

# Authorities - Owners - Customers - The crucial triangle

How to survive in the jungle of “r`s” - rules, regs and requirements

Authorities

Owner

Customer

Rules, Regs, Requirements

- Introduction
- Fleetlist & Class Societies
- Political Situation & Background
- Parties involved
- Involvement of “R´s”
- What Owners want
- Expectations
- Answers

*The general question is:*

*What shall and can we  
do as Owners ?*



**DALS**  
DEUTSCHE AFRIKA-LINIE



Liner Services

TRANSOCEAN  
SHIPMANAGEMENT

Services

Dry Cargo

**TOL**

Liquid Cargo



BROERE SHIPPING



JOHN T. ESSBERGER



## DAL/ John T. Essberger/ Broere/ TOS - Fleetlist

| <b>Chemical Carrier</b> |             |             |            |               |               |             |             |            |              |
|-------------------------|-------------|-------------|------------|---------------|---------------|-------------|-------------|------------|--------------|
| <b>Vessel</b>           | <b>Year</b> | <b>Flag</b> | <b>TDW</b> | <b>Class</b>  | <b>Vessel</b> | <b>Year</b> | <b>Flag</b> | <b>DWT</b> | <b>Class</b> |
| Alcoa Chemist           | 1992        | Portuguese  | 3.743      | <b>GL</b>     | Emerald       | 2000        | Dutch       | 6,430      | <b>LR</b>    |
| Christian Essberger     | 2000        | Portuguese  | 4.711      | <b>GL</b>     | Aquamarine    | 2000        | Dutch       | 6,430      | <b>LR</b>    |
| Coral Essberger         | 1981        | Singapore   | 2.894      | <b>GL</b>     | Navigator     | 1991        | Dutch       | 6,259      | <b>LR</b>    |
| Douro Chemist           | 1992        | Portuguese  | 3.741      | <b>GL</b>     | Mate          | 1989        | Dutch       | 6,259      | <b>LR</b>    |
| Ebro                    | 1986        | Portuguese  | 2.898      | <b>GL</b>     | Jacobus B.    | 1989        | Dutch       | 5,098      | <b>LR</b>    |
| Essberger Pilot         | 1992        | Liberia     | 9.035      | <b>NKK</b>    | Bastiaan B.   | 1988        | Dutch       | 5,098      | <b>LR</b>    |
| Essberger Progress      | 1981        | Singapore   | 6.161      | <b>GL</b>     | Spirit        | 1996        | Dutch       | 4,442      | <b>LR</b>    |
| Georg Essberger         | 2003        | Portuguese  | 5.738      | <b>DNV/GL</b> | Faith         | 1996        | Dutch       | 4,442      | <b>LR</b>    |
| Lima Chemist            | 1992        | Portuguese  | 3.75       | <b>GL</b>     | Pilot         | 1984        | Dutch       | 3,162      | <b>LR</b>    |
| Patricia Essberger      | 2000        | Portuguese  | 4.705      | <b>GL</b>     | Progress      | 1984        | Dutch       | 3,162      | <b>LR</b>    |
| Philipp Essberger       | 2003        | Portuguese  | 5.738      | <b>DNV/GL</b> | Alcedo        | 1999        | Lux         | 2,810      | <b>BV</b>    |
| Reno                    | 1986        | Portuguese  | 2.903      | <b>GL</b>     | Ardea         | 2000        | Lux         | 2,810      | <b>BV</b>    |
| Tejo Chemist            | 1992        | Portuguese  | 3.742      | <b>GL</b>     | Mariner       | 1986        | Dutch       | 2,570      | <b>DnV</b>   |
| Tom Elba                | 1980        | Portuguese  | 2.545      | <b>GL</b>     | Engineer      | 1986        | Dutch       | 2,570      | <b>DnV</b>   |



## Political Situation & Background

**LAN Initiative** tried to launch with the 10 points initiative  
a competitive edge for the three class societies

- **Heavy opposition by owners as they do not want to have competition between Class Societies, misconception by the public opinion**

## Political Situation & Background

**Accidents:** Too many incidents and accidents happened without adequate responses of Class Societies

**General feeling and public opinion :** too little Class & Owner's responsibility and awareness

- **Authorities were looking to take over control !**
- **Shipping industry was nearly loosing the self-regulation concept !**
- **Classes were close to loosing their base of existence !**

