



ROYAL ASSOCIATION OF  
NETHERLANDS SHIPOWNERS

2013

Joining Forces

ANNUAL REPORT



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# Foreword



Virtually every shipping company has managed to survive 2013. This may be said to be nothing short of a miracle. At the end of five consecutive years of economic crisis, it is safe to say that nobody in the shipping industry has failed to suffer the effects. At the time of publication of this annual report, midway through 2014, signs of consistent recovery still have not materialised. Months during which cargo volumes increase are followed by months in which the market relapses into decline again. All in all, this is not a confidence-inspiring perspective. Insofar as the economy shows any sign of recovery at all, by an increase in the flow of goods, it is very slow and faltering. Moreover, freight rates will remain alarmingly low as long as the industry's over-capacity is not absorbed. We will, therefore, have to bide our time until truly better days arrive.

Nevertheless, in spite of all this adversity, morale is amazing. The industry's attitude, too, may be called miraculous. I am enormously impressed by shipowners' flexibility. By their attempts to look on the bright side when the tide is against them. By how keen they are to grab new opportunities in new markets and in new technologies.

It is precisely this entrepreneurial spirit that has propelled the Netherlands to the world's top in cargo and passenger shipping, in the feeder market and in dredging. And it is this drive, too, that will allow us to reach the top in the offshore industry. That is to say, if we are given half a chance to.

Massive investments are being made in wind turbines out at sea. As a result, the offshore industry has become a growth market in otherwise gloomy times. For that reason we simply cannot afford not to try making this growth market –and its accompanying employment opportunities!– firmly our own. Unfortunately, however, the government seems to be incapable of flexibility as far as this matter goes. The type of specialist vessels needed in the offshore industry does not fit the existing bureaucratic mould. A paper discrepancy which results in endlessly long and expensive certification processes. Shipowners in offshore could easily flag out to Germany or Norway, whose special 'national codes' have prepared those countries for new developments ahead.

I would like to remind you of the time-honoured words 'Nederland, let op uw saeck (watch over your interests) and not just with reference to this matter. The shipping industry is an over-regulated one, with new regulations appearing continuously. None of the old ones are ever scrapped, however. This growing mountain of regulations has to be controlled, I agree. But it would be helpful if the shipping inspectorate was allowed to work in a uniform context. It is not only the regulations that need to be internationally uniform, the manner of enforcement, too, needs to be internationally agreed upon. That is the only way a level playing field will remain available to Dutch shipowners and the flag of the Netherlands.

It amazes me that the Dutch government is actually in the vanguard when it comes to imposing regulations that the market has no solutions for as yet. The new sulphur

requirement will come into force in 2015, but as yet there is no scrubber technology that will allow smaller ships to meet said requirement. So what happens? From 1 January short sea shipowners will be using gasoline and thus they will lose their competitive edge over road transport. And will increased traffic congestion and more emissions caused by extra lorries make anyone happy? Environmental requirements are all well and good, but regulators will have to consider whether and how said new requirements may be practically applied.

Imminent regulations regarding ballast water, as well, are still subject to many a debate on the standards for approval of the necessary equipment and ways of enforcing compliance. If and when the shipping inspectorate is out of line with the rest of Europe and applies different or more stringent standards of inspection, obviously shipping will start to avoid ports in the Netherlands, simply because life elsewhere –for instance in Antwerp– is made easier for them.

No other industry is as fickle as the shipping industry. Shipowners have the option of picking and choosing their ports of call and of basing their companies in the most convenient countries. For that reason a sound business climate and a level playing field are crucially important. I refer to a business climate whose fiscal regime takes into account fiscal facilities applicable elsewhere and to a playing field whose environmental requirements, regulations and inspectorate standards have are in alignment with European or, better still, worldwide ones.

Both of these –the business climate and the level playing field– are also being disrupted by parliament's stance on armed private security personnel. The military option is not always available and is not a feasible one for each and every ship. And the government has admitted as much. But, parliament is still vacillating and therefore the option of taking care of their own business, properly and legally, is being denied to shipowners. As long as the Netherlands continue to maintain its singular position within the international community, shipowners are left with only two options for providing protection against pirates for his crew. They either break the law or flag out to a register that is both more pragmatic and more responsible.

Despite the crisis, the shipping industry continues to provide the cadetship and employment guarantee. And it is notably effective. In 2013 three hundred students graduated and enrolment for the 2013-2014 academic year was considerable. However it is becoming harder and harder to maintain the guarantee. The cadetship guarantee in particular will demand some bold decisions from both the industry and the government in the near future.



**Tineke Netelenbos**  
president of the Royal Association of Netherlands Shipowners



# The Business Climate

The KVNRR welcomes the Minister for Infrastructure and the Environment, Ms Schultz van Haegen, to their autumn general meeting on 13 November 2013. Her presentation there is heartening to shipowners and she makes a strong speech on her ambitions regarding shipping policies. During the meeting, the KVNRR asks her understanding for the specific issues and challenges pertaining to the shipping industry. One issue in particular is the subject of in-depth discussion: the introduction of additional Dutch regulations, over and above international regulations. This is considered to be highly undesirable because it would affect the competitive position of the shipping industry in the Netherlands, leading to either flagging out or not flagging in in the first place.

Several weeks later, the Minister pays a visit to the maritime organisations, including the KVNRR, housed in the Willemswerf office building in Rotterdam. Discussions there revolve around the integral maritime policy that is due to be developed in 2014. The Netherlands want to be –and to continue to be– a seafaring nation. An industry that is the most footloose one amongst all the other industrial sectors requires special attention as well as close cooperation between the corporate world and the government.



## Fresh Momentum for the Shipping Industry

The Minister for Infrastructure and the Environment, Melanie Schultz van Haegen, together with Dutch shipowners, intends to generate fresh momentum for the new shipping policy. Said pledge is made during her visit to the KVNRR Annual General Meeting of 13 November 2013. “I would like to enter a dialogue with all of you to determine our various roles and methods of operation. The main thing I would like to get across is that this matter has my full commitment. An ambitious Dutch shipping industry is indispensable to the Netherlands.”



# Developments in Fleet and Markets

## Shipping Markets

The general outlook on the situation in the markets for 2013 is that there are no prospects of any improvement. 2013, therefore, is the fifth consecutive year of the crisis in the shipping industry, which is one of unparalleled severity. Given the lack of economic recovery, supply of ships outstripping demand and very high fuel costs, improved profits have failed to materialise for the majority of shipowners. Positive exceptions, however, have occurred in some of the shipping markets, including those for LNG, cruising and offshore.

## Worldwide

Volumes in general cargo are increasing over 2013, but rates fail to recover sufficiently, mainly due to the general over-capacity. Dry bulk shipping shows a recovery for capesize vessels (up to 172,000 DWT). This type of vessels accounts for 25% of dry bulk shipping worldwide. From the summer of 2013, the Baltic Dry Index (BDI) shows signs of revival, but so far no steady growth has become apparent. The index in question lists the cost of shipping raw materials like coal, iron ore, grain and construction materials by bulk carrier and is seen as the main indicator of developments within the world economy. Over the first few months of 2014, the BDI shows a significant decrease, which would indicate that any recovery shown in 2013 is being cancelled out again by current feeble economic developments.

Container shipping still shows considerable over-capacity worldwide. More Ultra Large Container Ships (ULCS), of more than 18,000 TEU become operational in 2013. New vessels in the categories of up to 14,000 TEU and 18,000 TEU become operational as well. On the one hand said vessels offer their owners the benefits of their size and, therefore, lower operating expenses, on the other hand the significant increase in capacity puts additional pressure on rates.



Reefer shipping shows a more stable market view. In the case of reefer ships larger harvests equate more cargo. Fortunately this applies to 2013. Volumes have returned to their usual levels. Vessels have actually been withdrawn from the market, either because they have been scrapped or because they have been sold on and put to a different use. Also, container vessels lessen the stiff competition for rates. Shipping in cold storage containers once again takes place at rates that are in line with the market.

Gas transport shows improved results compared to 2012. Higher profits were achieved due to increased volumes and alert response to demand. Clients' specific demands were met by the use of new vessels, particularly in the smaller categories.

#### Europe and the Fleet of the Netherlands

The fleet of the Netherlands' main presence is in coastal shipping: a lot of smaller type vessels up to 15,000 tons. The shipowners concerned operate in and around European waters (short sea shipping) and are strongly dependent on economic developments within Europe. The Eurozone's economy increases by a measly half of a percent in 2013; that of the economy of the European Union as a whole, fares marginally better with a one percent increase. Shipowners in this segment of the market are footing the bill for increased fuel costs and higher port dues while at the same time being faced with lower rates and reduced volumes of cargo. Those shipowners who have the financial resources to invest in new vessels are provided with a considerable lead in competition due to the savings made in fuel consumption of said new vessels. Also, the new vessels' emissions to air are considerably reduced.

2013 showed a slight economic recovery for ferries in Europe and particularly in the United Kingdom, resulting in increased volumes of both cargo and passenger shipping compared to 2012. However, as a consequence of over-capacity in the market, profit margins continue to be under pressure.



heavy lift



64%

jack up



23%

The share of the Netherlands within the European fleet of work boats in 2013, per category

Cable layers



23%

Bron: Global evaluation of offshore wind shipping opportunities, BTM consult

Shipowners in the Netherlands are expert at making the most of opportunities offered by the growth in certain market segments; offshore in particular shows a significant growth of the fleet. Recent studies have indicated that the Netherlands, after the United Kingdom and Denmark, occupies a third place for the number of ships operational in the offshore wind segment.

