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# signals

## Focus on the future of emissions control

Meeting the IMO's targets on greenhouse gas emissions

**This is a drill!**
Helping you make the most of your emergency response training

**The importance of correct customs paperwork**
Get it right to avoid delays and fines

ISSUE 118:
WINTER 2020

www.nepia.com

# Signals

ISSUE 118:
WINTER 2020 /
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## WELCOME

The IMO 2020 fuel sulphur cap has just entered force, which is one of most impactful pieces of maritime environmental legislation in decades. While we are in the midst of this industry game-changer, we have to keep an eye on what is coming up next.

In this issue we focus on the future. In particular, the next big environmental hurdle – greenhouse gases (GHG). The IMO's strategy on reducing GHG emissions is sure to have a significant impact on how ships are designed, operated and powered. There are many different methods that can be used and it's likely to take a combination of these to meet the IMO's ambitious targets. Challenges clearly lay ahead.

The IMO has stated that from 2021, cyber security should be included in safety management systems. To help our Members, we have partnered with HudsonCyber to help you assess your organisation's cyber security capabilities. This limited-time offer includes free access to their HACyberLogix platform along with a series of webinars.

Elsewhere, we look at emergency drills, drones and caked fertiliser cargoes as well as introducing another valuable Member benefit on remote navigation audits.

## GHG EMISSIONS SPECIAL



## CARGO



## REGULATION



## SHIPS



## NORTH IN THE NEWS



## EVENTS




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**HOW HAVE WE DONE?**

Let us know what you think of the latest edition. Contact us at: **signals@nepia.com**

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North





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# Fertiliser cargo

## Do you know your caked from your compacted?

**Two of the most common problems with hygroscopic fertiliser cargoes are caking and compaction of cargo within the hold. Receivers take issue with cargo that is caked or compacted because it needs breaking up before it can be used in farm machinery. However, caking and compaction are often confused with each other despite being different.**

### Compaction

Compaction generally occurs because of weight applied onto the cargo or the weight of the cargo acting on itself. This is often caused by the way the cargo is stowed.

### Caking

If the cargo is wetted, caking may occur. There are different caking processes (e.g. the formation of salt or crystal bridges, molecular bonding and general wetting). Crystal bridging is considered the strongest form of caking given its chemical basis.

### Compacted v caked

When a cargo is found to be compacted or caked, arguments can arise as to whether the condition can be reversed and whether the cargo is fit for its end use.

Generally, in cases of wetting, the condition is irreversible and receivers will argue that the cargo is caked and is unsuitable. In these cases, significant claims can occur. However, the effects of compaction are reversable. It is therefore important to understand whether the cargo is caked or compacted.

The boundary between compaction and caking can be vague and subjective.

The appointment of an expert is usually advised, but the general rule of thumb is:

- Does the cargo break up into individual free flowing granules under light to moderate pressure? If so, this is normal compaction and should be accepted as commercially sound.
- If the cargo does not break up, or if it breaks up into a powder rather than granules, then this suggests caking.

### Prevention

To prevent or minimise caking whilst on board the vessel:

- Keep the cargo dry.
- Weathertight hatch covers and accesses are essential.
- Avoid working the cargo during rain.
- Ventilate the cargo holds as required, taking into account any instruction from the shipper or charterer.

The production process, use of anti-caking agents and storage arrangements ashore also influence the cargo's vulnerability to caking.


Thanks to Daniel Millett of Brookes Bell for advice on this subject.


**By Michelle Foster**
*Senior Executive (Claims)*

### FIND OUT MORE

You can read more by visiting **www.nepia.com/latest/articles/fertiliser-cargo-do-you-know-your-caked-from-your-compacted**

See our loss prevention guidance on carrying hygroscopic cargoes at: **www.nepia.com/publications/carriage-of-bagged-agricultural-cargoes-briefing/**

## MIND CALL

**Supporting you at sea**

For mental health and emotional wellbeing at sea call our confidential helpline: **+44 191 235 3917**
or visit: **www.mindcall.org**

## MY MIND MATTERS

**Futher Information**

For more information and resources, please visit:
**www.mymindmatters.club**

## PEME

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For further details regarding our PEME programmes please contact Lucy Dixon or Abbie Rudd.
Email: **PEME@nepia.com**

## FIRST CALL

**East / West US Coast Ports**

If you are disembarking crew for medical treatment, please contact First Call – Hudson Tactix on **+1 856 342 7500** or email: **firstcall@hudsontactix.com**

**South Coast US Ports**

If you are disembarking crew for medical treatmen, please contact First Call – Shuman Consulting Services on **+1 281 486 5511**
or email: **firstcall@scslp.com**

## PRM

**Post Repatriation Medical Scheme for Filipino Seafarers**

For further details regarding our PRM programmes please contact Lucy Dixon or Abbie Rudd.
Email: **PRM@nepia.com**

North launches new Member benefit from SureNav:

# Remote Nav Audits

**The voyage data recorder (VDR) is a vital piece of ship's equipment. Its primary purpose is – as stated in SOLAS – to assist in casualty investigation. The VDR gathers and stores information from a variety of bridge data sources and these can be retrieved and analysed by investigators following an incident.**

Surely, there are more uses for this powerful tool?

