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— HELMEPA

Celebrating 35 Years of creativity

— Greek marine equipment manufacturers
consolidate their position in Asia

— The role of Flag States as a conduit
between regulators and the industry

— HELMEPA through the eyes
of Greek seafarers

— What does the future hold
for international trade and shipping?

— Maritime Security: The answer is better
coordination between states and companies

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Cover: The Hellas Liberty flies
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MAIL
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4 **Maritime Numbers**

6 **On the Seafront**

10 **International Waters**

16 **Maritime Security:**
The answer to piracy is better
coordination between states
and shipping companies
By Ilias Bissias and Charis Pappas

20 **What does the future hold**
for shipping?
By Ilias Bissias

HELMEPA - 35 YEARS

24 **HELMEPA: Celebrating 35 Years**
of Creativity & Environmental
Protection

26 **The Establishment and evolution**
of HELMEPA through the pages of
Naftika Chronika

28 **The Association's success story**
By Panos Zachariadis

32 **Saluting the Anniversary**

72 **Through the eyes of Greek seafarers**
By Panagiotis Kapetanakis

77 **Landmarks and History of HELMEPA**

120 **Isalos.net at the service of seafarers**
By Charis Pappas

128 **What lies ahead for Open Registries?**

- **Ioannis Efstratiou:** The role of Flag States as a conduit between regulators and industry is critical
- **Michalis Pantazopoulos:** Liberia is looking optimistically to the new technologies and the new fuels
- **Theofilos K. Xenakoudis:** The RMI Registry is fully committed to the safety and security of personnel ashore and afloat
- **Fernando Solorzano:** The Republic of Panama reaffirms its compromise with the environment

136 **Flying lessons**
By Frank Coles

138 **ClassNK's Suga spreads out**
to technical planning
By Hayato Suga

140 **Energy and Natural Resources**

142 **Addressing the Sustainability**
Challenge:
Cruise ports in the Med
By Thanos Pallis

146 **Greek marine equipment**
manufacturers consolidate their
position in Asia
By Ilias Bissias and Charis Pappas

150 **EFKRANTI AWARDS:**
HELMEPA honored for Best
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MARITIME NUMBERS

65%

It is estimated that 65% of the species introduced into the Great Lakes since the St. Lawrence Seaway opened in 1959 were carried in ballast water on ships arriving from overseas

790MM

The 15 biggest ships in 2009 gave off the same amount of greenhouse gasses as 760 million cars.

77,000

The cruise ship "Oasis of the Seas" needs an overall power supply of 90,000 kW to operate, equivalent to the average electricity consumption of 77,000 American households

3,000

The average cruise ship carrying 3,000 passengers produces seven tons of garbage and solid waste daily

110,000m³

A supertanker can carry around 110,000 m³ of ballast water *

90%

New regulation has lowered sulphur emissions from ships in Northern Europe and US by 90% *

2.2%

From 2007 to 2012, international shipping lowered its share of the total, global CO₂ emission from 2.8 to 2.2% *

95%

95% of a ship can be recycled *

0.1%

Ships in the SECA zones are now required to reduce the sulphur content of their fuel to a limit of 0.1% *

1,000

Around 1,000 ships are recycled every year and the number is likely to increase *



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ON THE SEAFRONT

This month's top news stories from **naftikachronika.gr**

INTERCARGO calls for a thorough inquiry into the causes of the loss of "M/V STELLAR DAISY"

APRIL 7, 2017

In an official announcement, INTERCARGO has expressed its deep concern after the tragic loss of "M/V STELLAR DAISY" Very Large Ore Carrier (VLOC). For INTERCARGO, the main concern of the shipping community following the loss of "M/V STELLAR DAISY" should be the reappraisal and improvement of search and rescue procedures and instruments and their adequate availability and easy access in the vicinity of all busy shipping routes. INTERCARGO calls for the swift mobilization and cooperation of all stakeholders (the

Flag State, the classification society and the P & I Club) in order to submit as quickly as possible to the IMO a full and thorough report on the causes that led to the tragic accident, so that the shipping community may use this information in order to avoid mistakes that can lead to the recurrence of similar maritime accidents.

The last journey of a gentleman of Greek Shipping

APRIL 10, 2017

Nicolaos C. Los, Mr. Nicos as he was called by all Chians, has passed away at the age of 98. Born into a family with a great maritime tradition which dated back in the second half of the 19th century, Nicolaos Los, son



.....

of Costis Los, was born in 1919 and started his career on the family company's ships. At the end of WW II, the company takes on two of the legendary Liberties. In the early 1950s, the company turns to newbuildings and is one of the first companies that chooses to do so after the war. Until 1960, the headquarters of the company are in London and New York, but that year family members establish Vrontados Shipping Co. Ltd and its headquarters are relocated to Piraeus. The company specializes in bulk carriers and although the number of ships in its fleet fluctuates over the years, the number is always such that a traditional family shipping company can handle. However, besides his long-lasting and successful presence in the maritime arena,

Nicolaos C. Los excelled in another field, that of social contribution. Together with his beloved wife Ero, he made numerous donations to his homeland, Chios - donations that provided important infrastructures to the island, such as the Los Beach, the Chios Maritime Museum and the Municipal Stadium in Pyrgi, Chios. An eternal supporter of culture and education, he always supported the Progressive Cultural Association of Vrontados (ΠΕΚΕΒ), donated significant funds to the University of the Aegean for the creation of a campus, etc. But his most important contribution was one that few know about as he was a modest and discreet man. Nicolaos Los supported many people seeking for medical treatment assuming the cost of their hospitalization in hospitals abroad and supported many families financially as well as many young people in their studies. One thing is certain. Greek shipping is mourning one of the great gentlemen and Chios one of its most important, if not the most important, benefactors.

Alphaliner: 2016 was a difficult year for top players in the container market

APRIL 18, 2017

According to an Alphaliner survey, 2016 was a difficult year for container carriers as operating profit margins remained negative for 10 out of the 13 main carriers. Despite the fact that the Hanjin Shipping's bankruptcy last August led to freight rate increases, this was not enough to improve the operating results of several container carriers. More specifically, at the end of 2016, companies such as CMA CGM, China Shipping Container Lines, EMC, Hapag-Lloyd, Hyundai Merchant Marine (HMM), K Line, Maersk, Mitsui O.S.K. Lines (MOL), NYK Line, Wan Hai Lines, Yang Ming Marine Transport and ZIM, recorded a negative average carrier operating margin, which is a sign of a company's profitability. A typical example of a company with negative operating results is Hyundai Merchant Marine (HMM) which owns 79 containerships and recorded operating losses of \$595 million at the end of last

year, a fact that forced the company to accept a debt restructuring plan through a state aid program by the Government of Seoul. However, HMM is not the only company to receive state aid. The same happened with Taiwan-based Yang Ming company that owns 101 vessels, which has received aid from the Taiwan government on account of its operating losses that reached \$470 million in 2016.

Grimaldi resigns from Confitarma's Presidency

APRIL 18, 2017

Secretary General of IMO Kitach Lim attended the Confederation of Italian Shipowners (Confitarma) Assembly held in Rome and addressed its members, while he also had a private meeting with Confitarma's outgoing President Emanuele Grimaldi to discuss shipping issues such as the Ballast Water Management Treaty, which is due to enter into force next September, and the new IMO regulation that requires ships to consume fuel with a low sulfur content. According to the President of Confitarma, although the new international regulations require significant investment by shipowners, they are necessary for the protection of the marine environment. In addition to issues related to maritime safety and training, the emphasis was also placed on cyber security and on the international code for ships traveling in polar regions (Polar Code). This was the last meeting between Grimaldi as President of Confitarma and the IMO's Secretary General as the outgoing President of the Confederation of Italian Shipowners will soon hand over the reins to a new president. The election of the new President of Confitarma is expected to take place in summer and the candidates are Italian shipowners Stefano Messina (President of the Messina Group), Paolo d'Amico (CEO of D'Amico International Shipping), Cesare d'Amico (President of d'Amico International Shipping) Angelo D'Amato (CFO of La Perseveranza) and Mario Mattioli (President of the CA.FI. MA. Group).



Navios Maritime Partners L.P. proceeds with the acquisition of the Rickmers Maritime Trust fleet

APRIL 21, 2017

The Rickmers Maritime Trust (RMT) fleet will come under the control of Navios Maritime Partners, as the company announced in a press release on Thursday 20th of April. Navios Maritime Partners, which is listed on the New York Stock Exchange, will pay \$113 million for the purchase of RM's 14 container ships.

It should be noted that a few days ago the Rickmers Maritime Trust announced that it would proceed with the immediate dissolution of the company, given its lenders' refusal – mainly HSH Nordbank AG – to accept any discussion regarding a possible debt write off without a viable restructuring plan involving private investors.

Navios is now acquiring 14 Panamax and Supramax containers, which Rickmers Maritime Trust was forced to sell as part of its obligations to its creditors, as stated in its announcement on April 12, 2017. Five of the fourteen container ships, which are chartered to MOL, are expected to come under Navios' control on May 15th. Navios Maritime Partners L.P. plans to acquire these vessels through its subsidiary, Navios

Partners Containers Inc. The acquisition of the 14 ships will be financed through both an equity investment and bank financing, upon receiving all necessary approvals from the competent authorities.

Mrs. Angeliki Frangou, President and Chief Executive Officer of Navios Maritime Partners L.P. said, "We are pleased to announce the agreement to acquire 14 container ships from Rickmers Maritime." She added that this acquisition demonstrates Navios' ability to result in exclusive deals, and pointed out that the company will continue to look for opportunities in the container sector.

European energy companies sign agreements for the Nord Stream 2 pipeline

APRIL 27, 2017

Five European energy companies, including Shell, have signed financing agreements with the company running the Nord Stream 2 pipeline project.

According to the agreement, Dutch Shell, French ENGIE, Austrian OMV and German Uniper and Wintershall pledged to finance and provide guarantees for up to 10% of the project budget, which is estimated at €9.5 billion. Funding by each of

the companies is expected to reach €285 million, with an additional €665 million in guarantees and clauses.

The Nord Stream 2 pipeline, which will be 1200 km long, will have the capacity to transport 55 billion cubic meters of gas per year from Russia to Germany via the Baltic Sea, connecting the Russian supply sources directly to the Central European market. It is noted that the main shareholder of Nord Stream 2 is the Russian energy giant Gazprom.

Piracy attacks on the increase in the first quarter of 2017

MAY 7, 2017

According to data from the International Maritime Bureau (IMB), there was an increase in piracy attacks in the first quarter of 2017. 43 pirate attacks were recorded by the Piracy Reporting Center by the end of March, 37 more versus the same period in 2016. Also, the first pirate attacks by Somalis since 2012 have been recorded during the January-April 2017 period. According to a senior IMB official, these attacks were "successful" because the ships attacked had not followed the IMB's and other international organizations' (INTERTANKO, INTERCARGO, BIMCO, etc.) recommendations for the implementation of the Best Management Practices for Protection against Somalia Based Piracy- BMP4.

Potengal Mukundan, Director IMB, stressed that IMB encourages the implementation of BMP4 practices by all ships sailing off the coast of Somalia. He added that the presence of warships patrolling the international waters around Somalia is very important as it contributes to the safe transport of goods by sea. Another area targeted by pirates is the Gulf of Guinea where 17 crew members have already been taken hostage in the first quarter of 2017. Mr. Mukundan said that IMB works closely with the Nigerian Navy to tackle piracy attacks in the Gulf of Guinea. A third target area for pirates is the sea area, around the southern coasts of Philippines, where 9 ships were attacked in the first quarter of this year, including an attack on a general cargo vessel during which 2 people died and another 5 were kidnapped for ransom.

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INTERNATIONAL WATERS

News from the seas
of the world

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The Chinese market is opening up to the Greek cruise

On Friday 21 April, Celestyal Cruises held a special event to welcome the first group of 250 Chinese tourists who went on a three-day cruise around the Aegean. This event signified the opening up of the Chinese market to the Greek cruise in the Aegean on the initiative of Celestyal Cruises. The Chinese group set sail on the "Celestyal Olympia".

At the welcoming event, the PPA Management and CEO of Piraeus Port Authority S.A., Capt. Fu Chengqiu awarded an honorary plaque to CEO of Celestyal Cruises Mr. Kyriacos Anastasiades in recognition of the company's overall and longstanding contribution - Celestyal Cruises does 70% of its home-porting in Piraeus and is a regular user of the port.

Welcoming the Chinese passengers, Mr. Anastasiadis said, "We are very glad to welcome the first organized group from China after a systematic effort to promote the beauty of our country as seen through a Greek cruise." He added that Celestyal's goal is to systematically build up demand for cruises and to reach 50,000 passengers per year by 2021. In 2017, the company is expected to welcome around 2,000 Chinese passengers.

It was also announced that in order to facilitate travel between Greece and China, Air China is adding direct flights from Beijing to Athens as of autumn. Finally, Capt. Fu Chengqiu also said that the development of Piraeus as a cruise port is very important for the economy, both local and national and therefore the immediate aim is to upgrade the port's cruise infrastructures and services.

Maritime UK: The future of British shipping needs to be safeguarded after the elections

The British shipping community, like everyone else, was caught by surprise by Teresa May's call for early elections in the United Kingdom on June 8. David Dingle, President of Maritime UK, said in a statement: "Now that a snap general election has been confirmed, the maritime sector will be looking to the political parties to set out their manifestos to deliver economic stability, certainty, and predictability over the course of the next Parliament".

The Chairman and members of Maritime UK believe that a particularly crucial negotiations process with the EU is under way regarding Brexit and that the next government needs to ensure the best possible outcome that will allow the UK to retain its attractiveness as a place to do business.

The announcement stresses that particular attention must be paid to the shipping sector, which is a major growth driver for the whole country, and continues "We're com-



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mitted to ensuring that the UK is the most competitive place to do business, and we look forward to working with the next Government to make it a reality."

Maritime crisis hits once mighty Rickmers Group

According to media reports, Rickmers Group, one of Germany's largest shipping groups based in Hamburg, is facing major financial problems. The Group's powerful Bertram Rickmers is being forced to sell three quarters of his company shares, reducing his stake to 24.9%. The remaining 75.1% will be used to pay back the Group's key creditors, including HSH Nordbank. This was the condition for the company's debt restructuring and possible re-financing process to proceed smoothly. Furthermore, Bertram Rickmers is called to contribute at least €28 million in own funds, if he wants this historic German shipping company founded in 1834 to survive, while in 2016 he contributed an additional €10 million for the needs of Rickmers Holding. Like many other German shipping companies, the Rickmers Group is experiencing the effects of the prolonged shipping crisis of recent years. It is noted that the Group

recorded net losses of €200 million in the first nine months of 2016 alone.

The Rickmers Group owns or manages more than 100 container ships and about 30 other special purpose and combined transport vessels with the value of the Group and its assets currently estimated at €690 million.

Naval mine threat in the Red Sea

Yemen's Coast Guard warned ships in the eastern coast of the country, mainly those sailing around the Yemeni island of Zuqar in the Red Sea, that there is a risk of accidents due to the possible existence of mines. According to local news agencies, information has reached the Yemeni port authorities that rebels had placed naval mines in the area. The Yemeni Coast Guard has urged ships to steer clear of the area's coasts until they have been cleared of all mines.

It should be noted that at the beginning of March two sailors were killed and eight others were injured when an Yemen Coast Guard vessel hit a mine off the port city of Mocha in the Red Sea.

Trend for Chinese shipping company mergers intensifies

The merger between China's state-owned China Merchants Group and Sinotrans & CSC Holdings was finalized and Sinotrans & CSC became a wholly-owned subsidiary of the China Merchants Group.

China Merchants Group is a large Chinese conglomerate with subsidiaries in the construction, banking, logistics, and trade sectors. As regards shipping, by the end of 2015 the company owned 34 VLCC oil tankers and 19 more were under construction. It also owns the largest fleet of VLOC and LNG carriers, with a total tonnage of 28.33 million tons. Sinotrans & CSC Holdings is one of China's largest logistic services companies. The merger of the two groups will reconsolidate their fields of activity (tankers, energy and dry bulk shipping, port services, offshore engineering and logistics services).

This will strengthen the new shipping group's position and contribute further to the current trend of state-owned shipping company mergers in China.

EU gives green light to Hamburg Süd's acquisition

The European Commission has given its conditional approval to the sale of German container shipping company Hamburg Süd (Hamburg Südamerikanische Dampfschiff-fahrts-Gesellschaft KG) to Danish container shipping company Maersk Line. Maersk Line and the Oetker Group (owned by the Oetker family) signed a sale agreement last December for Maersk Line's acquisition of Hamburg Süd, whose history begins in 1871.

The European Commission's approval is subject to Hamburg Süd's withdrawal from six trade routes, mainly in Northern Europe, Central and South America, the Middle East, South Africa and the Mediterranean. This is because, according to Competition Commissioner Margrethe Vestager, the two companies would otherwise have a dominant, almost monopolistic presence in these areas. "Competitive shipping services are essential for European businesses and for the European Union economy as a whole" said Ms. Vestager. For the European Commissioner, the commitments undertaken by Maersk Line and HSDG will maintain a healthy level of competition for the benefit of the maritime market.

It should be noted that with the acquisition of Hamburg Süd, the Maersk Line fleet will consist of 741 container ships with an average age of 8.7 years. The combined companies' total capacity will reach around 3.8 million TEUs and a global capacity share of approximately 18.6%.

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The new floating dock accommodates Aframax/Suezmax Tankers, Capesize/Newcastlemax Bulklers, Q-Max Size LNG Tankers and Container Ships up to 15.000 TEU.



Increase in US grain exports

This year has seen an increase in grain exports in the United States, as reported by Reuters. Wheat exports have increased by 30% compared to last year and are at the highest level since the 2013/2014 season. Similarly, corn exports have increased by 70% reaching a 9-year record.

The US Department of Agriculture estimates that the total grain supply for this year will be the highest in the last 29 years. Total production of corn is estimated to reach 56.5 million tonnes, which will be the 6th best season in history.

For wheat, total production is estimated at around 28 million tonnes. Since early March already, grain cargo traffic in US ports has increased significantly compared to the same month last year.

Strategic reorganization of China's shipbuilding industry

Chinese shipyards are being shut down one after another in an effort to cope with the financial problems facing the domestic shipbuilding industry. Yizheng city in the province of Jiangsu located in Central China will see 17 of the region's shipyards closing down by 2020 as part of an effort to reduce the operating costs of shipbuilding units.

The first five shipyards are expected to close down by the end of this year, while over the next three years it is scheduled to close another three per year. Some of the yards to be shut down are Jiangsu Sugang Shipbuilding, Yizheng Kangping Ship Repair, and Yangzhou Meihua Shipbuilding. Cosco Shipping Heavy Industry announced recently that it also plans to close down three of its five shipbuilding units that build extraction platforms, due to their overcapacity.

The company plans to close its yards in Nantong, Zhoushan, and Dongguan and keep its manufacturing bases in Dalian and Qidong. Cosco Shipping Heavy Industries

CEO Liang Yanfeng said that closing down the three shipyards will cut overcapacity and prevent price competition among its subsidiaries. Cosco Shipping Heavy Industries' plan is to reduce the construction capacity of its yards from 12.05 million DWT to 10.6 million DWT by the end of 2017, to reach 9.6 million DWT by the end of 2020. In recent years, China's shipbuilding industry, like the shipbuilding industries of other countries, has gone through a prolonged period of recession due to reduced orders and low shipbuilding prices.

Digitization: the new big challenge for shipping

"Digitization is a great opportunity to make the ship's operation even more efficient and safer, but also to create new top quality jobs in Germany", said Alfred Hartmann, Chairman of the German Shipowners' Association (VDR) during his speech at the 10th National Maritime Congress of Germany.

Mr Hartmann stressed that through digitization and the constant exchange of hundreds of data between ships, terminals and shipping offices, shipping companies will have a direct insight into the operation of each of their ships that will enable them to go ahead with repairs on a need-to basis, design "smarter" routes, measure their performance more easily, and thus provide better services and more transparency to their customers.

According to the VDR's Chairman, the German Federal Government should support more actively German shipping's full digitization through infrastructures that provide reliable broadband internet access not only in ports but also on waterways and coastal seas. The aim is to be connected to the internet at all times and to be able to operate all ship applications and send all documents electronically.

"Shipping companies may not be exactly Silicon Valley start-ups, but we do know best how to combine quality shipping with quality maritime logistics and make them work," pointed out Mr. Hartmann. He went on to say that achieving the goal of digitization would give German merchant shipping a strong competitive advantage.

Suez Canal offers incentives to attract dry bulk carriers

According to a circular issued by the Suez Canal Authority, a discount will be given on the transit charges of dry bulk carriers passing through the canal in an effort to increase the number of passing ships and prevent ships from traveling around Africa. Dry bulk carriers departing from ports in East and South Australia and passing through the Suez Canal on their way to the ports of Northwest Europe will be granted a 75% rebate on transit tolls. In addition, dry bulk carriers departing from the ports of the Republic of South Africa and passing through the Suez Canal to reach ports in the Mediterranean and the Black Sea will be granted a 40% discount. The discounts will apply, at least initially, for a trial period until the end of 2017.

These new discounts are part of the Suez Canal Authority's strategy to attract more ships and follow the discount package for containerships coming from America's east coast ports heading to Southeast Asian ports, announced by the Authority last January.

Kawasaki Heavy Industries restructures its operations

Kawasaki Heavy Industries announced a plan to restructure its shipbuilding operations which are facing difficulties due to a slowdown in orders and growing losses in recent years.

The Japanese company is downsizing its operations in Japan by 30% by concentrating its domestic shipbuilding activities in Sakaide Works.

On the other hand, Kawasaki Heavy Industries plans to strengthen its presence in China through its two shipyards in Dalian and Nantong, which it operates with joint venture partner Cosco.

The ultimate goal of Kawasaki Heavy Industries is to consolidate its position in the field of constructing LNG and LPG carriers and LNG fueled ships. A restructuring committee headed by President Yoshinori Kanehana is already in place to ensure that all necessary action is taken.

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Maritime Security:

The answer to piracy is better coordination between states and shipping companies

By Ilias Bissias and Charis Pappas



On the last day of the SEA Asia International Exhibition in Singapore last April, the ReCAAP ISC Piracy Information Center in Southeast Asia, in cooperation with BIMCO, INTERTANKO and educational institutions of the wider region organized a conference on piracy and armed robbery against ships. During the debate, which concluded the proceedings of the day-conference, the representatives of the shipping industry expressed their views spontaneously, presenting, however, multi-level arguments.

The new headaches for cyber-security

Michael Phoon, Secretary General of FASA, expressed the view that until today the ship's security has been the exclusive concern of the shipowner or the managing company, and the responsibility is usually born solely by them. Mr. Phoon argued that with developments in the semi-manned, automatic or semi-automatic ship, the manufacturers and suppliers of these systems which are likely to be vulnerable to cyber-attacks should also be responsible. BIMCO's Philip Tinsley expressed the view

that although the IMO is involved in various discussions on cybersecurity in shipping, the specific crimes that affect a ship's operating systems often concern not only the maritime industry but the general telecommunications or data exchange industry as well. The speakers agreed that the IMO might in many cases delay the completion of legislation, for example on matters relating to cyber security in shipping but usually the "lag" in drafting any new international legislation is necessary. Several speakers even agreed that in future the IMO should perhaps restrict itself to guidelines or directives and not get involved in "hard" legislation since developments in this area will always be faster than the legislative process in any international forum.

INTERTANKO's Mr. Philip Belcher pointed out in this regard that there will soon be self-regulation in the tanker market, i.e. the industry itself will propose appropriate cyber-security solutions that shipowners will have to follow for their tankers.

Developments in piracy attacks in South East Asia

Ms. Lee Yin Mui from ReCAAP focused her speech on piracy and armed robbery against ships in the wider sea area of Southeast Asia, stating that although substantial efforts are taking place among governments, there is room for increased and more constructive dialogue between government agencies and stakeholders. The speakers also agreed that more substantive solutions should be found on the issues of recording incidents, sharing information regarding attacks in a timely fashion, and bringing criminals to justice. The fact that merchant ships often do not record incidents does not mean that there are no criminal activities against ships, as some experts pointed out.



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Mr. Christopher Trelawny from the IMO and several other speakers noted that the ways in which prospective criminals work are constantly changing, and that is why today states need to plan national strategies on maritime safety issues. In this context, there should be even closer cooperation among the Security Forces, the State, and law enforcement, inspecting, and judicial authorities. He stressed, however, that all efforts should bear an international signature and form part of an international co-operation framework. In addition, Mr. Trelawny said that ReCAAP is an exemplary model of a transnational "alliance" in the fight against international crime and, as such, it should be applied to other geographic areas, especially Africa.

Attacks in the Philippines

Lieutenant Joel Garcia, Philippine Coast Guard, focused on the attacks on the southern island-clusters of his country. He stressed that the efforts of the Manila Government are now focused on the "tool" used by the region's outlaws, which is none other than small but fast boats. The government will now require all small vessels to bear an identification number on their stern, in order to monitor all movements in this sea area. Any vessel not bearing the required number will be considered suspect of involvement in unlawful attacks against ships by the law enforcement authorities.

The official also stated that there is co-operation among the Navy, the Coast Guard and the Police on combating attacks on merchant ships in the southern Philippines, while the US and other countries are also providing important financial and logistical assistance and transferring valuable know-how.

He mentioned though that criminal acts such as the abduction of seafarers are part of a complex situation and reflect the peculiar political, economic, social, cultural and religious particularities of this "fragile" island region. He also added that after the terrorist attacks on coastal shipping vessels, specially trained armed officers "guard" literally all major coastal ships sailing in that area.

Dramatic drop in attacks in other countries

Ms. Mui made an important observation; she said there had been a drop in recorded incidents involving attacks on ships in India and Vietnam. Referring to India in particular, the ReCAAP official pointed out that in certain coastal areas where there have been crimes against ships, the country's Coast Guard has developed a concerted action through health and education programs. These programs have helped to improve the relationship between the Security Forces and the local communities; the prosecuting authorities aim at soliciting more information from

local residents -especially from patients visiting surgeries manned by army doctors - regarding suspicious activities. Through these programs, the Security Forces have been able to develop two-way relationships of trust and, obviously, better communication with local communities, who know where and how the region's outlaws operate. It seems that effectively communicating to the local communities the need to report criminal activities to law enforcement and security forces has brought quick results.

Vietnam's major ports, where armed robbery incidents were being recorded until recently, have developed better channels of communication with stakeholders, especially shipping companies, while local authorities have increased patrols and checks during the night and have also tried to control the ways in which freight and barter transactions among small vessels are conducted.

The foggy future of better transnational co-ordination

Speakers pointed out that there was no need to have a global reference center for attacks, but that local and regional centers needed to play a more prominent and clearly defined role in the recording of illegal acts, and in the briefing, informing and exchanging knowledge and experience. In this respect, it should be noted that the 70% of shipping companies that currently do not report cases of illegal acts in the Gulf of Guinea, should know, as should the rest of the world, which criminal acts should be reported and how. Referring to the issue raised by other speakers regarding the reporting and recording of all the incidents involving attacks on ships, Mr. Tinsley from BIMCO said that there was confusion both among seafarers and shipping companies about what should be reported, in what way, and under which classification.

The conference's speakers stressed that at this time shipowners have a lot on their plates, especially with regard to the new systems they have to install on their ships that concern the protection of the environment, with the result that the challenges are many and the costs high. Therefore, if they wish to see immediate results, the issue of cyber-security should be high on their agenda.



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What does the future hold for shipping?

Opinions, discussions and insights at the Sea ASIA exhibition in Singapore

By Ilias Bissias



The speakers at this year's Sea ASIA international conference, last April, presented some particularly interesting views.

On the first day of the conference, industry leaders Piyush Gupta, Executive Officer, DBS Group, Dato Kho Hui Meng, President and Managing Director Vitol Asia Pte Ltd, Paddy Rodgers, Chief Executive Officer, Euronav n.v. and Andy Tung, Chief Executive Officer, Orient Overseas Container Line discussed current issues of maritime relevance while focusing on their expectations for the future. Some of the speakers agreed that the ship's traditional management model has come back to the foreground and that in these tricky times "conservative" fleet management models appear to be a safe solution for many companies.

In this period of foundational changes when mergers, alliances, but also collapses of strong up until recently shipping companies are becoming a new daily occurrence, the outlook for all shipping sectors is looking extremely bleak.