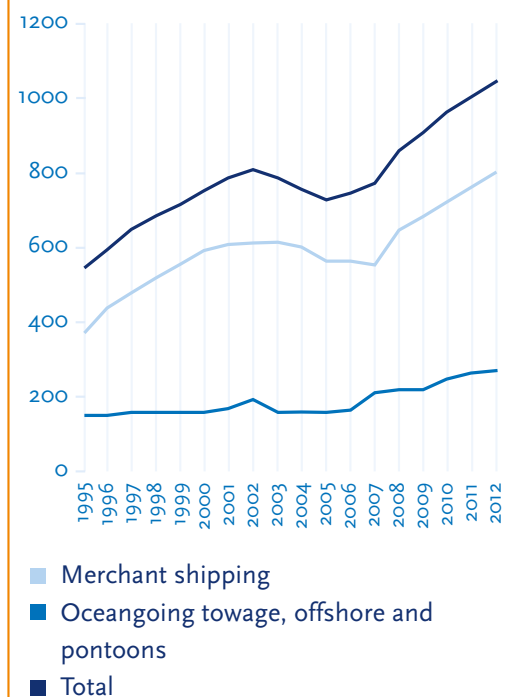
### Size of the Dutch Fleet

Around 640 companies are operational in the shipping industry of the Netherlands. They run in 2013 a total of 1,047 vessels under the flag of the Netherlands and a little under 900 under other flags. The Dutch fleet is strongly represented in short sea shipping, shipping between European ports and/or adjacent nations like Russia and those in Northern Africa. Said shipping amounts to 40% of the total of goods transport between EU member states. Dutch shipowners are actually world leaders in some markets (heavy lift, reefer shipping)

### The Increased Importance of Work Boats

In the offshore industry (oil, gas and wind power) the Dutch play a considerable part as well. The proportion of work boats within the fleet of the Netherlands, carrying out activities on behalf of the offshore industry (oil, gas and wind power), is on the increase. Worldwide around 865 vessels are active on behalf of wind farms at sea. The Netherlands, with 126 ships, are in third place following the United Kingdom (245 ships) and Denmark (132 ships).

### Fleet under the flag of the Netherlands



Source: Vlootboek Databestand 2012, Ministry of Infrastructure and the Environment

interview **Brigit Gijsbers, director of Maritime Affairs of the Ministry of Infrastructure and the Environment:**

## “This Is Such a Unique and Energetic Industry!”



Mr. Brigit Gijsbers has a serious understanding of international cargo transport. For many years, during her time with the Ministry of Finance, she worked at the customs office in the port of Rotterdam. On behalf of the (then) Ministry of Transport, Public Works and Water Management she held a variety of different posts in rail transport. And yet, her transfer to ‘water’ (she has been director of Maritime Affairs for almost a year) was a revelation to her. Because: “This is such a unique and energetic industry! The amount of entrepreneurship. The degree of solidarity – even among shipowners that might equally consider themselves rivals.” She has been touched by it, the dynamism and solidarity. “This goes for Minister Schulz as well, you know. She, too, is enthusiastic about the entrepreneurial drive she encounters throughout the shipping industry.”

Gijsbers is clearly very pleased with merchant shipping. She also has “concerns” however: the disappointing performances in regards to port state inspections within the Paris MoU. “We continue to go down in the ranking. That does not look good; particularly considering the importance to our economy of the shipping industry. And even more especially in view of the ambition to play a leading role internationally. The question, therefore, is: why are our ships’ results so disappointing?”

The Human Environment and Transport Inspectorate (ILT) previously carried out an investigation into the real significance of the figures for 2012. There will be a repeat of this investigation for 2013. “The Inspectorate is to analyse all detentions that took place over 2013. If it should become apparent that they all concern individual shipowners at odds with regulations, then what causes that? No, the crisis alone cannot be blamed for this. Other nations apart from just the Netherlands are affected by that. Whatever the problem turns out to be we must make it visible and find a resolution. The Netherlands has to reoccupy the high position in the ranking that goes with our status and ambitions.”

One of her other concerns is the pressure of regulations that affect short sea shipping in particular. If it were up to Gijsbers, administrative burdens within European ports would be fewer than they are now. But, no: “This will not happen overnight.” Not even with the European Commission looking at this problem? Gijsbers, smiling gently: “Dutch customs have four hundred years’ worth of experience with the processes of international

maritime trade. They are accustomed to thinking along the lines of economic interests and know by experience that merchant shipping is trustworthy. Let me put it this way: customs in some of the other, more southerly, regions of the Union will need a little more time to arrive at that conclusion.”

Gijsbers hopes that Minister Schultz’s new, integral maritime strategy will be submitted to the Second Chamber of Parliament in September 2014. “It is going to be a combined plan for sea ports, the shipping industry and inland shipping. What is the connection between these three elements? What are their common goals, fears and dreams? What can the government do to strengthen their bond?” No, no, she says. We will not randomly sweep them all into one big pile. “The new strategy will have a foundation of connective elements but will result in separate plans of action for each sector, which will be drawn up together with that sector’s stakeholders. Therefore, the shipowners association will also be included.”

The integral part is vital, Gijsbers says. “For a start, the Minister wants to eliminate political debate about minutiae.” But, even more importantly: “She wants to prioritise. Not everything will be possible anymore. And the government’s resources will become more and more limited. That is the harsh reality.” At the ministry, Maritime Affairs has to eliminate another twelve FTEs. Even more expertise lost.

But, according to Gijsbers, it is not all bad. “Because of this development, the influence of the individual sectors on policies –the Ministry’s, the International Maritime Organisation’s (IMO) or the European Union’s (EU)– will be increased. For instance, we no longer have any naval engineers within our department. Should they be needed for any IMO meeting, we will be taking along experts from the field. That, I would look upon as a positive side effect of government economies.”

“The days of fat policy papers and their equally fat budgets are forever past.” But we shouldn’t make out everything to be gloom and doom. “The current government has opted for the system of Top Sectors, Water being one of those. Why doesn’t merchant shipping make more of this? The shipbuilding industry certainly has. But the shipping industry? Seriously? I see ample opportunity for innovative shipowners in particular. There is a lot of money ready to be shared out. I’d say, go for it.”



# Shipping Politics

## 1.2

### State Aid Guidelines

The completion of the internet consultation on the review of the European Maritime Transport State Aid guidelines, in the spring of 2012, was followed by a long period of silence.

In October 2013, Mr Almunia, the European Competition Commissioner, decided to prolong the State Aid Guidelines without making any changes. Said guidelines have resulted in clear positive effects and their application has caused few practical problems. However, the guidelines are in need of clarification on a number of points, according to the KVNR and the European Community Shipowners' Associations (ECSA). Discussions with the European Commission (EC) on this matter are still ongoing. The KVNR participated in a small ECSA delegation that is involved in talks with EC officials on subjects in need of EC decision-making, including the position of time charter ships, the sale of goods on board ferries and cruise vessels, work boats and bareboat-out. It is expected that said decisions will be made in 2014; they will be vitally important for shipowners concerned with these matters throughout Europe.

### European Commission Evaluation of the Tonnage Tax Regime in the Netherlands

As well as reviewing State Aid Guidelines, the EC regularly carries out evaluations of aid measures. As a result, in 2013, both the Belgian and Dutch tonnage tax regimes were subject of such an evaluation. The KVNR has been involved in this process. The EC will complete the evaluation in the summer of 2014.

### Shipping Policy and the Competitive Position of Shipowners in the Netherlands

In 2013, the KVNR and a number of shipowners are closely involved in the evaluation of the 2008-2013 national shipping policy. Said evaluation shows that virtually all action points resulting from the policy in questions have been followed through. The KVNR is perturbed by the consequences of government economies regarding the civil service, which have been going on for years now. The erosion of capacity and the consequent loss of knowledge and expertise have narrowed the basis of a successful shipping policy considerably and have made it very vulnerable. Nor can



### Karin Orsel Elected ICS Vice Chairman

In 2013, KVN board member Karin Orsel is elected as one of the four vice chairmen of the International Chamber of Shipping (ICS). Ms Orsel is CEO of the MF Shipping Group and is also active as chair of the KVN Shipping Policy, Economic and Legal Affairs committee. In 2009, the Federation of Businesswomen elected her 'Female Entrepreneur of 2009'.



the Netherlands be said to be in a leading position within Europe any longer; the necessary ambition and drive are lacking. Minister Schultz van Haegen's promise, made during the KVN's autumn General Meeting, therefore, could not have come at a better time. The KVN is eager to work with the government in 2014, to generate renewed drive and momentum for the shipping policy. The policy's final evaluation will be submitted to the Second Chamber of Parliament in 2014. In order to maintain their competitive position, sound international representation of Dutch shipowners and their ships is vitally important. The shipping industry is the most heavily regulated industry in the world. Therefore, the industry can only benefit by careful implementation of regulations and legislation as well as harmonisation of policy, implementation and enforcement. One specific accomplishment in 2013 is the completion of a benchmark study on the quality and standards of the Dutch register, commissioned by the Ministry of Infrastructure and the Environment. Its results have given the KVN grounds to urge improvements in the standards of services rendered.

Within the chain of policy, implementation and enforcement, responsibilities are not clearly defined. As a result the efficacy of government policy and that of the Dutch shipowners' competitive position are being impaired. Because of this and other concerns regarding the business climate, the KVN and the other maritime sectors, united with the Dutch Maritime Network (NML), have written an urgent letter of appeal to the Minister of Infrastructure and the Environment. The letter pleaded for the preservation and expansion of economic dynamics within the maritime cluster.

#### **Implementation Legislation Rotterdam Rules**

In August 2013, Minister Opstelten of Security and Justice announces his ministry is to start drafting legislation necessary for the implementation of the Rotterdam Rules. This new convention concerning maritime transport legislation was adopted by the United Nations General Assembly on 11 December 2008 and is an extended and modernised version of existing international legislation governing maritime transport. The intention is that in due course the convention in question will replace the The Hague-Visby Rules and the Hamburg Rules. The result will be uniform regulations for maritime transport. The convention contains major changes, compared to current conventions, relating to the aboli-

tion of liability exemptions where fire and navigational errors are concerned as well as the application of an extended period of duty of care in regards to seaworthiness.

In addition, the convention opens up the possibilities of digitised transport documents. The Dutch Maritime and Transport Law Association (MLA/NVZV) has created a Rotterdam Rules Committee to evaluate the substance of the draft bill, in which the KVNRR is a participant. The KVNRR has created a temporary working group to determine their stance.