## Learning from aviation

In the airline industry, their equivalent of the VDR, known as the flight data recorder or "black box" has been in use since the 1950s. In the 1970s, some airlines realised that a data recorder can offer so much more than being a post-casualty tool. They began to routinely check the recorded data to identify any gaps in crew performance or problems with their procedures.

According to research conducted in 1996, the airlines that routinely analysed their black box data had a lower incident rate than those who didn't.

The maritime industry is learning from this.

## Bridge team management

We frequently analyse high-value admiralty claims that arise from collisions, groundings and other contact incidents. One of the most influential contributory factors to these incidents is a failure in bridge team management.

Shipping companies do of course take bridge team management seriously. They send their bridge officers on bridge team management courses and provide robust bridge procedures. But still the same issues are repeated time and time again.

## Assessing real-life performance

Bridge team management courses are an essential foundation, but they have their limits. Think back to when you last participated on a bridge-simulator course. Despite the immersive technology, it is very likely that you knew you were in a simulated scenario, and this would have influenced your behaviour. But when you're on the bridge of a real ship, under real pressure, do you perform in the same way?

Also, the bridge team can only perform to their very best when they are supported by strong procedures that are relevant and easy for the crew to follow. It is unlikely that the bridge procedures are put under the microscope during a simulator training course.

## Navigation audits

To check that bridge teams continue to follow best practice away from the simulator, companies have carried out bridge team navigation audits.

However, these can prove difficult. These may be infrequent and it requires sending an auditor on board, which can be costly and create logistical issues.

Beware also of the "white coat syndrome". If an assessor stands next to you with a clipboard watching your every move, you won't act entirely as you usually would!

What is this assessor checking? They're checking the passage plan, the use and set up of bridge equipment, the communications between the bridge team members and the communications with the pilot if one is present. They are checking that the team follows the procedures. But is the person with the clipboard really needed every time?

## Using VDR as an auditing tool

An alternative or supplemental means of carrying out navigation audits takes advantage of the valuable data recorded by the VDR. Analysing the data collected from nav-aids along with the voice recordings on the bridge, can paint a picture of what happened during a routine operation.

Importantly, this analysis can be carried out remotely.

**By John Southam**
*Loss Prevention Executive*

### FIND OUT MORE

You can read more by visiting **www.nepia.com/latest/articles/north-launches-new-member-benefit-from-surenav-remote-navigation-audits**

More information on SureNav can be found at **http://surenav.com/**

## SureNav Member benefit

To assist Members with their bridge team management, North P&I Club has partnered with SureNav to offer Members a 45% discount on a package of five remote navigational audits.

45% DISCOUNT

Giving you more

**Benefits of Remote Navigation Audits include:**

- Five remote navigation audits, all conducted by experienced master mariners. Remote navigation audits use both the VDR data alongside supporting evidence such as copies of the charts used, checklists, log entries and voyage plans.
- Evaluation of compliance with procedures in the vessel's safety management system.
- The audits can be used at any time or on any of their vessels.
- A full report will be issued for each audit, complete with and any support material (video or sound files).

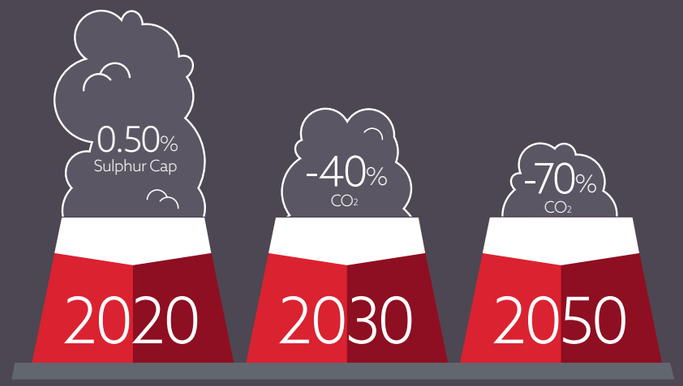
North's Members can sign up for the SureNav discounted package by contacting support@surenav.com



Evolution to revolution:

# The road to 2030 and 2050

Future emissions targets are going to drive radical change in the shipping industry.




