

## International shipping took stock of the environmental and safety situation

The second annual Maritime Symposium organized in Naples by Gallagher Marine Systems, Banchemo Costa, RINA, Augustea focused on “Environmental protection and safety at sea”

**Naples** – For the second consecutive year several international representatives of the shipping industry have gathered in Naples for the Maritime Symposium organized by Gallagher Marine System (GMS) and Banchemo Costa - with the support of RINA, Augustea Ship Manning Philippines, Aerospace & Marine International (AMI), Montgomery MCGracken, IMAT and Ardent – involving also the Coast Guard and trade associations such as Bimco, Confitarma, Atena.

This full-immersion day is a good opportunity to deal with some challenging issues related to world’s shipping. In particular, the 2019 edition – held first onboard the modern frigate *Alpino* and in the afternoon on the schooner *Tortuga*, with the participation of 23 qualified speakers – focused on “Environmental Protection and Safety at Sea”.

The event was attended by the top management of many shipping companies: Augustea, Sea World Management,



d’Amico, Elbana, Fratelli d’Amico, Gestioni Armatoriali, Giuseppe Bottiglieri, Grimaldi, Marnavi, Michele Bottiglieri Armatore, Navigazione Montanari, Perseveranza, Synergas, Vroon Offshore Services, Seaquest Management, L.R. Consulting, Gestmar Tehnika, Liberty, Visemar.

After the opening speech of Livia Pagano – GMS’ Italian representative, who chaired the meeting with the support of GMS Chairman David Barry – and the welcome speech of the captain of the FREMM class military ship (built in 2016), Inspector Admiral Pietro Giuseppe Vella opened the second seminar held onboard the Navy vessel and moored at the Marine Terminal.

“We are going to focus on all the aspects related to navigation and marine environment safety – in fact the Coast Guard has always been focusing on these two issues – from the inspection to the certification

stage”, Campania Maritime Director pointed out before leaving the floor to his “boss”.

Chief Inspector Admiral Giovanni Pettorino was straight-forward: “We are going to focus on safety issues: during



Pettorino and Masucci

navigation, for which our administration is responsible, as well as with regard to the environment, which falls within PSC activities, being a particularly heartfelt issue in North America. Compared to the Seventies when, before the issuing of the MARPOL convention, we still washed tanks with sea water, we made significant progress”, Coast Guard Commander in Chief observed, pointing out that “today pollution is caused by factories which dump it into the sea, as in the case of nanoplastics, not by the shipping industry. In fact, the US Coast Guard recently awarded a recognition to the Italian Coast Guard for this. Shipowners should not consider our job as an obstacle, rather as a help to improve. When they get to the U.S., your ships will be treated better because we are in the White List. Without safety there is no development, without safety we cannot live”, Pettorino concluded.

Italian Propeller Club president Umberto Masucci recalled that “when I started working, 40 years ago, nobody spoke about safety. Fortunately, we imported this concept from the United States, and today Italy oversees the Mediterranean, which is the hub of an area where 20% of global maritime traffic transits”.

Confitarma president Mario Mattioli emphasized the importance of safe navigation, thanking all the Administrations which collaborate with the shipping industry in this mission. The president of the first Italian shipowners association also pointed out that, thanks to shipowners’ efforts to comply with the international IMO, ICS, ECSA regulations, shipping is the safest and most environmentally sustainable

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FREMM Alpino’s Captain, Livia Pagano and David Barry

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transport system in the world.

“Italy needs to reduce bureaucracy; we observe an international standardization. In Italy, Confitarma is making significant investments in new professional training courses, ranging from nautical colleges to the Merchant Navy Academy. This will be one of the issues on the agenda during the public confederal meeting scheduled on October the 31<sup>st</sup> where we will meet the new minister of transport, who confirmed her attendance”, Mattioli added. Atena president Alberto Moroso declared that: “We live in an era where technology runs fast, more than we can imagine. The only way to keep up pace with it is by sharing our experiences through meetings like this one. Atena wants to take active part in the organization of the 2020 Symposium”.



Terrei

In his speech, Commander in Chief of the Naval Fleet Antonio Marzano reviewed the main issues on the agenda: from the environment to collaboration with the other stakeholders to achieve a ‘plastic

free’ marine world.

After 25 years onboard dry and liquid cargo ships, in 2005 Nicolò Terrei established his own company Elburg (among the top 20 manning agencies worldwide) and became a pioneer of professional training in the Philippines, which he visited in 1994 as Coeclerici Superintendent, promoting the value of Philippine seafarers to ensure reliable crews for the world’s fleet.

The Italian ship manager – who in 2007 established the RINA Academy Philippines in collaboration with RINA and Confitarma, and who is also Augustea Ship Manning Philippines Shipowner’s Representative – delivered a speech on “Crew preparedness and the Competency Management”.

Established after the merger of the two



Mattioli, Sisto, Marzano

towage and rescue giants Svitzer and Titan – the latter being well-known as one of the main players in the Costa Concordia parbuckling operation – the Dutch company Ardent was represented by Senior Commercial Manager Tjisse Van der Meer, whose speech focused on “Managing emergencies ship salvage in the 21st century and preparedness”, emphasizing the need to anticipate events: “Before tackling crises, we must prevent them. At present we are concerned about large container ships, if a fire breaks out on top of a container stack, it is difficult to reach the highest stack to extinguish it”.

Montgomery McCracken Walker & Rhoads LLP law firm partner Kaspar Kielland – son of the lamented Genoese maritime lawyer Kristian Kielland, whose family is a partner of the shipping agency Hugo Trumpy – delivered a speech focusing on “Ballast Water Management, the latest issues”.