### **Ships' Nationality Act**

At the end of 2011 the Ministry of Infrastructure and the Environment submitted a bill to the Second Chamber of Parliament containing new regulations regarding the attainment and loss of vessels' nationality. In June 2013, Minister Schultz van Haegen answers a great many parliamentary questions on this subject in the Second Chamber of Parliament. Based on the answers provided, the KVNRR and the Dredging and Offshore Industry Association draw up a joint position paper for the benefit of all political parties. Said position paper reaches the conclusion that both associations are in favour of the bill, partly because it allows for the option of bareboat-out. However, the bill will need to be clarified on the subject of the procedure of revocation of nationality and the specific reasons for said revocation. Also, the system for revocation of nationality should not be a dogmatic one.

In the second half of 2013, Nautilus International expresses their concerns on the labour law aspects of bareboat-out contracts to the Second Chamber of Parliament. The KVNRR, the Dredging and Offshore Industry Association, the Ministry of Infrastructure and the Environment and Nautilus International are currently involved in consultations to remove any existing misgivings. It is expected that a bill, containing amendments regarding this issue will be submitted to the Second Chamber in 2014.

### **Pilotage Service**

The debate on the review of compulsory pilotage is not going smoothly. In the view of the KVNRR, increasing flexibility means a relaxation of compulsory pilotage requirements, in line with ships' technological developments while –of course– maintaining the current levels of safety and security. The Pilotage Service and the harbour masters, however, are



### **Leendert Muller The New President Of The International Salvage Union**

On 24 October 2013, during the International Salvage Union (ISU) Annual General Meeting, KVNRR board member Leendert Muller, director of the Multraship (Terneuzen) towage and salvage company, was elected as president of the ISU. He replaces the Greek Mr Andreas Tsaviris. Mr Muller has served on the KVNRR board since 2008 and since 2011 he has been vice chairman of the international salvage industry's employers' organisation. The new ISU president also serves on the board of the European Tugowners Association (ETA).



aiming for regionalisation with the abolishment of all current exemptions and dispensations. In November 2013, the Ministry of Infrastructure and the Environment publishes the first draft of an integral proposal for Compulsory Pilotage New Style (LNS). Said draft will be developed over the course of 2014.

The European Commission intends to liberalise port services, including pilotage, and in 2013 commissions a study into the options. KVNR members participate in a study on the expenses incurred for pilotage. The KVNR also contributes to the public consultation on pilot exemption certificates (PEC's) within Europe.

In addition the KVNR responds to the various legal amendments necessary to the introduction of the new national structure of pilotage rates from 1 January 2014. The completed rates arrangement is largely in line with the agreements made by the market parties. However, a number of newly proposed rates are not. A separate rate for so-called remote pilotage services should continue to be applicable, according to the KVNR, since that rate may be reduced considerable given the higher degree of efficiency involved. Another issue is the new arrangement's lack of transparency for smaller types of ships. For that reason the KVNR advocates a review of these elements of the arrangement.

In June 2013, the KVNR and other market parties win their appeal against the 2011 ruling on pilotage rates made by the Netherlands Competition Authority (NMA) – now known as the Netherlands Authority for Consumers and Markets (ACM). The ruling in question allowed provisions in pilotage rates for € 4 million in retroactive compensation for 2009 and 2010. The Trade and Industry Appeals Tribunal (CBB) reversed the NMA's ruling. It is not clear as yet whether the money will be returned to the market parties, and – if so – when.

In June, the Ministry of Infrastructure and the Environment presents the preliminary results of the evaluation of legislation regarding the monitoring of registered pilots (Wet markttoezicht registerloodsen). The KVNR notes that said legislation contains no incentive to limiting rates. Also, the KVNR feels that the Minister should be authorised to determine pilotage rates in exceptional circumstances, like serious economic upheaval. The evaluation's results will be submitted to the Second Chamber in 2014.





## Sustainability

The KVNR and its members make every effort to continue to improve the shipping industry's environmental performance. Said efforts are based on a balanced and reasonable consideration of the cost-benefit ratio of environmental measures. Moreover, environmental regulations should take into account shipowners' competitive position in the broadest sense, including a comparison to other transport modalities like road transport. In the view of the KVNR, the International Maritime Organization (IMO) should be the body that determines environmental regulation. The challenge lies in achieving environmentally responsible shipping while at the same time keeping the industry strong and sound. Funding environmental investments continues to be difficult. Banks are reluctant to provide fresh capital due to the lasting malaise in the cargo markets and many shipowners' seriously deteriorated financial position. Existing tools, like government guarantees have proven to be ineffective.





# Emission Cuts and Innovation

## 2.1

### Emission Cuts

The International Maritime Organization (IMO) has been working on regulations governing the reduction of ships' emissions for the last ten years. The results have included prescribed emission levels for nitrogen (NO<sub>x</sub>) and sulphur (SO<sub>x</sub>). Consequently ships have become a lot cleaner. In the years to come IMO will continue working on new regulations to further reduce pollution by ships' emissions. Carbon emissions (CO<sub>2</sub>) in particular are pivotal.

### Sulphur

Once again in 2013, the sulphur dossier has been the subject of many a debate. The introduction of the 0.1% sulphur limit from 1 January 2015 in the Baltic Sea, the North Sea and the English Channel will lead to a considerable increase in fuel prices for maritime transport. This might potentially result in a modal shift from maritime transport to road transport. The KVNR continues to urge the authorities to take additional measures, including guarantee schemes, to provide as much support as possible for shipowners in the transition to the new situation. Unfortunately not a lot of headway is being made; neither at national level nor at European level.

Following the promotion of a 'toolbox' to support shipowners, the European Commission establishes the European Sustainable Shipping Forum. Said forum consists of a steering committee as well as a number of working groups. Besides the KVNR, a number of shipowners are participants in the working groups. The expectations regarding this forum, however, should be realistic: there is not a lot of financial leeway for new arrangements in Brussels. The same applies to national governments, barring exceptions like Finland. Mainly, the forum will be a platform for the exchange of best practices. Proposals to the European Commission will be presented in June 2014.

### Carbon

In 2013, the European Commission proposes that it be made mandatory for all shipping travelling to, from and in between EU ports to keep records of all fuel consumption, distance travelled and amount of cargo carried. The proposed Monitoring, Reporting and Verification



### Seventeen Practical Instances of Environmental Innovation

On 16 January 2013 the Royal Association of Netherlands Shipowners (KVNR) presents its new environmental brochure 'Green and Powerful Shipping' to Siebe Riedstra, secretary-general of the Ministry of Infrastructure and the Environment. Besides objectives regarding the reduction of carbon emissions in the shipping industry, it contains seventeen practical instances of how Dutch shipowners are planning to reduce their vessels' environmental impact.



(MRV) system anticipates international negotiations in IMO. It is intended to pressure IMO to step up the process of drawing up regulations for a worldwide MRV system.

The EU legislation in question is to apply to all ships over 5,000 GT calling at any European port from 2018. Coastal shipping in particular will find the additional administrative burden onerous. As soon as any MRV system has become operational, it may be followed by a system containing mandatory requirements for ships increased efficiency in terms of fuel consumption. A third and final step would be the introduction of market based measures, fuel levies or an emission trading scheme.

#### **Energy Efficiency Design Index**

The amendments to the Energy Efficiency Design Index (EEDI) calculations for general cargo vessels, proposed by the Netherlands, have been adopted during the 65th IMO Marine Environmental Protection Committee (MEPC 65). The amendments allow small general cargo vessels with specific operational requirements like high service speeds, individual cranes and classifications, to comply with the new EEDI requirements.

The KVNRR noted that the EEDI system, developed by IMO, was not altogether appropriate for small cargo ships in terms of application. Given that these ships have very individual operational profiles, the generic application of the new EEDI requirements proved impracticable. It also proved to be not politically feasible to exclude the entire category of ships from the EEDI. The KVNRR took the initiative and, in close collaboration with the Netherlands Shipbuilding Association and the government, a study into the problem was carried out in order to find answers. The resultant solutions have now been adopted by the MEPC.

The Energy Efficiency Design Index may be compared to energy labels for cars. The adoption of the EEDI has put into place mandatory



#### **Launch of the European Sustainable Shipping Forum**

In order to provide the best possible support for shipowners in dealing with the consequences of the 0.1% sulphur limit from 2015, the European Commission has launched the European Sustainable Shipping Forum (ESSF). The KVNRR has made a successful application for membership of the ESSF steering committee. Mr Albert Engelsman, KVNRR vice president and director of Wagenborg Shipping and Wagenborg Towage has been appointed representative for short sea shipping.



requirements regarding carbon emissions for newbuildings; it also displays newbuildings' fuel efficiency. Furthermore, over the years the design index will become more and more stringent.

### NOx

During the IMO environmental committee meeting (MEPC 65) in May 2013, NOx Tier 3 legislation was postponed for five years, until 2021, following a proposal from Russia. The final decision was made during the 66th meeting in April 2014. During said meeting the proposal was amended. For the NOx Emission Control Areas (NECAs) that have already been designated the introduction date of 2016 stands. For future NECAs that have not yet been designated it has been agreed that applying nations are to choose when, following amendments, the Tier 3 NOx requirements for the area in question will become effective. This is a satisfactory result for the Netherlands.

The countries surrounding the North Sea have been discussing a potential IMO proposal for a NECA in the North Sea since 2011. Ships built after 2016 must meet NOx Tier 3 requirements. The KVNR urges that a balanced and reasonable consideration of the cost-benefit ratio take place. So far, none of the studies that have been carried out for the designation of a NECA in the North Sea have lived up to that standard.

### No Ship Recycling Fund

At the end of 2013, the European Council and Parliament adopt a new EU directive regarding ship recycling. Following an intensive lobbying campaign by interested parties, including the KVNR, the ship recycling fund proposal is rejected by the European Parliament by a very narrow margin, and therefore deleted from the directive. The KVNR had significant misgivings about the financing of the proposed European fund in particular. A levy for each call in each and every European port, which was to have fed the fund, is detrimental to short sea shipping with its high proportion of Dutch shipowners. Ships in this category make very frequent calls at European ports so higher port dues would have immediate and significant financial repercussions for this group.