**The Internation Maritime Organization (IMO) announced in 2018 its ambitious targets on greenhouse gas emissions (GHG) from shipping, just as the industry was still figuring out how to deal with the impending reduction in the global fuel sulphur cap in 2020.**

The introduction of the 0.50% sulphur cap has given rise to concerns on how vessels can comply and how non-compliance will be dealt with around the world. However, 2020 is likely to be relatively simple and straightforward compared with the challenges associated with curbing GHG emissions.

## IMO ambitions

The IMO has adopted a strategy to reach its objectives on reducing GHG emissions – namely reducing $CO_2$ emissions from international shipping, both overall and in intensity.

In simple terms:

- By 2030: reduce $CO_2$ emissions per unit of 'transport-work', as an average across international shipping, by at least 40% (compared to 2008 levels).
- By 2050: reduce $CO_2$ emissions per unit of 'transport-work', as an average across international shipping, by at least 70% (compared to 2008 levels).
- By 2050: reduce the total annual GHG emissions by at least 50% (compared to 2008 levels).

**Shipowners who are looking to order new builds need to start thinking about 2030 and 2050 GHG targets**

In very crude terms – a vessel will need to reduce its $CO_2$ emissions by 40% in the next decade and by 70% before 2050.

Is this realistic? It seems that this will very much be an evolution of existing operation, design and technology to 2030. Reaching the 2050 targets might require a revolution.

What is very clear however, is that shipowners who are looking to order newbuilds need to start thinking now.

**By Alvin Forster**
*Loss Prevention Executive*

### FIND OUT MORE

You can read more by visiting **www.nepia.com/latest/articles/evolution-to-revolution-the-road-to-2030-and-2050**

# Bankers expect shipowners to go green

**To meet the IMO's ambitious targets on greenhouse gas emissions from international shipping, big changes are needed in the maritime industry.**

How is change usually realised? Sometimes it is through the strict enforcement of regulation. Other times it might be the incentive of reduced operational costs. There is a new motivator for shipowners to become greener and this comes from the world of finance.

## Poseidon Principles

The maritime financial sector has recognised the importance of its role in making shipping greener and has created the Poseidon Principles.

This is a framework for financial institutions, banks, lenders, vessel mortgagees, guarantors etc. to make sure their portfolios are aligned with environmental principles - in particular, the IMO's GHG targets for 2030 and 2050.

13 leading banks have publicly committed to measuring the carbon intensity of their portfolio on an annual basis and to report on whether decarbonisation efforts are on track.

Poseidon Principles shouldn't prove to be a further administrative burden on ships' crews. Data will be collected from the IMO Data Collection System (DCS), so there shouldn't be double reporting.

The simple message from these financial backers of the maritime industry is that they may move away from shipowners whose fleets aren't decarbonising at the rate needed to meet the IMO targets.

**By Alvin Forster**
*Loss Prevention Executive*

### FIND OUT MORE

You can read more by visiting **www.nepia.com/latest/articles/bankers-expect-shipowners-to-go-green**

For more information, go to: **www.poseidonprinciples.org/faqs/**

More on the IMO DCS: **www.imo.org/en/OurWork/Environment/PollutionPrevention/AirPollution/Pages/Data-Collection-System.aspx**

# Fuels of the future

The IMO strategy to reduce greenhouse gas (GHG) emissions from international shipping is sure to change how vessels are fuelled and powered.

**Voyage optimisation and slow-steaming will help in reaching the IMO targets, but they cannot do it alone. Vessel design and alternative fuels will play a vital part. When considering how to meet these targets, it's best to look at 2030 and 2050 individually.**

## The road to 2030

How should we view the year 2030? Should it be "don't worry, it's ten years away!" or is it a case of "it's only ten years away!" We'd subscribe to the latter.

The vessels that will operate in 2030 will consist of many that are either operating today or are being built right now. The question is, will they survive in a new regulatory environment?

Research by DNV-GL in their 'Maritime Forecast to 2050' predicts that the 2030 target can be partly achieved through finding operational efficiencies – whether it is speed reduction, optimisation or improving logistics.

The remainder will need to be met by changing the fuel used by vessels. There are a number of different lower-carbon fuels available to shipping. These include biofuels that are derived from sustainable non-food feedstocks, and liquid natural gas (LNG).