## Political Situation & Background

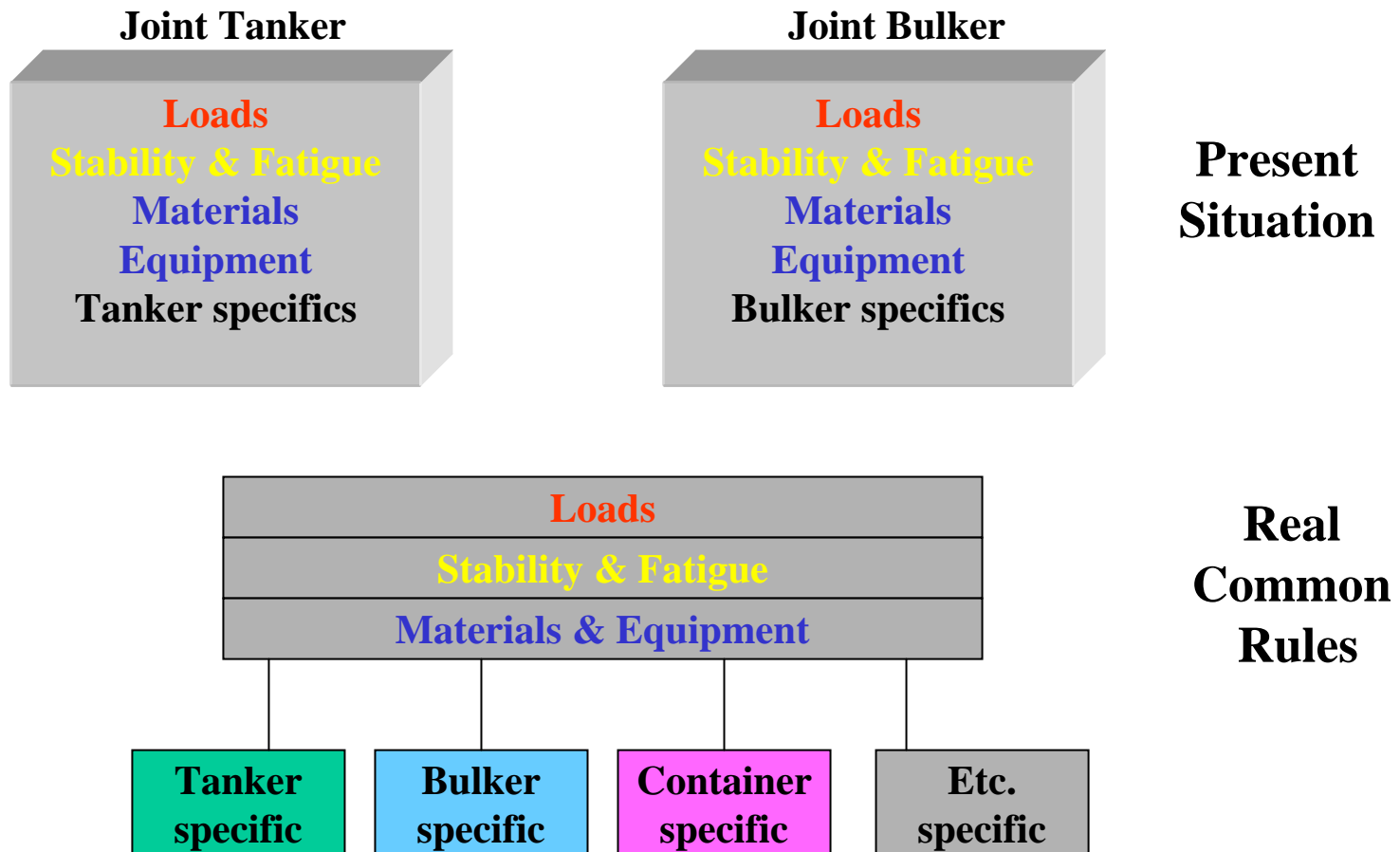
LR, ABS & DnV started with the development of the  
**Joint Tanker Rules**

The other classes like GL, NK, BV, etc. answered with the  
**Joint Bulker Rules**

→ **Problems: Time pressure, Implementation schedule changed, no Harmonisation, Industry left behind !**



# Political Situation & Background



## Political Situation & Background

Shipyards, Owners and equipment manufactures were and are very concerned about the content, use and interpretation of the new rules