Referring to the younger generation of

shipowners carrying on the maritime tradition in shipping, Paddy Rodgers highlighted the example of some of today's German shipowners who cannot "enjoy" the prosperity experienced by previous generations of shipowners due to the difficulties in finding bank financing and the collapse in freight rates.

With the difficulties existing currently in the market, many young shipowners can or prefer to leave shipping and make other investments, for example in the real estate market or even in art. Responding to the question of whether large companies have a competitive advantage over smaller ones, or whether listed companies have a competitive edge over family-owned ones, Mr. Ming said that what both charterers and the market generally prefer is flexibility and credibility. All customers look for commitment to delivery times and not necessarily large and complex corporate structures.

Today, the headache of vessel oversupply due to the 'degraded operation' of Asian shipyards continues, albeit at a slower

pace. The countries in this geographical area, in an effort to combat unemployment, continue to finance state-owned shipyards with state funds, thereby offering competitive prices to shipowners.

Mr. Rogers pointed out that Asian countries should decide to let some of the shipyards collapse, and agreed with the other speakers that today "naughty" shipyards are making tempting offers to all shipowners.

Mr. Tung said that there is clearly an oversupply of vessels but in order to survive companies need to adapt to this new reality. Mr. Gupta agreed that vessel oversupply will be a headache in the near future, but the adjustment needs to be made at a rapid pace. Agreeing with the other speakers, he actually pointed out that there is enormous pressure, especially by charterers, to reduce costs, but chasing the most economical solution should not lead to a compromise in quality.

The speakers agreed that although China remains the driving force behind global shipping, India, Indonesia, and Saudi Arabia are also important pacemakers. Mr. Rogers concluded by saying that entrepreneurship

should not focus solely on numbers and financial results, pointing out that "businessmen should not be financiers" and "you cannot spread sheet everything". For the CEO of Euronav, businesses are social institutions and should focus on social engagement.

Some speakers agreed that modern businesses need to adapt to the new status quo but in shipping this adjustment is rather slow. He said that he actually believes that the adjustment of businesses has to do with the personality of each leader-entrepreneur as some of them are more willing to develop and adapt than others. Mr. Gupta concluded by saying that he was not optimistic about the next 20 years since societies around the globe, due to technology and telecommunications developments, will lead world leaders to a new situation, while many basic aspects of the social fabric will need to be re-examined. Many questions will have to be answered by political and other leaders, as the next 20 years of realignments and constant political upheavals do not allow any complacency. The next day, Mr. Filippou

Lemos President, N.S. Lemos & Company Ltd made an impression when he argued that there is a future, and an auspicious one at that, for private shipowners and family businesses. The young shipowner's statements surprised the audience, but also the press - his strong and humorous speech made headlines in the international press. Mr Lemos stressed that opportunism does not fit into shipping and that only investors who rely on long-term forecasts and long-term investments can and should survive. Shipowners who rely on own funds know very well the meaning of patience, unlike funds and money markets that seek immediate and universal profits.

Of particular interest were the views put forward at Sea Asia's special panel on "Market Insight: Meet the Experts" which included, among others, two distinguished Greeks, Mr. Denis Petropoulos President Braemar Group Asia and Ms. Stavroula Betsakou Head of Tanker Research, Howe Robinson & Partners.

Asked by the panel coordinator how he sees the dry market, Mr. Petropoulos con-



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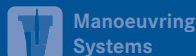
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cluded that some firms will manage to survive in the near future, while others may not. In the second category Mr. Petropoulos included those who bought ships at high prices rather than during favorable periods. Khalid Hashim, Managing Director, Precious Shipping PCL, said he saw 2017 as a transitional year for bulkers, but appeared rather pessimistic for the coming months. China may need bigger imports in the raw materials sector, especially iron ore and coal, but the tonnage supply remains high and will continue to grow.

In fact, Mr. Hashim said in no uncertain terms that shipowners have been behaving rather irresponsibly lately, not only in terms of orders but also by refusing to scrap bulk carriers, which results in oversupply being a permanent threat to this market. He concluded that if shipowners do not scrap more ships in 2017, bulkers

are largely skeptical about the recovery of the crude sector explaining that new refineries in many corners of the globe and an oversupply of tanker capacity in the near future will lead to a drop in the profitability indices of these markets.

The speakers noted however that today the VLCC fleet is also gradually "getting older", while a lack of funding and the difficulties in finding suitable shipyards are likely to create new data in this market. In the product tanker segment, on the other hand, there will be a capacity oversupply by 2020, which will be a pivotal year due to the new legislation that will be imposed on international shipping. The commentators felt that 2017 would not be a very easy year for product tankers and that things would probably start looking up in 2018. With regard to the container market, Robber Van Trooijen, Head of Maersk Line Asia Pacific Region, pointed out that 2016 was a decisive year which nevertheless forced the companies in this industry - perhaps for the first time in shipping's history - to re-think their partnership strategies and even their mergers with each other. He also pointed out that the dynamism of companies such as Amazon and Alibaba will radically change the opportunities and future strategies of the supply chain sector.

Referring to the causes of the slump in the bulk shipping sector, Mr. Petropoulos presented the slide as seen on the left column, which impressed the audience. He stressed that bank oversights in conjunction with the big egos of shipowners have been leading markets to unpredictable results.

Ms. Betsakou added that shipyards are to blame for the oversupply and did not omit to express an opinion shared by many other speakers in this conference, namely that it is time for many shipyards to close down. Several speakers pointed out that in the wet market there is now a ceiling on tanker construction by existing yards, so, fortunately, we do not expect "degraded" orders in future.

Mr. Hashim added that it is the dipole of greed and fear that often leads shipowners to make important decisions. Asked what the secret of survival is, he replied that first of all a businessman needs to be ... lucky! However, timing is always a key factor to success.



will suffer more pain at the end of the year. He also noted that 15% of ships are over 15 years old. Mr. Hashim appeared to be more optimistic for the years 2018 - 2020 when shipowners will be forced to drive old ships to scrapyards, mainly on account of the new environmental legislation coming into force.

Ms. Stavroula Betsakou noted that China will continue to grow but not at such an impressive rate as before. VLCCs can expect better days in 2017, but Suezmaxes in the crude market will be rather "unlucky" and will not perform as well as larger capacity tankers. Aframax will also experience an upward trend due mainly to Libya's entry into the black gold market chase. Ms. Betsakou appeared particu-



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HELMEPA celebrating 35 Years of Creativity & Environmental protection



In this special edition, Naftika Chronika pays tribute to the 35th anniversary of the Hellenic Marine Environment Protection Association. Based on the joint voluntary commitment of Greek seafarers and ship owners to safeguard the seas from shipgenerated pollution, the aim of HELMEPA has been the Maritime Community to acquire an environmental consciousness and a spirit of safety. For 35 years, HELMEPA through training and educational initiatives has succeeded in improving the social image of shipping and forming a strong environmental consciousness not only within the maritime community but to the public at large.

The Establishment and evolution of HELMEPA through the pages of Naftika Chronika



For many maritime historians, especially those familiar with the realities of Greek shipping, the 35th anniversary of HELMEPA's operation and contribution coincides with a period of renewal and qualitative change in the Greek shipping family.

1982, the year HELMEPA was founded, was a difficult year for global and Greek shipping. The crisis in the international freight markets, which was to last for another three years, had shrunk shipping activity and had led to the laying up of the Greek-owned fleet creating an eyesore in the Argosaronic and leaving many seamen unemployed. At the same time, the relations between the shipowners and the Greek state were at a breaking point as it seems that the cabinet ministers of the time had been experimenting on seafarers' policy and maritime education issues:

The result of this incomprehensible policy was the shrinking of the Greek shipowners' confidence and the consequent irreversible shrinking of the Greek flag on our ships. However, the most important element of that era was the vicious criticism unleashed by the international press, maritime and other, which was related to the Greek ocean-going fleet's qualitative performance. It is a fact that the numerous accidents of old ships owned mainly by young entrepreneurs who lacked experience and knowledge and had no maritime tradition, coupled with the overwhelming over-development of the Greek fleet over the previous decade, had created an unfavorable climate in the City. Insurers and representatives of the press treated the Greek shipping family with contempt often referring to them as 'The Greeks' and making disparaging remarks and derogatory characterizations that mainly concerned the poor maintenance of the overaged Greek fleet. The accession of Greece to the EEC in 1981 was another excuse for raging attacks in Strasbourg and Brussels by politicians of Europe's formerly powerful shipping nations and by the British and German press. In this

Today, HELMEPA but also HELMEPA Junior, to which Capt. Vassilis Constantakopoulos was so passionately devoted, are an important beacon of optimism for our shipping. Firstly, because it is an important joint initiative by shipowners and seafarers aimed at "saving the seas", but, more importantly, because they joined forces in order to improve the daily routine and training onboard. On this axis, the organization's contribution to improving the public image of Greek shipping, both inside and outside our borders, remains the most important. The HELMEPA flag – the certificate issued to ships that comply with the organization's environmental requirements - are a guarantee of safety, reliability and, above all, an attestation that the ship's managers and seafarers meet and even exceed quality standards. HELMEPA's activity in the field of seafarers' training culminated in the acquisition of a simulator. This investment in knowledge is proof

The Efkranti award conferred upon HELMEPA by the panel of judges set up by Naftika Chronika in collaboration with the Laskaridis Foundation is a small tribute paid by the Greek academic, media, and maritime community to HELMEPA's great contribution and active service both inside and outside the Greek borders. In light of the above, all of us working at the historic Greek shipping magazine felt it was our duty and our deep wish to dedicate the English edition of Naftika Chronika to HELMEPA's 35th birthday in

This special tribute to the HELMEPA anniversary would not have been made possible without the invaluable contribution and support of Mr. D. C. Mitsatsos, Director General of HELMEPA, Ms. Ch. Prekezes, Executive Coordinator and Mr. C. Andreadis, IT Manager of the Association. We thank them wholeheartedly.

ΡΥΠΑΝΣΗ: Μιά άλλη αντιμετώπιση

Toshiyuki MATSUDA, A. AD

«Θεοῦ, Πατέρα των χαρῶν ἀθανάτων,
ἀναστήσαντες τὴν ψυχὴν μου καὶ τῆς ψυχῆς μου
τελευτῶν τοῦ Μέρου Πάθου»,
Ἀνθήρας Καίβος, «Θεοῦ»

[illegible]

Σύμφωνα με το δεδομένο της σημερινής υπαρκτής κοινωνίας στις θαλάσσιες και τοξικές αλλαγές της θάλασσας, η «μεγάλη αμφοκία» του κοινού των νέων υπολογίζεται από άλλα και του μελλοντικού μέρους της Κοινής Γνώσης δεν είναι πιο τόσο μεγάλη όσο θα έδειχνε κανείς. Στις εποχές της αποστασίας και της αποστασίας, οι απαιτήσεις διαβίωσης και άλλων ανθρώπων συζητούνται για θαλάσσια ρυθμίσεις.

Αλλάζει η κατάσταση διαρκώς στο τέλος της εποχής στην αποστασία στην κοινωνία «αποτασία» του «κοινού». Σύμφωνα με ένα σύνολο περίπου 74.000 λέξεων και ελλείψεων που επιδεικνύονται οι διαταραχές και οι διατάξεις θαλάσσιες μεταφορές διαταραχών είναι από εφτά εκατομμύρια ναυπηγών, η έννοια της ρύθμισης, προσλαμβάνει τριακόσιες φορές το γεγονός ότι μια μέση ποσότητα της διαταραχής θαλάσσιας περιπέτειας αποτελείται από 100.000 κτηνικά ζώα, είτε από 100.000 κτηνικά ζώα, μελλοντικά έτσι θα κληθούν τρεις διαταραχές και μελλοντικά του Ηνωμένου Συνασπισμού με εκπαιδευτικό του National Academy of Sciences των Η.Π.Α., οι οποίες αποκαλύπτουν με μελέτη τους 2,4 εκατομμύρια το 1975, κεραιωτές από 2,4 εκατομμύρια μετρούμενοι τότε διαταραχών πετρελίου, πόλινους κατά μέσο όρο τους τοξικούς και τις θαλάσσιες κινήσεις. Από τη πλευρά της θαλάσσιας κεραιωτικής η Βία με έκδοσή, όχι όμως και οι εκπομπές να αποκαλύπτουν, διαταραχών της θαλάσσιας τοξικότητας διαταραχών στην αποστασία του ανθρώπου.



Η και η θέληση του έρωτισμού και των ναυτικών για την καταπολέμηση της ρωπάνιας δεν μπορεί να έχει τα άμεσά της αποτελέσματα εάν δεν υπάρχει η ηθική υποστήριξη στη στεριά για την απόρριψη των αποβλήτων και εάν δεν γίνει παράνομη κίνηση για την αποφυγή της ρωπάνιας που προκαλείται από την ξηρά και αντίστροφως, τα 70% της συνολικής ρωπάνιας. Ή έκλεισε σπινίκι και παύθηκε των πονίων των τών πλοιοκτητών (ισχυρών και τών πλοιοχρηστών δεν είναι φροσά παραέχθη όταν δεν προσέροποιται οι άναγκάς, ίναλλακτικά, λίστας για την αποφυγή των ρωπάνιας.

πρέπει να σταματήσει, δεν αποτελεί παρά το ένα τρίτο της ολικής ρυθμίσεως της θέλεισης από τον άνθρωπο, δηλαδή από τις χειρουργικές βιομηχανίες και την καλλιέργεια, τα κράτη και οι διεθνείς οργανισμοί αντιστέκονται και πληθώρα προληπτικών με-

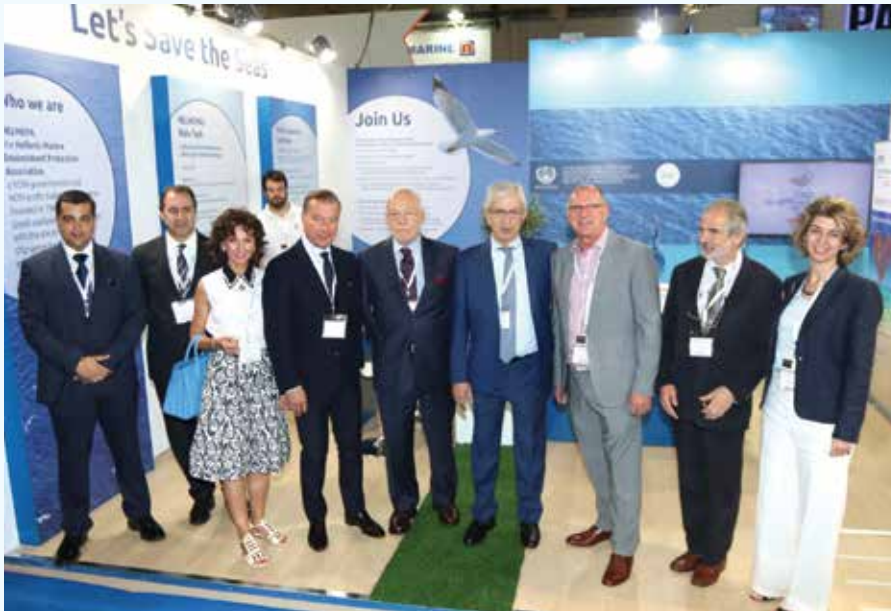
ρη διαπίστωση είναι ότι ούτε οι μέν ούτε οι δε αρκούν για να αναχαιτίσουν αποτελεσματικά την αυξανόμενη αποσταθεροποίηση της βιολογικής ισορροπίας του θαλάσσιου χώρου, καθώς το αποτέλεσμα τους φέρνουν συχνά οι απόγνωση έκτακτους που το έχουν θέσει.

Σκοπός του άρθρου αυτού δεν είναι η κριτική της αποκοινωνίας των μέτρων τα οποία λαμβάνονται για την πρόληψη και την καταπολέμηση της ρατσιστικής. Όλοι οι κριτικοί νόμοι και οι διεθνείς συμβάσεις, είτε προληπτικές είτε αφορούσε τις αναγκαστικές, συντελούν θεμελιωδώς στην άνοσηση της Ώκεναιάς από την μόση της ρατσιστικής. Κατ'αρχήν όμως προσηγορεύεται το άρρωστο και συγχρόνως η ρίζα του κακού είναι ο Θεός ο άνθρωπος, όπως και συγχρόνως είναι η απολόγηση της καταπολέμησης των Εκκλησιαστικών καθηκόντων στην Πόλη. Την Ελπίδα του να θαλάσσει από άδεια, να μην προεργαστεί η έκδοση πιθανών των προληπτικών μέτρων και τα οποία αποτύχουν όχι με την ίδια έκταση της ρατσιστικής που παλαιά και η νουβελιστική θεματολογία στην Ελλάδα είναι έκδοση και ταυτό εστις παύση των τοπικών και διεθνών νόμων και κοινών. Πόση αποκαταστατική μπορεί να έχει ένα κοινωνικός, όσο αίσθησης και να είναι, όταν η λογική του περιμετρεί στο χερσό ούρα της χώρας που τον έχει θέσει; Ποιά είναι η όλη της άγνοιας της απορρίψης απορίτων παρτίσις ο κλασική θαλάσσιος όπως η Μεσόγειος, όταν δεν υπάρχει έμφυρη παρτίσις ούρα ο άλλος της παρτίσις της γης ή την ήπιαν ούρα των παρτίσις των. Και τότε απ' όλα, μπορούν οι τοπικοί νόμοι και οι διεθνείς συμβάσεις να εφαρμοσθούν με έγκυρη χωρίς την συνείδηση απορτίσις της προπαύσεως και των νουβελιστικών. Αποκλείει ότι. Άρα λοιπόν η λύση της προπαύσεως της ρατσιστικής των θαλάσσιων δεν είναι αναστρέψιμη αποκλείστικα και μόνο στο νόμο και την έγκυρη των μέτρων της άγνοιας τους, όλα και στους Θεούς των ανθρώπων οι οποίες της χρησιμοποίησε τις Εκκλησιαστικές. Είναι τόσο τραγικό το άρρωστο με το ίδιο του το χέρρι να καταπολέμηση από το νόμο του προπαύσεως. Η συντακτική του διαπολίτις έγκυρη με γενναίαν κινησική της Άννης, πολιτικός, πρώτος αναγκαστική και η τελευταία άνοχη θαλάσσις και έκλεισε κάθε χερσός της, ότι αποτελείται μέγα σπέρμα το ίδιο της ζωής και τον πολιτισμό. Η «αίσθηση για την προστασία των θαλάσσιων» από τους επιβαδύνοντες στα θαλάσσια άρα είναι ένα στοιχείο το οποίο

The Association's success story

by **Panos Zachariadis**

Technical Director, Atlantic Bulk Carriers Management
Board Member of HELMEPA



There is “tar” today

In the sixties and early seventies, I was growing up in Alimos, a sea side suburb of Athens. After school was closed for the summer, my mother would take me and my brother everyday to the nearby sandy beach to pass the leisurely summer days.

I still remember the first thing my brother and I would look for at the beach: whether there were lumps of “tar” on the sand or not. “Tar” what we called the solidified oil sludge discharges from the unseen ships over the horizon, which eventually would land on the beach, especially if a southern wind was blowing. “Watch out, there is tar today” we would call to each other. If you stepped on, or touched any of these black tennis-ball size lumps, there was no way to clean yourself. Worse yet, if your bathing suit was dirtied with these, you needed a new bathing suit. Even pure gasoline could not clean it from fabric.

Visionary Leaders

Those were the days that “tar” lumps on the beach were considered a normal “phenomenon”. Thankfully, some visionary leaders had a different opinion. Leaders like ship owner George P. Livanos who, as far back as 1979, had publically expressed his concerns about the pollution of the oceans brought about by ships. He believed it was each and every Greek seaman’s obligation to lead the worldwide efforts to change the habits of all within the international maritime community (www.helmepa.gr). So, on his initiative the Hellenic Marine Environment Protection Association – HELMEPA was founded on 4th June 1982, with the Union of Greek Shipowners and the Panhellenic Seamen’s Federation signing a historic Declaration of Voluntary Commitment “To Save The Seas”. IMO’S MARPOL 73/78 Convention entered into force more than a year later, in October 1983.

Early Years

Greek seafarers and Shipowners come mostly from the Greek Islands and from seashore cities. But with a Greek coastline larger than China’s and half in size as that of the Australian continent, no matter where you come from, you are never far from the sea. And, of course, you don’t want your sea, or any sea, to be dirty. Millennia of sea engagement have taught the Greeks that the sea is one. If you want your sea to be clean, all the sea must be clean. Thus Mr. Livanos’ vision was truly shared by the other shipowners. The founding members of HELMEPA included all the major shipowners of the period and so Europe’s first private sector voluntary marine protection association took off,

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with immediate and enthusiastic actions, such as public awareness campaigns, member training and voluntary implementation of MARPOL 73/78 ahead of its entering into force.

Within the first few years, this voluntary effort had already received the admiration and recognition of the UN, IMO and the United States Coast Guard. In 1987 Mr. G. P. Livanos was awarded the UN's Environment Program (UNEP) Global 500 award.

Maturity

Driven by enthusiasm and sincerity, HELMEPA matured fast. By 1990, over 100,000 individuals had visited HELMEPA's exhibitions (mostly at the member company's Ceres Hellenic Shipping Enterprises building), over 5,000 officers had participated in training programs and many bilingual aides were distributed to ships. In the 90's Mr. Papachristidis took over the chairmanship from Mr. Livanos, followed by Captain Chalas of the PanHellenic Seafarers' Federation and Capt. Constantakopoulos of Costamare Shipping.

During that time HELMEPA branched out of Greece with Cyprus – CYMEPA under the chairmanship of Sir Stelios Hadjiioannou, British-BRITMEPA, Turkish-TURMEPA, Uruguayan-URUMEPa under the auspices of "Maria Tsakos" foundation and Australian-AUSMEPA. More members, more public awareness actions, this time involving also school children, more officers trained, and an established international recognition lead to a second UNEP Global 500 award.

In the first decade of the 21st century, Peter G. Livanos, Nikolas P. Tsakos, Nicolas Pappadakis and Capt. Vassilis Constantakopoulos (once more) offer their leadership to the Association. Under their Chairmanship, children-members of "HELMEPA-Junior" program reach 50,000 with 2,000 volunteer teachers. The President of the Greek Republic, the mayor of Athens, Seatrade and Lloyd's List present awards. Nearly 250,000 children have participated in HELMEPA's initiatives. The international INTERMEPA is founded. The next decade is marked by Dr. John Coustas two term chairmanship and his role in the donation by DNV-GL of a full bridge simulator to HELMEPA to enrich the training



programs offered to members. By the end of 2016, with Dr. George Gratsos at the helm, HELMEPA had historically achieved some truly impressive accomplishments. Perhaps the most important of all was to be highly regarded internationally as being indeed synonymous to the protection of the marine environment. In turn, HELMEPA's members, whether companies, ships or individuals, are extended the respect of port authorities worldwide.

The future

The future is the children. This was recognized very early on by HELMEPA. Educational visits by schoolchildren to the HELMEPA exhibition - at HELMEPA's expenses - began during its first year of operation in 1983, along with awareness-raising campaigns for Clean Seas and Beaches. In 1993 the "HELMEPA - Junior" program was launched for children ages 5 - 13. Environmental videos and material are distributed to all schools throughout the country. In 1995 the children's newspaper "The young Seagulls" is produced. In 1999 the Secretary General of the IMO, Mr. O'Neil, presents HELMEPA's Junior Program to IMO's 43rd MEPC meeting, while the following year members of HELMEPA-Junior address the IMO MEPC plenary in London. This is repeated in the following years. About 300,000 children have participated in HELMEPA - Junior activities to date, with more than 70,000 of them being members along with thousands of teachers. Truly impressive! Later the "HELMEPA- Cadets" program was launched for youth above 13 years old which, along with inspiring volunteerism and environmental protection in youth, it

also provides information on career opportunities in marine professions. HELMEPA's future seems secure not only because of the above embrace to the next generations, but also for another reason: the ship-owning community continues to support it with the same enthusiasm as the founders. Not only with material resources but also, more importantly, with their personal time and commitment, while several of the founders' children are now actively participating in HELMEPA's Board of Directors.

Support

One could not really refer to HELMEPA without mentioning its great Secretariat support and its Director General, the widely respected and decorated veteran Mr. Dimitris Mitsatsos. For most in shipping, Mr. Mitsatsos is the heart of HELMEPA. 35 years of Helmepe and 35 years of untiring Mr. Mitsatsos, ensuring the smooth daily operation and always working for the advancement of the Association. Having the likewise untiring Christiana Prekezes at his side and a team of young enthusiastic members of the Secretariat, the achievements have been non-ending, with impeccable and timely implementation of the wishes of the Board. HELMEPA and HELMEPA-Junior/ Cadet activities coordination, the extensive HELMEPA training programs, international co-operations, e-learning, conferences and exhibitions, scholarships, campaigns in every island and city of Greece on top of the day to day operation. While one wonders how they find the time to do everything, one can only thank them for their excellent performance and dedication. HELMEPA could not achieve its many successes without them.



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HELMEPA

Saluting the Anniversary



By

John Chalas

General Secretary, Panhellenic Seamen's Federation
Former Chairman, HELMEPA (1994-1996)

On the occasion of the 35th birthday of the Hellenic Marine Environment Protection Association (HELMEPA), it gives me great pleasure to associate my self with the entire Greek shipping community in wishing HELMEPA a long life ahead for the benefit of our shipping industry and its people.

The Panhellenic Seamen's Federation (PNO), responding positively to the initiative of G. P. Livanos, co-signed in June 1982 the Declaration for the establishment of the Hellenic Marine Environment Protection Association, HELMEPA, recognizing the need for the protection of the marine environment from pollution and respect of the international conventions and regulations for "Safe Ships and Clean Seas", thus fully supporting the IMO aim.

Since then, HELMEPA has been active in delivering the objectives set out in its founding Declaration, being extremely involved at national and international level, particularly with regard to the International Maritime Organisation (IMO).

HELMEPA should be commended in particular for complementing the education for Greek seafarers with updated information covering a wide spectrum of topics that focus on the prevention of ship-generated marine pollution, safety at sea and security. On behalf of the Greek seafaring family, I wholeheartedly wish HELMEPA and its people to continue their first class job for the benefit of Greek shipping industry and Greek seafarers alike, setting the example for more similar initiatives in other parts of the world



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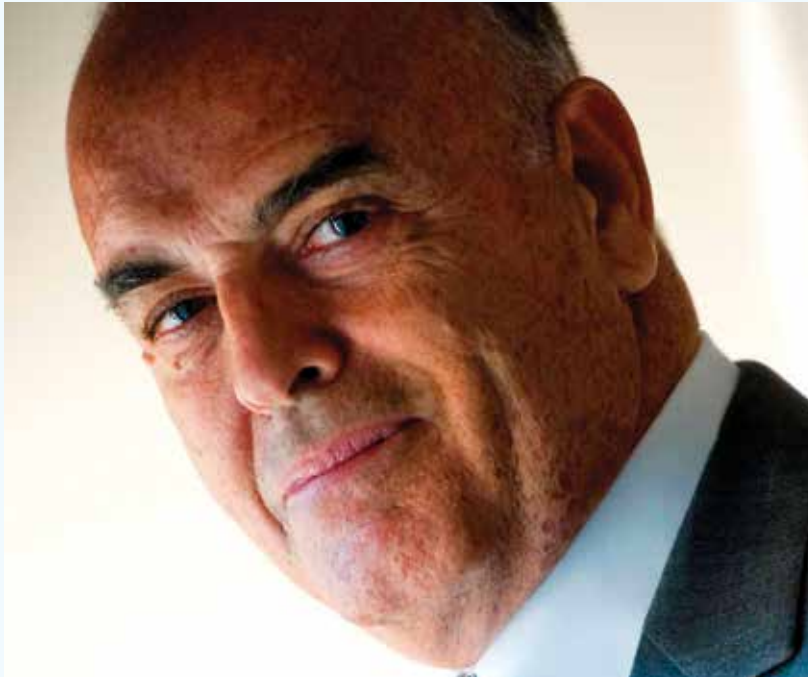
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Saluting the Anniversary



By

Dr. Matheos D. Los

Founding member - Honorary Vice Chairman, HELMEPA
Shipowner
General Manager, Vrontados SA

1982 was the year to Save the Seas. The Greek shipping community decided to take a stand on protecting the marine environment. Dissatisfied by the level of implementation of existing conventions, laws and regulations, shipowner and visionary George P. Livanos started a wave. Surrounded by the Greek shipping community and supported by the élite of world environmental bodies, he drafted the declaration of a voluntary commitment. Thus began the biggest joint effort to protect the Ocean against its greatest threat, pollution. Even though an international legal framework was already in place, it could not “be fully effective until every sector of the shipping industry

is committed to the elimination of marine pollution”*. It is this sentiment of personal responsibility, magnified through the cooperation of likeminded people and entities that distinguish HELMEPA, making it capable of functioning above individual interests.