***Biofuels:*** Biofuels can be blended with traditional crude-derived marine fuel oils or used as a 'drop-in' fuel, where they act as a direct substitute. There are numerous biofuels, all derived from various feedstocks through different processes.

There are several significant barriers to the widespread adoption of biofuels – the nature of which are environmental, economic and technical. For example, fuels must be sourced from sustainable feedstocks if it is to be a 'green' option. Furthermore, there are long term storage issues with some biofuels, especially if they come into contact with water.

***LNG:*** DNV-GL strongly predict LNG will be the transition fuel of choice. Comprising mostly of methane ($CH_4$), LNG is already being adopted by an albeit small proportion of the world fleet. It is an attractive option because of its zero-sulphur content (satisfying the IMO 2020 sulphur cap) and its $CO_2$ emissions are approximately 20% lower than that of distillate fuels (such as MGO) and the new VLSFO products.

However, LNG as a marine fuel is not without its drawbacks. Bunkering, storage and handling takes much more care and presents very different risks to those of traditional marine fuels. Making a vessel LNG-ready requires significant investment and the global warming potential (GWP) of methane is more than twenty times that of $CO_2$, which will be an issue if 'methane-slip' is experienced in the engines.

## The road to 2050

This will require significant changes within the next thirty years as to how power and propulsion is generated on board.

The traditional hydrocarbon marine fuels currently in use will be in their death throes. These will be replaced by whichever alternative low-carbon or zero-carbon fuels become the more viable. It is also quite likely that the vessel of 2050 will not be limited to one type of fuel or power source. Multi-fuel may very well be the future.

In their study, DNV-GL predict that by 2050, over 40% of marine fuels will be LNG. There are a number of other alternative fuels in the mix, such as:

***Methanol:*** Currently, methanol is produced using natural gas feedstock, and as such it provides only a very modest reduction in $CO_2$ emissions compared to traditional marine fuels. However, methanol derived from biomass can bring up to a 50% reduction. Methanol is a liquid at ambient pressure and temperature. This makes storage and handling much simpler compared to many of the other alternative fuels.

***Hydrogen:*** Hydrogen fuel, compressed or liquefied, burns with zero carbon emissions. However, hydrogen on its own does not exist naturally and it needs to be produced through energy-intensive processes. Most of the hydrogen produced today is generated using natural gas or coal energy. For hydrogen to be a truly 'green' option, it needs to be generated from renewable power sources - currently a costly process.

***Ammonia:*** DNV-GL have predicted that ammonia will be the most popular of the alternative fuels by 2050.

Like hydrogen, most ammonia is currently made using natural gas. For it to be a viable option, it must in the future be manufactured through low-carbon processes. Ammonia can be burnt in a dual-fuel internal combustion engine or as the energy source for fuel cells.

***Electric and hybrid systems:*** The limitations of current technology mean that a fully electric operation – using batteries or fuel cells – is only found on short-sea trades, such as domestic passenger ferries. A more common variation is the hybrid ship, the concept of which is very similar to that of a 'plug-in' hybrid car. The vessel is fitted with electric propulsion motors that are powered by lithium-ion batteries, which in turn are charged when plugged into a shore power supply or from onboard diesel-driven generators.

### Bang for your buck

A characteristic common to most (if not all) of the proposed alternative fuels is poor energy density. The energy density of LNG is about half of that of traditional marine fuels. LNG's energy density remains superior to that of ammonia, which is in turn greater than hydrogen and lastly batteries.

Low energy density fuels create a storage problem. Space is limited on board a vessel, and the need for larger fuel storage tanks will encroach on valuable cargo carrying capacity.

### Crystal Ball

We can't see into the future, but it is clear that ships will change. With this, the skills of those on board must change too, particularly marine engineers whose training has long-focused on the traditional marine diesel engine.