In his speech entitled “Oil Pollution Act 90 versus the Civil Liability Convention 92”, P&I Club Gard’s Senior Claims Executive Gunnar Beisland illustrated the impact of single accidents on regulatory aspects: “Major naval accidents result in

the issuance of binding legislations. From the Exxon Valdez in the ‘90 – in fact, GMS was established after said event – to the Torrey Canyon in 1967, maritime history is studded with such salient events”. Talking about “Using weather to optimize shipping and salvage operations”, Bob Cohen (AMI) emphasized the essential role of weather forecasts to help changing ships’ routes in order to save bunker fuel, and especially to avoid catastrophic events such as storms, which might result in fatal facts such as in the case of the merchant vessel El Faro, whose captain established the route based on a 12 hours mistake in weather forecasts, thus running into a dreadful tempest!

Relying on his over 40-year experience at several shipping companies, both in the liquid and in the dry cargo segment, Carlo Cameli became a member of the Copenhagen-based shipping association BIMCO Executive Committee, which entrusted with safety.

“The most worrying factors for international shipping are Nigerian piracy, crossing of the Hormuz Strait and illegal drug trade. As concerns the first factor,



Porcellacchia, D’Amato, Visentini, Mattioli, Garolla

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Marzano and Barry

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73% of ships are taken hostage and 92% of people are kidnapped in the Gulf of Guinea, resulting in a cost item for the industry.

We must change our approach. All countries must cooperate, also because an ‘escort vessel’ is too expensive for many shipowners as its costs, on average, 25,000 dollars. In fact, this activity provided employment to 30 private companies. Given the small number of pirates arrested, Nigeria may well be tolerating this practice as a proper economic resource for its GDP. As concerns piracy in Nigeria, we just launched the Deep Blue project”, explained the ship manager who has recently left Fratelli d’Amico after 33 years.

“The bombing of ships in the Hormuz Strait – between May and June there have been two great attacks, with at least 6 ships bombed – requires a diplomatic solution because we cannot use armed guards to avoid the risk of escalation of political tensions in Iran”.

Dealing with the ‘Low Sulphur Cap IMO 2020’ issue, Andrea Garolla (Giovani Armatori Group) pointed out that “not all shipowners adopted scrubbers because they cost from 2 to 6 million, besides the

time lost to leave their ships at drydocks. This retrofitting is a gamble depending on the differential between HFO costs and the use of old fuel, and only rich shipowners can afford it. We believe that small family-run companies – representing 90% of the sector in Italy – can still play their part relying on the quality of their tailor-made services”.

Several technical reports of sector experts are simply listed below for the sake of brevity, adding the title of each speech.

Fabrizio Monticelli (IMAT) “Training: essential key to the safety at sea”; Massimiliano Graziani (GMS – Italy) “Cyber security at sea, risks & challenges”; Tom Wiker (GMS) “North American regula-

tory update”; Enrico Paglia (Banchemo Costa) “Scrubber and recycling”; Andrea Cogliolo (RINA) “CO2 Emission reduction through alternative fuels”; Franco Porcellacchia (Carnival) “Carbon emission reduction and energy conservation”. Finally, in his speech entitled “Maritime Safety and Security at Sea”, Admiral Luigi Giardino (MARICOGECAP) displayed interesting pictures of the various types of irregularities detected onboard several ships which amount to breaches of safety, and he concluded by echoing Garolla’s words: “family-run companies are Italy’s asset, proving that, unlike funds or some foreign shipowners, we still love ships”.

**Angelo Scorza**



## RO-RO

# Sold out for Grendi after Cagliari container terminal shut down

### The shipping company is planning to add a second ro-ro unit to its connection with Marina di Carrara

Following the shut-down of the container terminal CICT by Contship Italia, and waiting for the actual launch of the feeder line announced by MSC with Cagliari, the connection between Cagliari and the Tuscan port of Marina di Carrara operated by Grendi Trasporti Marittimi is sold out. In fact, the company is planning to add a second ship to its connection.

A few days ago, the first unit – the ro-ro Rosa dei Venti chartered on a long-term basis from Giovanni Visentini Trasporti Fluvio-marittimi – had to stop and the company was forced to replace it immediately with the Superfast Baleares unit in order to transport all the goods which, at present, can be imported to or exported from Sardinia only with this line or through the motorways of the sea.

“We chartered the ship to temporarily replace Rosa dei Venti, which stopped in Cagliari for a problem to its ramp winch. In order not to stop the service, especially during the week-end – which at present is always in overbooking – we chartered the unit Super Fast Baleares for a week”, Grendi managing director Antonio Musso confirmed.

“With the timely collaboration of the shipowner (Trasmediterranea) and of the broker (Banchemo Costa), on Friday afternoon we found the unit Super Fast Baleares, which was moored in Genoa, and we chartered it for a week. Given the characteristics of the ship (6.80 meters high main deck), we can load our cassettes with

containers in double tier, and this was very helpful”, Musso added.

In the future, Grendi will probably deploy a second ship on the maritime connection between Cagliari and Marina di Carrara: “We are working on this plan, but we still need time”, revealed Musso, acknowledging that the shutting down of the container



terminal of Cagliari resulted in a significant increase of loaded volumes for Grendi Trasporti Marittimi.

“Almost all international container traffic to or from the Sardinian market were transferred to our line, causing a significant increase in total volumes. Both Hapag Lloyd (which has always been the main liner in Sardinia), and all the main freight forwarders are entrusting to us their containers unloaded in Livorno or La Spezia. We believe that this is not the best solution and we hope that the terminal container of Cagliari will resume operations but, in the meantime, we are doing our best”.

**Nicola Capuzzo**