### Heerema the Winner of the 2013 KVNR Shipping Award

Heerema Marine Contractors is the winner of the 2013 KVNR Shipping Award with their 'Aegir'. This vessel, a Deepwater Construction Vessel (DCV), is capable of switching between applications with the precision of a Swiss army knife: from various pipe-laying methods to heavy lift to construction. Her maximum working depth is 3,500 metres. On behalf of Heerema, Jan Pieter Klaver is presented with the award during the Maritime Awards Gala in the Broodfabriek in Rijswijk on 31 October 2013 in the presence of 900 maritime professionals.



The new EU directive applies to any and all ships registered under the flag of any one of the European Union member states and it contains general requirements to be met by shipowners. For instance, ships may only be dismantled at ship recycling yards that have been accredited by the EU. Moreover, the requirements of the directive include a variety of inspections and certificates as well as keeping an inventory of any and all hazardous materials. The hazardous material inventory requirement also applies to vessels under any non-European flag calling at any European port or anchorage. The KVNRR continues to urge that the worldwide Hong Kong convention, regulating ship recycling, become effective as soon as possible.

#### **National Code for Work Boats Wanted**

The offshore wind industry is a growing one. Currently, many new wind turbines are being constructed at sea and these will need to be maintained over the next decades. These specific activities require the deployment of specific ships. In practice, the various flag states apply different classifications to these ships. IMO, therefore, is developing guidelines on this matter. Also, IMO is developing new guidelines on carrying more than twelve passengers in the capacity of industrial personnel on vessels on international passages. All these developments are welcomed by the KVNRR.

As and when any work boat, carrying more than 12 maintenance engineers, travels within European waters, a European guideline containing safety regulations for passenger vessels applies. Said guideline only differentiates between two categories: crew and passengers. Therefore, maintenance engineers travelling to and from offshore wind farms are per definition classed as passengers and the work boat that carries more than twelve maintenance engineers is automatically classed as a passenger vessel. This is considered restrictive within the maritime industry, since passenger vessels have to meet strict requirements regarding construction and equipment to ensure the safety of untrained passengers. Maintenance engineers, on the other hand, usually have received proper security training. Germany has availed itself of the options within the European guideline that allow the issue of extraordinary measures in specific

circumstances. It has drawn up a new national code for work boats and submitted this to the European Commission. The German code only applies to domestic passages and is advantageous for vessels in German waters because of its different requirements that are less strict than those of the EU guideline. In the KVNR's opinion the Dutch government should draw up their own national code soon.

### **Innovation**

#### **Allowance for Top Sector Consortia for Knowledge and Innovation**

On 11 February 2013, the Top Sector Water receives a written promise from Economic Affairs Minister Kamp regarding the allowance for Top Sector Consortia for Knowledge and Innovation (TKI). In the next few years the water sector in the Netherlands will make joint investments in knowledge and innovation. This amounts to € 29 million in private investments in joint public-private ventures and another € 17.2 million in 'business to business' research, amounting to a grand total of € 46 million in investments. For each euro privately invested in research, the government will contribute a fourth in public money. This 25% allowance, a total of € 11.6 million is to be divided among three different fields of technology. In 2013, Delta technology will receive € 0.62 million, Water technology € 3.8 million and Maritime Technology € 2.9 million. There are 49 maritime projects altogether. 24 of those are in Delta technology and another 24 in Water technology, all of which have been submitted by the relevant TKIs.

### **Maritime Technology**

Top Sector Water's three sub-sectors are all very distinct in identity and as well as their processes of application. The TKI's innovation programmes have been divided into a number of different themes. Bas Buchner is chairman of the TKI Maritime which is to set up 50 maritime Joint Industry Projects. The concrete joint ventures of companies and know-how facilities are themed as follows: 'Mining at Sea' (extraction of raw materials and power at sea), 'Clean Ships', 'Smart and Safe Shipping' and 'Smart Ports' (the interaction between ship, port and waterway)



## “Moving Forward Together”



Marin's founding fathers were shipowners who, in a time of economic depression, joined forces in establishing a collective research facility. This was their way of finding out how they could improve their ships. “Isn't it time to go back to the guts and drive of those days?”

Marin director dr. ir. Bas Buchner is a firm believer in innovating together in order to move forward together. Even in times of crisis. He is hesitant in saying this. “Because, who am I to preach to shipowners whose vessels' mortgages are all but sunk?” But, he still feels it has to be said, because either we go ‘green’ (or go ‘blue’ as he calls it) together or we go down together. “The most modern lorries have already become cleaner. Trains are becoming more popular for long distance goods transport. Where does that leave our industry's future?”

Marin in Wageningen is an independent service provider, specialising in the development and transference of hydrodynamic and nautical know-how on behalf of the maritime sector. “Therefore we're both independent and supportive”, Bucher states. “This is why we were set up by Dutch shipowners in 1932. Ever since then we have been assisting maritime entrepreneurs in the improvement of their concepts. In making shipping cleaner, safer and smarter.”

Obviously, it is no coincidence that Buchner and his expertise and independent position have become active in the Top Sector Water. He is chairman of the Innovation Council of the Dutch Maritime Network and was a contributing author of the Maritime Innovation Contract with its distinctive motto: ‘Safe, Sustainable and Prosperous’.

Buchner: “Please note: prosperous. Our innovations are intended to lead to economic improvements that will make money for maritime entrepreneurs”.

You would think that the motto was convincing enough. “And yet, it has become clear that those who have joined in are mainly shipbuild-

ders and maritime suppliers; not so many shipowners unfortunately. It was a deliberate decision to try and rename one of our innovation themes. Instead of 'Smart Ships' it became 'Smart and Safe Shipping'. Because it is not just about the ship. In the operational sphere in particular there is still so much to be gained."

Buchner hopes that more shipowners will join in the Joint Industry Projects (JIPs) that are being set up. Not that there are huge pots of money up for grabs. After all the Top Sector policy is one of economy, and the government should have been more open about that. The lion's share of the projects is financed by the participants themselves. There are some incentives for small and medium-sized companies. Carrying out a feasibility study will get you € 50,000. However, following that you will still have to prove yourself."

For that reason it is important to think together about shared problems. "We all struggle with the same regulations. We appeal to politicians: 'Please be gentle with us. Don't do this to us right now.' What if they were to listen? It would result in lorries becoming cleaner, rail transport more efficient and us pricing ourselves right out of the market."

The strategy he envisions may be called "less defensive". It comes down to the fact that regulations should be used as an incentive for innovation, to moving forward together. To saying, all right government, I am abiding by the rules, but now you have to stick to enforcing them. Because, of course I will not make these investments alone."

An example, Buchner says. "Join forces in a fair study into three types of ships and their best options: LNG or scrubbers? Or maybe there is yet a different option? A study like that requires looking beyond known boundaries. The KVMR and the Holland Shipbuilding Association could take the initiative: looking to the future together. In order to achieve distinction together, both within Europe and in the rest of the world."



# Quality, Safety and Security

## 2.2

### International Enforcement

If inspection standards for ships under the flag of the Netherlands are not in line with those of international inspections, the Dutch business climate suffers significantly. An example of this is the enforcement of the ban on the presence of asbestos by the Dutch Human Environment and Transport Inspectorate (ILT) in 2013. The KVNRR feels it is undesirable that enforcement is carried out by the ILT alone. Even though seafarers' health may be safeguarded by a number of relatively simple measures, the ILT is the only inspectorate in the world that insists on any and all asbestos being removed from ships that are currently operational. Only enforcement carried out by all IMO member states will ensure maximum pressure on shipyards, their suppliers and the classification societies, without impairing competition.

### Quality and Standards of Bunker Fuel

On 17 December 2013 motions submitted by Mrs De Boer (VVD) and messrs Van Gerven (SP) and De Vries (PvdA), all members of parliament, are carried. Said motions include an appeal to the government to examine the options for making the logistic chain of maritime fuel supplies (bunker fuel) more transparent by making it easier to check origin and quality. This will include observation of how this matter is being dealt with in Singapore and which elements of their methods may be applicable in the Netherlands.

The KVNRR is very pleased with this development. For quite some time now it has been suspected that waste products have been added to bunker fuel intended for shipping in the port of Rotterdam. Adding these waste materials to bunker fuels may lead to failure of ships' engines, economic damage, increased safety risks and additional environmental impact. At the moment, shipowners in the Netherlands have very little grip on both the quality and the exact quantity of bunker fuel delivered to them. Car owners can be confident that the petrol and/or diesel they take in at petrol stations meet all legal requirements.



Should there be a problem with their fuel, they will not be held accountable for any consequences that might have. The KVNRR is of the opinion that the same should apply to shipowners.

### Port State Control

More than 18,000 ship inspections take place annually in the ports of the so-called Paris MOU area (Europe, Russia and Canada). Vessels are inspected by port state authorities to ensure they are in compliance with international regulations concerning safety, security and the environment and those regarding living and working conditions for the seafarers employed on board.

On the basis of said inspections a list is published annually. It lists flag states with sound inspection results (white list), mediocre results (grey list) and very poor results (black list). The KVNRR aspires to a position in the top ten on the white list for the flag of the Netherlands, showing that the Dutch flag is among the top of the best quality registers.

In 2011, the Netherlands ranked fourth on the white list. In 2012 the Dutch position has dropped to 15th place. This was mainly due to an increase in detentions from 18 to 35. ILT and the KVNRR are making a joint effort to reduce the number of detentions. Measures include a joint letter addressed to all shipowners and the organisation of a seminar. Analysis of the grounds for the detentions shows that the reasons for the detentions are diverse. They may involve technical faults or problems with documents, but local inspectors' interpretation of crews' working and resting hours, in Spanish ports in particular, may also play an important part. ILT has brought the high incidence of inspection and detention in Spanish ports to the attention of the European Maritime Safety Agency (EMSA).

Thanks to the communal approach the number of detentions dropped to 30 in 2013. The new rankings have not yet been published; they also depend on the number of detentions of ships of other flag states.