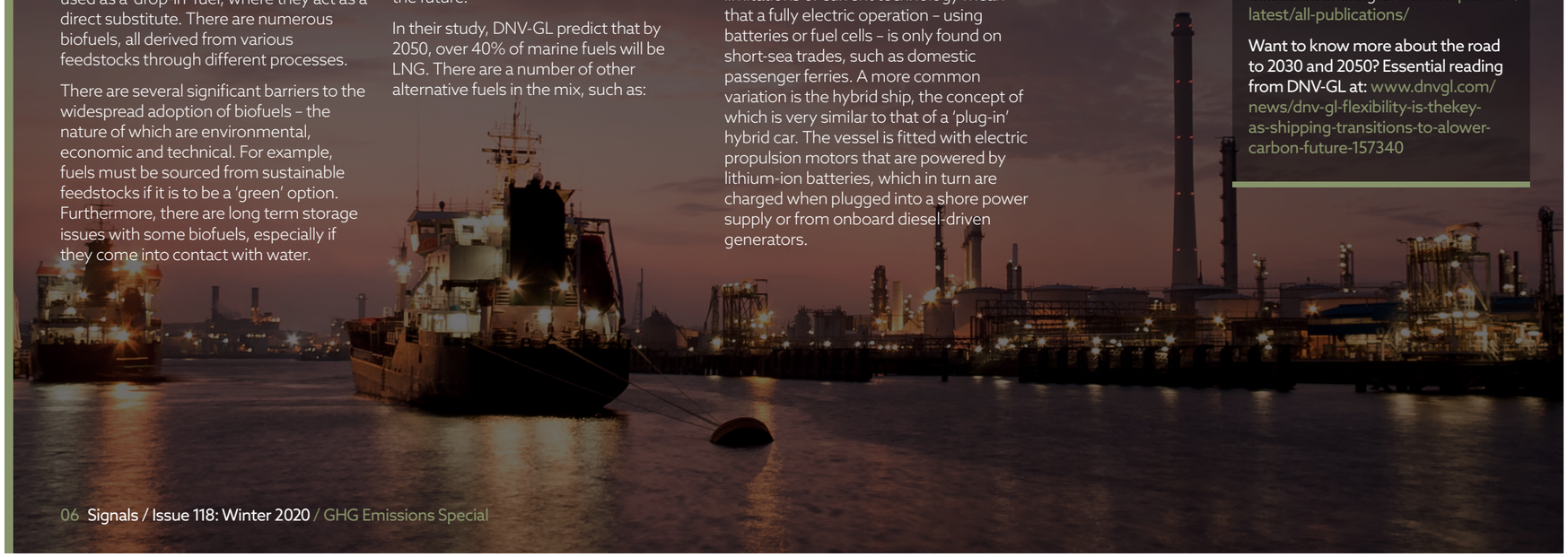
**By Alvin Forster**
*Loss Prevention Executive*

### FIND OUT MORE

You can read more by visiting www.nepia.com/latest/articles/fuels-of-the-future

Learn more about LNG with North's dedicated briefing at www.nepia.com/latest/all-publications/

Want to know more about the road to 2030 and 2050? Essential reading from DNV-GL at: www.dnvgl.com/news/dnv-gl-flexibility-is-thekey-as-shipping-transitions-to-alower-carbon-future-157340





# Speed limits v optimisation

In recent months, environmental activists have lobbied for mandatory speed limits in the hope that lower ship speeds equate to less emissions. But is a speed limit the answer?

**Since it became widespread in 2007 in response to increasing oil prices, slow-steaming has already made an impact on greenhouse gas emissions from shipping. Its apparent effectiveness in reducing the intensity of $CO_2$ emissions from a vessel has led to calls for it to be extended further as one of the means of reaching the IMO's targets on greenhouse gas emissions.**

## The case for speed limits

There are two simple factors to support the introduction of mandatory speed limits. Firstly, it would be relatively simple to implement. Secondly, it is likely to have some positive impact on $CO_2$ emissions.

Supporters of speed limits have proposed a two-tier system; one limit for container ships - based on maximum average speed - and an absolute limit for all remaining vessel types.

## The case against

To minimise the intensity of $CO_2$ emitted by a vessel – usually measured in grams of $CO_2$ per tonne-mile – the vessel's engines and plant should be operating at maximum efficiency. The speed at which this occurs is known as its optimum speed and this will vary from vessel to vessel, depending on vessel design and engine type.

It can therefore be argued that a more impactful measure is for all vessels to run at their optimum speeds. For some vessels, this optimum speed could be greater than an imposed speed limit, so sticking to the limit could produce a greater $CO_2$ intensity than breaking it.

Some South American countries have already raised concerns on speed limits. It is seen as a barrier in their ability to trade competitively to Asia, in particular the export of perishable cargoes. If voyages are longer, grain cargoes such as soya beans are at higher risk of spoiling.

## Other impacts of slowing down

Reducing speed, whether limited by regulation or simply running at optimum efficiency, can have a knock-on effect that negates the vessel's gains in $CO_2$ emission intensity.

If the world fleet slows down, this can result in reduced capacity. Good news for those affected by low freight rates, but would it lead to more ships needing to be built? This might impact the desired effect of reduced total emissions. But the counter argument is that it would lead to the building of more efficient vessels.

There are also concerns that speed limits will impact scheduling, leading to delays in ports.