HELMEPA has survived 35 years, 3 booms 3 busts in the shipping industry and will no doubt live on as long as there is Greek shipping. The reason? Whether it be good times or bad, only one ingredient is necessary for its perpetuation and that is filotimo.

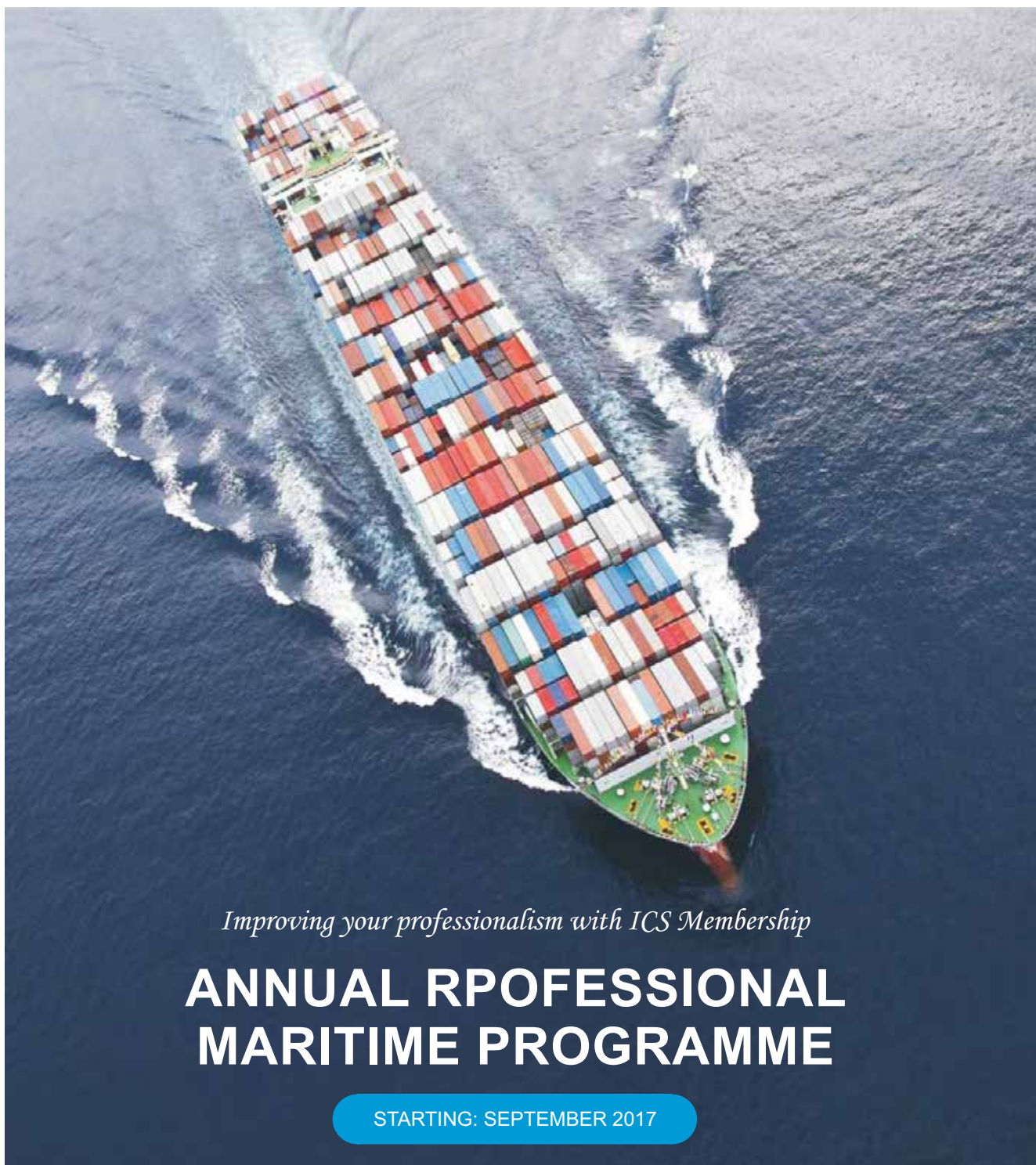
* "To Save the Seas", HELMEPA's Declaration of a Voluntary Commitment, 4th June, 1982, art.(c)



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Honorary Members

HELMEPA

Saluting the Anniversary



By

Themistocles Vokos

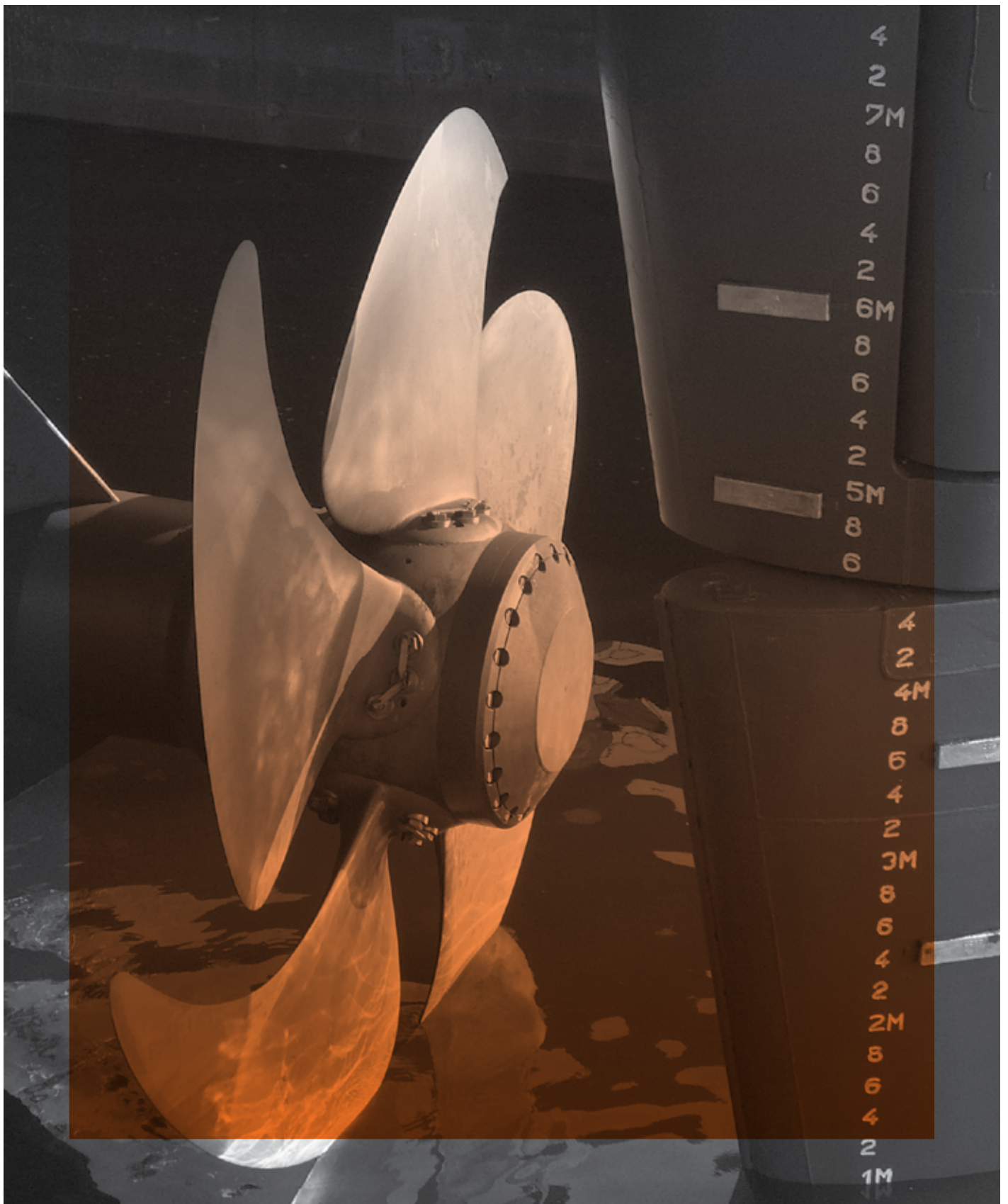
Honorary Chairman, Posidonia S.A.

George P Livanos, founder of HELMEPA, was a man of vision who was ahead of his time in embracing issues that would benefit society and make a difference to future generations.

His contribution in promoting Greece in the USA and around the world, as Ambassador at large, encompassed many diverse areas but his love of the sea defined him. 35 years ago George had to convince a rather inward looking, at that time, Greek shipping community of his vision for establishing a maritime environmental organisation that would promote clean seas and encourage ship operators to become active participants in protecting our marine environment. We pay tribute to George Livanos and to the Greek shipowners who followed him and embraced his vision.

The work of HELMEPA and its many educational and awareness programmes could not have developed and matured to the sophisticated level they enjoy today without the leadership and commitment of one man, Dimitri Mitsatsos. His work and the work of his dedicated team has established HELMEPA as an internationally recognised and respected environmental organisation, making a significant contribution to keeping our seas clean.

Congratulations to HELMEPA for 35 years of active service to our maritime community.



Saluting the Anniversary



By

Spyros P. Mavrikis

Honorary Member, HELMEPA

It was a bright sunny day back on June 4th 1982. Piraeus was bustling with energy and activity as the Posidonia Exhibition was about to open its gates that afternoon.

Around noon of that same day a ground breaking activity was taking place just opposite the Posidonia Exhibition venue, in the Ceres Hellenic Shipping Enterprises building. The Declaration of Voluntary Commitment and the accompanying Action Plan was being jointly signed by representatives of the Union of Greek Shipowners and the Panhellenic Seamen's Federation and co-signed by five prominent international environmental organizations, marking the inauguration of the Hellenic Marine Environment Protection Association – HELMEPA

June 4th 1982 was the culmination of a long preparatory effort instigated by the late George P. Livanos who mobilized a number of highly successful shipowners on the one hand and the Greek seafarer community on the other to join hands in protecting on a voluntary basis the marine environment from manmade pollution. But that date was not an end, it was just the beginning of a 35-year course we are happy to celebrate today. Looking back, one can only admire and respect

this initiative which has endured over the years providing up to date training to participating members, always having in its core the environmental aspect coupled with safe practices onboard.

Last but not least, one should also underline the amazing work carried out by HELMEPA JUNIOR, through which new generations—the future of our world—are actively participating in creating environmental conscience within their own local environment thus expanding the message of sustainable development.

Furthermore, over the years HELMEPA has passed the torch to other parts of the world as well, where six more MEPAs are currently active all over the globe under the collective title INTER-MEPA.

In closing, I would attribute the success of the organization mainly to the very insightful concept on which George P. Livanos based his initiative, i.e. the personal involvement of each and every one in shipping both individually and as a whole. Only when an issue becomes a personal concern can one expect tangible and lasting results. I wish HELMEPA a long and fruitful life and many more anniversaries in the future.

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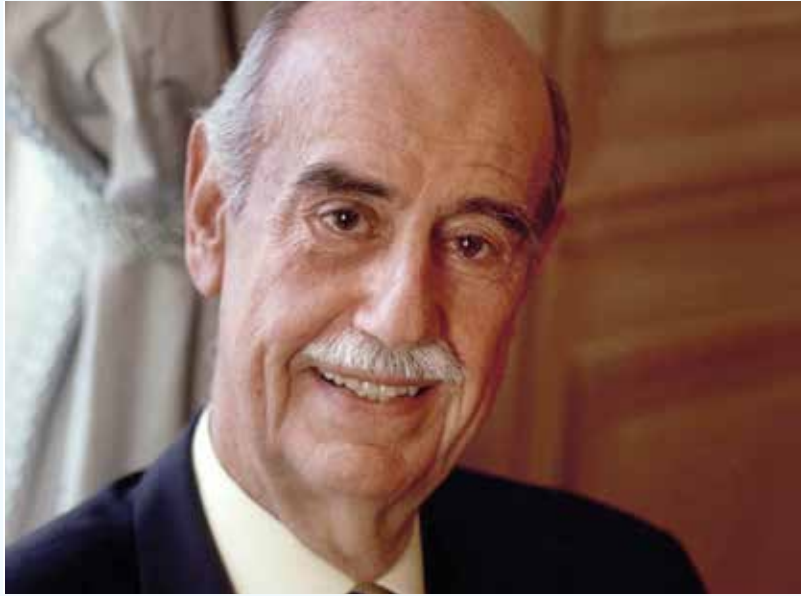


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Saluting the Anniversary



By

Pavlos J. Ioannidis

Vice President Emeritus
Alexander S. Onassis Foundation

I had the pleasure and honor of serving as a member of HELMEPA's Board of Directors including the inaugural one that was held on May 2, 1983.

I had no doubt whatsoever about how we should go about pursuing the organization's goal to improve safety on board vessels and protect the marine environment.

After 33 years of experience in matters of training in the airline and shipping industry, I had determined that the main contributing factor to all accidents not only in the field of transportation (land, sea and air) but also in all other fields where a human being is involved, is the human mistake due to the "Weakness of the Human Element". This serious weakness cannot be eliminated altogether, but it can definitely be reduced to the minimum possible. This weakness was confronted successfully within the field of air-transportation by implementing: rigorous initial and refreshing training, appropriate standard procedures, use of simulators and check lists, spirit of teamwork and coordination, development of correct mentality and self-discipline. This was the so called by the maritime

industry "Airline Concept" which I implemented successfully to the fleet of the Onassis Group in October 1982. In October 1983, along with the Director General of HELMEPA Dimitris Mitsatsos, we organized and operated successfully training seminars for Bridge and Engine officers regarding ships safety and pollution prevention issues. A Ship's Manual followed covering in detail all actions and procedures the crew should take over the course of all phases of a ships' operation under Normal and Emergency conditions, with the appropriate check lists.

This valuable contribution of HELMEPA towards Greek Shipping has had international recognition and has been highly praised by the IMO and the US Coast Guard.

I have to emphasize that the creation of HELMEPA is exclusively due to the vision of a great man, George P. Livanos, who, at that time, was Secretary of the Union of Greek Ship-owners, and to his sensitivity on matters of safety and protection of the sea environment. He took the initiative, together with other members of the Union's Board and the Pan-

Hellenic Seamen's Federation to sign the charter establishing the Hellenic Marine Environment Protection Association on June 4, 1982 in Piraeus.

I would also like to mention Captain Vassilis Constantakopoulos who deserves special commendation for his support and for creating the "Children's HELMEPA". Last but not least, praise is due to all the presidents who succeeded the unforgettable George P. Livanos for their constant efforts, to Director General Dimitris Mitsatsos for his invaluable contribution, and to his staff for their dedication.

Thanks to HELMEPA's hard efforts Greek Ship owners and Seafarers were the pioneers in taking and successfully applying measures for the protection of the sea environment, thus proving that the Greek Merchant Shipping is worthy of its title as a leader in the Global Shipping Industry.

In conclusion, I would like to wish HELMEPA a brilliant future, full of new ideas, inspiration and devotion to their noble cause, for the benefit of the Marine Environment and cleaner seas for the generations to come.



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Saluting the Anniversary




By

Ioannis Polychronopoulos

President & CEO,
Environmental Protection Engineering S.A

Greek Shipping is totally intertwined with innovation. This is actually the basic ingredient of its leadership, in the Seas and Oceans. The marine environment could not be missing from its immeasurable preeminence. At a time when Environmental Protection in our Country was an “unknown word”, late George P. Livanos perceived the need of taking initiative in order to protect the Marine Environment. That was a debt of each Greek Mariner individually, to lead in a global effort to alter the current practices of all involved within the international Maritime community. The initiatives that he undertook, led to the establishment of the Hellenic Marine Environment Protection Association (HELMEPA), on 4th June 1982.

Today, 35 years later, George P. Livanos and all those involved in the establishment of HELMEPA, have been fully justified since Environmental Protection of sea and land, is of primary importance in the agenda of all States as well as that of the United Nations. The creation of Environmental consciousness, Environmental consideration and Volunteerism, elements that HELMEPA's personnel have been teaching with consistency all these years, just recently got implemented on a broader scale, by the Greek Educational System. My sincere belief is that HELMEPA has a major contribution to establishing Environmental conscience to the newer generation of Greeks, deed that will carry on with consistency in the years to come!



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Board of Directors HELMEPA

Saluting the Anniversary



By

Dr. George A. Gratsos

HELMEPA Chairman

HELMEPA is the brain child of George P. Livanos who considered that greater awareness and the voluntary cooperation between seafarers and shipowners was essential in order to better protect the marine environment. The thinking behind HELMEPA's creation was clear; simple, unique and effective. Hence its success. The reasons and consequences are ever more relevant today with universal concern of the environment.

I am honored to be the Chairman of HELMEPA on its 35th anniversary. Everything that HELMEPA has achieved over the years is the aggregate result of all my colleagues, past and present Boards, all our members, participating companies and the thousands of Greek merchant marine officers. The refresher training of over 18,000 Greek seafarers is an essential

investment for pollution prevention, safety at sea and the overall better performance of shipping. Generations of Greeks have benefited from the environmental awareness that HELMEPA offered long before the Greek State introduced environmental education. The support of the youth programs is the expression of HELMEPA member companies' Corporate Social Responsibility (CSR). We are proud of the results. HELMEPA's model has been adopted in many countries with the creation of AUSMEPA, CYMEPA, NAMEPA, TURMEPA, UKRMEPA, URUMEPA all of which including HELMEPA are members of INTERMEPA.

We feel that we have successfully served the vision of the founders, promoted and contributed to the importance of environmental awareness and professionalism of the industry.



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Saluting the Anniversary



By

Dr. John Coustas

President & CEO, Danaos Corporation
Former Chairman, HELMEPA (2011 - 2016)

It has been a privilege to serve as HELMEPA Chairman for more than five years. It is a unique organization that the Greek shipping community has supported and funded since the beginning. The vision of our collective social responsibility for the protection of the Marine Environment has been realized by training thousands of seafarers and informing tens of thousands of children about protecting our seas and beaches from litter and pollution. I hope HELMEPA will continue its successful course through the dedication of its management and support of the shipping community.



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Saluting the Anniversary



By

Dr. Nikolas P. Tsakos

President & CEO, Tsakos Energy Navigation
Chairman, INTERTANKO
Former Chairman, HELMEPA (2002 - 2006)

It has been a great honour to serve the goals of HELMEPA at an early age. The Association has been giving back to society, and especially young children, for more than 35 years. Congratulations, and you will have our support going forward.

Shell Marine



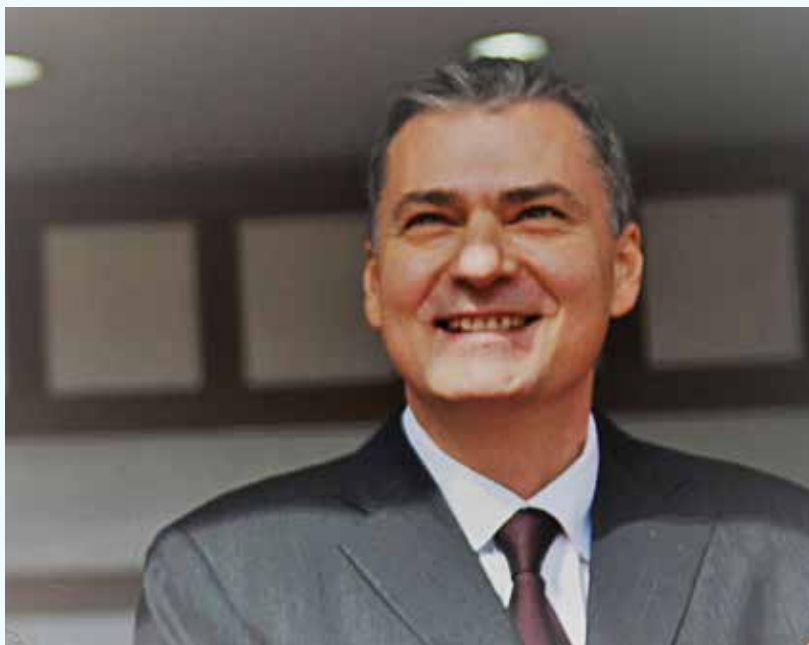
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Saluting the Anniversary



By

Costis V. Constantakopoulos

CEO, Costamare Shipping Company S.A.
Member of the Board, HELMEPA (2000 - 2005)

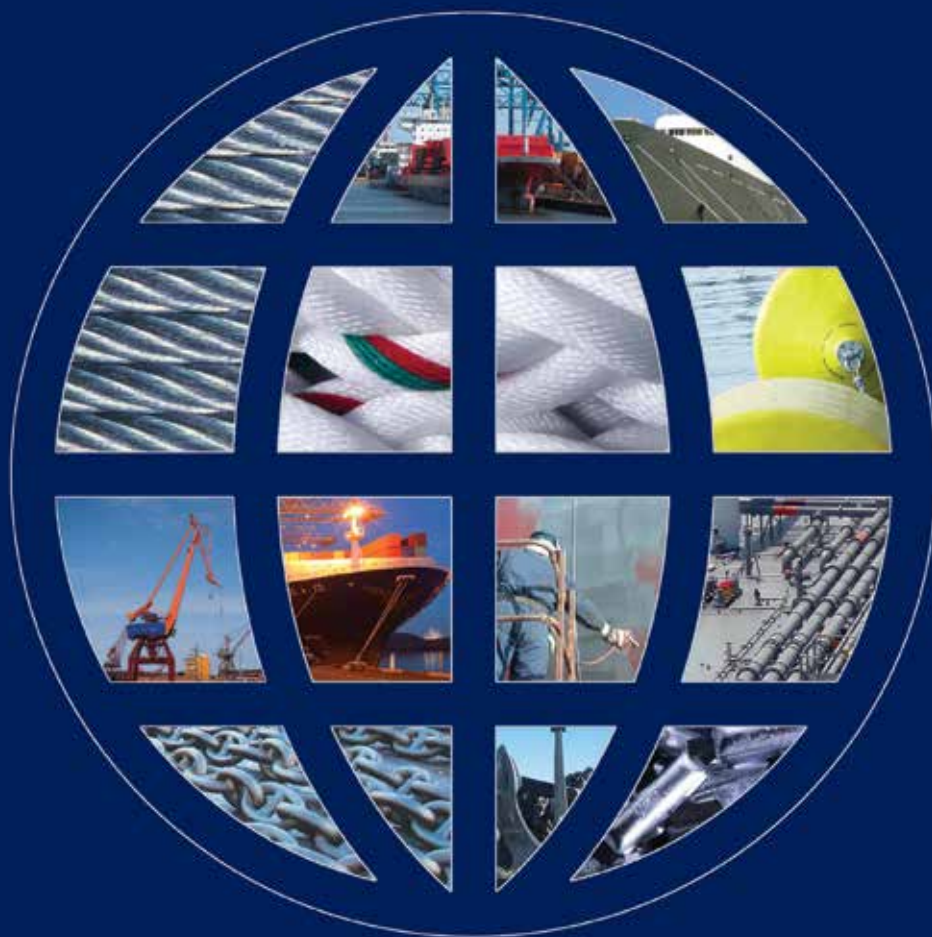
In view of the 35-years celebration of HELMEPA's valuable contribution to the field of the marine environmental protection and on behalf of the Constantakopoulos family I would like to extend our warmest congratulations.

The contribution of HELMEPA has been recognised and honoured on several occasions, national and international. It has carried out successfully its main function to raise environmental consciousness in the shipping community.

HELMEPA has further widened its horizon when in 1993 it inaugurated

HELMEPA Junior to raise awareness among children for the protection of the marine habitat and the environment in general. My late father, Captain Vassilis, had supported right from the beginning the work of HELMEPA and HELMEPA Junior in particular and my brothers and I will continue doing so with devotion.

I would also like to congratulate the Managing Director, Mr. Mitsatsos and all the people of HELMEPA as well as its President and the Members of the Board, for their tireless efforts in successfully implementing HELMEPA's marine pollution action plan.



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International Maritime Organization

Saluting the Anniversary



By

Efthimios E. Mitropoulos KCMG

IMO Secretary- General Emeritus
Chairman, “Maria Tsakos” Foundation

It gives me great pleasure to participate in this special edition of the authoritative “Naftika Chronika” in honour of HELMEPA on completion of 35 years of uninterrupted activity in the service of the marine environment – a noble cause indeed! HELMEPA, the brainchild of an unforgettable pioneer, the late Mr. George P. Livanos, was established to be, and has succeeded in evolving into, a unique institution of unparalleled significance in all senses: concept, development, expansion, example, policies and politics. In a rare demonstration of a joint venture bringing together shipping and seafarers, it set high targets to achieve – and it achieved them so successfully that it has now become a legend and the benchmark for other institutions of relevant orientation to follow – a difficult task indeed, as HELMEPA’s measure of success is so huge that they are left miles behind. I had the good fortune to become acquainted, first and, later on, associated with HELMEPA since its inception and to closely follow its

gradual steps in its consistent ascent to the summit. This has given me an envious opportunity to observe, from close range, the zeal, enthusiasm and passion with which it pursued, under different chairmen (all stars of the galaxy of Greek shipping) and general managers, its objectives with a characteristic hanger to be innovative and creative – always searching for better and more efficient means and effective results. Thanks to HELMEPA, the marine environment has become cleaner and healthier while contributing to our acquiring a precious environmental conscience and shaping an environmental culture, which, were it not for it, would leave much to be desired. Its educational programmes are well designed and delivered with dedication and commitment while the HELMEPA Junior instils in children’s mind the respect, care and love for the environment that should constitute the cornerstone of the concern of all citizens of this beautiful planet.

The fact that HELMEPA has served as the source of inspiration for the creation of similar sister organizations around the world (in Australia, Uruguay, Turkey, North America and elsewhere, to mention just a few) and, eventually, the establishment of INTERMEPA, speaks volumes of the appeal our HELMEPA, this magnificent token of Greek ingenuity, has had among other countries with similar sensitivities and love for the environment. At IMO, HELMEPA’s contribution to the world efforts to protect, preserve and promote the marine environment has always been of a high standard winning it the appreciation and respect of the maritime community as a whole. This wide recognition is manifested by the many prestigious Awards HELMEPA has received in Greece and abroad. On its 35th anniversary, I congratulate the Association for a job well done and wish it and all (the Chairman, General Manager and staff) who serve it, every success and good luck for many, many years to come. Long live HELMEPA!

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UNEP/MAP

Saluting the Anniversary



By

Gaetano Leone

Coordinator,
United Nations Environment Programme,
Mediterranean Action Plan,
Barcelona Convention Secretariat

It is with great pleasure that I extend my best wishes to the Hellenic Marine Environment Protection Association (HELMEPA) on the occasion of its 35th anniversary.

Over 35 years, HELMEPA has been a pioneer in coordinating voluntary efforts and commitment of Greek ship owners to safeguard the seas from ship generated pollution. With its aim for “Safe Ships in Clean Seas”, this initiative is very much in line with the UN Environment/MAP mandate related to the prevention of, preparedness for and response to marine pollution in the Mediterranean. Being an active Partner of the Mediterranean Action Plan, the Association has brought an added value to the work that we carry out. During the 19th Conference of the Parties to the Barcelona Convention (COP 19) in Athens in February 2016, a large number of legally-binding documents were decided upon, including the Regional Strategy for Prevention of, and Response to

Marine Pollution from Ships 2016-2021 as well as the Mediterranean Offshore Action Plan in the framework of the Offshore Protocol. They constitute important elements of the MAP strategic framework, which is in turn very relevant to the implementation of the 2030 Agenda for Sustainable Development.

HELMEPA's work represents a strong contribution to the achievement of Sustainable Development Goals, and in particular SDG 14 on the conservation and sustainable use of the oceans, seas and marine resources for sustainable development, requiring the mobilization of all actors at all levels. This also includes the Association's endeavors to provide the human element of the Maritime Community with an environmental consciousness and a spirit of safety towards achieving quality shipping. I reiterate my best wishes to HELMEPA as I look forward to continue and strengthen our cooperation in the coming years.