# Piracy

## 2.3

In February 2013, the social partners within the shipping industry, the KVNR and the maritime workers union Nautilus International are delighted with the Clingendael Institute's report entitled 'State or private protection against maritime piracy' regarding the protection of merchant shipping against piracy. Clingendael states that the government should adapt their policy in this regard and allow shipowners, under strict conditions, to protect their vessels and crews by deploying armed private security personnel on board in cases where protection by Ministry of Defence military teams proves to be impossible because of cost, size of the team and/or lack of flexibility.

The KVNR is satisfied with promises, made during the General Debate of the Ministry of Defence's Permanent Parliamentary Commission on 10 April, that the options for deployment of private security personnel on Dutch flag ships will be examined. The Minister of Defence's acknowledgement that not all ships may be protected by military teams (VPDs) despite all improvements made to the VPD concept was a deciding factor.

### Piracy, Gulf of Aden and Indian Ocean 2008-2012

|      | Total number of Hijacks | Hijacks Gulf van Aden | Kapingen Indian Ocean | Failed Hijacks | Robberies | Total number of incidents | Successful |  |
|------|-------------------------|-----------------------|-----------------------|----------------|-----------|---------------------------|------------|--|
| 2008 | 46                      | 39                    | 7                     | 95             | 0         | 141                       | 33%        |  |
| 2009 | 52                      | 22                    | 30                    | 175            | 1         | 228                       | 23%        |  |
| 2010 | 61                      | 18                    | 43                    | 180            | 1         | 242                       | 25%        |  |
| 2011 | 33                      | 7                     | 26                    | 168            | 1         | 202                       | 17%        |  |
| 2012 | 6                       | 0                     | 6                     | 29             | 1         | 36                        | 19%        |  |
| 2013 | 1                       | 1                     | 0                     | 8              | 0         | 9                         | 11%        |  |

Bron: Risk Intelligence



#### **Presentation to Vice Admiral Borsboom of the Book about Captain Phillips**

On 29 October Vice Admiral Borsboom of the Royal Netherlands Navy receives the first copy of the Dutch translation 'Overboord' of the book 'A Captain's Duty' about Captain Richard Phillips, from Tineke Netelenbos. The tale of the hijacking by pirates and subsequent period as a hostage Captain Richard Phillips lived through contains an afterword by the KVN president. "For those at home the option of vessels crossing piracy areas without benefit of protection is a non-negotiable one. This book about Captain Phillips removes any remaining doubt on this subject." The presentation takes place during a special premiere of the film made about Captain Phillips during the Amsterdam Film Week.

The commitment in question has eliminated the fundamental block to private security. On 23 April, the government informs the Second Chamber, in writing, they are about to draft the necessary legislation. To this end an extensive consultation of all interested parties is to be carried out in the second half of 2013. It is expected the bill will not be submitted to the Second Chamber until the end of 2014.

Because of this prohibition of the deployment of private armed security personnel, the Netherlands become totally isolated in 2013. Virtually all European maritime nations have allowed armed security by now, or they are in the process of amending their legislation to make it possible. Belgium and Germany will complete the process in 2013. Major maritime nations like Denmark, Norway, Cyprus, Malta and the United Kingdom all allowed the deployment of private security personnel some time ago.

Since the introduction of the ISO 28007 standard in October 2013, the security industry has started to become certificated. It is becoming more and more difficult –if not impossible– for certified security companies to provide illegal protection for vessels under the flag of the Netherlands. Therefore, Dutch shipowners are being compelled to engage non-certified companies, which is something they categorically did not set out to do. Shipowners find themselves over a very uncomfortable barrel. On the one hand, there are health and safety regulations requiring them to provide a secure working environment, on the other hand there is legislation prohibiting the deployment of armed private security personnel. Registering under a different flag then becomes an option. However, this takes time and money and may also lead to increased labour expenses regarding Dutch seafarers in their employ since they are no longer eligible for the application of wage withholding tax facilities. In that

case there is a very real chance that the Dutch seafarers in question will be replaced by less costly foreign (often non-EU) officers.

The Second Chamber of Parliament continues to be hesitant in allowing the deployment of armed private security personnel. A number of parties, including the PvdA (labour party) insist that the monopoly on the use of force remain with the State. Therefore, this party keeps urging further improvements to the VPD concept. The PvdA announcement in April 2014 that a motion for the government to altogether abandon any plans to allow the deployment of armed private security personnel is about to be submitted, causes a considerable stir at the KVNR, Nautilus and their members. Under considerable public pressure the motion hearing is postponed. The Permanent Defence commission once again decides to ask practical questions in regard to this dossier and wishes to consult with all responsible Ministers on the matter. Therefore, decision making is once again delayed. With it, the option of deploying armed private security personnel will be delayed too, if it ever becomes a real option at all. The KVNR and Nautilus will continue to make every effort to realise the option for those shipowners and vessels that cannot, for whatever reason, use a military team (VPD) for protection. This so-called 'use VPDs unless' approach determines that if for whatever reason protection by a military team is not possible, private security is to be used.

In reality there are not many transports that take place with military protection. In 2012 there were 32 and in 2013 40. The number of Dutch vessels traversing areas affected by piracy is estimated at 300 to 350.



#### Private Security Petition

On 13 May 2014, Mascha Bongenaar, of the organisation for maritime family liaison (Vereniging Maritiem Gezinskontakt -VMG), presents the Defence Commission in the Second Chamber of Parliament with a petition signed by more than 2100 Nautilus members and 100 shipowners. Speaking on behalf of thousands of seafarers and their families as well as shipowners, the organisation's petition advocates the deployment of private security personnel on board Dutch ships. It is handed over in the presences of KVNR president Tineke Netelenbos and maritime workers union Nautilus International director, Marcel van den Broek.

## A Victim of Piracy



“The government of the Netherlands takes far too many risks with the lives of seafarers. Other nations are far less rigid about having private security guards deployed on board their ships. Over here, however, they think strictly in terms of numbers and regulations, not in terms of people. Even while lives are at stake. I think that is disgraceful. Crew members and their families are hideously traumatised. That is why I am telling you this story. I hope this will be a wake-up call for the government. I hope my colleagues and their families will never have to live through another hijacking.”

The Pompeii, one of dredger Jan de Nul's (Aalst, Belgium) rock dumpers, is hijacked by pirates in 2009. Her Harlingen master Hendrik Toxopeus (1962), two Belgian nationals, four Croatian nationals and three Philippine nationals are forced to live through a 72-day nightmare which will continue to affect them for the rest of their lives.

Six of the ten men did not go back to sea at all after their release. Toxopeus, one of the Belgians and two of the Croatians went back to work. Not on Pompeii though – “heck no, you won't catch me setting foot aboard her” – but if they have to they will sail anywhere. Even to those places that are still dangerous. The Gulf of Aden in the Indian Ocean, the South China Sea, past Western Africa or through the Strait of Malacca. According to Toxopeus it can be done easily. “Provided you have armed, certified, security personnel on board. I work for a Belgian shipowner, so it does not present a problem on my ship. But if you sail under the flag of the Netherlands you are no more than a sitting duck for pirates. Pirates have access to outstanding intelligence. They know exactly which ships carry arms and which do not. If you carry arms, they leave you in peace. It is as simple as that. Those sea robbers may be mental, but suicidal they are not.”

And what about international security regulations? Toxopeus shakes his head. Naval vessels, corridors with military protection, convoys..... nothing works sufficiently or at all. “Take the Marathon\*, for instance, under the flag of the Dutch Antilles. She is hijacked in the Gulf of

Aden in a convoy, in a protected corridor. The crew –according to procedure– lock themselves into the citadel. The pirates however, just shoot through the door, killing a member of the crew in the process. They are held hostage for a month and a half, kept on that ship for the whole of that time, with their colleague's dead body in the freezer."

Clearly, he is still very distressed by the whole situation. Toxopeus feels hurt by a remark made by Eimert van Middelkoop, the then-Minister of Defence. "The Minister insisted that the government's anti-piracy policy was perfectly fine, nothing wrong with it. He said that the crew was to blame, that they hadn't followed procedure."

Five years later, that accusation still angers him. "I know these people, I actually sailed on the Marathon and I have seen the evidence: my colleagues DID follow procedure. And then a Minister –representing a government that will not let shipowners arrange proper protection for their vessels– actually blames the crew for the devastating experience they lived through. It is a disgrace."

Toxopeus suspects that a considerable number of the Pompeii's hijackers will have been killed by now. "Their line of work is fairly high-risk, shall we say. Especially now that the shipping industry has taken steps to arm themselves better – apart from the Dutch of course."

Those hijackers that are still alive are still being relentlessly hunted. "The Belgian police force is seriously committed to that. And successfully too. First of all they arrested one of the small fry, and, almost six months ago, one of the ringleaders. I have had to identify both of them. Unfortunately, the ringleader has a lot of money. He hired four prominent lawyers. That is so frustrating! But, I am very pleased to say, he is in prison."

\*The Marathon (under management of Amons in Zaandam, carrying a crew of eight Ukrainians) was hijacked on 7 May 2009 and released, following payment of a ransom, on 23 June 2009.

## 'Ten Weeks at the Mercy of Crazy Potheads'

"It all happened in the Indian Ocean, on Saturday 18 April 2009, somewhere off the Seychelles and far off the coast of Somalia. It was 7.45 am and the sun had only just come up when we first saw them. There were two small boats, each with about six men on board. They carried rocket launchers and automatic machine guns. I knew at once that we had no chance at all. They raced towards us. And on a ship whose top speed is no more than 8 or 9 knots, there is nothing you can do. And what could we have done, anyway? Our ship had a very low freeboard and the sum total of our defences was barbed wire and a fire hose: a super soaker versus heavy arms. I was just able to reach the panic button, to alert the Anti-Piracy Center in Dubai. Then they had already boarded. Firing guns, shouting, fully wired on adrenaline. We surrendered at once. No we did not use the panic room. Thank goodness we didn't: they would have blown off the door. You know, even if your citadel is state-of-the-art with communication equipment and a chemical toilet, if the navy is not there immediately to free you, you are stuck in there, like rats in a trap. The pirates motioned us all into the wheelhouse. They forced us to hand over everything: phones, laptops, watches and everything else Pompeii had to offer in the way of money, goods and medical supplies.