→ **Under big pressure the classes started to consult the industry**

**IACS implemented an Harmonisation Panel**

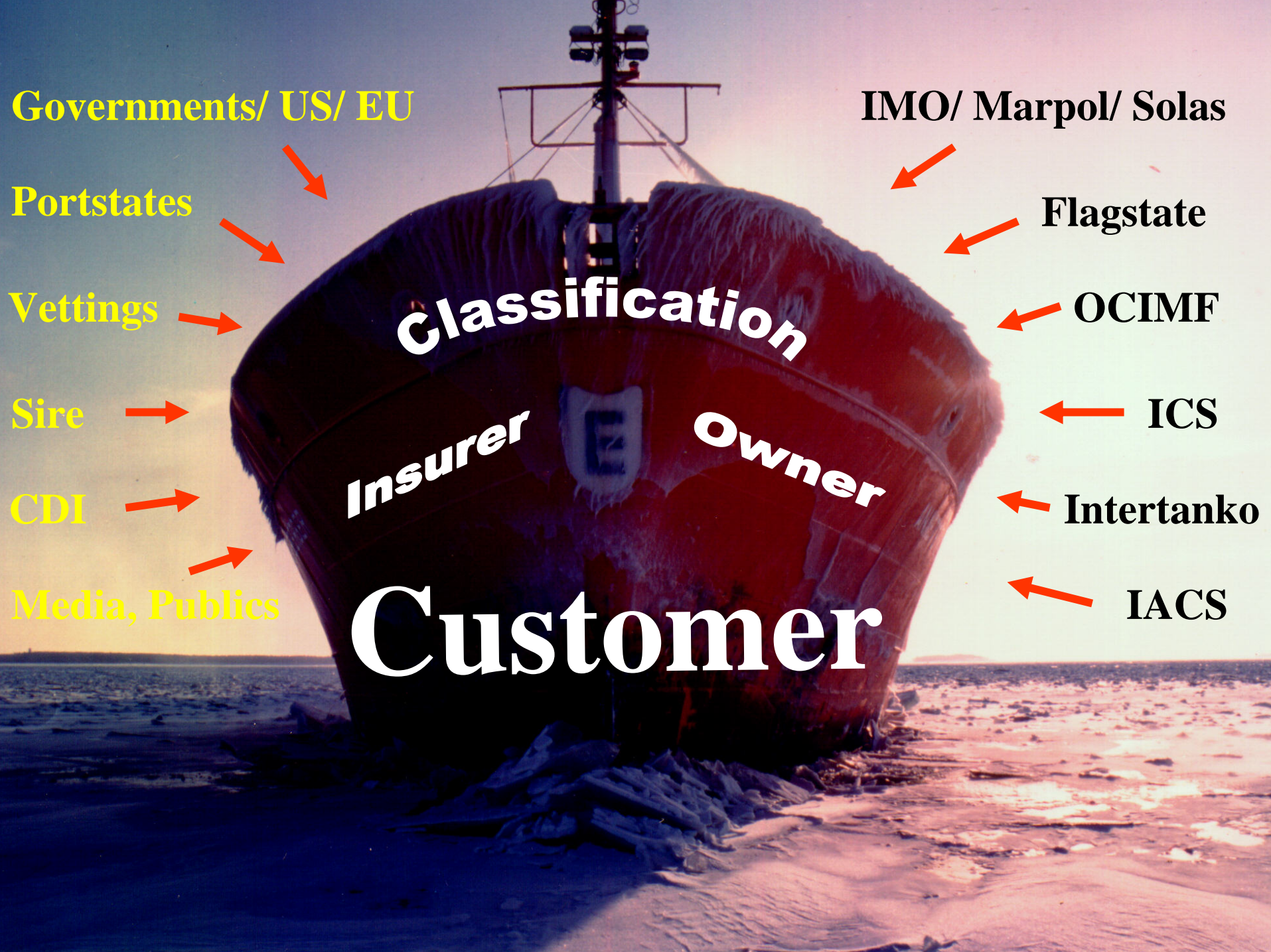
**All IACS classes agreed to adopt the new rules.**

**Implementation procedure was delayed.**

## Political Situation & Background

In addition to all this confusion following other development started in parallel

- **IMO develops Goal based Standards**
- **EU tries to get more influence at IMO in order to develop more rules and implement them faster**
- **OCIMF launched TMSA**
- **ISMA develops KPI System**