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United States Coast Guard

Saluting the Anniversary



By

RADM Paul F. Thomas

Assistant Commandant for Prevention Policy,
US Coast Guard

"Congratulations on 35 years of voluntary commitment to protecting our marine environment. As the original Marine Environment Protection Association, you have long been among those at the forefront of marine environmental protection. For this longstanding commitment, I applaud your dedicated efforts to safeguard the seas from ship-generated pollution and your continued work promoting a high level of environmental consciousness through education, information, motivation, and publicity."



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MEPAs

Saluting the Anniversary



By

George A. Tsavlis

President of CYMEPA

On behalf of CYMEPA, I would like to extend my sincere congratulations to HELMEPA for the celebration of your 35th Birthday.

I call it a Birthday since I feel that an organization that has achieved so much and given such hope and inspiration to all of us on a voluntary basis, can only signify that there was a genuine deep rooted human motivation to protect our marine environment.

The Hellenic Marine Environment Protection Association was the vision of the pioneering Greek ship owner, George P. Livanos who wished to mitigate the impact of human actions on the world's seas. His enlightened initiative brought together Shipowners and Seamen who signed the Declaration of Voluntary Commitment "To Save the Seas" on 4 June 1982.

Ever since this voluntary commitment and under HELMEPA's leadership, the Greek maritime community has made a very positive contribution towards more sustainable shipping. HELMEPA initiated such a very large spectrum of activities that any not-for-profit, non-government organisation can

take pride in. It promotes and raises the environmental awareness through all ranks of the maritime community, by means of education, information, updating and publicity. It urges and encourages compliance with national and international laws and regulations on pollution prevention and safety at sea. By regularly attending the Meetings of the International Maritime Organization it delivers timely updates to its Members and promotes the concept of "Safe Ships in Clean Seas". While recognising achievement in the areas of pollution prevention and maritime safety, HELMEPA has found herself receiving many prestigious awards and recognition. HELMEPA has developed an innovative Programme for children, HELMEPA Junior, which every year offers the possibility to about 6500 young volunteers to be educated and take action to protect the marine environment. By so doing they are drawn closer and become acquainted with the rich heritage and tradition of the country.

The mascot of HELMEPA, the seagull, has become a household image, together with the motto "Όχι σκουπίδια σε

θάλασσες και ακτές" which every Greek knows by heart, underlining the great success of the your clean up campaigns. On the international front, HELMEPA was instrumental in setting up the MEPA idea all across the globe. CYMEPA is proud to follow first in HELMEPA's footsteps, ten years after the creation of HELMEPA. As the various MEPAs grew up they came together in 2006 under the leadership of HELMEPA to create INTERMEPA. HELMEPA steered the INTERMEPA vessel during its maiden voyage and guided it safely and successfully through its first years.

During this 35 year mission, you, HELMEPA, have motivated our children, our sea men and all of us in the shipping community to use every effort possible to protect our seas and ultimately preserve our planet.

I would like to extend my sincere gratitude to the HELMEPA team who have worked tremendously hard to achieve their goals.

We hope to be able to share your endless passion for years to come. You are our inspiration and our lighthouse.

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Saluting the Anniversary



By

Ms Sadan Kaptanoglu

President of TURMEPA

Since the establishment of HELMEPA by a Greek tycoon George Livanos, it is evident that the Greek shipping industry in our neighbouring country has created a great voice for environment and wellbeing of seafarers. We all know that this important institution has not only contributed to the contemporary maritime life of this country, but also awakened the local awareness about environmental issues, in particular about the protection of marine-related ecological life which was a remarkable and challenging achievement. It is obvious that HELMEPA's achievements cannot be limited to above-mentioned facts. Today, they are amongst the leading founders of the roof organization named INTERMEPA. The influence of the aforementioned institution in international maritime circles is gradually improving. The bi-annual meetings taking place in Athens under the guidance of HELMEPA can be a good evidence of such a well-organized and highly-motivated body. In today's modern world, NGO's are becoming

more important and more influential day by day. HELMEPA is a well-functioning and energetic institution as is known. There is no doubt that the high-quality and purpose-oriented existence of HELMEPA will continue to develop and the pioneership of this institution will prevail. Thanks to this opportunity, I would like to refer to the Turkish Chamber of Shipping for your information. The Chamber, established in 1982, has seven main branch offices and 17 representative offices in the coastal cities and towns. Its members gather in 47 professional committees according to their fields of occupation and professions. The Chamber's main two objectives other than the development of shipping are increasing the numbers of qualified seafarers through education and protecting the marine environment. For these purposes, the Chamber established the Maritime Education Foundation (TUDEV) that led to the establishment of Pin Reis University (PRU) in 2008. The university possesses the first environmentally friendly (Green)

campus in Turkey. In addition to bilingual academic education, PRU provides open-sea training to students from 9 universities in Turkey and 5 universities from other countries via its training vessel named WS Pin Reis University. As for the second objective, inspired by HELMEPA, the Chamber pioneered together with one of Turkey's tycoons, Mr. Rahmi M. Koc, for the establishment of Turkish Marine Environment Protection Association (TURMEPA) in 1994. Since then, TURMEPA has been collaborating with HELMEPA in the protection of our seas from the pollution with the aim of leaving the blue sea as a source of breath and life for future generations. This aim can be achieved by actively developing and implementing projects in the areas of education, awareness and protection. As the deputy chairperson of INTERMEPA, I feel proud to be part of this wonderful organization on behalf of TURMEPA, and celebrate the 35th birthday of HELMEPA from the bottom of my heart.

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Saluting the Anniversary



By

Michael Julian

Former Chairman, Marine Environment Protection Committee IMO (1997-2002)
Former Executive Director of AUSMEPA (2002 -2012)

I congratulate HELMEPA and the Helmepe Secretariat on reaching this very important milestone in providing guidance and education to seafarers as well as to school children on the importance of protecting our marine environment. In particular, I congratulate Captain Dimitris Mitsatsos, HELMEPA's Secretary General since 1983 on his very successful leadership and high level of dedication to achieving the goals and objectives of HELMEPA.

It was an honour to work with Captain Mitsatsos when three school children, as representatives of HELMEPA Junior, presented their ideas and thoughts on how shipping could help protect the marine envi-

ronment, to the Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO) in 2000. This was the first occasion that school children had made a presentation to IMO member states at IMO's London headquarters. I offer my appreciation and sincere thanks to Captain Mitsatsos for his support in helping establish and launching the Australian Marine Environment Protection Association (AUSMEPA).

I also acknowledge Captain Mitsatsos's valuable cooperation in assisting AUSMEPA become a founder member of INTERMEPA in 2006. I wish HELMEPA and its secretariat continuing success in the future.



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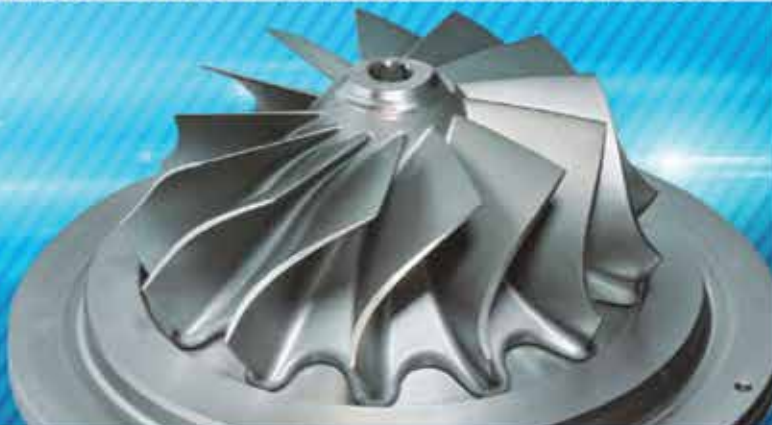


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Classes – Corporate Associate Members

HELMEPA

Saluting the Anniversary



By

Vassilios Kroustallis

Senior Vice President, ABS

ABS congratulates HELMEPA on its 35-years anniversary and on the significant contribution it has made to the protection of the environment through the generations. We applaud HELMEPA's ongoing efforts and programs that continue to raise awareness of environmental issues

and maintain focus on the prevention of ship-generated marine pollution, safety at sea and security. Preserving the safety of life, property and the natural environment is integral to the ABS mission and we will continue to support HELMEPA in its aims to safeguard the seas for future generations.



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Saluting the Anniversary



By

Lambros A. Chahalīs

Former Regional Chief Executive for Hellenic & Black Sea Region,
BUREAU VERITAS

Congratulations, congratulations and again, congratulations, for the excellent work done so far, by you personally Mr. Mitsatsos and all those close to you.

These 35 years of continuous dedicated service have placed HELMEPA among the international maritime entities dealing with the protection of the environment. Your personal contribution and efforts, jointly with your colleagues and all those assisting to that scope, has made HELMEPA's name to be in priority and to be respected by all parties concerned.

What more need to be said by someone like me, after serving 50 years in shipping.

I do remember the years of the sixties, seventies and early eighties, when no one except us, working at

sea, could realize the extent of the pollution on the oceans and beaches at these periods.

Thanks to the new IMO regulations, as well as to your knowledge, dedication and expertise, we have reached today very satisfactory results.

Your daily work, your articles, the training provided to seafarers, among other things, are so well known; and everyone enjoying the seas either for pleasure or work related matters benefits.

Please continue with the same enthusiasm and always look forward with confidence. Your association is and will remain a success story. Again, my sincere congratulations to all of you.

P/s: my successor, Ms Paillette Palaiologou will continue to offer her personal contribution and support in order to satisfy all HELMEPA's needs.



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Saluting the Anniversary



By

Theodosios Stamatellos

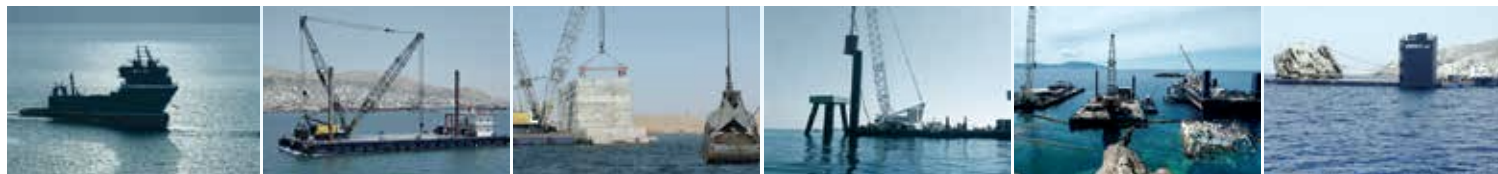
Marine & Offshore South Europe Area Manager, Lloyd's Register

It is a great pleasure and honour to have the opportunity to congratulate HELMEPA on the 35-years anniversary and to offer our wishes for the future.

The future on the sustainability to which HELMEPA is devoted. The future of our seas that should be nothing less than oceans of blue hope. HELMEPA has been successful not only in actually and effectively contributing to the protection of the environment but, maybe even more than that, to turn through its famous Seagull the caring attitude for the sea and the sea shores into a state of mind. A sign of cultural civilisation, the way we act and the way we behave is influenced by the HELMEPA Flagship, a symbol that has become a subconscious attitude and is guiding the way we do things. Because regardless of the level of regulations and regulatory interventions, the ultimate test for the maturity of a society is how embedded this environmental feeling is. This the major area where HELMEPA contributes to – the shaping of a culture.

We – as many others – have been working with HELMEPA in providing training and awareness to our seafarers, to the people who live with the sea and from the sea and add one piece in the crucial effort for education. Nothing can be enough on that part. The more we all offer the more we ensure the improvement of our crews and the assurance of their safety as well as the safety of the whole chain.

Lloyd's Register has been privileged in walking together with HELMEPA in various initiatives and I personally had the amazing opportunity to witness how this great Organization approaches the young generation, the cadets, the kids-protectors of the seas. The contribution on that front is enormous as it goes directly to the source of ensuring a sustainable future. If there would be only one thing that we would be supporting, this should be the education of our young ones because only they can ensure the blue of tomorrow. Many congratulations, Many wishes. Continue your noble voyage and we will all continue sailing together.



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Saluting the Anniversary



By

Spyridon A. Zolotas

Area Manager Greece and Cyprus, RINA HELLAS

HELMEPA is for all of us synonymous to the protection of the environment. The motto "To Save the Seas" and the famous Seagull have accompanied us for years in all efforts aimed in that direction. RINA, as an Associate Corporate Member of HELMEPA and our Greek branch RINA Hellas, have been supporting various initiatives, especially as regards training of seafarers through the Voluntary Refresher Program of each year. We are also very confident that our recent signature of a Memorandum

of Cooperation for the use of HELMEPA's Bridge Simulator within the scope of RINA's Competence Management System will benefit the awareness and preparation of our seafarers which is our common goal. On the occasion of the celebration of 35 years from the founding of HELMEPA, I would like to wish to the Chairman Dr. George Gratsos, the General Director Mr. Dimitrios Mitsatsos and all their great Team the very best for the years to come. We will be on your side.

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Through the eyes of Greek seafarers

How mariners value the ideals and educational initiatives of the Association?



By **Panagiotis Kapetanakis**

The Hellenic Marine Environment Protection Association was the result of the pioneering voluntary commitment of Greek seafarers and ship owners to safeguard the seas from ship-generated pollution. The initiative was undertaken in the port of Piraeus on June 4, 1982, where the President of the Union of Greek Shipowners together with the Secretary General of the Pan-Hellenic Seamen's Federation signed the Declaration of Voluntary Commitment "To Save the Seas" as well as the Action Plan upon which the Association was founded and has been operating ever since.

The driving force behind the founding of HELMEPA was the late George P. Livanos, a Greek ship owner born to a family that came from Kardamila, a town with a long maritime tradition on the island of Chios. George Livanos was an inspired man with a deep interest and concern for the marine environment who firmly believed that the Greek maritime community, the largest and

most powerful in the world, could indeed make a positive start towards realizing sustainable shipping. For 35 years, HELMEPA has been promoting the same main objective, which is none other than to instill in the Maritime Community an environmental consciousness and a spirit of safety towards achieving quality shipping, always at the service of mankind. This principal aim is achieved through a highly-coordinated voluntary effort to inform, update, educate and motivate ship owners but also seafarers, who are at the heart of HELMEPA's interest.

But what does the Hellenic Marine Environment Protection Association mean for the Greek seafarer nowadays? Naftika Chronika talked to Greek seafarers who are attending the educational seminars and training programs of HELMEPA and asked them how they perceive the role of HELMEPA within and outside Greece.



Cpt. Nikos Arvanitakis



Cpt. Georgios Lampros



Vasileios Kyriazidis
Greek cadet officer

”

The Sea must be cherished and cared for,
and we must not forget that she feeds us and our families.

Building up environmental consciousness

For Cpt. Nikos Arvanitakis, Management Representative, TMS Training Center Coordinator, “A high level of environmental consciousness within the ranks of the Greek maritime community is essential for building up a Safety Culture and protecting the marine environment. HELMEPA, with its 35 years of experience in environmental matters, is enhancing environmental consciousness by means of education, information, motivation, and publicity.”

“Environmental consciousness has become a way of life for us,” says Cpt. Evangelos Chiotis. “From the simplest everyday things such as collecting and disposing of left-over food to the protection of the marine environment, as we carry millions of barrels of oil per year with not one drop spilled into the sea.” However, for Cpt. Chiotis, “our greatest success as Greek Merchant Marine officers is that we have managed to pass on this mentality to foreign crews that come from countries with no environmental awareness.”

And how does a young Greek seafarer perceive the issue of environmental consciousness? Vasileios Kyriazidis, a young

Greek cadet officer studying at the Merchant Marine Academy in Chios believes that “The Sea must be cherished and cared for, and we must not forget that she feeds us and our families.” For this reason, he believes that “as seafarers, we must build an environmental consciousness from an early age and we need to know what the environment offers us and what we can give back to it.” On the other hand, Cpt. Georgios Lampros emphasizes the role of the human factor and how important it is in protecting the marine environment, with the first and most important step being compliance with existing regulations by both seafarers and ship management companies.

Education and seafarers’ performance

For Greek seafarers, environmental protection is shipping’s top priority and education is the main means to ensure it. The role of HELMEPA as a vehicle for educating and raising Greek seafarers’ awareness on the protection of the marine environment is considered to be of the outmost importance.

According to Cpt. Georgios Lampros, “the development and good performance of a seafarer depends on his education. Therefore, the latter is an important factor because

the more knowledge the seafarer acquires the better his performance and proper adherence to regulations”. As Cpt. Lampros points out, “The training courses provided by HELMEPA are significant in this context because HELMEPA has a tradition of providing courses of high quality standards.”

The high-quality standards of HELMEPA’s seminars are also mentioned by Vasileios Kyriazidis. The young Greek cadet officer, a student at the Chios Merchant Marine Academy, strongly believes that “the HELMEPA training seminars are essential for today’s seafarer since besides protecting the sea, HELMEPA also seeks to protect seafarers.” According to Vasileios Kyriazidis, the adoption of a more holistic and preventative approach related to environmental issues is of fundamental importance and this is the objective of HELMEPA since the latter “offers seminars on a frequent basis which are related not only to marine pollution but to the prevention of accidents at sea as well.”

Cpt. Evangelos Chiotis, who has VLCC and SUEZ MAX experience, says, “I have participated in several of HELMEPA’s seminars on Modern Marine Meteorology and Risk Assessment during loading/unloading operations with an environmental focus.”



He points out that “The HELMEPA seminars are designed by people who have a great deal of knowledge on the subjects taught, which is really important for us seafarers in order to enrich our own knowledge.”

On the other hand, according to Cpt. Nikos Arvanitakis, “It is important to emphasize the significance of the Refresher Training offered by HELMEPA as it is beneficial for both Officers and shore-based staff.” Cpt. Arvanitakis adds, “Although I haven’t attended BRM Courses on HELMEPA’s simulator myself, the feedback from our Officers who have attended the course is positive and this particular training is making a great contribution to navigation safety. All in all, we have close cooperation and interaction with the Refresher Training program as we strongly believe that training is essential for developing the skills, knowledge, and competencies of our Officers.”

According to Cpt. Arvanitakis, the main reason for this is that “training is an added value to our Officers and shore-based staff which enhances safety at sea. There is a need to continue training beyond initial qualifications in order to maintain, upgrade and update skills throughout a person’s working life.” This is the reason why “TMS Tankers Ltd has established a first class Maritime training provider named TMS Training Center which provides in-house training to the personnel and the seafarers working for the companies of the TMS Group such as TMS Cardiff Gas Ltd.”

Holding an HELMEPA identity card

We asked the same seafarers about the benefits of holding an HELMEPA identity card. According to Cpt. Nikos Arvanitakis,

any Officer or shore-based personnel member of an HELMEPA-Member Managing Company can be issued with an HELMEPA individual ID and enjoy several benefits. For example, the HELMEPA ID is useful to a seafarer when he is involved in an incident because it affirms his environmental consciousness and his voluntary commitment to eliminating any ship generated marine pollution to the best of his ability. Furthermore, the seafarer who holds an HELMEPA ID can have access to, among other things, online independent learning, audio-visual and printed information material, and placards with guidelines as legislation requires. The HELMEPA ID also provides the holder with the opportunity for Refresher Training (great range of courses offered), such as HELMEPA’s ‘Marine Environmental Awareness’ seminar, and with timely updates on IMO regulations and other national legislation amendments, such as that of the US, Australia, Canada, and others.

Cpt. Evangelos Chiotis believes that “as a member of HELMEPA, I consider myself a member of a great organization that protects the sea, and not just the sea”. When referring to the way he has personally benefited so far by being an HELMEPA member, he says he considers the benefit to be moral rather than material.

“For the seafarer, the benefits of holding an HELMEPA identity card are many” states Vasileios Kyriazidis, who became an HELMEPA member in 2015. “First of all, when a seafarer becomes a member of HELMEPA, he or she can attend training seminars directly related to his/her work; on the other hand, many companies prefer to employ seafarers who hold the

HELMEPA ID because the latter certifies the seafarer’s environmental consciousness and awareness.”

The benefits of HELMEPA Member Managing Companies

Cpt. Nikos Arvanitakis, Management Representative, TMS Training Center Coordinator, describes the various benefits for HELMEPA-Member Managing Companies. “HELMEPA is recognized by the International Maritime Organization (IMO), Port State Control Authorities (PSC) such as USCG & AMSA, and others. In this respect, a vessel flying HELMEPA’s flag on the masts affirms her crew’s voluntary commitment to preserve the environment and to cooperate with and assist any Authority on issues related to international laws and regulations designed for the protection of the marine environment and life at sea, while complying with national and international legislation designed to prevent marine pollution, protect the environment, and help establish the spirit of safety onboard.” On the other hand, Cpt. Evangelos Chiotis and Cpt. Georgios Lampros stress the importance of flying HELMEPA’s flag on the masts, especially in the ports of Canada or the USA, where strict regulations are in force. However, the proper training of the crew and the presence of the HELMEPA flag guarantee that inspections by port authorities are successfully completed. Both Deck Officers believe that the HELMEPA flag serves as a proof of environmental consciousness and as a commitment to a spirit of safety towards achieving quality shipping.



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Landmarks AND History OF

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By the late 1970s, serious maritime accidents had resulted in loss of life and extended pollution of sea areas and shoreline. It was then, when for the first time, a Greek ship owner with international exposure, conceived a unique but radical for the time idea. That man was the late George P. Livanos. He believed that "even the most widely accepted laws and regulations designed to prevent pollution cannot be fully effective until man himself becomes committed to abide by". He never stopped underlining the importance of the human element in the elimination of ship generated pollution and the loss of life at sea. He urged Greek ship owners and seafarers to rise above their differences and unite their forces to become the first volunteers in the global effort towards clean and safe shipping.



1

His vision came true on 4th June 1982, when at Ceres Shipping in Piraeus, representatives of the Pan-Hellenic Seamen's Federation and the Union of Greek Ship-owners, signed their Declaration of Voluntary Commitment titled "To Save the Seas", which gave birth to HELMEPA, the Hellenic Marine Environment Protection Association (photo 3). Sponsors of the association were also five leading international organizations who also co-signed the Declaration. Professor Dr Edgar Gold of Dalhousie University, Nova Scotia and member of WWF International, was assigned with monitoring the development of the association and reporting to the sponsoring organizations in a year (photo 1,2).

The mandate given to HELMEPA is to inform, educate and motivate all in shipping, "from ship owner to the last seafarer" on a voluntary basis so that an environmental conscience and safety spirit prevail in all member companies and ships (photo 5). In addition, HELMEPA should use the expertise and energy pledged by its membership so as to lead in an inter-



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national effort to combine environmental regulation and voluntary will to eliminate ship-generated pollution and upgrade safety at sea.

Chaired by Mr. Livanos, an Executive Committee comprised of Captains P. Tsakos and G. Hadjielefteriadis, and Messrs J. Goumas, G. Foustanos and S. Mavrikis, set the young association in motion by setting up a Secretariat first under the retired Greek Coast Guard Admiral P. Cosmatos. In February 1983, he was replaced by Mr. Dimitris C. Mitsatsos who became the Director General and rapporteur to the

Board which was elected by the 1st General Assembly of the members in April 1984 (photo 4, 7).

Implementing the Articles of Declaration, the Secretariat was so organized as to be able to offer, free of charge, information, education and motivation to the member seafarers and company managers (photo 6, 8). As for the environmental awareness the association started to offer to the wider society in Greece, it was targeted mainly at schools with the cooperation of local authorities and the Ministry of Education. The membership of the association was and still is divided in three categories: (a) Full member, any Greek shipping company owning a vessel over 500 GRT, (b) Associate Corporate member, any Greek or foreign organization or company, and (c) Associate member, any Greek seafarer. All member vessels are supplied with a bilingual Certificate of Membership and the pennant of HELMEPA. Personal identification cards, quite important in case of an incident as experience has proved, are being issued to member seafarers since 1983.

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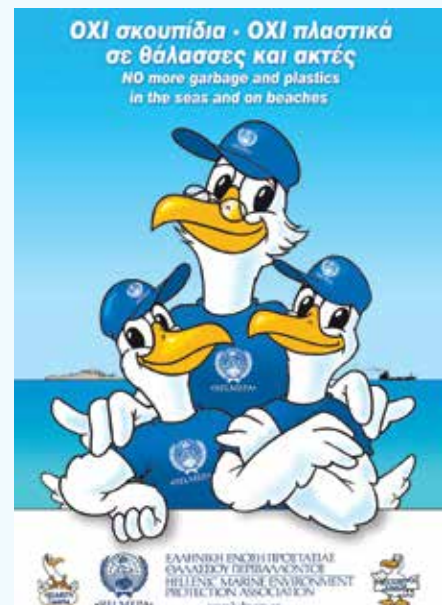
The mandate given to HELMEPA is to inform, educate and motivate all in shipping, “from ship owner to the last seafarer” on a voluntary basis so that an environmental conscience and safety spirit prevail in all member companies and ships



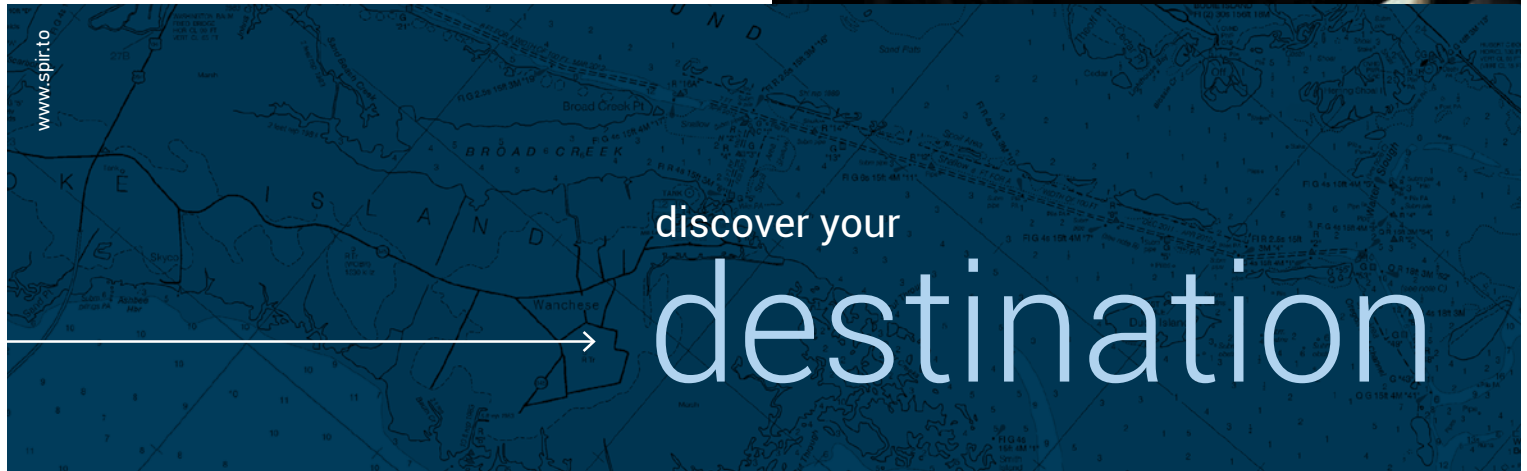
In order for HELMEPA to be easily identified by the schooling community, Mr. Stavros Georgiadis created in 1983 and offered to the association gratis the figure of a "Seagull", destined to become the “star” of HELMEPA. The Seagull is the key feature in all public awareness campaigns launched during the 35 years the association exists (photo 9).

The quarterly bilingual newsletter NEA, first issued in 1982, continued to be mailed to an ever-increasing number of addressees. When it reached 15,000 copies per issue, it was transformed from hard copy to electronic form uploaded on the web-site www.helmepe.gr.

Member vessels voluntarily began the implementation of Annex I of the International Convention MARPOL 73/78 before it entered into force. The Secretary-General of the International Maritime Organization (IMO), the late C. P. Srivastava praised that initiative. He wrote “...the presence of this proactive association in shipping is a unique contribution to humanity’s endeavors aiming at the protection of the marine environment” (photo 10).