It all happened in complete chaos and with unbridled aggression. The pirates that boarded us are bog-standard in the piracy industry. They do not speak any English and their manners are –putting it mildly– somewhat primitive in our eyes. For days we sat in that wheelhouse. We were permanently kept at gunpoint, the tense atmosphere discharging into eruptions of violence and nerve-racking mock executions all the time."

Toxopeus is ordered to take Pompeii to Haradhere on the coast of Somalia. The pirates themselves are totally incapable of running the ship. They have to put the crew to work but are suspicious of each and every move that is made. One moment they are sure that Toxopeus is going the wrong way, the next they are convinced he has bewitched the equipment. The passage to the coast, all six long days of it, is a hell within a hell. "And all the time we were only doing as we were told. We were scared, intimidated. But their unfamiliarity with modern technology was blown up into something huge. I was accused of witchcraft. And that only led to more aggression."

They anchor off the coast. The German container vessel Hansa Stavanger is also anchored there as well as a tourist ship from the Seychelles. Haradhere is a hotbed of pirates, its port a hub of the piracy industry. Next, different dodgy characters keep coming and going. They rank higher and higher in the hostage industry's pecking order. They are representatives of the various clans that are involved in the hijack of Pompeii, one way or another. Or that are hoping to profit from it, at least. The number of guards on board is stepped up. Always around a dozen or so, with representatives of each of the clans, working in shifts. The guards cannot stand each other and are arguing constantly. The qat chewing erupts into a battle of life and death every afternoon. There is yelling, there is ear-splitting music from the stolen mobile phones, there is blistering heat. And at all

times, the atmosphere can be cut with a knife, and is always explosive. Before you know what is happening there is a gun barrel shoved into your face, held by a savage with blood shot eyes screaming he is going to kill you.

“Even so, we managed to keep our spirits up for the first few weeks. We were convinced it would be over very soon. That we worked for a big, financially sound company. De Nul was going to pay and that would be that.”

They get their hopes up by the regular visits of a little man claiming to be an English teacher who is now acting as negotiator for one of the clan elders. His command of the language is dubious, but there is some form of communication. The little fellow has regular talks with a professional mediator, hired by De Nul. From time to time, if anything really complicated has to be translated, Toxopeus is roped in to help. But as week follows week and exhaustion gets a grip on the men, a new fear rears its head: nothing is happening, we are being abandoned.

The crew is becoming disillusioned and while despair grows so does irritation and soon little cracks in their solidarity start to appear. The guards too are becoming impatient. Their eruptions into violence become more frequent and more extreme, aimed at both their prisoners and each other.

“One small ray of light was the food. We were carrying considerable quantities of freeze-dried vegetables. The Somalis only ate rice and goat. Four live goats were brought on board each week to be slaughtered. The rest of their diet consisted of stolen food parcels, which had UN Food Aid stencilled on the outside. Fortunately they allowed our Filipino cook to use the vegetables for us.”

Six weeks after the start of the hijack there is a flurry of excitement. The guards are elated: there is a deal! The crew cheers. We have not been forgotten! We will be freed! A great deal of activity follows. Constantly, small boats ferry back and forth between Pompeii and the shore. Each little boat delivers a new echelon of hysterically argumentative Somalis to the ship. This pandemonium lasts for two days.

“Then.....nothing. No boats, no clan elders, no English teacher negotiating, no sign of De Nul’s mediator, not even any goats. Simply nothing. Just the ten of us and our twelve guards in the indescribable mess that was now our ship. Piles of excrement, bunches of qat, filth everywhere. It was dreadful. There were no medical supplies left, we were running out of water, our food supplies kept dwindling and our guards were acting more and more crazy.”

After two weeks of this, once the monsoon erupts, suddenly, there is the English teacher. Negotiations are being reopened.

“It was only then, at that moment, that I realised De Nul was making every effort humanly possible to secure our release. I gathered this from something that I overheard being said by the mediator, something different. And, a couple of weeks later, suddenly, it was over. A plane flew overhead, ransom money was dropped –and no, I am not at liberty to disclose how much– and then we were free to go. After 72 days of being held captive, just like that we were free to go.”

It is now Sunday 28 June. Pompeii, or what is left of her, is back in the command of Toxopeus. They weigh anchor, take one more look at the German container ship and set course for open sea. The Captain immediately takes the satellite telephone, which is fixed to the ship so could not be removed by the pirates, to inform both De Nul shipping company and the Anti-Piracy Center of their release. Instructions follow: they are to hermetically seal certain parts of the ship –for the DNA investigation which will be carried out later. They receive orders to set course for Salalah, all the way in Oman.

“But we were too afraid to. We were terrified. Moreover, we did not have a lot of fuel left. And we had promised each other to never –ever– cross the Indian Ocean again without protection, not even now.”

Pompeii is given permission to set course for a German frigate, the Rheinland Pfalz, which is stand by to take the Hansa Stavanger by force. They have barely set off –alone together for the first time– when surprisingly enough something else happens. One of the shipmates has a nervous breakdown. He is convinced Toxopeus has not set course for the German frigate but, instead, back to another pirate ship. They have considerable trouble calming the man down. Even though the men have been freed, it will be a long time before their minds and their hearts are too.

A German navy helicopter drops three people on board. Superficial physical examinations and extensive interviews follow. Then, there is food: Bratwurst, Sauerkraut, and Kartoffelsalat. More than that the Germans are not able to do for Toxopeus and his crew.

It takes six days for the next ship to come along. It is Nikiforas Fokas, a Greek warship participating in Atalanta, the anti-piracy mission. Once again, food is delivered by helicopter and, this time, wine too; two bottles of it. The Greeks also provide Pompeii with their desperately wanted escort to their assigned port: Salalah. On arrival, there are three cubic metres of gasoline left in Pompeii’s tanks. They have made it, they can go home. “But no, another surprise is in store for us in Salalah. We have to spend the next two days at the Hilton, for debriefing and evaluation. This obligatory break was a planned one and, in hindsight, it was a very good idea indeed. A decent shower, clean clothes and proper food. And even more important, a thorough debriefing session with the negotiator, who gave us a blow by blow account of everything that had happened. How contact had been established with the pirate clans, how negotiations had developed and why it had all taken so long. We were also told then how our families had been looked after and what the company and our colleagues had been doing in the meantime. The trauma of our experience was also talked about. What symptoms and problems we might be facing. That would turn out to be invaluable.”

On Monday 6 July Toxopeus walks back in through his own front door in Harlingen. The summer holidays have started, his children are playing in the garden and flowers are in bloom. Everyone is happy and thankful; his wife Marjolein is being understanding; this is all -and more- that he has longed for over the past months. He is home and it is wonderful.

However, it is impossible for Toxopeus to truly feel it. In the mornings he has to drag himself out of bed, he hangs around lethargically during the day and crawls back in bed exhausted at night. Only to be unable to sleep. His mind is blank and his thoughts are spinning, all at the same time. Memories, flashbacks and an overpowering feeling of guilt. Guilt for what happened and guilt for what did not happen. Guilt because he just cannot be happy. Guilt for feeling guilty.

"This went on for a couple of weeks and then I said to Marjolein: this is all wrong, I need help. Fortunately, help came very quickly because she had already arranged for that with our family doctor while I was still being held hostage."

Toxopeus undergoes a course of eye movement desensitization and reprocessing (EMDR) treatment. This is a therapeutic technique which helps victims in reprocessing and storing traumatic experiences.

"It took three sessions to complete. No more anxiety attacks and no more guilt. I was back at work just one month later. Because I was well aware of the fact that the longer I waited, the harder it would become. I ended up on a dredger in the river Scheldt. Nice and close to home. I started off as first officer. I used to be a good master, but at that point I had to relearn all my nautical skills. The hijacking had totally scrubbed my hard drive."

### **Marjolein Toxopeus's Lessons**

"Our children now are 7, 9, 14 en 17 years old. Therefore, the oldest two were fully aware of what was happening at the time of the hijack. Our lives have not been the same since. Even five years later, the children continue to be afraid when their father is away at work. They want to know where he is, where he is going and how long he will be away for. Every time the phone rings they jump.

My husband works for a Belgian company that has done everything possible to look after us, during and after the period that Hendrik was kept hostage. The Dutch government on the other hand has done absolutely nothing to support us. Not even a phone call. Nothing. A Dutch national who lands in trouble while working under a different flag than the Dutch one is on his own. I have felt really bad about that.

And always when piracy is discussed, it is all about seafarers, about shipping companies and about politics. But it is never about us. About the wives and children who spend months in uncertainty and about what that does to you. How families are permanently damaged. Therefore I have a message to the government and the politicians in general: certified, armed security is the only way to protect seafarers. It is also the only way to give their families peace of mind."



# The Maritime Labour Market

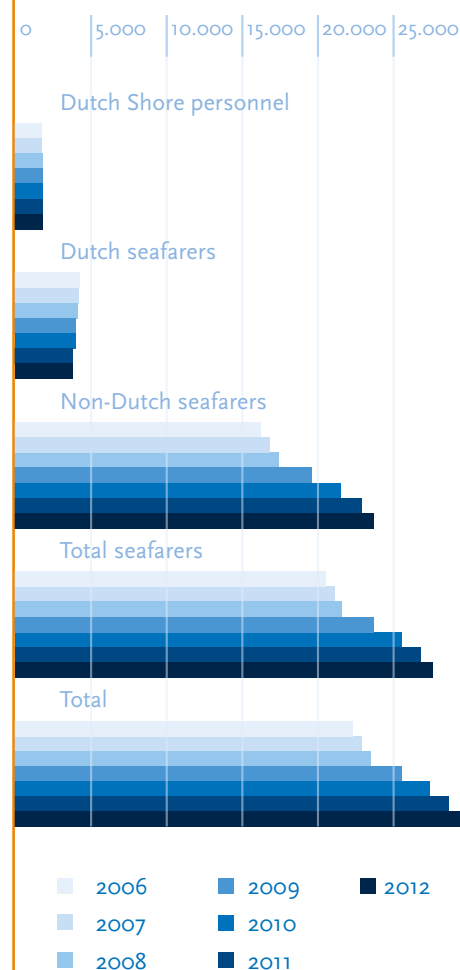
Demand for young talented people continues to be high, despite the economic crisis in the cargo markets which has been dragging on for years. Demand for technical personnel, like engineers, still outstrips supply in the maritime labour market. A lot of very interesting positions on board one of the many types of high-quality ships in the fleet of the Netherlands are vacant.