**Governments/ US/ EU**

**Portstates**

**Vettings**

**Sire**

**CDI**

**Media, Publics**

**IMO/ Marpol/ Solas**

**Flagstate**

**OCIMF**

**ICS**

**Intertanko**

**IACS**

**Classification**




**Insurer**

**Owner**

**Customer**



# Involvement of „R’s“

-  R's from Class
-  R's from Customers
-  R's from Others

Newbuilding Specification   

Financial Arrangements 

Newbuilding Supervision   

Warranty Periods 

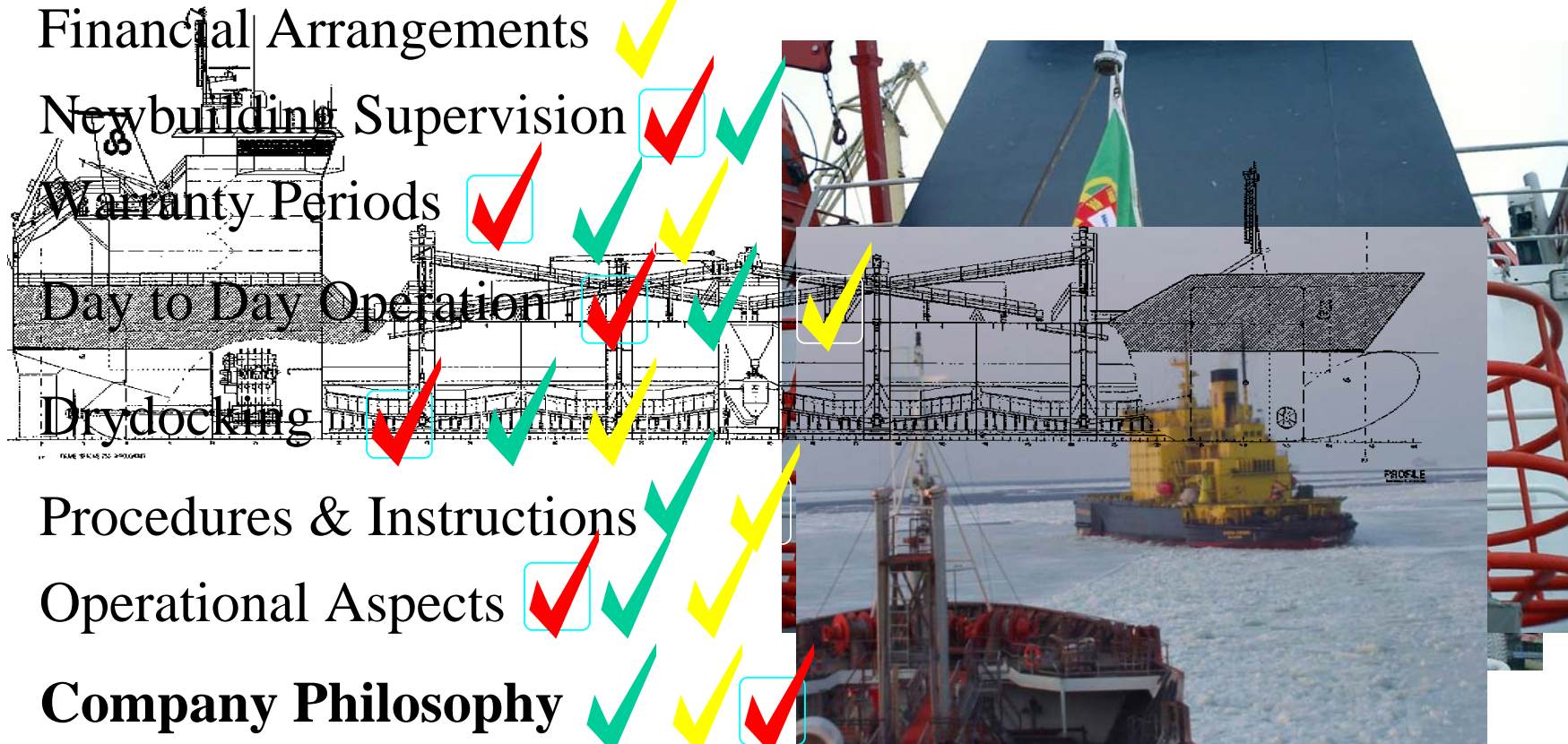
Day to Day Operation   

Drydocking   

Procedures & Instructions  

Operational Aspects   

Company Philosophy   



# What do Owners want?



**Create and stabilise; Understanding between all Parties  
as we are all in the same Boat**

## **What do Owners want?**

- **Maintain the Principle of Industry Self Regulation**
- **Clear and Harmonised Rules with Common Sections for unique areas and only dedicated special Sections**
- **Independent Class Societies with maximum Expertise**
- **Concentration on Core Activities, no Development of fancy competition tools, like some Software Modules**
- **Not more Rules but stricter and enhanced use of existing**