## Drivers for optimisation

In addition to reduced $CO_2$ emissions, optimisation results in reduced fuel consumption. This isn't limited to speed optimisation; it also applies to routing, scheduling and planning of maintenance. Overall performance optimisation benefits an owner through reduced fuel costs, benefitting also a time charterer if they have an obligation to provide the fuel.

There is potential for the drive for efficiency to be undermined by very low fuel prices. This could be addressed by the authorities with market-based measures to reduce $CO_2$ emissions such as carbon trading or a bunker levy.

**By Alvin Forster**
*Loss Prevention Executive*

### FIND OUT MORE

You can read more by visiting www.nepia.com/latest/articles/speed-limits-v-optimisation

North
IN PARTNERSHIP WITH
HudsonCyber
Managing Cyber Risk

# Kick Start Your Cyber Security

North has partnered with HudsonCyber to provide confidential assistance to Members seeking to assess their organisation's cyber security capabilities. The assistance includes **FREE access to level 1 of Hudson's HACyberLogix platform** along with a series of supporting webinars.

**This offer is time limited – you must register by Monday 24 February 2020 to be eligible.**

Members interested in participating in this series can contact David Patterson or Gareth Ferguson at **loss.prevention@nepia.com** or alternatively visit: **www.nepia.com/cyber-publications-and-resources/**

# This is a drill!

## Helping you make the most of your emergency response training

"It's always Friday at 16:30 when I'm supposed to be asleep"

"Recharging the SCBA bottles takes ages while everyone else is finished"

**Ask a crew member their thoughts on emergency response drills and these are typical responses. Too often, drills are a 'tick-box' exercise fulfilling the bare minimum to satisfy the drill matrix rather than preparing the crew for a worst-case scenario.**

The purpose of drills is to train and prepare the crew for real-life emergencies. This means being familiar and confident with best practice, the onboard procedures and the vessel's equipment. They should be properly planned and engage as many of the crew as possible.

### Variety is the spice of life

The focus of a drill is of course guided by the vessel's training matrix. However, how and when the drills are carried out are not. Here are some helpful hints on getting the most out of your drills:

**Vary drill times:** this makes it less 'routine' and more realistic as all staff will be instantly engaged. There should be nothing 'routine' about preparing for emergencies.

**Target specific areas:** there is little point in running a scenario-based drill if the crew are not 100% confident in their own emergency duties and responsibilities.

Before carrying out a full scenario-based drill, consider a series or group of targeted drills that focus on specific areas. For example, before running a full accommodation fire drill, carry out focused drill sessions that cover aspects such as:

- Donning breathing apparatus.
- Entering a fire space as a fire team.
- Conducting a search of an area.
- Rescuing a casualty and administering first aid.
- Running fire pumps.
- Using portable fire extinguishers.

This approach is likely to have a more positive effect than simply repeatedly running half-hour scenario-based drills where a significant proportion of the crew do very little and become disengaged.

**Vary who is in charge:** is it always the C/O or C/E running the drill with the Master in overall charge? If so, this has several shortcomings; such as the crew become accustomed to just blindly following instruction and, in a real event, it is very possible that the person ordinarily in charge would in fact be a casualty.

**Involve the shore-based team:** in an emergency it's not just the crew that have to react, they will need support from shore staff. Consider running scenarios involving the shore-based operations teams and superintendents.

### Debriefing

After the drill, crew must engage in a debrief, which should be recorded. Lessons learned and areas for improvement can be highlighted, but don't forget to highlight what went well. Encourage open participation and questions from all crew. This breeds confidence, and that will help in a real emergency.

**By John Southam**
*Loss Prevention Executive*



# Drill bits: Fire!

To help you get the most out of your drills, we have released a new series of articles and advice called 'Drill Bits'.

**We provide sample sessions and scenarios that could help shape your drills in the future. To construct a fire drill, you need drill bits – these are the different elements of the fire drill. It is important that the crew are familiar and confident in their own emergency responsibilities, focusing and practicing each element before bringing it all together for a larger scenario-based drill.**

Four separate training sessions can be run, each focusing on particular areas. Each of the four groups should be led by a responsible officer.


