



Edition 5th July 2016

## LOSS PREVENTION NEWS

### Prepare to manage ballast water (Gard)

Preparatory work to ensure timely compliance with IMO's Ballast Water Management Convention should not be postponed as it is thought the convention will soon be ratified by a sufficient number of states to pass the entry into force tonnage threshold.

[Read more](#)

### Carriage of castor meal (Gard)

The IMSBC Code does not permit the carriage of castor meal, castor pomace or castor flakes in bulk as exposure to dust from these cargoes is a health hazard.

[Read more](#)

## LEGAL NEWS

### Update on the Maritime Labour Convention (Shipowners)

In order to assist owners in complying with these additional financial security requirements, all 13 International Group (IG) Clubs currently propose to provide the necessary MLC certification by way of an extension clause to the P&I rules, and indemnify the seafarers directly should the requisite MLC event occur, but with a right of indemnity from Members and on the basis that these new MLC liabilities will not fall within the IG's existing pooling arrangements. All IG Clubs have issued a similar circular.

[Read more](#)

### Ratification of Maritime Conventions as of 1st July 2016 (Japan Club)

[Read more](#)

### Rights of direct action against P&I clubs – The insurance contract takes priority (Standard)

This is an important decision, which empowers insurers to restrain third parties located outside of the EU from litigating against them, through the use of anti-suit injunctions, where such litigation is inconsistent with the law and jurisdiction provisions contained within their insurance terms.

[Read more](#)



### German Commercial Code - A short advisory note (Standard)

This short memorandum is intended to provide guidance and raise awareness in respect of P&I club cover for cargo liabilities which would not have arisen 'but for' the cargo having been carried on terms less favourable to those set out in the Hague or Hague-Visby Rules; unless of course additional cover has been specifically agreed with the club or the relevant terms of the contract are of compulsory application by law. All clubs in the IG are issuing similar advisory notes.

[Read more](#)

### Mandatory container weight verification implementation (Swedish Club)

Due to the IMO requirement of container weight verification, that enters into force 1 July, 2016, we have compiled guidelines from various countries:

[Read more](#)

### Verified Gross Mass Requirements - World Shipping Council Publish FAQ (North of England)

A number of Frequently Asked Questions (FAQ) have been published on the World Shipping Council's website to aid with smooth implementation of the container weighing regulations that come into effect on 1 July 2016.

[Read more](#)

### STCW amendment regarding ECDIS training (Shipowners)

The amendment states that if there is no evidence to demonstrate that a deck officer has undergone the required ECDIS training, then a limitation will be included on the STCW deck officer endorsement of the Certificate of Competency. Therefore, the Certificate of Competency would not be valid for service on ECDIS equipped vessels. The limitation can only be deleted when the deck officer has satisfactorily completed the required ECDIS course and makes an application to the Certifying Administration for removal of the limitation from the endorsement.

[Read more](#)

### UK Supreme Court Judgment in the "GLOBAL SANTOSH" [2016] UKSC 20 (Japan Club)

In the "GLOBAL SANTOSH" case, the parties have disputed in the English courts whether the vessel was off-hire during the period of the arrest by the sub-charterers. The Supreme Court held that the period of the arrest by sub-charterers was off-hire, since the arrest was occasioned by a dispute between sub charterers (sellers) and buyers, and the sub charterers were not considered as the agent of the time charterers.

[Read more](#)

## MARKET NEWS

### Panama Canal expansion: Bigger ships, bigger risks (Skuld)

It remains to be seen whether the expansion will be successful and which impact it will have on the global economy, shipping and insurance. However, what is clear is that bigger ships and more transits through the Panama Canal will concentrate larger amount of insured goods under a new and untested risk.

[Read more](#)

## HEALTH NEWS

### Zika Virus: update (UK Club)

The European Centre for Disease Control advises that 41 countries currently have widespread transmission of Zika virus. These countries are:

[Read more](#)

### Crew Health: Maintaining a healthy diet on board (Shipowners)

Claims related to illness are frequently notified to the Club, with the number of claims reported remaining steady in number over the last five policy years. The Club has partnered with the International Seafarers' Welfare and Assistance Network (ISWAN) to raise awareness of crew-related illness and to assist our Members in mitigating against related incidents.

