

## Covered in this issue

- A word from the Director of the UK Ship Registry
- UK Flag statistics
- ICS Flag State Performance
- The Solas VI Container VGM amendment and its implementation in the UK
- Human Element Advisory Group (HEAG)
- Entry into Enclosed Spaces workshop
- MCA Bank Account Change
- Merchant Shipping Notices

## A word from the Director of the UK Ship Register

As a world-renowned flag, one of the top performers on the Paris and Tokyo MoU “white lists” and one of the few flags to be included in the USCG Qualship 21 initiative I believe we have a lot to offer owners.

However, in an ever-changing marketplace, we need to continue to improve our service and make sure we’re in a position to offer the best to our customers and marine partners.

As such and in line with the recommendations of the recent Maritime Growth Study chaired by the Lord Mayor of the City of London, Lord Mountevans, we are now actively working

to make our operations more commercially-focused, our processes and procedures more streamlined and our performance and service more consistent and efficient.



This approach, combined with raising the profile of the UK Ship Register internationally will I am sure set us on the right course to become a flag of choice and enable us to meet our targets for growth.

# UK Flag Statistics

In the most recent quarter of the year (January - March), twelve merchant vessels joined the fleet: a total of 194,927 GT has been added to the Register since 31 December 2015.

This means that during this quarter the UK fleet of vessels of greater than 100 GT has grown by 72,228 GT overall and now stands at 14,869,365 GT and 1,323 vessels which represents the highest tonnage total since April 2014.

Amongst the companies that have flagged in this year are Atlantic Container Line, North Star Shipping, Zodiac, Gardline Shipping, Sentinel Marine, Holyhead Towing and other quality owners.

Up until 1st April 2016, the 12 vessels joining the Register includes 1 Bulker, 2 Offshore Supply Vessels, 1 Ro-ro Cargo Ship, 3 Workboats, and 1 Passenger Ship. The average age of 85% of our fleet 500GT and internationally trading above is 10.58 years.



## International Chamber of Shipping (ICS) Flag State Performance

The International Chamber of Shipping (ICS) has published its Shipping Industry Flag State Performance Table for 2015/2016, which can be downloaded via the ICS website.

The ICS Table provides an annual overview of the performance of the world's ship registers against a number of criteria, using data available in the public domain.



The UK is one of the few flag states out of 118 which have complied with all the criteria included in this table.

<http://www.ics-shipping.org/docs/flag-state-performance-table>

The UK once again proves that it is a flag of quality that knows the importance of safety of life at sea, the protection of the marine environment and the provision of decent working and living conditions for seafarers.

# The SOLAS VI Container Verified Gross Mass Weight (VGM) amendment and its implementation in the UK

As a result of the on-going issue of container collapses and containers being lost at sea, the International Maritime Organisation amended SOLAS Chapter VI and from 1 July 2016, shippers of containers will be required to verify and provide the containers gross mass to the carrier and terminal representative prior to it being loaded onto a ship.

Below are some examples of incidents involving containers:



After extensive discussions at IMO, it was agreed that two methods of verifying the weight of a container can be used:

- **Method 1** – Weighing the packed container using calibrated and certified weighing equipment
- **Method 2** – Weighing all packages and cargo items, including the mass of pallets, dunnage and other securing material to be packed in the container and adding the tare mass of the container to the sum of the single masses, using a certified method approved by the UK Competent Authority that is the Maritime and Coastguard Agency.

Advice and guidance on the requirements for the weighing of containers can be found at:

<https://www.gov.uk/government/publications/verification-of-the-gross-mass-of-packed-containers-by-sea>

Any queries can be sent to:  
[Container.Weight@mca.gov.uk](mailto:Container.Weight@mca.gov.uk)



The 19th meeting of the Human Element Advisory Group (HEAG19) met on 8th March at MCA Headquarters in Southampton where delegates were treated to an interesting and valuable selection of presentations on a range of human element issues.

During the day, John Rose of CHIRP discussed the “Deadly Dozen” – 12 of the most significant factors in accident causation; Farhan Saeed from Liverpool John Moores University discussed the results of his research into Human Element, Leadership & Management training (HELM); Peter Hibbert from Baines Simmons talked about error management and Just Culture, and how these concepts could be used to drive safety performance, safety culture and organisational performance; David Squire from the Nautical Institute gave presentation on Human Performance and Limitations (HPL); the ongoing problem of fatigue was discussed by Mike Barnett from Warsash Southampton Solent

## Human Element Advisory Group (HEAG)

University; and the use of the MCA’s Human Element Assessment Tool (HEAT) for safety improvement and organisational development was explained by Alan Goodden and Grant Laversuch from P&O Ferries.

HEAG is run on average twice a year depending on requirement. Locations vary and we are always looking for people to host an event or give a presentation.

For further information, contact the MCA human element team:

[human.element@mcga.gov.uk](mailto:human.element@mcga.gov.uk)

# Entry into Enclosed Spaces Workshop

A workshop to discuss the issues concerned with Entry into Enclosed Spaces was arranged by the MCA and held in London on Wednesday 24 February 2016. Almost one hundred delegates and speakers participated in the all-day event.



Donal Burke began the day with an experiment demonstrating the speed of oxygen depletion within a sealed container holding scrap metal. A vacuum was created as the oxygen was “consumed” by the rusting contents. The measurement of the vacuum is illustrated using a manometer connected to the container.

His results show that oxygen levels will be reduced below 19.5% in an average time of two hours, and sometimes much quicker – the message being that the atmosphere in an enclosed spaces must ALWAYS be treated as potentially hazardous.

There followed a series of presentations covering a variety of subjects including; Outline of recent accidents and causes; Training for entry into enclosed spaces; Port State Control Concentrated Inspection Campaign; Review of Merchant Shipping (Entry into Dangerous Spaces) Regulations 1988 and Human Element considerations.

In the afternoon the delegates were asked for contributions and suggestions on how to move forward the subject of entry into enclosed spaces. The copies of the presentations and a summary of the afternoon discussions are available on GOV.UK:

<https://www.gov.uk/government/publications/enclosed-spaces-on-sea-going-vessels>

## MCA Bank Account Change

Please note as of 1st March 2016 our bank details for paying by BACS and CHAPS receipt has changed. In order to obtain the new bank details, please contact the branch you are dealing with at the MCA.

## Merchant Shipping Notices

The following link will take you to the [gov.uk website page containing current Merchant Shipping Notices](#) from where you can access those that are relevant to you and your organisation.

## Next Newsletter...

### ...will be issued in July 2016

If you would like to amend your contact details, add colleagues to the newsletter distribution list or have any general feedback then [please email us](#).

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