| TEAM | OBJECTIVE | EXERCISE |
|---|---|---|
| **BRIDGE TEAM**<br>Location: Bridge<br>Group leader: Master | **Demonstrate use of GMDSS** | Each person learns how to place a distress call by sending and receiving acknowledgements using the GMDSS equipment. This should be logged in the GMDSS logbook. |
| | **Familiarity with contingency plans** | Focus on fire contingency plans; ensure the team knows their location. Check all relevant situations are addressed in the plans and that the contents are accurate. |
| | **Understand record-keeping** | Describe how training records should be maintained, remembering that these may prove to be valuable evidence in the event of an incident. |
| | **Demonstrate use of emergency systems** | From the bridge, test items such as fire pumps, emergency fire pumps and ventilation stops. |
| **ENGINE ROOM TEAM**<br>Location: Engine control room<br>Group leader: Chief Engineer | **Demonstrate use of emergency fire pump** | Take turns in starting the emergency fire pump locally and remotely. Check everyone knows how to check the pump function (pump pressures, current drawn etc). |
| | **Familiarity with contingency plans** | As per bridge team exercise. |
| | **Discuss system of electrical isolation** | Talk about how to safely isolate electrical power to different areas of the vessel in the event of a fire. |
| **FIRE TEAMS**<br>(Deck and/or engine)<br>Location: Fire locker<br>Group leader: Chief Officer | **Demonstrate correct wearing of fire suits** | All SCBA crew members to don fire suits and equipment. Check the condition of the equipment. |
| | **Demonstrate checking of breathing apparatus** | All SCBA team members to don SCBA equipment, conduct full checks such as bottle contents, whistle check, mask seal test and mask positive pressure check. |
| | **Demonstrate use of the SCBA board** | Familiarity in the use of the SCBA board – know what to record and when to alert the team leader. |
| | **Demonstrate safe entry procedures** | Fire team to practice safe entry and exit of fire space. Includes: check the door for heat using the back of the hand, brace against each other and against the door, protecting against backdraft and staying connected as a team. |
| | **Demonstrate search and rescue techniques** | Demonstrate search techniques through several rooms. Practice rescue of a casualty and safe evacuation. |
| **FIRST AID TEAM**<br>Location: Hospital<br>Group leader: Third Officer | **Demonstrate recovery position** | Know how to position a casualty post-rescue. |
| | **First aid treatment of burns injuries** | Discuss treatment in event of skin burns caused by fire or heat. |
| | **Demonstrate familiarity of first aid equipment** | Ensure team are confident in administering medical oxygen. |
| | **Demonstrate use of stretcher** | Practice using a stretcher with a dummy. |

**NEXT TIME** We'll look at a full scenario-based drill where the crew can put into practice everything that was learnt from the above drill bits.


# Crew using drones at risk of arrest

## Some recent incidents have found crew members unwittingly fall foul of rules on the use of drones

**The use of drones, for both commercial and recreational purposes, is becoming increasingly popular and affordable. However, regulations vary around the world and it's very easy to get caught out.**

Some recent incidents in India and the Suez Canal have found crew members unwittingly fall foul of a nation's rules on the use of drones – also known as unmanned aerial vehicles (UAV).

### No common rules

There are no common or international rules governing the use of drones. Each country has different licensing requirements and operating restrictions. In the USA, individual States have their own rules on top of the those imposed by the Federal Aviation Administration.

The rules in some countries are very restrictive and the focus of their regulation encompasses both aviation safety and general security concerns. In some countries, such as Sweden, someone operating a drone with a camera could find themselves in breach of surveillance laws.

In many countries, the recreational use of drones is not strictly regulated and formal licensing is limited to commercial operators. However, it is usual for a country to require that recreational drones are registered prior to use.

### Think before using

Before using your drone, check the local rules. If you break the rules, you can be arrested and prosecuted.

If you are unsure on the rules, don't risk flying your drone.

If the rules allow you to fly a drone, think about your surroundings.

**By Alvin Forster**
*Loss Prevention Executive*

## FIND OUT MORE

You can read more by visiting www.nepia.com/latest/articles/crew-using-drones-at-risk-of-arrest

The Drone Code issued by the UK Civil Aviation Authority (CAA) provides simple common-sense advice on using a drone: https://dronesafe.uk/drone-code/



# Proper paperwork prevents problems

## Recent experiences have highlighted the importance of having the right documentation ready in port.


**Failing to provide paperwork in accordance with local practices can lead to significant vessel delays, confiscation of crew's passports and large fines. Although recently more common in Senegalese ports, these issues can arise in many places around the world.**

### Check with the agent

In most instances, the local agent can confirm what specific documentation, such as customs and immigration, is required by local and port authorities. If the Master has any doubts on whether the documentation that they intend to submit is correct, they should approach the local agent as early as possible. If necessary, prepare a draft of the documentation for the agent's approval prior to submission.

It is also good practice to obtain confirmation of the required documentation on every port call, even if the vessel regularly calls there. Local regulations and personnel can often change which can also result in a change in the way paperwork is presented.