[Read more](#)



## PEME Advice: Sleep Deprivation (UK Club)

A recent US study into sleep found that sleep deprivation is one of the main contributory causes of accidents. George Radu from our San Francisco office explains.

[Read more](#)

## PIRACY NEWS

### Risk Focus: Kidnap and Ransom (UK Club)

The UK Club's Loss Prevention department, together with Hellenic War Risks and Terra Firma Risk Management, have produced a guide for seafarers, which explores the background of the current situation, explains what happens during a kidnap, and provides some insight into the training available for shipping companies and crews.

[Read more](#)

## REGIONAL NEWS

### Australia - Biosecurity Act 2015 - Ballast Water Management (West of England)

On 16 June 2016 a new Biosecurity Act entered into force in Australia, replacing the Quarantine Act of 1908. The main legislative change, in relation to the operation of vessels, is alignment of Australian ballast water management requirements with those in the IMO's draft International Convention for the Control and Management of Ships' Ballast Water and Sediments 2004 (Ballast Water Management (BWM) Convention).

[Read more](#)

### Chile - Chilean port inspections – vessels arriving from Ecuador (Gard)

Gard's Members and clients with vessels trading in Chile report of specific brown moth (*Thyrinteina Arnobica*) inspections being carried out as part of the port clearance for vessels that have called at an Ecuadorian port from May 2016 onwards.

[Read more](#)

### China - Soya beans : shipments to PRC (Britannia)

Members may be aware that there has recently been a rise in the quantity of soya beans imported into China. Shipments of soya beans, particularly from Brazil, are often prone to shortage claims, which become apparent after the ship has taken its initial draught survey. In order to minimise any shortages, Members engaged in this trade are encouraged to consider engaging a surveyor to conduct a precautionary draught survey and to advise Britannia Hong Kong in advance of the ship's arrival, so that a surveyor can be appointed in good time.

[Read more](#)

### Gulf of Guinea - New industry guidelines for Gulf of Guinea published (UK Club)

BIMCO, ICS, INTERTANKO and INTERCARGO have jointly released an updated version of 'Guidelines for Owners, Operators and Masters for Protection Against Piracy in the Gulf of Guinea Region.' This document now supersedes the previous guidance for the region.

[Read more](#)

### Lybia - Port Situation \*Update\* (North of England)

[Read more](#)

### Panama - Recent developments on the Panama Canal Expansion (Standard)

As previously reported, the inauguration of the Panama Canal Expansion has been scheduled for Sunday 26 June 2016. The Panama Canal announced that the maximum allowable draft for vessels transiting the new locks as of 27 June will be 13.11 m (43.0 feet) Tropical Fresh Water (TFW). Intercargo have advised that, in the long term, the new Panama Canal Locks will be able to accommodate an 180,000-185,000 DWT Capesize, but only if it is in ballast or partially loaded with 120,000-130,000 metric tonnes of cargo, given the maximum canal draft of 15.2m.

[Read more](#)



### **Ukraine - Infected Wood Dunnage In Use At The Port of Mariupol (North of England)**

A P&I correspondent in Spain has reported that over the past three months the dunnage used for the shipment of steel plates has been found to be infected with coleopteran (beetles).

[Read more](#)

### **USA - USCG recommendations on LNG bunkering (Standard)**

Following the feasibility study on LNG fuelled domestic vessels operating within the North American and US Caribbean ECAs, the USCG has issued two field notices providing the following recommendations:

[Read more](#)

### **Venezuela - Bunker Restrictions in Orinoco River Ports (UK Club)**

The Association has been recently advised of bunker restriction in Orinoco River ports. Please find attached a circular, dealing with the issues.

[Read more](#)

### **Vietnam - Bulk Cargo Shortages (UK Club)**

The Association has been recently advised, by our local correspondents, of bulk cargo shortages in Vietnam.

[Read more](#)