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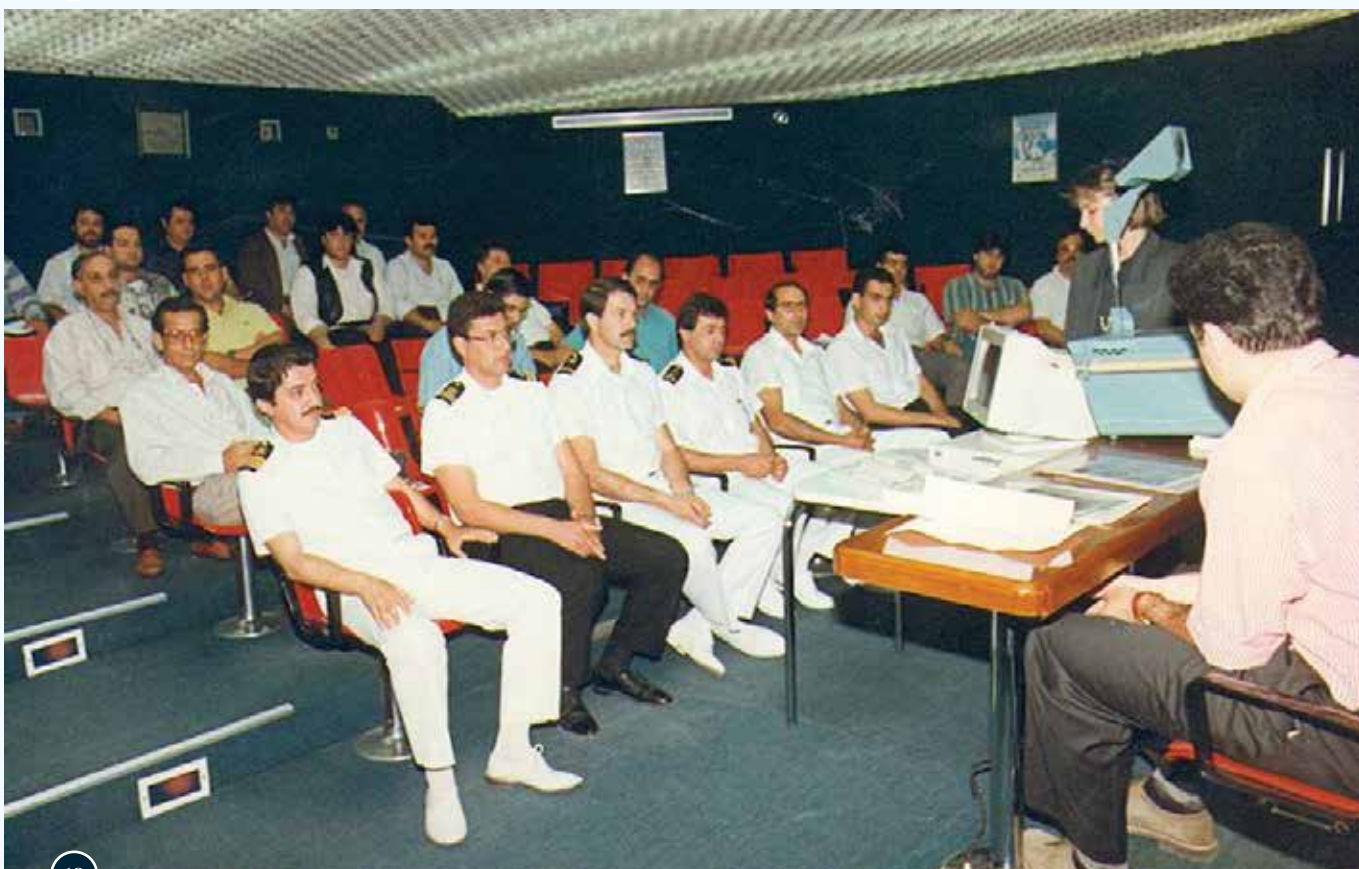
The first time when HELMEPA went outside Greece to introduce itself internationally was at the “Sea Technology Europe” conference, the European Commission (EC) organized in Brussels in 1983. As early as 1984, Mr. Themistoklis Vokos, Chairman of the Seatrade Organization, gave the young association the opportunity to present its philosophy and goals at Seatrade’s international maritime exhibition “Exposhipping” in New York City. The stand of HELMEPA, which he offered gratis, was visited not only by members of the shipping community in New York but also by a number of state officials. Among the politicians who stopped by and asked about this unique Greek initiative was Mr. Henry Kissinger (photo 11).



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A similar to aviation refresher training instigated by the veteran aviator and Member of the Board, Mr. Paul Ioannidis of the “Alexander Onassis Foundation”, was structured for the first time and offered to the officers of Member companies (photo 12).

These annual programs have always been constructed according to the needs of members, developments at IMO and pub-



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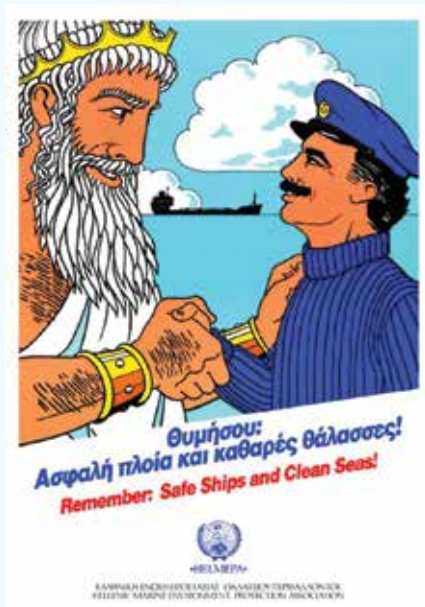


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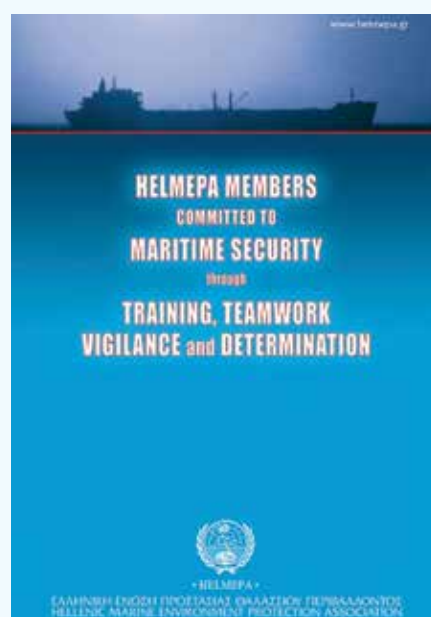
lically known maritime incident reports. Motivational and informational material has been produced and disseminated to member vessels (photo I3).

With the aim to help raise the environmental awareness of the educational community, HELMEPA offered environmental education to voluntarily participating schools. A mobile exhibition started visiting coastal regions and islands for school-children and teachers to visit it.

In the Metropolitan area, similar educational visits to the environmental Exhibition at Ceres Hellenic Shipping Enterprises in Piraeus have been organized also at the association's expense.

As a great number of member vessels operate in U.S. waters, it was felt for the scope of the association to be introduced to the United States Coast Guard (USCG). Director General D. Mitsatsos visited CG's headquarters in Washington D.C. for the first time in 1984. During his meetings it was suggested that HELMEPA's informational material addressed to vessels had better be bilingual. The Board agreed and that decision proved instrumental on a number of occasions as well as at ships' inspections.

A long-standing institutional cooperation with USCG took its first steps, when in 1985 Captain Tom Robinson and Mr. Joe Angelo conducted a seminar in Piraeus, where they presented to HELMEPA members the Port State Control requirements for foreign flag vessels.



Among the USCG officers that visited the association thereafter were the future Commandant, the late Admiral Bill Kime, Captain John Koster, RADM Jim Watson and the current Admiral Linda Fagan. They have all contributed to HELMEPA by timely informing the members on legislative developments in the United States and strengthening mutual respect and understanding.

Shipping is the most heavily regulated industry and as time progresses and technology advances, the stringent maritime legislation that governs this industry, requires the continuous upgrading of the





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13 Landmarks and History of HELMEPA level of knowledge of both seafarers and managers.

In 1986, HELMEPA and the European Commission (EC) organized in Athens an international workshop under the title "Does World Shipping Need More Legislation?". Present at the workshop, besides IMO and the United Nations Environment Program (UNEP), were representatives of member companies and maritime organizations based in Piraeus (photo 15).

Implementing decisions taken at the workshop, EC financed HELMEPA's publication "Guide Against Ship-Generated Marine Pollution", which the delegation at IMO of the then European Economic Communities presented to the Marine Environment Protection Committee (MEPC) and disseminated to all national delegations in honour of the European Year of the Environment (photo 14).

It was the same year when HELMEPA made its debut at the international shipping exhibition Posidonia (photo 17). Ever since, the association has been present at this important exhibition with a stand offered gratis by the organizers thanks to Mr. Themis. Vokos, founder of Posidonia and now an Honorary Member of HELMEPA (photo 18).

In appreciation of the tireless efforts to protect the forests of the country from fires and the sacrifices of the Hellenic Air Force air crews, HELMEPA presented II2 Combat Wing with the Gold Medal of the association (photo 16).

The United Nations Environment Program presented the Chairman, Mr. George P. Livanos with the Global 500 Award in



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1987 in appreciation of his personal contribution to the preservation of the marine environment. The fact that Greek seafarers and ship-owners, the human element of a historic industry, voluntarily united above any difference with the only aim to protect the marine environment, intrigued the world renown scientist, the late Dr. Elizabeth Mann-Borgese, President of the International Ocean Institute (IOI) and sponsor of HELMEPA (photo 19).

She regarded and in fact treated HELMEPA as a stakeholder in the global scientific effort to attract attention to the rising temperature of Earth for which, phenomena like El Nino were ringing the bell. She invited HELMEPA to various "Pacem in Maribus" conferences, the last one in Halifax of Nova Scotia, in 1998.

A campaign addressed to pleasure craft owners is launched for maintaining Greek seas and coasts litter free. With no financial obligation, these volunteers are provided with the special pennant of the association, certificate and information material (photo 23).

The HELMEPA Seagull had already become a legend by 1988 as it had featured in all of the public motivational material. It has also starred in the association's TV spot Mr. Georgiadis had designed. The spot was initially and regularly aired by the state television ERT, a contribution of the Media to awareness that private stations emanated after they were established (photo 20).

It is indeed a great satisfaction for every one involved in the public awareness sector of the association that very often young people state that "they grew up" with HELMEPA Seagull's motto "No Garbage and Plastics on Greek Seas and Beaches".

HELMEPA never ceased to promote the requirements of the International Conventions like MARPOL 73/78 among the seafaring community with the means of refresher seminars in both the metropolitan area and islands seafarers come from (photo 21, 22).

In its aim to raise also the awareness of islanders, schoolchildren and fishermen the association has been assisted by the Hellenic Coast Guard and Navy.

For the first time, the Hellenic Navy ship "RODOS" hosted a HELMEPA environmental exhibition in Piraeus and Mr Liva-

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One of the main objectives was for HELMEPA to share its values and ideas with other entities in the Mediterranean Sea towards the protection of the marine environment. In that context, CYMEPA, the Cyprus Marine Environment Protection Association chaired by Mr Stelios Hadjioannou was established in Limassol in 1993.



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nos awarded the ship with the emblem of HELMEPA (photo 24).

Port authorities all over the country and Navy vessels carrying HELMEPA's environmental exhibitions, have been offering to remote communities and especially to kids the opportunity to learn more on our interrelation with the environment and responsibility to show our respect (photo 25, 26).

The United Nations appointed the association as an accredited organization and UNEP invited it to attend its meetings as

an observer and later on as a partner.

In the framework of the European MED-SPA program, a three-year long environmental campaign was launched in 1989, co-financed by HELMEPA and E.C. That project gave HELMEPA the ability to reach out to remote regions in the country and increase the number of sensitized schoolchildren to more than 100,000 (photo 30). As the project required that HELMEPA also carries its messages for synergy throughout the Mediterranean coastal zone, the association organized a pan-Mediterranean workshop in Athens with the participation of most of the countries bordering the sea and E.C. functionaries (photo 28).

Towards the end of the year, HELMEPA honoured former members of the Board of Directors (photo 27, 29).

In 1990, the new bilingual interactive software program "HELMEPA Index" was a breakthrough in the field of remote interactive education of seafarers. The program, which was made available to all members and cooperating entities world wide, provided codified information on the International Conventions SOLAS, MARPOL and STCW with the use of keywords (photo 31). The Director General delivered a lecture on the marine environment and the proactive initiatives of the Greek shipping community to the passengers of the Member C/S WORLD RENAISSANCE of Hepirotiki Lines (photo 32).

While the vessel was cruising in the Amazon, the audience had the opportunity to hear fresh data concerning the state of the pollution of the oceans and how small the contribution of shipping was in con-

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trast to that of land sources. Patches of deforestation of the Amazon and drainages seen along the riverbanks were proof of the human responsibility that HELMEPA's lecture underlined.

To counter newspaper articles in northern European countries that questioned the cleanliness of the Mediterranean in southern Europe, HELMEPA designed and carried out the campaign "Golden Starfish". Through that project, 376 remote and not easily accessible beaches all over Greece were identified and publicized whilst the association urged the local authorities to take measures to ensure that they would be preserved.

In 1991, Mr. Basil Ph. Papachristidis of Hellepont Shipping was elected as the 2nd Chairman of the association (photo 33).

As Mr. Livanos was leaving his brainchild after almost 10 years of personal involvement, the General Assembly of the members awarded him the title of the Honorary Chairman at a warm farewell gathering at the Yacht Club of Greece (photo 35).

During the same year, HELMEPA accepted to assume the role of the National Coordinator of the International Coastal Cleanup Campaign in Greece and the Director General began a 20-year long cooperation with the World Maritime University by carrying out week long annual presentations to the students in Malmö, Sweden.

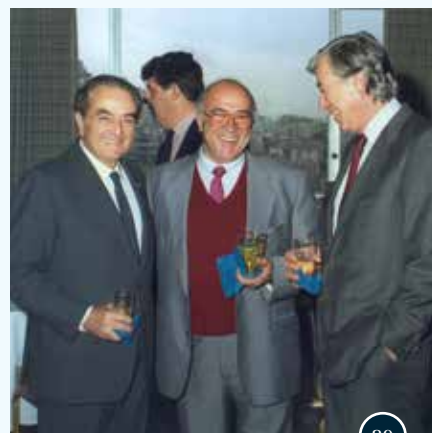
To promote Mediterranean synergy for the protection of the marine environment, HELMEPA organized a panel discussion onboard the Italian Navy Training Vessel "Palinuro", in cooperation with Italian NGO MAREVIVO (photo 34).

On decision of IMO Secretary General Mr. W. O'Neil, officers of the organization came to Piraeus in 1992 and audited

the association's refresher training being offered to Merchant Marine, Navy and Coast Guard officers. Results of the audit were submitted to the STW Sub-Committee, which expressed its appreciation to HELMEPA's training initiative. The phrase "IMO's Sub-Committee on Standards of Training and Watchkeeping at its 23rd Session (24-28 February 1992), recognized with appreciation the contribution of HELMEPA's Training Courses for Safer Shipping and Cleaner Oceans" appears on every certificate the association issues to participating officers ever since (photo 36).

Over the years, HELMEPA's certificate has proved to be of value during inspections or in case of an incident as it demonstrates the voluntary will for training of both the bearer and his Company.

In the aftermath of T/S EXXON VALDEZ in Alaska, the Maritime Safety Committee (MSC) of IMO issued in 1990 "Voluntary Guidelines on Management for the Safe Ship Operation and the Prevention of Pollution". In cooperation with the Union of Greek Ship-owners, the Pan-Hellenic Seamen's Federation, the Greek Shipping Cooperation Committee in London and the Hellenic Chamber of Shipping, HELMEPA prepared and issued a bilingual publication titled "HELMEPA Ship's Manual". All Member Companies and vessels were supplied with copies of the publication as well as every national delegation at MSC and IMO Secretariat. A year later, the International Safety Management Code was added to the revised SOLAS Convention. Secretary-General O'Neil visited HELMEPA and spoke to the members about the rapidly changing circumstances in shipping. He also congratulated all the



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The Founding Constitution of INTERMEPA, the International Marine Environment Protection Association headquartered in Greece and serviced by HELMEPA was signed by AUSMEPA, CYMEPA, HELMEPA and TURMEPA in Athens.



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volunteers, owners and seafarers alike, for their commitment to the protection of the environment and safety at sea. The association presented Mr. O'Neil with its Gold Medal (photo 37).

The first on board refresher training seminar took place on board the VLCC "Hellasport Paramount" in Rotterdam (photo 38). Another by-effect of the environmental disaster caused by the grounding at Prince Williams Sound in Alaska, the United States Congress passed the Oil Pollution Act (OPA 90). That law required ships operating in US waters to submit to the Coast Guard a Vessel Response Plan (VRP) before their first port call after OPA 90 became effective. HELMEPA prepared a model VRP for its members and following the approval of USCG, the late Admiral J. Henn brought it to Greece and presented it to the members in Piraeus. The Honorary Chairman, Mr. Livanos kindly hosted the event at Ceres Shipping in Piraeus (photo 39).

The EU accepted HELMEPA's proposal for a new 3 year-long project co-financed by the MEDSPA program. One of the main objectives was for HELMEPA to share its values and ideas with other entities in the Mediterranean Sea towards the protection of the marine environment. In that context, CYMEPA, the Cyprus Marine Environment Protection Association chaired by Mr. Stelios Hadjioannou was established in Limassol in 1993.

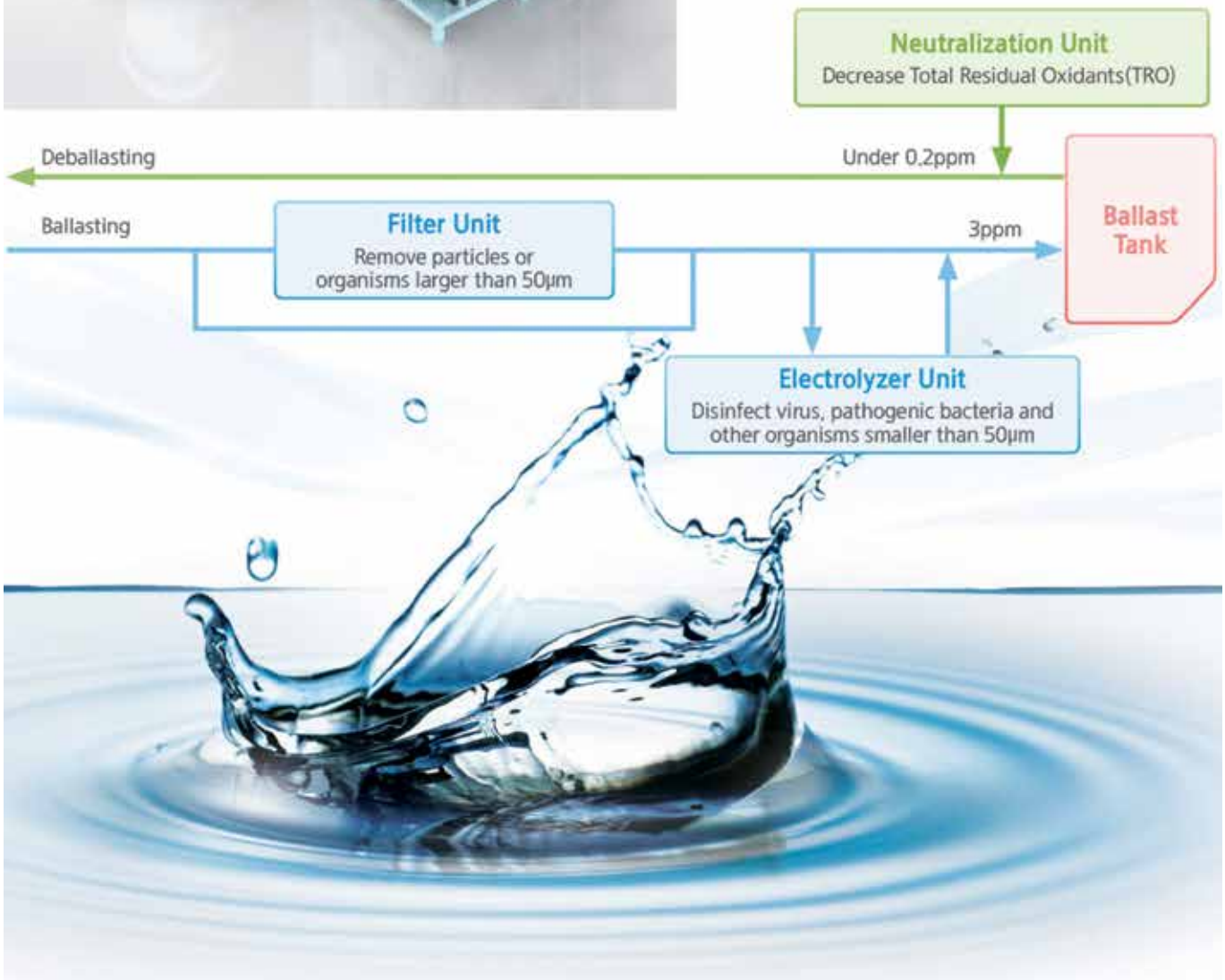


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In 1993, the public awareness sector of the association launched an environmental hands-on voluntary program called "HELMEPA Junior" for children aged 5-13. It operates on permission of the State renewed each year and is run by the children themselves assisted by volunteer teachers. The late Captain Vassilis Constantakopoulos and Costamare Shipping Co S.A. embraced it right from the beginning and have been enthusiastically supporting it ever since. Schoolchildren participating in the program are provided by HELMEPA with electronic and printed material. The video titled "Planet Earth: our One and Only Home" was disseminated to all schools throughout the country (photo 42). The General Assembly recognizing the unselfish contribution to the development of HELMEPA of the following personalities awarded them the title of "Honorary Member":

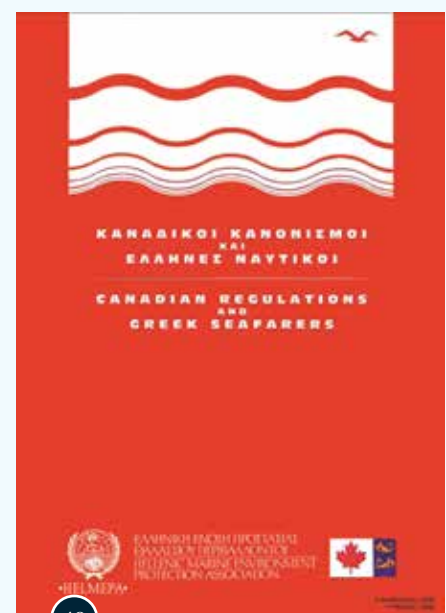
- Dr. Edgar Gold,
- Dr. Matheos M. Los,
- Mr. Spyros P Mavrikis,
- Mr. John A. Polychronopoulos, and
- the late Captain Michael Zenzefyllis (photo 40, 41).

In 1994, Captain John Chalas, General Secretary of the Pan-Hellenic Seamen's Federation, was elected as the 3rd Chairman of the association.

That year HELMEPA helped the founding of BRITMEPA, the British Marine Environment Protection Association, under the Chairmanship of Captain A. Starling-Lark of the Sea Safety Group UK.

In cooperation with the Canadian Coast Guard, HELMEPA produced and made available to the members the bilingual publication "Guide for Greek Seafarers in Canadian Waters" (photo 43).

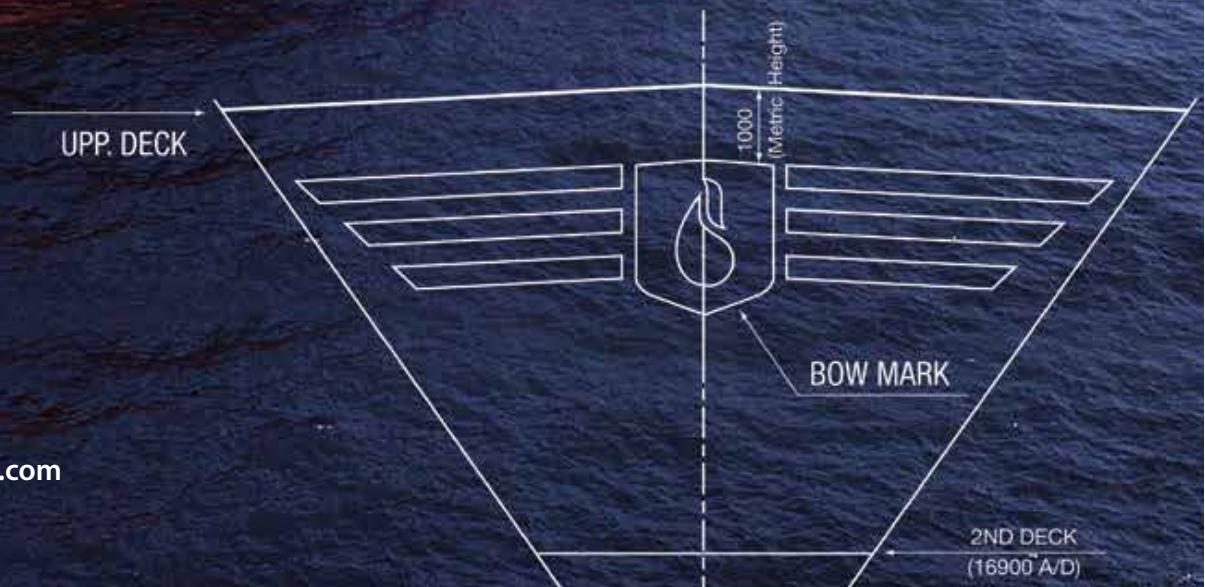
Appreciating their many year-long dedication to HELMEPA's goals and personal efforts for its success, the General Assem-



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bly of the members awarded the title of "Honorary Member" to:

- Mr. Basil Ph. Papachristidis
- Mr. Paul J. Ioannidis, and
- the late Mr. Miltiadis Lazarimos.

A multi-faceted 3-year long LIFE project co-funded by HELMEPA and the European Commission started in 1995 and focused on 68 beaches in 7 areas of the country. In the same year, HELMEPA assisted the Turkish Chamber of Shipping in launching TURMEPA, the Turkish Marine Environment Protection Association under the Chairmanship of Mr. Rahmi Koc in Istanbul. The close cooperation between the two associations focused on the environmental education of schoolchildren in both countries. Mr. Esref Cerrahoglu, TUR-



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MEPA's Vice Chairman, visited HELMEPA's Posidonia stand (photo 44).

The association published the first issue of the children's newspaper "The Young Seagulls" and distributed to the 20,000 HELMEPA Junior members all over Greece.

The year 1996 was yet another year of election, when the General Assembly elected Captain Vassilis C. Constantakopoulos to chair the association (photo 45). The seafarers members of HELMEPA reached 10,000.

Following the revision of the STCW Convention (Standards of Training, Certification and Watchkeeping of Seafarers), HELMEPA supplied the members with its codified publications "The New STCW

and Code: Who Complies and How?" and "SOLAS and Seafarers". Both books were so constructed as to provide the requirements of the Convention and its Code for tanker ships, bulk carriers and passenger ships in a codified manner.

Admiral Robert North, Head of the Pollution Prevention and Maritime Safety Division of the USCG visited HELMEPA and addressed the members.

Under the auspices of the Ecumenical Patriarch in Istanbul, HELMEPA, TURMEPA and the US Ambassador to Turkey, (photo 49) planted an olive tree in the yard of the old School on the island of Chalki as symbol of good will of people who care for the environment, which was the essence of the International Conference "Environment and Communication" the Patriarchate had organized there.

In 1997, the members of the association as well as the Greek maritime community were shocked by the untimely passing away of Mr. George P. Livanos, the man who had conceived the idea of HELMEPA and its Honorary Chairman. The Board unanimously established a post-graduate scholarship in his memory, which is still on to date.

The association reached as far as Uruguay, where it proposed and assisted in the establishment of URUMEPA, the Uruguayan Marine Environment Protection Association under the chairmanship of Captain Winston Larrosa. Key role to the creation of that MEPA had Captain P. Tsakos, a Founding Member of HELMEPA as well as the "Maria Tsakos Foundation" in Montevideo.

Costamare Shipping financed and hosted at their premises the "HELMEPA Junior" interactive environmental exhibition, dedicated to the youth in Greece.

In cooperation with USCG, the association prepared and made available to the members the bilingual book "USCG Port State Control Examinations". In 1997, the Greek officers who had attended all annual training seminars since 1983 reached 10,085.