More ships equal more crew. Between 2011 and 2012 employment in the Dutch fleet rose from 27,000 to 28,000. Only part of this increase can be met by Dutch seafarers, given the shortness of supply. In order to prevent the number of those leaving the industry becoming larger than that of those entering, the KVNVR continues to make every effort to arouse young people's interest in a career at sea. To this end the KVNVR has taken a number of very specific steps. Fortunately, enrolment in nautical education courses is on the rise: from 592 first-year students in 2007 to 898 in 2012.

The cadetship and employment guarantee continues to be applicable in 2013. It shows that even in these economically hard times shipowners continue to make an effort to ensure the employment of sufficient Dutch seafarers on the Dutch fleet. A number of members, however, have indicated that it is becoming harder and harder to hang on to the principle of the cadetship and employment guarantee. It has also become apparent that, because of increased enrolment in nautical education, the number of prospective Dutch cadets will also go up considerably. This will put pressure on the cadetship guarantee.

# 3

## Employment In The Shipping Industry 2006-2012



Source: The 2013 Dutch Maritime Cluster Monitor



# Nautical Education

## 3.1

The KVNR advocates that the structure for offering high-standard nautical education be maintained and preserved by the Ministry of Education, Culture and Science (OCW). For that reason the KVNR is not a proponent of the generalisation of the MBO (Intermediate vocational education) qualification modules. Said generalisation consists of clustering a number of related courses of education. This diametrically opposes the necessity of specialist nautical education, in which each and every one of the international professional requirements has to have been implemented. The sound implementation of international professional requirements into nautical education in the Netherlands is not just in the interests of the shipping industry as a whole, it is also vitally important to the commitment made by the Dutch government to IMO (STCW convention) and the European Union (EU directives 2008/106 and 2012/35) requirements.

### Collaboration of Nautical Academies

In 2013, the HBO (higher vocational education) facilities in Amsterdam and Leeuwarden/Terschelling enter into collaboration with the MBO (intermediate vocational education) facilities in IJmuiden, Harlingen, Leeuwarden and Delfzijl. The resulting Maritime Academy Holland offers a wide range of maritime education courses.

MBO maritime education in Zwolle had already been taken over by the MBO facility for the Rotterdam Area in 2012. The latter had been in close collaboration with the Rotterdam HBO facility. In Vlissingen, too, the collaboration of MBO and HBO in terms of maritime education is reshaped.

The MBO nautical education facilities in Den Helder and Urk are the only ones not part of any collaboration at the moment.

With reference to the relatively small volume of nautical education within the whole of HBO and MBO education in the Netherlands, the KVNR once again emphasises the necessity of strong national collaboration. This is the only way to create enough critical mass,



### Excellent Starting Salary For Maritime Officers

In 2013, the Dutch technical journal 'Het Technisch Weekblad' carries out a study of which professions are the best earners. Anyone wanting to earn a healthy starting salary would be well-advised to enrol in maritime officer education. Employees who have completed their education and are qualified maritime officers, find themselves ranked second in the list of studies with the highest starting salaries.



needed to safeguard the knowledge, expertise and infrastructure so vital to high-standard nautical education.

### Enrolment In Nautical Education

The KVNOR views the enrolment of new students in nautical education and the smooth outflow of graduates to the fleet as prime prerequisites for both the high-standard performance of the Dutch merchant fleet and a sound maritime cluster.

Joint efforts are made by de KVNOR and Nautilus International, partly subsidised by the Ministry of Infrastructure and the Environment to boost enrolment. Safeguarding the smooth outflow will be primarily nautical education's responsibility. The previously mentioned sound collaboration of all educational facilities concerned can only contribute to this end.

The KVNOR's annual survey among nautical academies per 1 October, shows a variable picture. In comparison to 2012 a considerable increase in enrolment in MBO level 4 (+79) and levels 3 and 2 (+16) is shown. However, a slight decrease in enrolment in HBO (-26) becomes apparent. The number of diplomas issued shows an increase (+34) in HBO and a decrease (-103) in MBO.

### Numbers of Nautical Students and Graduates in the Netherlands in 2013

|                     | Totaal number<br>of students | Number of<br>graduates |
|---------------------|------------------------------|------------------------|
| HBO                 | 1005                         | 141                    |
| MBO-4 (all ships)   | 1331                         | 138                    |
| MBO-3 (small ships) | 298                          | 64                     |
| <b>Total</b>        | <b>2634</b>                  | <b>343</b>             |

Source: KVNOR, statistics nautical academies on 1 October 2013.



### Minister Schultz Van Haegen is Presented with Introductory Cadetship Results

On 27 November, Minister Schultz van Haegen of Infrastructure and the Environment pays a working visit to the Dutch Maritime Network and those employers' organisations located in Rotterdam's 'maritime house'. Tineke Netelenbos, KVNOR president, presents her with the booklet 'Introductory Cadetships in the Shipping Industry 2010-2013'. Figures show that interest among young people in experiencing an introductory cadetship to get an idea of what merchant shipping and/or the dredging industry are like, is growing. On the right in the picture Mr Albert Engelsman, KVNOR vice president.



# Manning

## 3.2

### Maritime Labour Convention

On 20 August 2013 the Maritime Labour Convention (MLC) comes into force, seven-and-a-half years after having been adopted in Geneva. Said convention safeguards seafarers' on-board living and working conditions above minimum level. Since the convention also applies to vessels of non-convention parties calling at ports of convention parties, in principle it will ensure a level playing field for shipowners.

Together with the other social partners, the KVNR has, even as in previous years, made substantial efforts to support the government in the convention's timely ratification and implementation. Thanks to said efforts Dutch ships are equipped with the certificate proving compliance with the convention's requirements, to be shown during inspections in foreign ports, from the time the convention comes into force. The seven accredited classification societies, who carry out inspections and certification on behalf of the Ministry of Infrastructure and the Environment, too, have made major contributions in making timely certification of all vessels possible.

### Review Of Manning Legislation

In 2010 the IMO STCW convention, setting minimum standards for seafarers' education, certification and watchkeeping on board, was thoroughly reviewed. We refer to the 2010 Manila Amendments which came into force on 1 January 2012. There are a number of transitional arrangements for certain matters that run until 1 July 2013, 1 January 2014 and 1 January 2017 respectively.

The Ministry of Infrastructure and the Environment uses the implementation of the Manila Amendments to bring manning legislation (Seafarers' Act) up to date at the same time, in order to scale back the administrative burden. In this way there will be some



### Twelfth Edition of PIT Cadets

Between 2 and 19 April 2013, the selection of the twelfth edition of cadets of the Philippine nautical academy Palompon Institute of Technology (PIT) takes place in Palompon, Leyte in the Philippines. Fifteen of the KVNR's shipowner members have selected 142 cadets: 66 nautical officer trainees and 76 maritime engineering trainees. On behalf of the Ministry of Infrastructure and the Environment Ms Lidewijde Ongerling, of the Directorate-General for Mobility & Transport and Mr Bart de Jong, Head of Unit for Maritime Shipping attend as special guests. In her speech, Ms Ongerling refers to the Philippines' status as second-country-of-origin for officers in the fleet of the Netherlands and the accompanying pivotal position of the PIT / KVNR joint venture.



compensation of the increased administrative burden resulting from the Manila Amendments. The KVNR and the other social partners make considerable efforts to support the Ministry in this matter, as they did in 2012. The amended legislation is expected to be completed by May 2014.

Unfortunately, the KVNR has come to the conclusion that the implementation of the new legislation is a laborious process, in the course of which the Ministries' lack of clarity on the various roles and responsibilities within the chain of policy-implementation-enforcement have become evident.

One example is the problematic dialogue between the Ministry and the maritime training centres. Because of this, very near to the date of the legislation's coming into force there is still a considerable lack of transparency regarding the content of the required training courses. Training centres, too, miss out on a lot of business since foreign competitors were able to adapt their courses at a much earlier date, given that their countries' legislation was completed that much earlier.

Another example is the extremely late publication of regulations concerning the issue of experience-based safety training certificates, which was an option until 1 January 2014. As early as 2012, attention was drawn to this by the social partners. But regulations are not drawn up until the autumn of 2013. Consequently, shipping companies and Kiwa Register, who issues certificates, have to make a major effort to ensure the issue of several thousand certificates within three months.

The KVNR would like to emphasise the vital importance of any new legislation's smooth implementation. Implementation processes

cannot be considered to be completed until the practicalities have been properly worked out. In the view of the KVNR this is the responsibility of the entire Ministry i.e. the policy making as well as the implementation departments.

### CBA Matters

In 2013 seafarers' Collective Bargaining Agreements (CBAs) have been extended; in most cases for a further period of one year. Barring a few exceptions, the wage increase amounted to 2%. This moderate increase reflects the grim economic situation the majority of Dutch shipping finds itself in, and is an appropriate one within the parameters set for socio-economic policy within the Netherlands. An identical wage increase for non-Dutch seafarers has been agreed on with Nautilus and the main foreign seafarers' unions and, accordingly, the trend of increasing personnel expenses has been curbed.

### Working and Resting Hours Arrangement

Due to the coming into force of the both the Maritime Labour Convention and the STCW Manila Amendments, more emphasis is being placed on compliance with the requirements regarding working and resting hours. The Paris MoU area and the Tokyo MoU are announcing themed inspections in this regard, to take place in the autumn of 2014.