Some port authorities have strict and specific requirements on how the documentation is presented. For instance, a port may require the vessel to provide two manifests, but they must be submitted as one document. Whilst the information within the two manifests may be completely correct, the fact that the manifest is not presented as one document could be considered a breach of local regulations leading to significant vessel delays and other consequences for the vessel and its crew.

### Punishing crew

Some breaches result in the confiscation of the passports of the entire crew. These are returned only when the breach is rectified and - in many cases - a fine is paid.

Having your documents seized is naturally stressful for those concerned. Even if the breach is rectified and the authorities are satisfied, the vessel could be further delayed whilst clearance is obtained.

### Prepare for your next port

A vessel's next port of call should always be carefully considered. Ask your agent to check the local rules and regulations regarding documentation and paperwork.

Taking this early action can prevent or at least minimise the impact of problems with the local authorities. This will reduce the risk of a vessel being unnecessarily delayed and avoid facing a fine.

If there are any alleged breaches, the early involvement of agents will also assist in showing the vessel took all precautionary and possible action to ensure that local regulations were being complied with and respected.

**By Michelle Foster,** *Senior Executive (Claims) and* **Holly Hughes,** *Claims Executive*

## FIND OUT MORE

You can read more by visiting **www.nepia.com/latest/articles/proper-paperwork-prevents-problems**

# Residential Training Course 2020

**Our Residential Training Course returns 5–12 June 2020 in Newcastle Upon Tyne, UK.**

From shipowners, lawyers and surveyors, to club correspondents and insurance professionals, our industry renowned Residential Training Course offers specialist support in all aspects of Protecting and Indemnity (P&I) insurance.

The course is available in two options, spanning over 5 or 7 days.

The course provides:

- A series of presentations from our in-house experts on P&I insurance, maritime law and loss prevention.
- Focused workshops, debates and role play exercises to apply your learning to realistic situations.
- Excellent opportunities for networking, enabling you to establish lifelong contacts and invaluable connections.

Costs are inclusive of accommodation and meals and discount is offered to North's Members and when booking two or more delegates.

**By Rod MacLennan**
*Loss Prevention Executive*

## FIND OUT MORE

For more information or to book your place visit: **www.nepia.com/about-us/what-we-do/loss-prevention/education-and-training/rtc**

or altnatively please contact:
Rod MacLennan
**rod.maclennan@nepia.com** or
Kelly Majid **kelly.majid@nepia.com**

# North in the News

## You may have missed...

## News

### North delivers festive cheer to sailors

North P&I has partnered with seafarers' charity Apostleship of the Sea (AoS) to donate more than 100 shoeboxes to sailors visiting the Port of Tyne this December.

www.nepia.com/our-news/north-east-business-delivers-festive-cheer-to-sailors/

### Policy Year 2020 Renewal

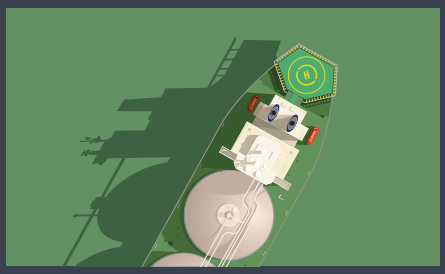
Early certainty of next year's reinsurance costs.

www.nepia.com/circulars/policy-year-2020-renewal/

### New Year 2020 New Regulations

The global 0.50% sulphur fuel cap has entered force on the 1 January 2020.

www.nepia.com/industry-news/new-year-2020-new-regulations/



### Mind Call over the winter period

The helpline is being provided to seafarers in partnership with seafarer's charity, ISWAN.

www.nepia.com/industry-news/mind-call-at-christmas/

## Trending in our expertise areas

### Ballast Water Management Issues

www.nepia.com/topics/ballast-water-management/

### Cyber Security

www.nepia.com/topics/cyber-security/

### Right Crew

www.nepia.com/topics/right-crew/

# Have you signed up to MyNorth?

MyNorth enables Members, brokers and correspondents to personalise and tailor the content they wish to see. In MyNorth you can save articles, publications and contacts to your own personal space, in addition to setting preferences for how you want to view our latest news and updates.

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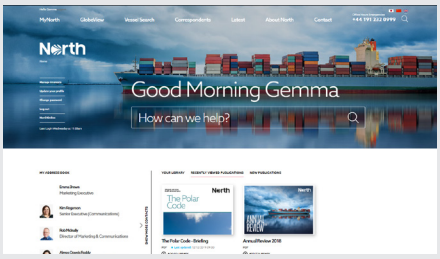


# Contact our Loss Prevention team on: loss.prevention@nepia.com

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