In 1998, the permanent exhibition hosted by Ceres Shipping since 1982, was totally redesigned and became interactive through the constructive collaboration between HELMEPA and the Smithsonian Institution in Washington D.C. The new

exhibition has been made available to kids over 13, University students and the Piraeus shipping community (photo 46).

The United Nations Environment Program (UNEP) awarded in Moscow the Global 500 Award to the volunteer schoolchildren for "the outstanding contribution as "HELMEPA Junior" members to the protection of the environment". Mr. Achilleas C. Constantakopoulos received the award on behalf of the program.

Invited to the Conference "Shipping in the New Millennium: Initiatives and Challenges" in Brisbane, Australia, in 1999, Director General D. Mitsatsos delivered a speech and proposed the creation of an Australian sibling to HELMEPA. Mr. Michael Julian, then Chairman of the Marine Environment Protection Committee of IMO was instrumental in bringing together marine stakeholders like the Australian Maritime Safety Authority (AMSA), the Queensland Transport and the Shipowners' Association.

Following the invitation of IMO Secretary General, Mr. William O' Neil, HELMEPA presented the "HELMEPA Junior" program to the national delegates of the 43 Marine Environment Protection Committee of the organization. The presentation was put in the records in the report of IMO General Assembly, under the title "Environmental Awareness in Youth".

The year 2000 was marked by the election of Mr. Peter G. Livanos, son of HELMEPA's Founder, to chair the association as its 5th Chairman (photo 48). The General Assem-



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bly awarded Captain Vassilis C. Constantakopoulos the title of Honorary Chairman. On behalf of HELMEPA, the Director General signs in Brisbane the Founding Declaration of AUSMEPA, the Australian Marine Environment Protection Association, chaired by Captain Michael Alexander (photo 50).

In cooperation with AMSA, HELMEPA produces and makes available to its members the bilingual publication "Guide for Greek Seafarers in Australian Waters".

Mr. Livanos co-signed with the Director of AUSMEPA Mr Greg MacGarvie a Memorandum of Cooperation between the two MEPAs during HELMEPA's Posidonia traditional reception in Piraeus (photo 47).

The Secretary General of IMO invited "HELMEPA Junior" children-members to



51

London to address the plenary of MEPC under Mr. Michael Julian of Australia.

The President of the Hellenic Republic, the late Mr. Kostis Stephanopoulos, presents HELMEPA with the Athens Academy Award, which was received by the Honorary Chairman.

The Mayor of Athens, Mr. Dimitris Avramopoulos presented the Chairman Peter Livanos the medal of the City of Athens for HELMEPA in 2001, in appreciation of the association's unstopable effort to change old habits and mentalities.

The children's album "Multicolored Spots" is produced and disseminated to schools sponsored by member-company Empros Lines.

The association went on-line in the same year with the site www.helmepa.gr. Mr. Michael Julian of AMSA, and Dr. Karl Laubstein, Rector of the World Maritime University addressed the members of HELMEPA.

In 2002, the General Assembly elected as 6th Chairman of the association Mr. Nikolas P. Tsakos of Tsakos Shipping and in the same year HELMEPA celebrated its 20th Anniversary at the Athens Concert Hall (photo 51).

During the event, Mr. David Moorhouse CEO of the Associate Corporate member Lloyd's Register of Shipping, announced a generous donation to HELMEPA in appre-



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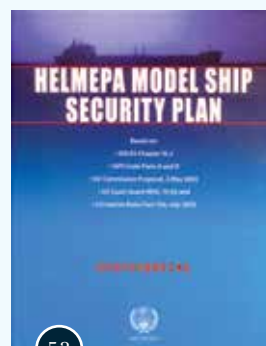


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ciation of the association's consistent efforts towards raising the environmental awareness of the youth. The Chairman thanked Mr. Moorhouse on behalf of all HELMEPA members.

That year, the old friend of HELMEPA, Dr. Elizabeth Mann-Borgese passed away and the association dedicated to her memory the 2002 Action Plan of "HELMEPA Junior". A new chapter on Security was added to SOLAS, the Safety of Life at Sea Convention in 2003 and so HELMEPA visited the USCG headquarters and requested their assistance on the issue of Ship Security. On the guidance received, HELMEPA compiled and made available to the members a model Ship Security Plan. It also launched special training crash courses on Security for Member officers and companies.

As the new Security regulations were



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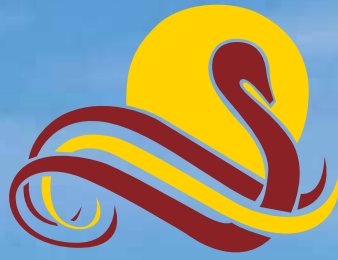
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entering into force, the Commandant of the USCG, Admiral Th. Collins, visited HELMEPA, spoke to the members and discussed with seafarers attending a refresher seminar the importance of the new Security Code (photo 53).

Chairman Nicolas Tsakos and the Director General presented to USCG Commandant and Admiral P. Pluta plaques commemorating their visit to the association (photo 52, 55).

The General Assembly in 2004 awarded Mr. William A. O' Neil, IMO Secretary-General and Mr. Th. Vokos, Founder of Posidonia, with the title of "Honorary Member" in appreciation of their contribution to the promotion of HELMEPA's proactive initiatives world wide (photo 54).

Mr. O' Neil's visit coincided with the presence in Athens of WMU students, who the



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59

Director General had lectured at Malmo that year. Costamare Shipping hosted the students, who IMO Secretary-General addressed.

As the number of the volunteer Greek children reached 212,000, kids from HELMEPA and TURMEPA demonstrated an exemplary synergy to the adult societies in both countries. They exchanged visits between the Greek island of Chios and Cesme, a Turkish coastal town, and spent two days together during which they symbolically conducted beach cleaning (photo 59).

For the Athens Olympics, HELMEPA and UNEP/MAP co-produced environmental awareness material, which was widely disseminated.

On the occasion of Posidonia the Founder and 1st Chairman of TURMEPA, Mr. Rahmi Koc and members of their Board visited the HELMEPA exhibition at Ceres Shipping in Piraeus.

The association participated in the maritime exhibition and conference organized by AUSMEPA Member Mr. Neil Baird

of "Baird Publications", in Hong Kong in 2005. There, Mr. Mitsatsos presented HELMEPA's aims and activities to the Hong Kong Ship-owners Association. Invited by Captain Panagiotis Tsakos, HELMEPA's Director General also addressed members of the academic community in Tokyo, during the same year.

Also, the Director General presented HELMEPA and the proactive efforts of its members to the cadets of a maritime Academy in Manila, Philippines.

A workshop, organized by HELMEPA and sponsored by EC, took place in South Peloponnese with the participation of specialists on pollution prevention delegated by European member countries through the Commission. Captain Vassilis Constantakopoulos, Honorary Chairman, played host to various side events (photo 58). The General Assembly presented Mr. David Moorhouse, CEO of Lloyd's Register of Shipping with the title of "Honorary Member" for his contribution to the expansion of the "HELMEPA Junior" program (photo 57).

In 2006, an old friend of HELMEPA and IMO officer from C.P. Srivastava's years, Mr. Efthymios Mitropoulos, was elected Secretary-General of the organization. He nominated "Ambassadors of IMO for the Environment" children-members of HELMEPA, CYMEPA and TURMEPA, who participated in the Children's World Summit for the Environment in Japan.

In the same year, Mr. Nicolas Pappadakis was elected as the 7th Chairman of the association.

The Founding Constitution of INTERMEPA, the International Marine Environment Protection Association headquartered in Greece and serviced by HELMEPA was signed by AUSMEPA, CYMEPA, HELMEPA and TURMEPA in Athens (photo 56).

Mr. Neil Baird undertook the role of INTERMEPA's "Roving Ambassador" in the Far East. Children-members of HELMEPA and TURMEPA addressed on behalf of INTERMEPA the MEPC's plenary session invited by Secretary-General Mitropoulos.



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Dr. Hermann J. Klein, Member of the Executive Board of Germanischer Lloyd, Associate Corporate Member of HELMEPA honoured the young volunteers by setting up at their headquarters in Hamburg an exhibition of drawings made by children-members of "HELMEPA Junior".

A new monthly HELMEPA bilingual technical e-bulletin titled "Navigator" was introduced to Member vessels, officers and companies.

The General Assembly presented the title of "Honorary Member" to Captain Manolis Kavousanakis in acknowledgement of his contribution to the association as Member of the Board.

In 2007, the 25th anniversary was celebrated at a special event held at the Athens Concert Hall on 6 June with the participation of members of the Greek and the international shipping community (photo 60). During the same year the European Parliament awarded the winners of the drawing contest of the children-members of HELMEPA, CYMEPA and TURMEPA.

The association helped in the creation of NAMEPA, the North American Marine Environment Protection Association in New York under the Chairmanship of Mr. Clay Maitland (photo 61).

HELMEPA was also instrumental in the founding of UKRMEPA, the Ukrainian Marine Environment Protection Association in Odessa, chaired by Professor V. Popenko.

In 2008, the Honorary Chairman, Captain



Vassilis C. Constantakopoulos was again elected as the 8th Chairman of HELMEPA. Germanischer Lloyd certified the association's Maritime Sector as "Maritime Training Center", in accordance with ISO 9001:2000 Quality Standard. Dr. Hermann Klein presented HELMEPA with the relevant Certificate.

Children-members of HELMEPA and CYMEPA "IMO Ambassadors for the Marine Environment" took part at the International Children's Conference for the Environment in Norway.

The Lloyd's Register Educational Trust kindly offered to the association its financial support for the expansion of the "HELMEPA Junior" Program for the following three years.

HELMEPA becomes an official partner of

the International Polar Year and participates in "Posidonia '08".

The Associate Corporate Member, Germanischer Lloyd, Hamburg, cooperated with the association for the revision of the English edition of HELMEPA's "Ship's Manual" and kindly financed its printing. Copies of the publication were made available to Member vessels and companies as well as to cooperating institutions abroad.

When the Assistant Commandant for Operations of the USCG, Admiral D. Pekoske visited the association and lectured the members and officers participating in one of the refreshing seminars, he made specific reference to the importance of the publication, "which should be on the bridge for quick reference" as he said.

As the schoolchildren members of the



62



63

“HELMEPA Junior” program reached 50,000 in 2009, the association celebrated the 15th anniversary of the program at an event it organized at the Athenaeum Intercontinental Hotel. Members of HELMEPA, representatives of the industry, the State and other MEPAs as well as children, teachers and parents took part in the event.

In 2010, Captain Vassilis C. Constantakopoulos was re-elected as the 9th Chairman of the association.

The Seatrade Awards presented HELMEPA with the “Investment in People” award for the voluntary refresher training the association has been offering to the Greek maritime community. The award was received by the association’s Executive Coordinator, Ms Christiana Prekezes (photo 64).

Lloyd’s List Greek Shipping Awards presented the Director General of HELMEPA, Mr. D.C. Mitsatsos with the “2010 Man of the Sea” award in recognition of his contribution to the protection of the marine environment from pollution.

More than 2,000 volunteer teachers had contributed since 1994 to the successful implementation of the “HELMEPA Junior” Program.



64



65

In October, the association mourned the sudden death of its General Secretary, Maria Tsakos. HELMEPA dedicated the 2011 Voluntary Refresher Training to her memory.

The association also organized an environmental exhibition of the "HELMEPA Junior" program at the premises of the "Maria Tsakos" Foundation on the island of Chios. The year 2010 was the thirteen time that the association was present at Posidonia. The Steering Committee of INTERMEPA, consisted of the Chairmen and directors of AUSMEPA, CYMEPA, NAMEPA and TURMEPA, chaired by Captain Vassilis Constantakopoulos, met in Athens on the occasion of Posidonia (photo 62).

It was the year 2011, when HELMEPA mourned the loss of its Chairman, Captain Vassilis C. Constantakopoulos, who strongly believed that the children can change the world for the better. The Board decided that an annual scholarship for postgraduate studies be given in his memory (photo 63).

The Board unanimously elected the Vice Chairman, Dr. John Coustas of Danaos Shipping as Chairman of HELMEPA. Germanischer Lloyd certified the association as "Maritime Training Center for Pollution Prevention, Safety at Sea and Environmental Awareness", in accordance with the ISO 9001:2008 Quality Standard.



66



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68

Lloyd's List Greek Shipping Awards presented HELMEPA with the "Achievement in Safety or Environmental Protection" award for its long-standing contribution to the prevention of pollution from ships and the continuous upgrading of safety at sea (photo 65).

A Chinese delegation of the Standing Committee of the Municipal People's Congress of the city Quzho in the Zhejiang Province visited the offices of the association. Views were exchanged not only on issues pertaining to the protection of the environment and training. Lloyd's Register Foundation (The Foundation) accepted to finance the pro-

ject "Marine Environment and Sciences' Awareness Campaign" the association had submitted. The HELMEPA-LRF campaign would be implemented in 12 Greek cities for the next 3 years with focus on the schooling communities (photo 67).

In 2012, the Assembly elected Dr. John Coustas as the 10th Chairman of the Association.

HELMEPA's audience was expanded even further through the use of social media. An exhibition of artworks by members of "HELMEPA Junior" was hosted by the Museum of the City of Athens Vouros-Eutaxias Foundation, which was visited by schools of the city of Athens. The exhi-



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69



70



71



72

bition was then hosted at the cultural center of the Municipality of Palaio Faliro and the Hellenic Maritime Museum in Piraeus (photo 66, 68).

On behalf of the association the Director General and the Executive Coordinator paid a courtesy visit to the new Secretary-General of IMO, Mr. Koji Sekimizu. They exchanged ideas for further upgrading the long-standing IMO - HELMEPA cooperation initiated by the late Mr. Srivastava.

Mr. Sekimizu kindly addressed HELMEPA's new publication titled "Pollution Prevention from Shipping: 30 years HELMEPA and MARPOL".

Taking part in Posidonia, HELMEPA organized an international conference titled "State-of-the-Art Environmental Ship Design and Operation". Speakers from Greece and abroad presented interesting technical issues.

In 2013, the Maritime Administration of Cyprus recognized the DNV GL certified seminar of HELMEPA on "Marine Environmental Awareness".

The Director General and the Executive Coordinator took part at a meeting chaired by VADM Peter V. Neffenger, Assistant Commandant for Prevention Policy

Sector of USCG, Washington DC.

It was decided that HELMEPA would revise its publication "Guide on US Coast Guard Port State Control Examination" and that the USCG would present the policy and new requirements for foreign vessels to HELMEPA members if feasible each year in Athens. It was also agreed that representatives of member companies would meet with the Prevention Policy sector annually. During the same visit to US, Mr. Mitsatsos and Ms Prekezes met with USCG Sector Commander, Los Angeles and Long Beach. After the meetings, HELMEPA supplied the members with the key US Port State Control policy points with which foreign vessels must abide by.

Later in the year, HELMEPA members participated at a meeting with Admiral Joe Servidio and staff officers of USCG Prevention Policy sector.

Lloyd's List Greek Shipping Awards presented HELMEPA with the "Achievement in Education or Training" award in appreciation of the association's ceaseless efforts to ever upgrade the level of the refresher training it offers to its members (photo 72). The "HELMEPA Junior" program celebrated 20 years of operation, with a total

participation of 71,000 children-members throughout the country.

The HELMEPA-LRF Campaign visited 20 cities and schoolchildren that visited the permanent and mobile exhibitions of the association from 1983 to 2013 exceeded 200,000. In 2014 Dr. John Coustas was re-elected as the 11th Chairman of the Association. The "HELMEPA Junior" program was expanded and HELMEPA organized the international conference titled "Energy efficiency measures on existing vessels" during Posidonia. Distinguished speakers presented topics of interest to an audience consisting of representatives of the Greek and international shipping community (photo 69).

HELMEPA member operators and competent USCG officers exchange views at a meeting under Captain Roy McAvoy and Mr. Jeff Lantz at CG's headquarters in D.C. Once again members of HELMEPA had the opportunity to address concerns and the USCG competent officers have a direct input from volunteers in the shipping industry.

The Chairman, on behalf of the General Assembly, presented the title of Honorary Member to the following personalities in recognition of their contribution to the

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development of HELMEPA: - Mr Efthymios Mitropoulos, - Captain Panagiotis Tsakos, - Mr. Nikolaos Tsavlis, and - Mr. Joseph Angelo (photo 70).

During each Posidonia, the Hellenic Off-shore Racing Club chaired by Mr. John Maragkoudakis has been kindly providing HELMEPA with a sailing boat, which manned by volunteers of member companies compete at Posidonia regattas (photo 71). A new 3 year-long “Educational Community and Public Awareness Campaign on the Marine Environment, Shipping and Science” across 14 towns and cities of Greece kindly supported by Lloyd’s Register Foundation (The Foundation) began. The Piraeus Port Captains Club awarded HELMEPA “For its significant contribution to society and the maritime industry” and presented the title of Honorary Member to Mr D. Mitsatsos.

The new publication in English titled “HELMEPA’s Guide on US Coast Guard Port State Control Examinations” was produced in printed and electronic form and disseminated to the members. During HELMEPA’s conference at Posidonia, Mr Jeff Lantz, Chairman of IMO’s Council and USCG Official praised the publication when introducing it to the audience.

The new bi-monthly e-bulletin “The HELMEPA Monitor” was issued and made available to members operating in U.S. waters. HELMEPA accepted the role of the national coordinator of the “European Cleanup Day” initiative in Greece.

The association coordinated the International Coastal Cleanup (ICC) campaign all over Greece for the 25th consecutive year. Member-companies’ staff together with their families as well as organizations and Embassies in Athens took part in the cleanup.

On initiative of the Chairman Dr. Coustas, Det. Norske Veritas Germanischer Lloyd (DNV GL), Associate Corporate Member under Dr. H. Madsen, kindly donated to HELMEPA a Full Mission Bridge Simulator with the aim to upgrade the voluntary refresher training the association has been offering to its members since the beginning of its operation. Installed inside a bridge replica at HELMEPA’s premises, the simulator allows for concurrent training to be offered thus contributing to member companies’ overall training cost reduction (photo 73, 74, 75).



73



74

The Chairman and the Directors praised Ms. Irene Daifas, Special Secretary for her kind decision to finance an annual HELMEPA scholarship in memory of her late father and Founding Member of the association, Mr. Stavros Daifas.

Through elections held at the 34th Annual General Assembly, a new Board was elected and Dr. George Gratsos took the reigns of the association.

At the closure of the meeting, Director General D. Mitsatsos, on behalf of all, presented Dr Coustas with HELMEPA’s coat of arms in appreciation of his initiatives towards further spreading the environmental messages of the association with the use of new technology and also enriching the training programs with a Bridge Simulator with DNV GL’s donation.



75

Achievements

BETWEEN
1984 AND 2017

34 Annual Refreshing Training Programs

19,100 seafarers have attended all training programs

2,800 Greek owned vessels have become members

350 shore based companies have become Associate Corporate members

14,000 seafarers have become Associate members carrying HELMEPA's ID

17 Posidonia Exhibitions hosted HELMEPA stands

The contribution of HELMEPA members to the environmental awareness initiatives addressed to society and especially to children throughout the 35 years of its life, constitute a rock solid proof of Corporate Social Responsibility (CSR as per ISO 14001) also required for NYSE publicly listed companies.

The Chairman Dr G. Gratsos, the Board of Directors, the Management and Staff
express their appreciation to:

the members of HELMEPA, seafarers, companies and organizations in Greece and worldwide,
for their commitment to the association's mission

the teachers and schoolchildren voluntarily working for the preservation of the environment

the Hellenic Coast Guard, Navy and Local Authorities for their cooperation when needed

the Media for gratis projecting the association's activities and messages, and

all those who kindly financially contributed to the enhancement and expansion of HELMEPA's activities.

Moreover,
sincere congratulations go to each one of those volunteers
who positively responded to HELMEPA's invitations
to participate in beach cleaning activities
throughout the country during these past 35 years.

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HELMEPA

(2016 - TODAY)

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Aegean Bulk Co. Inc.
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B

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Dnv Gl
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Hellenic Lloyd's S.a.
Hellenic Register Of Shipping S.a.
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Jlt Colburn French & Kneen

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P

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Q

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T

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2000 – 2002

Peter G. Livanos

2002 – 2006

Nicolas P. Tsakos

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by Charis Pappas



Despite the increasing number of young people who are turning to the maritime professions, training and attracting new "talent" to shipping is undoubtedly one of the most pressing issues that concern, amongst others, the Greek shipping industry.

The complexity and stringency of environmental regulations, the new technologies which today require specialized and in-depth knowledge of computing systems, but also the drastic change in the way the "ship" is perceived in terms of evolution, standardization, digitization and automation, are gradually leading to a change in the strategies that need to be implemented in order to attract young people to the maritime professions, but, above all, to a change in the methods used to provide training at sea. According to all scientific research, however, the profile of the young people who choose shipping in Greece during the current crisis is not the same as the one we used to see a decade ago. This trend is further confirmed by the fact that the majority of students in the country's Merchant Marine Academies (MMA) would like to start a career on specialized

ships that require the latest but also life-long training.

According to the results of the 2016 "Go Maritime" annual survey, only 16.8% of MMA students come from a family environment that is directly related to shipping. More important is perhaps the finding that 57.3% of students say they are moderately informed about current affairs in Greek shipping. The Internet plays a particularly important role in filling this information gap as 69% of young people choose a career in maritime professions after they conduct research using the new media (websites, social media, videos, etc.). In this context, with the encouragement of maritime industry executives, Naftika Chronika took the initiative to create Isalos.net in January 2016. After the "Go Maritime" survey which started its journey in 2009, and the educational workshops regularly organized since 2008, the Naftika Chronika editorial team went ahead with the creation of Isalos.net, a new, multi-level communication channel between the maritime community and the new generation.



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1

1. Capture from the «Go Maritime» event in Piraeus, Aikaterini Laskaridis Foundation, November 26, 2016

2. Capture from the «Go Maritime» event in Chios, Homerion Cultural Centre, March 10, 2017

3. Capture from the Isalos.net educational seminar «The stock market as a funding source for the shipping industry», Aikaterini Laskaridis Foundation, March 29, 2017

The primary purpose of Isalos.net is to create a knowledge platform for young people through which they can be informed on the developments in the shipping industry and learn about the day-to-day routines at sea from others' experiences. The Isalos.net website provides specialized updates on the latest developments in international regulations, and P & I Clubs guidelines, invites Merchant Marine officers and shipping industry executives to share their experiences with young people, and offers special seminars, conferences and programs. Isalos.net also conducts monthly workshops at the hospitable premises of the Aikaterini Laskaridis Foundation where accomplished executives with experience in the world of shipping give lectures on issues related to maritime law, cyber security, ship-building technology, new technologies on board, the freight market etc. and answer questions by Merchant Marine Academy (MMA) and university students.

At the same time, the Isalos.net team organizes three "Go Maritime" conferences per year in Piraeus and in provincial towns, even in ones that do not have a maritime tradition. The purpose of the "Go Maritime" conferences is to educate and inform young people on the real challenges and specificities of Greek and international shipping's daily life, while the separate events that run concurrently with the seminars give MMA and university students the opportunity to talk with representatives of shipping companies and academic institutions.

Since its establishment 18 months ago, Isalos.net has had the valuable help and support of the Marine Education and Shipping Policy Directorate of the Minis-



2

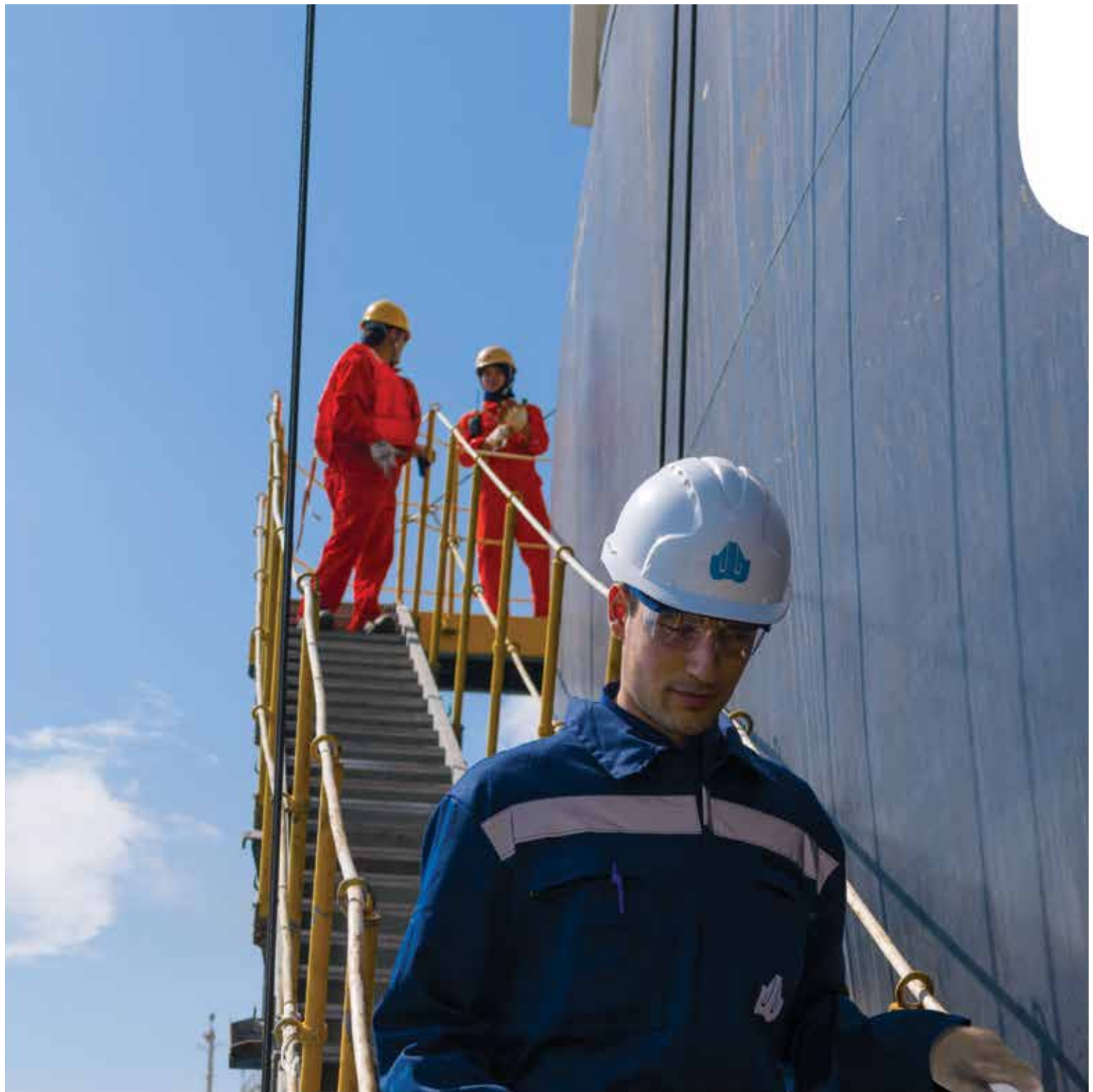


3

try of Shipping and Island Policy, as well as the Masters and Mates Union of the Greek Merchant Marine (PEPEN), while the support of the Aikaterini Laskaridis Foundation and the Real Time Graduates Initiative has been invaluable. In times of great upheavals, synergies and collaborations prove to be particularly important as they provide creative stimuli and facilitate the implementation of innovative and demanding ventures. The participation and support of this effort by SI companies from both seagoing shipping and the wider maritime community is perhaps posi-

tive proof that the shipping professionals in Piraeus understand that young people want a steadier channel of communication that brings them closer to the most important industry and economic power of the country.

For this reason, the close collaboration between Isalos.net and HELMEPA is imperative, especially as the latter has a wealth of knowledge and experience on training issues and on how to improve the public image of shipping which this voluntary organization has been successfully implementing since 1982.



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OUR JOURNEY SO FAR



2000

UMAR
Shipping
Services

2001

WSR
Ship
Repairs

2005

ISO
9001:2008
Quality

2007

IASA
Member

2009

ISO
14001:2004
Environmental

2009

U.O.L.I.S.
OEB
Innovation
Award

2013

GREECE
Office

INNOVATION: In 2008 the company was awarded with the OEB Innovation Award by the Cyprus Employers and Industrialists Federation, in recognition of its Online Information System (U.O.L.I.S.), which enables continuous project handling information and monitoring to its customers. The company's commitment to high quality and standards is also reflected in its ISO 9001/2000 accreditation in regards to Quality and ISO 14000 for Environmental Procedures.