## **How to do it ?**

- **Establish a close Dialog with Industry Players in order to support Partners as best as possible**
- **Support same Treatment for All**
- **Support the strict control of all rules & regulations**
- **Involve yourself in the discussion about new rules**
- **Force the continuation of harmonisation between regulations and customer requirements**

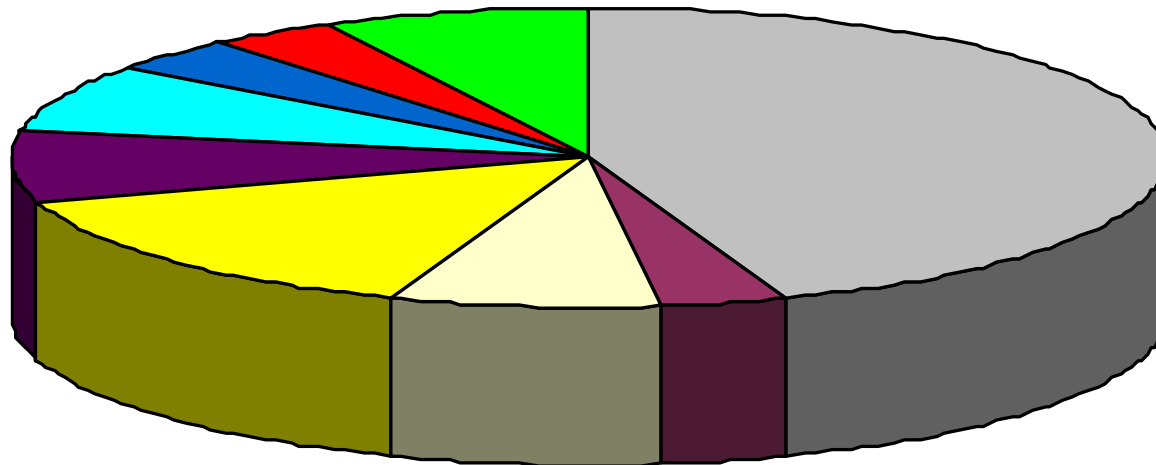
## **How to do it ? Continuation and Examples**

- **Integration of Goal Based Standards into the Common Rules**
- **Improved IACS role - Common Rules for all classes**
- **Independent classes without competition by quality**
- **Harmonisation of Vettings (Sire & CDI) with TMSA**
- **Unification of regs from Flag State, Port State and Class**
- **TRI Party Agreement between yard, class and owner**
  
- **Development of useful integrated software tools**
  
- **Force the continuation of harmonisation between regulations and customer requirements**

## **Reasons: Why to do it !**

- **Vetting supersede Class approved items like:**
  - **Storage of Gas Bottles**
  - **Ballast Water Exchange Plans (not required in coastal trade)**
- **Vetting supersede Flag State requirements like:**
  - **Number of Nationalities (EU ?)**
- **PSC asks for more than required by Flag or Class**
  - **Consistency of Documentation (cash cow ?)**
  - **Hydraulic lines on deck - Pollution risk (knowledge ?)**
- **Authorities are getting uncontrollable**
  - **Finnish Ice Class regulations (Fairway dues ?)**

# Support and Use Vetting !



- BP
- CDI
- Chevron
- Dow Chemicals
- Exxon Mobil
- Q8
- Repsol
- Shell
- SIRE
- Statoil
- Tamoil

- Vettings
- Port State
- Insurance

- Flag State
- External Audit
- ITF

- Class
- Internal Audit
- Superintendent

A large cargo ship is seen from a high-angle perspective, sailing on the ocean. The ship's deck is visible, showing several large, reddish-brown cargo holds. The sky is filled with heavy, dark clouds, with a bright light source (the sun) breaking through on the right side, creating a dramatic sunset or sunrise scene. The water is dark and choppy.

**We ask for- and support a closed Co-Operation between  
Customers, Classes and Authorities and Owners in  
order to improve the Safety and Reliability of Shipping**

**Many Thanks**