverity President Dela Cerna stressing points to the visiting Party



GETTING READY FOR LMS

Top government officials visited the Phil Merchant Marine Academy (PMMA) to assess its readiness in implementing the Learning Module System (LMS) developed by the academy and Seaverity.

The Party is headed by MARINA Administrator Robert A. Empedrad with Dr. Maria Teresita M. Semana, CHEDRO III Director and Engr. Antonio Edward Padre, DICT Assistant Regional Director.

Ever since, PMMA has been committed

to provide the best education to its students. The LMS is the Academy's response to challenges posed by the COVID 19 pandemic.

The "new normal" has paved the way on the use of Augmented Reality (AR) and Virtual Reality (VR) technology. The visitors were given a tour of the facilities and equipment that will be utilized in the delivery of the blended learning system. Faculty members from both colleges demonstrated the capabilities of the LMS and the AR/VR, as alternative ways of learning.

The Academy also presented to CHED-MARINA the new BSMT and BSMarE programs, to be pilot-tested first semester of 2020-2021. The curricula aims to improve and revolutionize maritime education and training in the country.

Each curriculum shall equip maritime students with the knowledge and skills useful onboard ships; also geared for Education 4.0 which pushes for the use of non-traditional tools for learning --- basically, the "Internet of things."



Officers of the Port Autonome de Kribi listen to Hans-Ole Madsen.

ICTSI INKS CONTRACT FOR CAMEROON TERMINAL

International Container Terminal Services (ICTSI) has signed the concession contract with the Port Autonome de Kribi (PAK) for the development, operation and maintenance of the Kribi Multipurpose Terminal (KMT) in Cameroon.

KMT, a subsidiary of ICTSI, is now the official concessionaire of the multipurpose terminal for the next 25 years.

Hans-Ole Madsen, ICTSI SVP and Regional Head for Europe, Middle East and Africa, thanked the Government of Cameroon and PAK, adding, "ICTSI is very proud to partner with Cameroon and the Port of Kribi in the operation and development of the Kribi Multipurpose Terminal.

KMT is a newly built deep-water port 150 kilometers south of Douala. Phase 1 consists of 265 + 63 meters of berth and a 10-hectare yard. Phase 2 will include an additional 350 meters of berth and 23 hectares of yard.

Kribi port is surrounded by the Kribi Industrial Area, a 262 square-kilometer zone for new industrial and logistical developments supporting the growing Cameroonian economy.

Madsen believes ICTSI will act as a catalyst for Cameroon's foreign trade and promote the Kribi Logistic Corridor (Cameroon, Chad, Central African Republic, Republic of Congo, Equatorial Guinea and Gabon) home to more than 50 million people.

KMT is built to handle multipurpose shipping services including ro-ro, project and heavy lift cargo, forestry products, dry bulk and other general cargoes, and to offer support services to the oil and gas industry.

KMT provides 16 meters of deep water access and is equipped with state-of-the-art handling equipment including two mobile harbor cranes, providing an annual capacity of 1.5 million tons. KMT is capable of accommodating the largest vessels plying the waters today.

ICTSI will further invest in KMT's infrastructure and superstructure, and by 2024 the port will double in size. The expansion will include additional modern handling equipment, storage facilities and modern IT platforms.



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