PEOPLE: The history of the group has always been surrounded by the company's desire to serve the maritime industry with unparalleled commitment, quality products, dedicated service, expert know-how and a personalised approach. It is these characteristics that have made our brand unique, just like its people. They share different backgrounds, languages and hobbies; but what they have in common is their love and dedication for what they do, delivering the best results for clients.

“OUR PEOPLE MAKE US DIFFERENT FROM ANY OTHER COMPANY IN THE INDUSTRY”

VALUES: In 2015 the group has also created the Life Jacket Foundation, which was established to provide assistance to children who need the support of organisations such as UMAR | WSR. Through this non-profit organisation, the group joins forces with its clients as well as individuals who share their vision and sense of social responsibility in order to support the foundation, raise funds and make a big difference in people's lives.

For UMAR | WSR the future is bright, with more principals, customers, and team members joining the family and expanding to tomorrow's locations; joining forces to challenge business conventions and do business like no one else.



2014
SINGAPORE
Office



2014
RUSSIA
Office



2015
LIFE JACKET
Foundation



2017
U.A.E.
Office

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- DECK MACHINERY
- HULL MACHINERY
- CARGO HANDLING
- BRIDGE EQUIPMENT
- SAFETY EQUIPMENT
- ACCOMMODATION EQUIPMENT

WSR:

- SHIPYARDS
- REPAIR STATIONS
- UNDERWATER
- MARINE COATING
- HIGH-END REPAIRS



945
CUSTOMERS



6780
VESSELS



54
TEAM MEMBERS



5
OFFICES

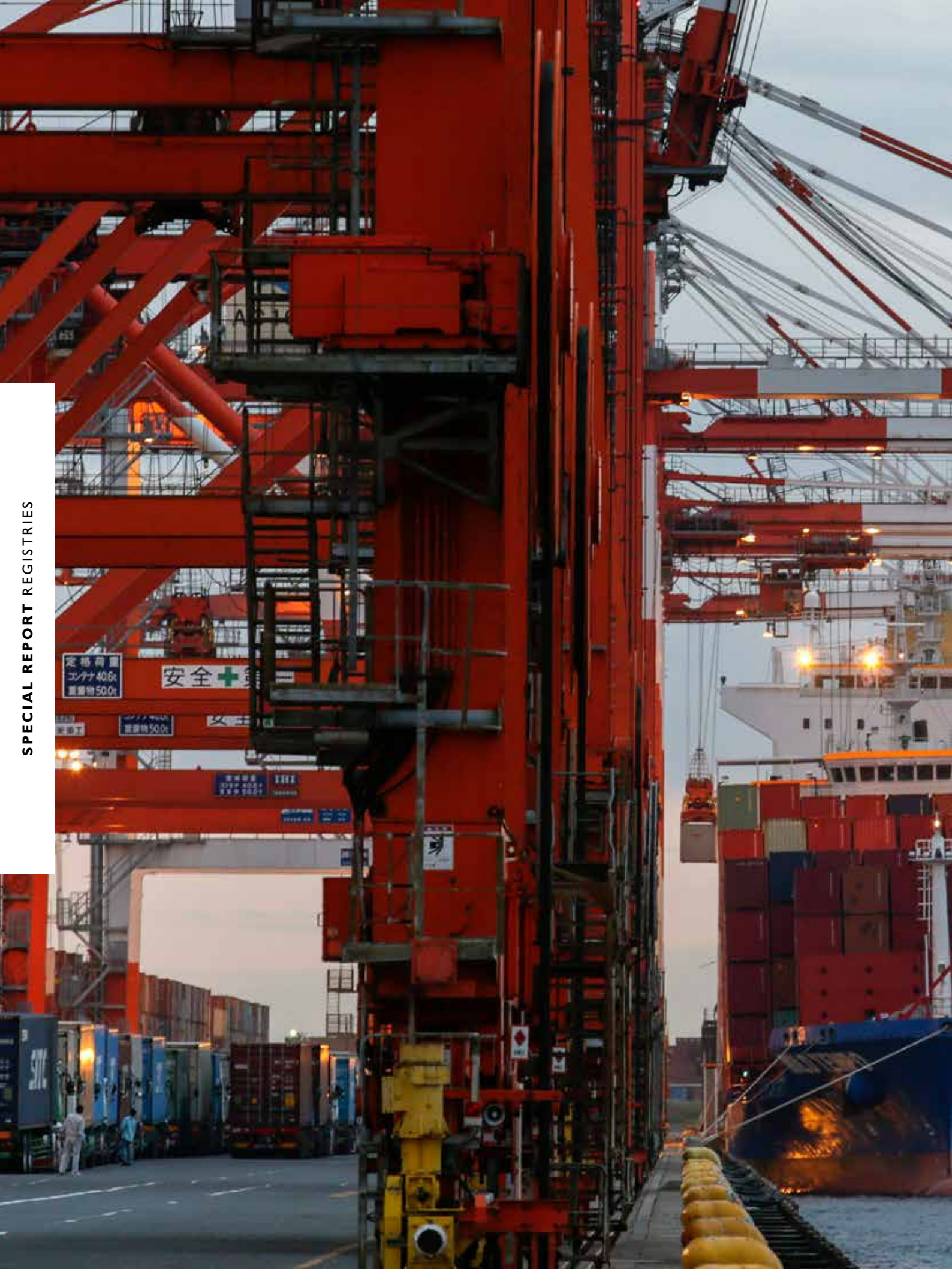


1
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What lies ahead for Open Registries?

As the shipping industry operates in an extremely volatile atmosphere, Registries have to respond to contemporary challenges, risks, opportunities and threats. We addressed four world leading Registries in order to have their views on specific environmental policies and regulations that will change the everyday workload for all ship operators.

The role of flag states as a conduit between regulators and industry is critical

Ioannis Efstratiou

Acting Director of the Department of Merchant Shipping



The new environmental Regulations are of major concern to most shipowning and shipmanaging companies. How has your Registry reacted and/or implemented (if at all) new policies and regulations concerning the protection of the environment (EG, MRV and emissions trading)?

In today's challenging market conditions, the development of new and evolution of existing regulations, especially environmental, has a significant impact on owners and operators. Now more than ever the role of flag states as a conduit between regulators and industry is critical. By working in close cooperation with clients and organisations such as the Cyprus Union of Shipowners and Cyprus Shipping Chamber, the Cyprus flag is able to convey the thoughts and opinions of those affected, directly influencing how legislation is created and implemented. This is a great benefit to those vessels flagged with Cyprus. The European Union's (EU) Monitoring,

Reporting and Verification (MRV) regulation provides one topical example. The regulation came into force in July 2015 and by 31st August 2017 owners and operators visiting EU ports must submit a Monitoring Plan to an accredited verifier. The final Delegated Acts have recently been published but the guidelines for implementation are still to be finalised.

Cyprus has been involved in the development of MRV since the very beginning and actively participating in formulating the regulation in Brussels. Although the industry is represented to some degree by the European Sustainable Shipping Forum (ESSF) working groups, we believe that it is our responsibility to specifically represent the concerns, opinions and priorities of the Cyprus shipping industry.

Although our role as a flag state in implementing the MRV Regulation will be limited to the verification and compliance of ships visiting Cyprus and ensuring that our ships are complying with the regulation, the Cyprus Maritime Administration has organised a number of seminars in order to inform all interested parties. In addition,

we've held training for our surveyors and, when the guidelines have been finalised, a circular will be issued explaining in detail how the Cyprus administration intends to implement the legislation.

Do you believe that current Port State Control schemes need to be more collaborative and complementary in order to achieve a sufficient and less bureaucratic global system of monitoring and safeguarding the safety of international shipping?

We believe that current Port State Control schemes need to become more collaborative and complementary between each other. It will not be an easy task to reach such a goal. It will require a number of steps. The various schemes have considerable differences in the level of organization, procedures and tolerance of the safety standards. Satisfactory port state control in one country has no value to another. An international instrument may be the first step to join all regions and set a time range for the unification of all. Proactive measures can be the training and auditing of all port states by one common body. Country-members of more than one regions may be seen as useful cases for a unification of the schemes worldwide. It is not easy to achieve common standards internationally without common international standards. Class Societies is a good example of hard work to achieve common level within the same society and between each other.

BIMCO as well as other organizations have reported the continuous negative effects of corruption and bribery that vessel operators have to face when training in ports mostly in the

developing world. How does your registry combat and react to these phenomena?

Indeed corruption and bribery in some ports of the world do occur and have negative effects in the whole chain of maritime transport. The fact that BIMCO and other organizations highlight this phenomenon is of added value.

Certainly our Registry condemns such practices and recommends to ships under the Cyprus flag and to their shipowners, to avoid trading in countries and ports where such practices take place. Usually corruption and bribery occurs in ports of countries where political instability and/or armed/civil conflicts take place (or are evidently imminent) and in this respect on various occasions we keep our shipowners informed and updated, via DMS Circulars, about these dangers.

In special cases we request and we are informed by shipowners or operators of such incidents and we might aim to resolve them through diplomatic channels.

The accumulated knowledge and experience of such cases are forwarded to our Representations both in EU and IMO for coordination with other like-minded countries in order to strengthen the legal framework for the ultimate goal of eradicating corruption for uninterrupted, safe and secure shipping trade.

The Maritime Labor Convention has changed the everyday life of many mariners aboard vessels trading in international waters. How has your flag implemented the new amendments at the MLC? In this respect how constructive and mutual beneficial is your cooperation with ITF and ILO during the recent years?

The MLC 2006, complementing other major international conventions, reflect international agreement on the minimum requirements for working and living conditions for seafarers. Cyprus was one of the first 30 countries that ratified the MLC, 2006 that

came into force on 20 of August 2013.

The Department of Merchant Shipping has made all the necessary precaution activities/actions, through our recent circular which can be found in the DMS website, in order to ensure that the Cyprus flagged vessels complied with the Convention's new amendments requirements prior to their enforcement on January 2017, indicating thus the high level of labour standards that are applied on Cyprus flag vessels.

With the MLC into force, there has been an improved cooperation with ITF especially in the processes of the investigation and solution of the seafarers' complaints. The DMS sent to the ILO annual reports and the Committee of Experts on the Application of Conventions and Recommendations publishes annual reports. The DMS also participated in the International training Center of ILO that runs training, learning and capacity development services for governments, employers' organizations, workers' organizations and other national and international partners in support of Decent Work and sustainable development.



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Liberia is looking optimistically to the new technologies and the new fuels

Michalis Pantazopoulos

Senior Vice-President, LISCR (Hellas) S.A.



The new environmental Regulations are of major concern to most shipowning and shipmanaging companies. How has your Registry reacted and/or implemented (if at all) new policies and regulations concerning the protection of the environment (EG, MRV and emissions trading)?

The Liberia Registry actively participates in all meetings at IMO and promotes IMO as the appropriate UN specialized organization to address the reduction of GHG emission from international shipping. Shipping is a global industry and Liberia works towards global solutions and regulations that are free of unnecessary, disproportionate or obsolete administrative demands and do not compromise safety, security and the protection of

the environment. IMO has adopted operational and technical regulations and measures to reduce GHG emissions from international ships. Liberia has worked to ensure these regulations provide alternative compliance options for shipowners, such as the use of scrubbers and alternative future technologies, in meeting the global sulphur cap in 2020. Liberia is looking optimistically to the new technologies and in particular the new fuels that have started to be employed in the shipping industry. While LNG and LNG as bunkers has received a lot of attention, Liberia is proud to also have been involved in the development of various alternative fuel proposals including flagging the world's first ethylene/ethane carrier with dual fuel engine, capable of burning ethane as fuel and carrying ethane as cargo. Liberia worked alongside the shipowner and the classification society in conducting the required technical review

and hazard assessment to ensure acceptance and a successful delivery.

Recognizing the potential challenges in implementing the 0.50% sulphur limit in 2020, Liberia assisted shipping industry in presenting potential actions that IMO should consider to support successful implementation of the global sulphur limit. The proposal was agreed by MEPC in Oct 2016 and work has started as a matter of high priority.

Liberia supported the establishment of a global data collection system for monitoring and reporting of CO₂ emissions from shipping under the auspices of IMO. The introduction of unilateral or regional regulations, such as MRV, will duplicate regulations and result in additional burdens on Administrations and industry. Liberia is hopeful that the MRV regulations will be amended so as to be aligned with IMO global data collection system.

Do you believe that current Port State Control schemes need to be more collaborative and complementary in order to achieve a sufficient and less bureaucratic global system of monitoring and safeguarding the safety of international shipping?

There is more work that needs to be done so Port State Control regimes are more collaborative and complementary. We believe significant progress has been made over the past 12 years achieving more harmonization among current PSC regimes. IMO has played a major role in harmonizing PSC regimes by developing a global strategy for port State control and has incorporated in PSC procedures the professional profile, training and qualification requirements and general operating guidelines for PSC officers. This is to ensure that, while the PSC regimes may be regional, the standards and how they are applied will be universally consistent.

More PSC regimes are coordinating and conducting annual Concentrated Inspection Campaigns (CIC) focused on the same area of compliance. This has been helpful to ensure CIC results reflect a larger population of global shipping than would be if the CIC was limited to one region.

BIMCO as well as other organizations have reported the continuous negative effects of corruption and bribery that vessel operators have to face when training in ports mostly in the developing world. How does your Registry combat and react to these phenomena?

The Liberian Administration ensures that all of its registered ships are in full compliance with International Conventions and Regu-

lations, thereby reducing the possibility of issues with port State regardless of where the vessels are trading. Shipowners are advised to present a copy of any relevant Marine Notice or other Regulation issued by the Administration if there are issues related to interpretation or implementation of International Conventions or Regulations.

The Maritime Labor Convention has changed the everyday life of many mariners aboard vessels trading in international waters. How has your flag implemented the new amendments at the MLC? In this respect how constructive and mutual beneficial is your cooperation with ITF and ILO during the recent years?

Prior to entry into force of the 2014 MLC

amendments, the Liberian Administration issued a Marine Advisory informing shipowners of the requirements for financial security for repatriation and shipowners' liability, and it followed up with revised Marine Notices providing details of the financial security requirements. Upon entry into force of the amendments, the Administration has obtained copies of the evidence of financial security for its records. The Liberian Administration will accept financial security coverage provided by any of the P&I clubs belonging to the International Group.

The Liberian Administration has a good working relationship with the ITF and the ILO. In the event of any issue arising on its registered ships, the Administration will contact and work closely with the ITF or ILO to resolve such matters.



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The RMI Registry is fully committed to the safety and security of personnel ashore and afloat

Theofilos K. Xenakoudis

Director, Worldwide Business Operations

Managing Director

International Registries, INC. - Piraeus, Greece



The new environmental Regulations are of major concern to most shipowning and shipmanaging companies. How has your Registry reacted and/or implemented (if at all) new policies and regulations concerning the protection of the environment (EG, MRV and emissions trading)?

One of the major challenges for the shipping community is the increasingly stringent international regulatory environment,

in respect to crucial matters such as shipping emissions. The International Maritime Organization (IMO) plays the key role in the international regulatory framework and encourages harmonization and coordination of port State control (PSC) activities. The Republic of the Marshall Islands (RMI) has an active delegation at the IMO and maintains a significant role in the shaping of future regulations, particularly in the areas of ship, crew, and environmental safety and security. The RMI Registry's technical department ensures that the IMO codes and conventions are carried out to the fullest extent practicable by RMI vessels. With an assigned permanent representative at the IMO, the RMI plays a significant role in shaping future regulations, and this system has allowed the RMI to proactively manage the implementation of new requirements by owners and operators of RMI flagged vessels. The RMI is a signatory to all the major IMO conventions and has been given a top rating in the recently published Shipping Industry Flag State Report Table 2016/17, which is produced by the International Chamber of Shipping (ICS). This report provides an annual overview of the performance of the world's flag States against a number of criteria such as PSC records, ratification of international conventions, and attendance at IMO meetings. The RMI is one (1) of only eight (8) flag States to meet each criteria set out by ICS.



Do you believe that current Port State Control schemes need to be more collaborative and complementary in order to achieve a sufficient and less bureaucratic global system of monitoring and safeguarding the safety of international shipping?

Clients appreciate the RMI Registry's efforts to minimize bureaucracy, while at the same time maintaining quality service. Good relations with all of the relevant authorities and industry bodies are crucial. The RMI's experts participate on numerous IMO committees and sub-committees, are members of a number of representative organizations, enjoy an especially close working relationship with the United States (US) Coast Guard (USCG), and continue to work with all stakeholders across the maritime chain. The RMI Registry has implemented several policies to assist operators and crews with preparing for the PSC exams in the US to improve compliance of RMI flagged vessels in US ports.

The RMI fleet has received the highest ratings in PSC international rankings. The RMI is on the White Lists of both the Paris and Tokyo Memorandums of Understanding (MoUs) and is the only major open registry to maintain its USCG Qualship

21 status for 13 consecutive years, which is unprecedented. This demonstrates that the RMI is highly regarded by the USCG, and in turn, our owners and operators benefit through less inspections. Maintaining Qualship 21 status when so many major flag States have dropped from the list is a great incentive for attracting new tonnage and retaining existing tonnage, while at the same time understanding the emphasis on safety in the maritime industry. The RMI Registry is fully committed to the safety and security of personnel ashore and afloat, the Registry's vessels, and the marine environment.

BIMCO as well as other organizations have reported the continuous negative effects of corruption and bribery that vessel operators have to face when training in ports mostly in the developing world. How does your registry combat and react to these phenomena?

In 2010, the Tokyo MoU unanimously agreed to accept the RMI as the first Cooperating Member of the Tokyo MoU and has approved a number of recommendations made for facilitating the establishment of an effective RMI PSC system. In 2013, the RMI's application for full mem-

bership was accepted by the Tokyo MoU and the RMI became the 19th Member Authority. The RMI has a representative at the Tokyo MoU's discussions regarding PSC regulation and enforcement that participates in the decisions on behalf of RMI owners and operator's interests.

International Registries, Inc. and its affiliates (IRI) provide administrative and technical support to the RMI Maritime and Corporate Registries. IRI helps facilitate the training of PSC Officers (PSCO) through an RMI PSCO training program.

The Maritime Labor Convention has changed the everyday life of many mariners aboard vessels trading in international waters. How has your flag implemented the new amendments at the MLC? In this respect how constructive and mutual beneficial is your cooperation with ITF and ILO during the recent years?

The RMI ratified the Maritime Labour Convention, 2006 (MLC, 2006) on 25 September 2007. As of 20 August 2013, all RMI flagged vessels covered by MLC, 2006 are required to be inspected and certified in accordance with national laws and regulations. With the adoption of MLC, 2006, seafarers now have an equal system of justice that is codified in international regulation. Amongst these protections is the right to fair and just conditions of employment, medical care ashore, and direct access to senior vessel personnel and labour organizations, as well as to designated persons ashore (including the flag State to which the vessel is registered). MLC, 2006 requires additional support and expertise from RMI personnel and inspectors worldwide. The Administrator has published a series of Marine Notices, Marine Guidelines, and forms related to MLC, 2006 for owners and operators. The Administrator works closely with its owners and operators and Recognized Organizations (ROs) who are delegated MLC, 2006 inspection and certification functions, to work through any unanticipated issues and make certain that MLC, 2006 is fully and practically implemented.

The Republic of Panama reaffirms its compromise with the environment

Fernando Solorzano

General Director of Merchant Marine
Panama Maritime Authority



The new environmental Regulations are of major concern to most shipowning and shipmanaging companies. How has your Registry reacted and/or implemented (if at all) new policies and regulations concerning the protection of the environment (EG, MRV and emissions trading)?

The Republic of Panama reaffirms its compromise with the environment in the following ways: with the adoption of the regulations to reduce the greenhouse gases emission from the ships, according to the Annex VI of Marpol, with the active participation of Panama in the meeting of the United Nations of Climate Change, together with the Paris MoU and the second period of compliance of the Kyoto Protocol,

Moreover, Panama will take part in a pilot plan of the Global Maritime Energy Efficiency Partnerships (GloMEEP) Project, formally designated "Transforming the Global Maritime Transport Industry towards a Low Carbon Future through Improved Energy Efficiency". This Project will offer Panama assistance in attaining prompt solutions for the approval of the relevant legal, policy and institutional reforms, as well as driving national and regional government action and industry innovation for the purpose of supporting and effective implementation of the IMO's energy efficiency requirements.

In July 2011, Panama joined Globallast as Lead Partnering Country proving its commitment to the marine pollution prevention. With this action Panama recognizes the project to be a timely and much needed initiative to assist the countries in preparing for the implementation of the IMO

Ballast Water Management Convention, 2004 (BWM 2004) and also emphasizes the support given to the GEFUNDP-IMO GloBallast Partnership Project, currently being implemented by IMO, as a Lead Partnering Country (LPC). Moreover, Panama, as an active member of the GloBallast Program, benefits from the training, expert group committees on all aspects such as legal, technical, compliance, as well as learning from other participating countries that have already ratified this Convention.

Panama Maritime Authority is fully aware that the LPCs are expected to take a fast track approach to reach the milestones of the Project, namely undertaking a national BWM status assessment, developing a National Strategy and draft a National Legislation as well as National Plan, all of which would assist with the process of implementation.

Recently, Panama has already ratified the International Convention for the Control and Management of Ships Ballast Water & Sediments through the approval of the Law 41 of 2016. Likewise, The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships was also ratified as per Law 28 of 2016.

Do you believe that current Port State Control schemes need to be more collaborative and complementary in order to achieve a sufficient and less bureaucratic global system of monitoring and safeguarding the safety of international shipping?

The program of inspections by the Port State is a long-standing activity, as part of its functions, since IMO adopted the procedures for Port State Control, Assembly Resolution A. 787 (19), on 23 November

1995. The objective is to verify the compli-ments of the ratified conventions by the State and to avoid dangerous situations on his water or region, becoming also an important tool to the IMO regarding safety matters and the implementation of some conventions.

concerning the Port State Control scheme, this has been kept under review by the IMO member States to homologate the activity. As a result, the technical coopera-tion between MoUs has increased, bring-ing technological, training and consulting interchanges.

We could say that the recognition of the inspections between MoUs in order to reduce the inspections' number will not happen soon. But the Port State Control scheme has been modified with the imple-mentation of New Inspections Regimes (NIR) classifying and targeting vessels, companies, flag and recognized organiza-tions, resulting to the reduction of the number of inspections per year.

As mentioned before, the NIR tries to make more efficient the inspections of the PSC, focusing its efforts only on ships that can present a risk for its waters, it also brings benefits for vessels with low target or risk factor, extending the vessel's inspections periods on a region up to a year or eighteen months.

BIMCO as well as other organizations have reported the continuous negative effects of corruption and bribery that vessel operators have to face when training in ports mostly in the developing world. How does your registry combat and react to these phenomena?

We are fully aware that corruption is a very broad concept that includes countless ille-gal and unethical acts such as fraud, extor-tion, money laundering, embezzlement and bribery. At present, through innumera-ble initiatives, we are taking action from multiple fronts (ports, customs, police and immigration) to counter bribery and cor-ruption in favor of transparency, as this continues to be a key issue in the mari-

time industry (shipowners, operators, cap-tains, among others), joining forces to find solutions and remain in compliance with the corresponding regulations.

With a more than clear goal of port secu-rity and protection and a coordination between various institutions involved at a national level, in customs, police, judicial investigation and migration, we are dedi-cated to the surveillance and coverage of our national and concession ports, fight against piracy and bribery, which we con-sider to be vital to strengthen our reputa-tion as a leading port system in the Latin American region and to strengthen our oversight of port activities.

As preventive measures we have the sur-veillance and route through the different port areas and the incessant monitoring of the movement of cargoes and people in the areas bordering the ports.

In addition, through the project of the various advances in the implementation of the Convention on the Facilitation of International Maritime Transport (FAL-65), we expect to supply and imple-ment through an Electronic Information Exchange System (Single Window) that is based on the obligation of our institution to comply with the established National Maritime Strategy in order to guarantee processes based on excellence, trans-parency and effective communication between the public and private members of the maritime and logistic conglomerate. This project aims to ensure the effective-ness and traceability of the procedures of the ship-port interface including load-ing and unloading in order to maintain a prior, fast, easy and safe communication between all the involved ones like: ship-ping agencies, shipowners, ports and any other means of transport required for transshipment of the cargo, through mod-ern communication systems like the Pro-tocol of Exchange or Transmission Data Electronics (EDI), satellite and fiber optics (article 14, number 4 of Decree 512 of 2013 that regulates the FAL-65 Convention) Panama in its role as an International Ship Registry and Ports Authority, continues to carry out prevention activities, informa-tion, analysis of national security informa-

tion, updates of our plans and strategies, strengthening our protocols and safety operations, as well as exercises, practices, inspections, and audits to preserve trans-parency and reputation, aiming at the con-tinuous improvement of our port system.

The Maritime Labor Convention has changed the everyday life of many mariners aboard vessels trading in international waters. How has your flag implemented the new amendments at the MLC? In this respect how constructive and mutual beneficial is your cooperation with ITF and ILO during the recent years?

As of January 18, 2017, Financial Security for cases of abandonment -Regulation 2.5- The amendments to the Code imple-menting Regulation 2.5 – Repatriation are intended to better address the specific problems faced in cases of abandonment of seafarers with expeditious and effective financial security system to assist seafar-ers in the event of their abandonment and Implementing -Regulation 4.2 - Ship-owners' liability of the MLC, 2006. The amendments to the Code require further providing financial security to assure com-pensation in the event of the death or long-term disability of seafarers due to an occupational injury, illness or hazard.

This administration has been implemen-ting the amendments to the new Maritime Labor Compliance Statements (DMLC part I) when they are issued to ships fly-ing our flag and are subject to on-board inspections by the Port State Control, flag inspectors, during inspections and by Rec-ognized Organizations by Panama at the time of the intermediate inspections.

Regarding cooperation with the ITF, the complaints received are analyzed and channeled by the Department of Labor Affairs of the General Directorate of Sea-farers, in order to carry out the coordi-nation between the interested parties, for a prompt action to be taken. Finally, as far as the ILO is concerned, we have been actively involved in the ILO meeting in Geneva.

Flying lessons

Importing safety practices from aviation isn't a panacea for the shipping industry, but there are opportunities to learn

by **Frank Coles**
CEO Transas



Civil aviation stirs mixed emotions among seagoing types. It is often held up as a shining beacon of what the shipping industry could achieve if only it saw - and followed - the light. Others argue that such comparisons are unfair, inappropriate or dismiss them as an overly simplistic parallel. The truth probably lies somewhere in between these two extremes.

For aircraft, the direction of travel has always been towards standardised equipment, streamlined administration and procedures, and centralised traffic control – tendencies that instil a culture of safety permeating every level of activity.

The disappearance of flight MH370

reminds us that the aviation industry has shortcomings of its own, not least its flawed approach to asset tracking. In shipping, AIS has proved a workable, industry-wide answer.

Nonetheless, shipping is most harshly judged against aviation when the discussion turns to human error and officer training. As is commonly acknowledged, up to 80% of incidents and accidents in shipping are the result of either mistakes in performing a task, or by a failure to take action to avoid an incident escalating. Accident investigations often reveal that a chain of small decisions or unobserved incidents leads to a larger one.

In a study carried out by Berg (2013), maritime was found to be 25 times riskier than aviation, based on deaths per 100km travelled. The simple explanation is that airlines prioritise safety because their 'cargo' is predominantly human passengers. However, the crew operating cargo planes have to adhere to the same training regime as those carrying people.

"Pilots must undergo a rigorous assessment every six months," notes Frank Coles, CEO of digital maritime solutions company Transas. "There is nothing close to this in maritime. I find that strange, given that a ship's captain takes the ultimate responsibility for delivering the food we eat, the clothes we wear, the fuel we burn and everything else we take for granted. It's almost as if the shipping industry lives in the shadows - behind a shield of invisibility. "My worry is this ghostly existence affects how shipping companies go about their business, trickling down as a lowest common denominator mentality in terms of the crew hired, the training they receive, the salaries they are paid and the respect they are given."