This is coincidental to a number of Port States' mounting criticism of the so-called two-man watch model. In said model, applied throughout about one-third of the fleet in the Netherlands, watches are stood by the master and one officer. In theory, in this system of six hours on/six hours off watches the resting hours requirements cannot be met. This, and the negative consequences of seafarers' fatigue, is being used as reasons for the criticism.



A system of two watches of seven and five hours respectively and two periods of rest of five and seven hours respectively might provide an acceptable alternative. However, transport health and safety regulations contain a requirement that following every six hours of work a fifteen-minute break is to be taken. The so-called break provision is a bar to any alternative watch model and, moreover, it is a national one, over and above international requirements. And that is contrary to the Ministry of Infrastructure and the Environment's policy. The KVNLR urges the Ministry to scrap the break provision. At the request of Nautilus International, this will be preceded by an experimental phase. In view of the theme inspections announced by the Paris MoU and the Tokyo MoU in the autumn of 2014, the KVNLR strongly recommends that the experimental phase be initiated soon.

#### **Philippines' STCW Recognition by the European Union**

One of the STCW convention's requirement concerns the recognition of a nation's arrangements regarding the education and certification of seafarers, before any certificates of competence for both masters and officers issued by said nation may be recognised by other nations. Within Europe, this responsibility rests with the European Commission and the EU member states jointly. Inspectorate responsibilities have been allotted to the European Maritime Safety Agency (EMSA).

Since 2006, EMSA has carried out five audits of the Philippines' national system, which have shown up persistent flaws. In 2012, the Philippine government responds by thoroughly restructuring maritime authorities' organisation. Over 2012 – 2013, the Ministry of Infrastructure and the Environment provides technical support to Philippine maritime authorities, assisted by the KVNLR.

The European Commission's final decision on recognition might possibly be taken in 2014. Should this turn out to be a negative one,

Dutch shipowners, with ships under the flag of the Netherlands, would (eventually) have to part ways with around 1,500 Filipino masters and officers. Alternatively they would have to flag ships out to registers of non EU / EEA nations.

Withdrawal of recognition would also remove any foundation for the successful joint venture the KVNR and the Philippine nautical academy Palompon Institute of Technology (PIT). Said venture, started in 2001, has so far resulted in more than 1,300 cadets. To this day two-thirds of them are still being employed by Dutch shipowners as officers or cadets.

The KVNR urges that current developments in the Philippines be taken into consideration and that the island nation be given an additional year to meet Europe's requirements.



## Nautical Education at JR Shipping



A maritime career begins at JR Shipping in Harlingen. At least, it does if you are an MBO or HBO student at one of the nautical academies in the north of the country. At Willem Barentsz (Terschelling) or Abel Tasman (Delfzijl) you will experience a real –usually a first too– introduction to the profession in one of JR's Master Classes. These consist of around ten days working and learning on board of a container vessel en route to, for instance, St. Petersburg.

A JR Master Class offers more than an introduction, you do a lot more than just sniff around the profession. You are expected to muck in, wherever needed: peeling apples in the galley (apple cake!), cleaning equipment in the engine room, standing watch on the bridge. Of course everything takes place under supervision of the qualified crew. And under full-time guidance of the schools' teachers, who teach in the class rooms that JR shipping has equipped its container vessels with.

Students from Delfzijl take part in this passage in their first year, those from Terschelling in the second year of their course. During each academic year JR Shipping carries around one hundred of these cadets; fifty from each school.

This year, for the first time, the cadetships are not a compulsory item, and students do not receive credits for them. Those interested will have to volunteer.

According to director/owner Jan Reier Arends this is a good thing. "Educational facilities enrol more and more students and all those cadetships are expensive. You only want to offer them to those youngsters that are genuinely keen. We enjoy the new way of doing this too. All it takes on a passage is to have one cadet who is just plain uninterested to completely ruin the atmosphere on board. A situation like that makes it hard on our crew. After all, they mentor students on top of their own work. And troublemakers you can do without."

But even to those students who are motivated the following applies: it is (virtually always) their very first passage of more than a day, and it may be a disappointment. Teije Velds, manning affairs manager, tells us about one of the cadets who recently found this out and, sighing, said: 'This is SO not my thing'.

Nevertheless, that cadetship did what it set out to do, according to Velds. Because this is just what it is intended to accomplish: deliver an early reality check. Nobody wants a student who takes four long years to discover that, really, he does not like being at sea all that much. In the first place, this kind of mistake is a waste of time for the person concerned, but it is also a costly wrong investment for both the school and the industry.

It is just this potential conflict that provides JR Shipping with their motivation for acting –partly at their own expense– as a training company. Arends says: "The Master Classes are our contribution to perfecting maritime education, for the benefit of the maritime cluster as a whole."

Sometimes, however, it tends to be a little counter-productive, he says. Grinning widely: "We initially assumed, that thanks to the Master Class concept, it would be relatively easy to engage fourth-year cadets. On the contrary: at the end of their course, students think: we are familiar with JR Shipping, now let's go for the big stuff at HAL, Jumbo or Vroon."

Teije Velds offers some comfort: "But it occasionally happens that after having worked for one of the big boys, someone decides to return to us. Because then they realise: in merchant shipping, with the smaller guys, that is where the real good times are."



# Philippine Natural Disaster



On Friday 8 November 2013, the extremely powerful typhoon Yolanda (aka Haiyan) roars right across the middle of the Philippines, leaving a trail of victims and devastation. The affected areas include the island of Leyte where Palompon is located. Therefore, the Palompon Institute of Technology (PIT) and the Netherlands Shipping Training Centre (NSTC) facilities' are also affected.

## Immediate Aftermath Typhoon

Due to its location on the island of Leyte's west coast, fortunately Palompon was spared the huge tsunami that resulted in so many victims and caused so much havoc in Tacloban, three hours by car away on Leyte's east coast. In Palompon, buildings and infrastructure are heavily damaged, but thankfully loss of life is limited. According to figures provided by local authorities, more than 50,000 people in Palompon are affected by the disaster. Seven of those did not survive and seventy-seven were badly injured. More than six thousand houses are seriously damaged and another six thousand are completely destroyed. Because of the damage to the island's power plant and overhead electricity cables the small town is without electricity. Water supplies, generated by mechanical pumps, remain unaffected. Overland access roads to Palompon become blocked, but the port of Palompon remains open. Ferry connections with Cebu City remain operational too, thus prevention the towns isolation.

PIT and NSTC facilities are devastated. Consequently the second semester of the 2013-2014 academic year, which had just started at PIT, is postponed to January 2014 and NSTC halts all training courses. There are no victims among members of the PIT and NSTC faculty, but some of them have suffered the loss of family members residing in or around Tacloban. We are sorry to say that among PIT nautical students there were four fatalities as well as a number of injured.



### Help from Dutch Shipowners

During their Annual General Meeting of 13 November 2013, KVNR members vote to allocate funds totalling a quarter of a million euros to Philippine aid. Said aid is intended to be used to alleviate personal hardships of both students and faculty at PIT and for repairs to some of the considerable damage to the nautical academy's buildings. It will also be used for the benefit of Palompon's community and immediate surroundings as a whole.

One week later, Dutch shipowners and other maritime companies donate a further € 100,000.- to the umbrella body of relief organisations: 'Samenwerkende Hulporganisaties'. The money is a contribution towards covering the cost of a cargo plane with 30 tons of emergency relief supplies, to be sent by the Red Cross. On 18 November 2013, during the national telethon in Hilversum, Tineke Netelenbos hands over a cheque for that amount.

Due to the typhoon's effects, the school is closed for six weeks. The KVNR and the Shipping and Transport College (STC) are working together to repair the damage. All of the third-year students, bar a few exceptions, are back at school around February 2014. At the beginning of March a start is made, financed by the KVNR, on repairing the damaged facilities of both the PIT nautical department and the NSTC training centre.

### Assistance for Filipino Seafarers and Their Families

Shipping companies' manning departments are in close contact with their Filipino crew members on board their ships. In order to

be able to let them know how their families on the island of Leyte are faring, representatives have been sent to Leyte with satellite telephones in order to trace said families. By means of the sat phones, the seafarers can call their families to find out how they are doing. All regular telephone communication on Leyte has come to a halt.

In case of severe hardship at home (deceased family members, seriously damaged house) the seafarers in question are relieved. Besides the aforementioned [emergency] aid, shipowners' provide individual assistance for seafarers and their families. This is usually organised through local offices in Manila.

#### **Hulp aan de Filippijnse zeevarenden en hun families**

De bemanningsafdelingen van de rederijen staan in nauw contact met de Filippijnse zeevarenden op de schepen. Om hen te informeren over hoe het met hun families op het eiland Leyte is, zijn medewerkers naar Leyte op pad gestuurd met satelliettelefoons om deze families op te sporen. Via de satelliettelefoons kunnen de zeevarenden dan met hun families bellen en horen hoe het met hen is. Het normale telefoonverkeer is op Leyte volledig uitgevallen. Als er sprake is van een ernstige thuissituatie (familieleden overleden, huis ernstig beschadigd) dan worden de zeevarenden afgelost. Naast de eerdergenoemde (nood)hulp, organiseren de rederijen individuele hulp aan de zeevarenden en hun families. Dit wordt meestal via de kantoren in Manilla georganiseerd.





# Online Dossiers

This list of active dossiers may be found on [www.kvnr.nl](http://www.kvnr.nl).

The dossiers contain information on background and developments over 2012 and are listed in the following order.

## Subjects

Wage withholding tax facilities  
Asbestos  
Ballast Water  
Crew documents  
Crew numbers  
Professional requirements  
VAT  
Energy Efficiency Design Index  
E-maritime  
Environmental shipping index  
European maritime transport guidelines and State Aide Guidelines  
European port policy  
Cooling agents  
LNG  
Pilots  
Hatch cradles  
Maritime Labour Convention  
Piracy  
PIT/NSTC  
Pensions  
Polar Code  
Port State Control  
Ship recycling  
Social insurance  
Tonnage tax regime  
Wind farms  
Nairobi International Convention on the Removal of Wrecks

# Colophon

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