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--TOP STORY--

FML Ship Management bags first MLC Certificate in Cyprus

The *Western Oslo*, a Supramax bulk carrier technically managed by Nicosia-based FML Ship Management Ltd, has been awarded the MLC Certificate, which is consistent with a voluntary Declaration of Compliances (Part 11) with the Maritime Labour Convention (MLC). DNV has advised *Western Oslo* is the second vessel in the world to be awarded this certificate and the first with NIS flag. Incidentally, FML Ship Management is the first company in Cyprus to achieve this distinction and honour.

FML Ship Management has gone one step further, after attaining OHSAS 18001 last year, by embracing the requirement of MLC into their system. The so-called "super-convention" was established in 2006 and brings together all the diverse global regulations on seafarer welfare rights in one



package. It mainly sets out seafarers' rights to decent conditions of work and helps create conditions of fair competition for ship owners.

DNV's MLC inspectors, headed by Mr Frantziskos Kamizoulis, carried out a thorough check of the systems at the Cyprus office prior to going on board the *Western Oslo*. The audit on board the vessel is a requirement in order to verify that she is in compliance in all 14 areas which the Maritime Labour Convention specifies must be inspected before the certificate can be issued.

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MLC 2006 will be the fourth pillar of the international regulatory regime for quality shipping, complementing key conventions of the IMO, such as SOLAS, STCW and the International convention for the prevention of pollution from ships. While MLC 2006 is not expected to come into force before December 2011, FML Ship Management has worked for some time to develop services for handling the convention, including the development of effective procedures and certification, ahead of compliance deadlines.

"The super-convention along with additional regulatory changes will no doubt mean additional manhours and resources for third-party managers, but we are prepared much ahead of time and, hence, will not face any problem when this will become mandatory in due course", commented Mr Kapoor.

--ENERGY--

Labelling of energy-related products adopted

The Council of the European Union has extended the scope of current Directive 92/75/EEC, which was restricted to household appliances, to allow for the labelling of all energy-related products including the household, commercial and industrial sectors and some non-energy using products. The basis of labelling will continue to be the scale A–G, from dark green (the most energy-efficient) to red, which is well understood by consumers, but allowing for three additional classes, with the total number being limited to seven. Advertising should also indicate, as appropriate, the energy class, where energy-related or price information is disclosed.

Energy performance of buildings directive extended

The Council of the European Union adopted on 14 April 2010 a position at first reading on the energy performance of buildings directive, which aims to clarify, strengthen and extend the scope of current Directive 2002/91/EC and reduce the large differences between Member states' practices in this sector.

Its provisions address different regulatory and information-based instruments and cover energy needs for space and hot water heating, cooling, ventilation and lighting for new and existing, residential and non-residential buildings. It prescribes that all new buildings must be nearly zero energy buildings by 31 December 2020, that Member States should set intermediate targets for 2015, and that new buildings occupied and owned by public authorities have to be nearly zero energy buildings after 31 December 2018.

--LAW & REGULATION--

Greece to Court for failure to recover illegal aid from Hellenic Shipyards

The European Commission has decided to refer Greece to the European Court of Justice for unlawfully granting state aid to Hellenic Shipyards (HSY). HSY has to reimburse around EUR 230 million of aid plus interest, from its civil activities.

--SAFETY, QUALITY, HEALTH & THE ENVIRONMENT--

Trash in our ocean has become one of the worst pollution problems we face

Data collected during the 24th annual International Coastal Cleanup provides the only global snapshot of the marine debris problem; 500,000 volunteers in 108 countries around the world removed 7.4 million pounds of trash.

"Momentum is building. There is a growing understanding of the significant impact trash has on wildlife, the economy and the productivity and resiliency of our ocean," said Vikki Spruill, President and CEO of Ocean Conservancy. "The

data generated by hundreds of thousands of dedicated volunteers around the world provide us with a global snapshot of the trash in our ocean, but cleanups alone cannot solve the problem – it’s time to stop marine debris at the source. From design to disposal, we all have a role to play: corporations can reduce packaging, governments can enact strong marine debris policies, and each of us can choose re-usable items, recycle when possible and put trash in its place.”

Marine debris is one of the most widespread pollution problems we face, with plastics making up approximately three-quarters of all trash floating in the ocean. Birds, fish and other wildlife can easily mistake smaller debris for food, choking the animals, or blocking the digestive system. For instance, sea turtles can easily mistake a plastic bag for a jelly-fish with deadly consequences. Whales and dolphins can face a similar fate by ingesting larger items. Ropes, old fishing gear, and other larger debris items can pose an entanglement danger to wildlife, damage sensitive ocean habitats like coral reefs, and interfere with maritime safety and navigation.



--MARINE EQUIPMENT & TECHNICAL INNOVATION--

New container ship concept introduced

Quantum is the name of a new flexible container ship concept introduced by DNV. It is based on both technical and market research & innovation and is designed to transport more cargo, while using less fuel and with a reduced environmental impact.

The new container ship concept is designed to meet perceived market needs. It has a design speed of 21 knots, but can operate efficiently at speeds between less than 10 knots and more than 22 knots. A beam of 42.5 metres gives it

good stability, while its novel 49.0-metre Widedeck design increases its container capacity. To mention some more examples from a long list of innovative solutions, the need for ballast water is minimised and LNG is introduced as part of the ship's fuel.

"Even if it would be possible to realise the Quantum within three to five years, this is a concept ship designed to stir up a debate about shipping innovation. All aspects of the concept design are unlikely to appear in a single ship, but certain aspects will be taken further on a case by case basis. I am convinced of this," says Tor Svensen, President and CEO of DNV.

If Quantum, as it is designed was realised, it would be a 272.3-metre-long ship. Her beam would be 42.5 metres at the water line and 6.5 metre wider than this at deck level. Her total container capacity would be 6,210 TEU. We note market research conducted ahead of this project by Alphaliner, a provider of shipping market intelligence, has concluded that "ships in the 5,500 TEU region may become the new workhorse of this industry."

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CYPRUS SHIPMANAGEMENT ALERT WEEKLY

Timely and authoritative news, project analysis and comment for doing business in and with Cyprus.

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Subscription. Cyprus Shipmanagement Alert Weekly is exclusively available as a digital newsletter from our circulation office at the annual rate of EUR 340 + VAT for Cyprus-based subscribers. The overseas subscription cost is EUR 391 + VAT where applicable.

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Cyprus Shipmanagement Alert Weekly (ISSN 1450-4553) is published every Friday, except in August, by Thorntree Media Ltd. Cyprus Shipmanagement Alert Weekly is an editorially independent newsletter and opinions expressed are not necessarily those of Thorntree Media Ltd.

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