Coles believes there is a deep-rooted qualitative difference in the training philosophies pursued in the two sectors. "In shipping, under SOLAS and STCW, the objective is certification. Once certified, an officer or engineer can continue to work until revalidation is due five years later, which does not necessitate any refresher training. In aviation, the focus is on skills, competencies and continually honing their ability to react in emergency situations." Shipping companies are of course free to go beyond minimum requirements, but few see a compelling need to do so. "While some cruise and offshore operators understand the value of long-term investment in crew development, there are unscrupulous operators at the other end of the spectrum who choose to ignore suspect paperwork that was obtained on the streets of Manila or somewhere similar."

One operator Coles cites as having successfully adapted lessons from aviation "to an extraordinary degree" has been Car-

nival. "Their training model is fascinating," he says. "After the Costa Concordia, they spent a lot of time evaluating their bridge procedures. They went and studied the practices used at American Airlines. They took these home and absorbed key elements into their bridge management and training systems."

Carnival changed the role of the ship's captain, Coles says. Instead of leading from the front, he entrusts the control the ship to his officers. "This approach engenders trust in the team and gives the Captain greatly enhanced situational awareness," notes Coles.

Transas is preparing for the challenges of this automatic future by positioning simulation training as one of the four legs of its Thesis concept. "Simulator training is going to grow in importance as more and more routine aspects of vessel operation are automated," said Coles.

A significant problem within the maritime industry is the temptation to find 'workarounds' to standard operating procedures. Crew develop these behavioural adaptations to cope with unrealistic or impractical operational demands and challenges. The most common workarounds relate to reporting paperwork, personal protective equipment, work-rest hours, and navigational rules.

Airlines are far less tolerant of deviations from accepted practice, and aberrations are more likely to be challenged or reported. However, it is also fair to point out that the aviation industry has targeted reducing administrative duties in the cockpit through automation, while no such claim can be made in shipping; in fact, the opposite trend prevails, with new regulation driving more paperwork required by the bridge.

Maritime needs to challenge itself to accept automated reporting and monitoring, Coles suggests. Reducing the administrative burden on crews would have a significant positive impact on the ability to perform better.

Standardisation in the aviation sector has been massively encouraged by the fact

that only two major suppliers build civil aircraft, while ships and ships' equipment come in all shapes and sizes. The competence of a ship's crew may sometimes depend on their exposure to a particular maker's equipment.

Marine equipment could be further standardised, making user interfaces easier to understand and more consistent, Coles suggests. This would lessen the time spent by crew on 'familiarisation', make training more 'portable', and cut the risk of operator error. All this points to safer operation.

For Coles, however, the aviation sector's coordinated approach to traffic control systems provide the most telling opportunity to enhance the entire maritime safety culture. Air traffic control, after all, is acknowledged as pivotal to the safety of the skies and to smooth take-offs and landings.

"ATC can see situations develop more quickly than an air pilot relying on visual sighting or his instrumentation," says the Transas CEO. "While ships move at a more sedate speed, the fact remains that the majority of collisions and incidents happen in busy shipping lanes and ports relatively close to land, so increased maritime traffic control and management could have a significant impact on safety."

Transas already installs vessel traffic monitoring infrastructure around the world, from simple radar apparatus to full coastline management solutions covering half a dozen ports. But Coles identifies other drivers that he believes are already nudging maritime towards a more coordinated vessel management future. With geopolitical concerns rising, coastal states are likely to take a keener interest in monitoring and managing the passage of all ships through their territorial waters, he suggests.

"Flag states will be apprehensive about increased traffic in unmanned and drone ships passing through their economic waters - whatever their size - without knowing where they're from and what they might be carrying. It seems logical to me that a government wishing to protect its waters will make the jump from monitoring to a desire for control."

ClassNK's Suga spreads out to technical planning

by Hayato Suga

Director, Plan Approval and Technical Division, ClassNK



A broader remit for well-known ClassNK executive Hayato Suga

Well-known ClassNK executive Hayato Suga recently broadened his responsibilities, following his appointment as Director of the Society's Plan Approval and Technical Division.

Mr. Suga, who also remains General Manager of ClassNK's Natural Resources and Energy Department (NED), has over 30 years of experience with classification, where his primary focus has been LNG and LPG shipping technology. NED works mainly on projects involving gas carriers, chemical tankers, and oil tankers, where design requirements vary and depend on the type of cargo being carried.

Since beginning his career at ClassNK in 1986, Mr Suga's contribution to the safety of liquefied gas carriers and tankers has included inspecting vessel drawings and supporting the creation of technical guidelines. As Operating Officer from 2012, he took charge of ClassNK's offshore oil and gas field activities. Furthermore, Mr. Suga served as Chairman of the Tanker Structure Co-operative Forum.

His new area of responsibility sees Mr. Suga taking charge of the ClassNK Division focused on vessel design plan approvals and associated technical support, although it is often invited to play a wide-ranging, independent third party advisory role. The new Divisional Director sees efficient and reliable plan approval as his priority, and sees feedback from customers as a vital part of improving ClassNK's level of service.

However, he adds: "Another important objective is to continue making technical contributions to the industry. I suppose you could say the challenge is the creating of new value for the industry, while maintaining our rigorous standards."

Exemplary was the support ClassNK gave to developing the Mitsubishi Heavy Industries-built Sayaendo LNG carrier class of ship, he says, which includes its LNG tanks under one continuous cover. These 155,000m³ capacity vessels retain the reliable configuration and sloshing resistance of spherical tanks while integrating the continuous tank cover to improve the carrier's overall structural efficiency.

"Integrating the cover in the hull reinforces the ship's overall structural strength while reducing weight," says Mr. Suga. "The aerodynamic cover also substantially reduces longitudinal wind forces that create drag on vessels, contributing to reduced fuel consumption during actual operations at sea."

Other recent value-added projects involving ClassNK have included technical support for a liquid hydrogen carrier and new guidelines for alternative fueled vessels. "It was also a big coup for us when the first LNG-fueled and methanol-fueled vessels joined our register," he says. "We have assembled teams of experts in the department to handle each type of project. We have been providing technical support for alternative-fuel systems for LNG, LPG, methanol and others.

"Alternative fuels represent a very effective step forward in environmental protection, and I believe use of this technology will increase in the future. However, the pace of its uptake will really depend on the supply of each type of fuel, as well as the economic viability of implementing such a system."

For the moment, LNG is the only one of the new alternative marine fuels to have seen specific rules enter into force covering its use at sea. "We will use our technical expertise to contribute to the development of rules for other fuels. Also, we are working to further strengthen our expert risk assessment services."

"As far as gas fuel in general is concerned, there are various studies being carried out on bunkering technologies, with communal facilities also being proposed, but everything is decided on a project-by-project basis. Today, the biggest challenge in applying these technologies is uncovering all of the associated risks and getting the approvals, although much the same could have been said about conventional oil-based fuels."



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Energy security in the LNG sector a priority for Japan

JERA, Japan's largest state-owned natural gas company, has agreed with Korea's and China's respective state-owned power companies, Gas Corp (KOGAS) and China National Offshore Oil Corp (CNOOC) respectively from the countries in which they operate. Furthermore, JERA has signed an agreement with France's oil and gas giant Total to purchase natural gas at preferential prices.

This is a short-term liquefied natural gas supply contract between the two companies involving the purchase of 400,000 tonnes of LNG by JERA. Total's President Philippe Sauquet told Reuters in an interview: "Cur-

rent market conditions give LNG buyers, especially China and Japan, the advantage of negotiating more favorable terms." In the meantime, JERA is looking into a possible cooperation with Dubai Supply Authority (DUSUP), which is active in the production and storage of liquefied natural gas.

A pessimistic outlook on this year's LNG shipping rates

According to Drewry's report, this year's freight rates in the LNG market will remain low. The spot rates for dual-fuel diesel-electric (DFDE) vessels (East of Suez) is currently around \$26,000 per day, compared to \$37,000 per day in the beginning of the year, a fall of 30%.



The large drop in freight rates is due to a continuing increase in capacity supply, which is expected to grow a further 13% this year. Therefore, Drewry remains cautious about the involvement of freight rates in the liquefied natural gas market during 2017. "We are anticipating two years of aggressive fleet growth with supply expected to expand a further 9% in 2018 which will extend the period of weak freight rate development into next year. Therefore, we do not expect rates to start recovering until the end of 2018 when several new LNG trains from the US are expected to be operating at full capacity. As a result, we have trimmed down our forecast for average spot freight rates in 2018 to \$40,000/day from the earlier

expectation of \$50,000/day", said Shresth Sharma, Drewry's LNG shipping analyst.

Call for action to make the oil industry more resilient

In his address at the 18th International Oil Summit held in Paris, Aramco President H. Nasser expressed the view that the oil industry should avoid letting short-term factors affect long term investments.

Amin H. Nasser said the anticipated growth of the world's population by an additional 2 billion people by 2050 means that the overall demand for energy will show a substantial increase compared with the current demand levels. The growing demand is expected to affect all energy sectors, especially renewables, as the market gradually moves to more environmentally friendly sources of energy. Mr. Nasser added it is crucial that over the next five years' oil and gas production will need to be increased by 30 million barrels a day due to population growth and given the cuts in investments. However, he was particularly concerned about the issues of market distortion due to possible restrictions on the free market, price fluctuations, and premature expectations for a rapid energy transition. He explained that "While the short-term market points to a surplus, the supplies required for the years ahead are falling behind substantially because the vast, long-term investments in proven and reliable energy sources are not being materialized."

Mr. Nasser also warned that the climate change is an extremely serious threat to the oil and gas market, and added that oil companies will have to spend huge funds in new technologies to reduce gas emissions. The President of Saudi Aramco concluded his address with a call to action so that the oil industry becomes much more resilient. "If we can meet these challenges head-on, the stage is set for oil to remain a crucial part of the global energy mix for a long time to come," he said.

Poland commences LNG imports from the USA

Poland's state gas and oil company (PGNiG) has announced that it has made a deal

with Qatargas to increase the quantities of liquefied natural gas already supplied by Qatargas to the company via the Swinoujscie terminal. The LNG cargoes arriving at the Baltic Sea terminal of Swinoujscie are imported from Qatar and Norway whereas now stateowned PGNiG will also be importing LNG from the Sabine Pass plant in Louisiana, which is owned by Cheniere Energy Inc. PGNiG's president Piotr Wozniak said this reinforced the company's strategic goal of diversifying sources of gas supplies and that Poland intends to be a gateway to Central and Eastern Europe for American LNG.

Impressive profits for oil giants Chevron, BP and Shell

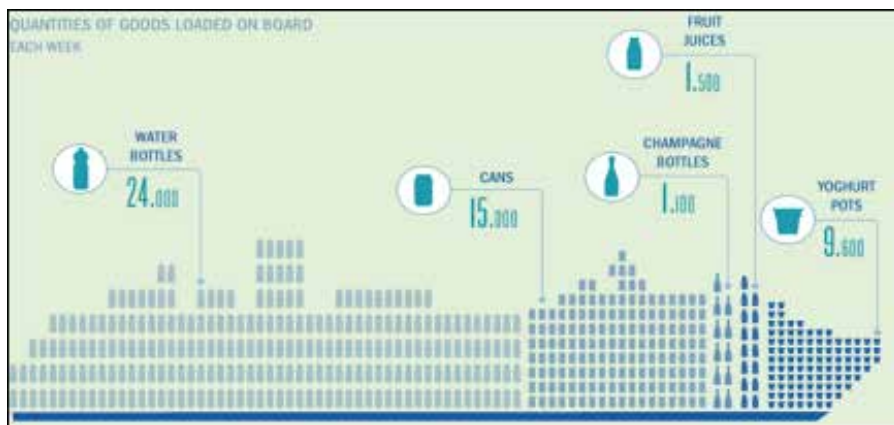
Oil giants Chevron, BP and Shell have published their quarterly financial results which show that the companies recorded impressive profits in the first quarter of 2017 mainly due to the rise in oil prices and the strengthening of the US dollar. With regard to Chevron Corporation, the oil giant has significantly improved its results recording profits of \$2.68 billion (or \$1.41/share) compared with a loss of \$725 million the same period last year. The annual turnover showed a similar improvement, \$32 billion in the first quarter versus \$23 billion in the corresponding quarter of 2016 reflecting the rise in oil prices, as President and Chief Executive Officer John Watson stated.

BP followed a similar upswing, recording profits in the first quarter of 2017 against losses in 2016. The corporation's profits reached \$1.45 billion (or \$ 0.46/ share) against million losses last year (\$583), with total oil and gas production reaching 3.5 million barrels/day, 5% higher than 2016.

Finally, Shell significantly increased its profits, reaching \$3.5 billion against profits of \$484 million in 2016, while it is worth noting that the Dutch oil giant has already announced major investment restructuring plans through disinvestments and acquisitions of approximately \$20 billion. At the same time, it was announced that the company would be investing approximately \$25 billion in new projects in 2017.

Addressing the Sustainability Challenge: Cruise ports in the Med

by **Dr. Thanos Pallis**
Secretary General, MedCruise



Quantities of Goods loaded on board per week (vessel of 4,000 guests)

The strong consumer interest in cruising, the expansion of destinations and itineraries, and the further modernisation of the cruise fleet and cruise product, all hint to further growth. This is admittedly accompanied by a number of challenges to be addressed in order to transform this growth to a sustainable one.

We are all projecting 2017 to be a year where travel agents will increase cruise sales, and new modern cruise vessels will be deployed around the globe. Even those making comparatively moderate estimates project that 2018 will be the year that global passengers will exceed 25 millions for the first time in cruise history, while it will take six more years to surpass, in 2024, the 30 million unique cruise passengers milestone. Among the regions that benefited from this long-term growing trend of cruise shipping is the Mediterranean and the adjoining seas. Despite the financial downturn, the political unrest, and the negative publicity that followed the Costa Concordia incident in 2012, cruise activities demonstrated a growth each year of the 21st century. This is illustrated in the data collected by MedCruise (2016), the Association representing cruise ports

in the Med and its adjoining seas (Figure 1). Since 2011 more than 25 million passenger movements were recorded and the Med stands as the second biggest cruise region in the world, hosting approximately 18% of the global cruise activities.

The challenge for ports: Cruise ships generated waste

Cruise shipping causes diverse impacts on the environment. A major one is the garbage generation during a cruise that might be harmful when it is not properly managed. The amount and types of waste may vary from one ship category to another, but cruise ships are at the highest amount of garbage producers.

Responding to this challenge, the Annex V of the international Convention for the prevention of pollution from ships (MARPOL 73/78) sets restrictions on the handling of garbage, including all food, domestic, and operational waste. These reception facilities should meet the needs of ships using the port, without causing any undue delay for ships.

The EU followed in 2000, adopting Directive 2000/59 on port reception facilities, the so-called PRF Directive. The key requirements include an obligation of member states to ensure the availability of PRF adequate to meet the needs of ships normally visiting the port, without causing undue delay. Ports have to develop and implement a waste reception and handling plan, following consultation with relevant parties (in particular port users) and subject to evaluation and approval by the competent authority in the respective member state.

Today the European Commission agenda includes the revision of the PRF Directive. The scope is a 'refit' that will address the realised difficulties in the implementation



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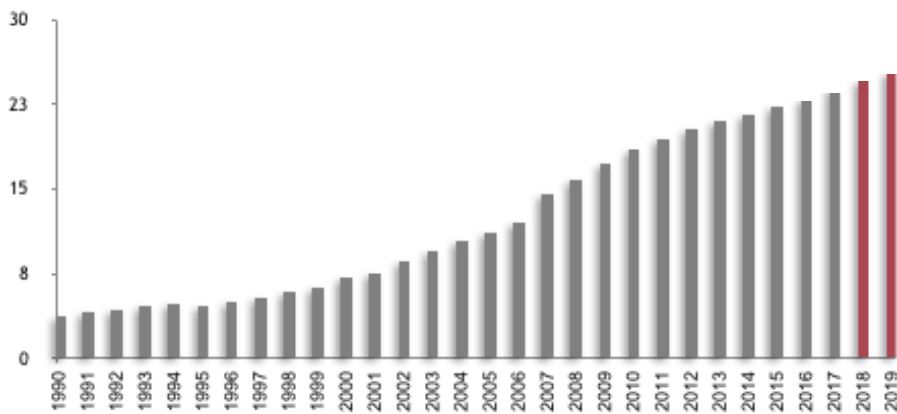
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Trends in cruise ports in the Med (pax per year) / MedCruise Statistics Report (2017)

of the initial Directive, so as to avoid the presence of inadequate reception and handling by PRF and/or inadequate delivery by ships of their waste cargo residues. Securing a level playing field between ports and between port users and minimising any unnecessary administrative burdens on port users are two additional issues that are part of the agenda.

The on-going discussion includes the separate collection in view of reuse and recycling of ship-generated waste, the systematic consultation of stakeholders in the development and updating of waste reception and handling (WRH) plans, the transparency on the various elements of costs charged to port users for the use of PRFs realignments, including the introduction of a 100% indirect fee for garbage, and the most accurate definitions for 'cargo residues' and 'ship-generated waste'.

The Effective response of Mediterranean Cruise Ports

In this context, the efficient and effective response of cruise ports in the Med and its adjoining seas are already commendable – and this is despite the differences in size and traditions or the significant variation of infrastructure.

Mediterranean cruise ports maintain facilities that receive all garbage types defined in MARPOL. In 88% of the ports garbage reception facilities are available at all berths, while 96% offer such reception 24 hours, seven days per week (Figure 2). A total of 77,8% of the Med cruise ports receive plastics and food wastes, 72,2%

receive incinerator ashes, operational wastes and cargo residues, and 61,1% receive domestic wastes, animal carcass and fishing gear.

Different types of garbage need different facilities. Trucks, containers, vessels and skips are the most commonly garbage reception facility. Special vessels and containers are also used, while the least commonly used facilities are barrels, packages, drums, bags and pipes. Containers are the basic storage facility in most ports for all types of garbage, except cooking oil, whereas liquid tank is the most appropriate type of storage. Other types of storage include skips and platforms, but these are less used.

Two out of three ports have storage facilities inside their port area. The most common garbage types that are stored inside the ports area are plastics and domestic wastes while less common are animal carcasses (13%) and fishing gear (19%).

More than half of the cruise ports, a total of 58%, do not offer segregation services prior to waste disposal. This happens, to a large extent, because ports have typical assigned this type of services to external contractors. Contractors transfer the garbage in their premises, where the segregation is taking place prior to disposal. Similar to the segregation services prior to disposal, the vast majority of cruise ports (81%) do not offer treatment services prior to disposal.

Landfill and recycling are the most used disposal methods existing in the 82% and 71% of replying ports, respectively. Incineration (35%), re-use (24%), biological

reprocessing (24%) and energy recovery (18%) are the mostly selected for specific types of garbage categories.

The most common practice and related technology used by cruise ports as preparatory activity prior to recycling, is segregation. Segregation takes place outside the port premises, in dedicated plants. As regards biological reprocessing, which is applied mainly in animal carcasses and food waste, these are processed for inactivation and composting. The landfill disposal method is used when no other method can be applied and the waste is not dangerous. In general, cruise ports follow the rules of the municipal waste management plan.

In line with the European PRF Directive, all ships calling at a member state port should bear a significant part of the cost whether they use the facilities or not. The European Commission interprets this 'significant part' as meaning at least 30% of the costs. This cost recovery system comprises the mentioned built-in, a fixed element and, possibly, a variable element according to the amount and type of waste actually delivered.

In practice, the most commonly applied fee selection scheme is that of collecting indirect fees irrespectively of the actual use of the facilities. The direct fee selection scheme is applied at almost one quarter of the ports while the remaining apply a combination of direct and indirect fee scheme (32%). Less than 10% of the surveyed cruise ports apply a flat compulsory minimum fee. Thresholds apply in the case of 3 out of 10 ports; when delivered waste exceeds specific quantities there is an extra charge.

Waste facilities available illustrate that, both individually and collectively via their Association, ports in the Med and its adjoining seas jockey to address the major environmental challenges. The recent announcement that Europe's newest LNG cruise terminal will open at the major port of all (Barcelona) in 2018, and the work of MedCruise with CLIA Europe to address environmental challenges provide further evidence that ports first priority remain for growth to be, in all respects, a sustainable one.



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Greek marine equipment manufacturers consolidate their position in Asia

By Ilias Bissias and Charis Pappas



The Greek marine equipment manufacturers and service providers, in cooperation with Enterprise Greece, traveled to the major maritime center of Southeast Asia and acting collectively, participated in the international Sea Asia 2017 exhibition in Singapore. As part of their international activities, HEMEXPO (Hellenic Marine Equipment Manufacturers and Exporters) and WIMA (Worldwide Industrial & Marine Association) are re-introducing Greek technology and services to an industrial and commercial market which is perhaps the most competitive on the planet.

This move, at an extremely difficult period for Greek exports, added a note of optimism to the efforts of young entrepreneurs trying to promote Greek entrepreneurship, innovation, but also Greece itself in the countries where the heart of world trade beats.

14 companies and 25 entrepreneurs and executives promoted Greek marine equipment and services, and smart integrated

solutions created in Greece but related to global shipping.

It is not the first time HEMEXPO, which won the Naftika Chronika Efkranti Award in 2014, and WIMA participate in an international shipping exhibition. In the last two years, Greek marine equipment manufacturers with the cooperation and support of Enterprise Greece have promoted Greek innovation at major exhibitions in Rotterdam, Hamburg, Miami, Istanbul, Shanghai, Busan and Oslo.

However, it is the first time that an initiative of this kind focuses on the strategic vision of a group of inspired entrepreneurs who are young in age yet reflect a deep tradition and knowledge in the field of maritime innovation.

Ms. Eleni Polychronopoulou President of HEMEXPO said characteristically: "The presence of Greek companies in the exhibition is very important. On the one hand the very good quality of our products and

on the other our well prepared and coordinated initiative, make us optimistic that from this point on we will have a very strong presence in Southeast Asia".

At the WIMA booth, Treasurer of the Board Zoe Chassoura said that "WIMA's representatives to SEA Asia Singapore 2017 are dynamically promoting its 55 members to the Asian Market."

Ms. Annita Tryposkoufi from Enterprise Greece stated that "Enterprise Greece has joined forces with HEMEXPO and WIMA to implement a targeted program of actions in order to promote Greek marine equipment and services. Our participation in the Greek Pavilion at SEA Asia 2017 in Singapore once again attracted the interest of shipping companies and generated positive feedback."

Below are the comments of the Greek managers and executives of the Greek delegation and the photos of their respective booths in alphabetical order:



CAPTAIN NEMO

“With its participation in the Greek Pavilion at SEA Asia, Captain Nemo hopes to consolidate existing collaborations and to form excellent new ones after the large number of prospective collaborators that visited our booth.”



FARAD SA

“Farad is strengthening its international profile by participating in international exhibitions such as SEA Asia”



D. KORONAKIS SA

“We have a dominant presence in the Singapore market for the last 20 years”



MARINE TRAFFIC

“We are happy with the response to our participation in SEA Asia as a member of the HEMEXRO’s Greek Pavilion, which has been organized extremely well”



NANOPHOS SA

“An excellent exhibition on new eco-friendly technologies as Singapore is a trade and innovation center”



OLYMPIA ELECTRONICS S.A.

“A very promising market with interesting contacts and strategic alliances”



J. & E. PAPADOPOULOS S.A.

“Singapore is an important geographic transit and supply hub for Greek and foreign ships. An active and continuously growing country – it challenges Greek companies serving the shipping industry to be more extroverted.”



PRISMA ELECTRONICS SA

“A shipping industry meeting point for the Middle East and Asian regions”



PSYCTOTHERM

“Our first participation in SEA Asia, a promising market”



SEABRIGHT

“We are participating in SEA Asia because Singapore is one of the largest refueling ports in the world, and we hope to succeed in gaining a share of the market”



SELMA (Ship Electric Marine Control)

“Selma is participating in SEA Asia to honor local shipowners who have been honoring us for years with their support”



UTECO ABEE

“Interesting exhibition for Singapore and the surrounding region, which has confirmed the need for good certified European products”



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HELMEPA honored for Best Communication Strategy



The Chairman of HELMEPA, Dr. Georgios Gratsos with the President of the Masters and Mates Union of the Greek Merchant Marine (PEPEN), Captain Em. Tsikalakis

On 9 May 2017, at the Aikaterini Laskarides Foundation in Piraeus, NAFTIKA CHRONIKA presented the EFKRANTI Awards 2016.

In a well attended even, at the presence of the Minister of Shipping and Island Policy, the Chief of the Hellenic Coast Guard, representatives of shipping entities, companies and the Press, HELMEPA was honored with the Award for best communication strategy “for its organized, consistent, transparent and meaningful communication policy through cooperation with mass media representatives”. The recipients of the Efkranti Awards are selected by a 35-member panel which includes academics, media, previous years award winners and regularcolumnists of Naftika Chronika.

The President of the Masters and Mates Union of the Greek Merchant Marine (PEPEN), Captain Em. Tsikalakis, presenting the award, stated:

“I feel especially honored to represent the large maritime family of Greek Masters and it is a great joy for me personally as President of PEPEN to present this award to HELMEPA. With HELMEPA we are connected with inextricable bonds because of our common aims and efforts for the protection of the marine environment and ocean resources. All of us, the Greek captains do not forget the endeavours of the pioneers of the Hellenic Marine Environment Protection Association – 35 years now – to nurture a high level of environmental consciousness through multiple means of information and refresher training... we owe them a lot!



“Seaven” is the new company name of “Evia Petrol Group”, which was established in 2003. Seaven features the width of the company’s scope and calls to its ships’ potential of travelling across the Seven Seas, all over the globe.

Even, steady and reliable, Seaven’s fleet comprises five (5) medium sized Greek flag modern oil/chemical tankers (M/T “EVIAPETROL I, II, III, IV & V”), double-hulled and being equipped with the most technologically advanced equipment.

The tankers are trading mainly between Mediterranean, Black Sea and North Europe ports, chartered by demanding and well respected companies in the market, with oil majors and known oil traders being among them.

Additionally Seaven has under its management two (2) pneumatic cement carrier vsls (M/V “Eviacement III” & M/V “Seaven Luck”) which are mainly trading within Mediterranean ports and chartered by first class cement major companies and cement traders.

Seaven is ISO 14001 rated. The company’s goal is clear and definite, following the notions of its name: “sea” and “even”. Seaven aims to continue its expansion and growth in the years to come, trying to offer the best quality service possible to deal quickly and efficiently in our demanding trade. The sea is our route, and corporate reliability has always been our even choice. This is what makes Seaven unique and globally appreciated.

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E-mail: tankerops@seaven.gr / dryops@seaven.gr

www.seaven.gr



1. The Chairman of HELMEPA, Dr. Georgios Gratsos with Admiral Efthymios Mitropoulos and HELMEPA Board Member Panos Zachariadis

2. The HELMEPA Special Secretary, Ms Irene S. Daifa with Ms Helena Athoussaki (PwC), Ms Elpiniki Natali Petraki (Enea Management), Ms Christiana Prekezes (HELMEPA), Ms Angie Hartmann (Star Bulk) and Ms Olga Bornozi (Capital Link)

3. CYMEPA President George Tsavlis, Efranti Award Winner Dr. Anna Bredima and Director General of HELMEPA Mr. D. Mitsatsos



The acceptance of HELMEPA's goals by the entirety of the shipping world, seafarers and owners alike, shows that the vision of the late shipowner George Livanos met with "receptive ears" and was materialized by competent and sensitized personnel. Presenting the EFKRANTI Award, I wish to congratulate the organizers for the selection of the recipient and for the fact that they stand by the maritime community, and HELMEPA for the immense environmental work carried out... warm congratulations."

Receiving the Award, HELMEPA Chairman Dr. G. Gratsos warmly thanked Naftika Chronika on behalf of his colleagues



at the Board of Directors, the Secretariat and especially the volunteer Members of the association. He referred to the late George P. Livanos, who had the idea of bringing together seafarers and shipowners, motivating them voluntarily and proactively. Furthermore, he stressed that HELMEPA offers continuous training to merchant marine officers by means of simulator courses, seminars and e-learn-

ing and he mentioned the sister Organizations – MEPAs created in 7 more countries cooperating among themselves under the umbrella of INTERMEPA. Closing, Dr. Gratsos accentuated the fact that HELMEPA Members realized from the very beginning the need of sensitizing the younger generation on the protection of the sea and the environment, "something we are doing at an ever-increasing pace".



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