



IMRRA's April 2020 Monthly Newsletter

Vessel Safety Performance Data for Chemical,

Gas, Oil and Oil-Bulk-Ore Vessels Quarter One 2020



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April's newsletter focus is Port State Control (PSC), by vessel type. But first a quick discussion on the impact the Coronavirus has had on both maritime safety and a vessel's operating performance. Our view is that it is not currently evidenced in the data collected by IMRRA's analysts for the Q1 2020. Guidance for seafarers at both local and international level, whether they are key workers etc., is currently being debated, and we are awaiting the outcomes for crew and vessel safety.

IMRRA's analysts are currently observing and scrutinizing the effects of the current reduction in crew changes due to port quarantine and other requirements measures. In the short-term, the coronavirus causes considerable stress for the crews due to the increase the amount of time spent at sea.

IMRRA's analysts are closely monitoring the vessel's crew hours to ascertain if they are in line with MLC/STCW requirements amongst other key vessel safety data etc. All contributory factors in a rapidly changing maritime sector can significantly increase a vessel's risk rating compared to the fleet average.

Now read on for Q1s safety statistics and analysis!

1. Quarter One 2020 Most Common Port State Control Deficiencies

All vessel types - Chemical, Gas & Oil, and OBO.

Ranking	Most Common Deficiencies	Total Amount	Percentage
1	Fire Safety	253	15.4
2	Life Saving Apparatus	178	10.8
3	Labour Conditions	176	10.7
4	Safety of Navigation	169	10.3
5	Certificate and Documentation	148	9.0
6	Pollution Prevention	147	8.9
7	Water/Watertight Conditions	86	5.2
8	Propulsion and Auxiliary Machinery	79	4.8
9	Emergency Systems	76	4.6
10	Structural Conditions	68	4.1
11	Living and Working Conditions	67	4.1
12	ISM	65	4.0
13	Radio Communications	45	2.7
14	Other	37	2.3
15	Cargo Operations inc. Equipment	17	1.0
16	Alarms	15	0.9
17	Dangerous Goods	14	0.9
18	MLC	<u>4</u>	0.2
	Total	1644	

A quick explanation of the 'top-5' deficiencies!

The Top-5 most common PSC deficiencies for Q1 2020, account for 56.2% of all deficiencies recorded. The above table demonstrates shipping companies will deliberately take vessel safety risks by neglecting international maritime conventions, regulations, and requirements. A vessel's deficiencies will reveal a telling picture on a vessel's future potential risk of accidents and incident.

1. Fire Safety: The most common causes of a fire onboard are due to lack of proper maintenance and poor watchkeeping; lack of Crew Training, familiarization and regular drills; Malfunction in Machinery; Outdated FFE. Fire is one of the major causes of accidents that occur on board a ship which often lead to loss of life or physical harm, material damage, loss of the ship or considerable damage to its structures and equipment, and serious impact to the marine environment and the companies' profits as well.

2. Life Saving Appliances: The second most common deficiency shows failing of accurate and regular testing and maintenance of LSA as prescribed by standards and regulations which is leading to even further decrease in life saving appliance performance. Life-saving appliances are mandatory as per chapter 3 of the SOLAS Convention which are helpful in saving the lives of people in the event of a disaster.

3. Labour Conditions – Correct number of hours of rest and fatigue: Violation of the seafarer's working and living conditions onboard as prescribed in The Maritime Labour Convention (MLC) 2006 can have a significant impact on morale and productivity (very often due to low wages and poor supply!), that increases the chances of workplace injuries, accidents caused by human factors (lack of attention during watch keeping), along with resulting financial liabilities.

4. Safety of Navigation: Ship requirements relating to navigational safety and equipment help to ensure that ships navigate and operate safely, avoid collisions and groundings, and that navigational errors are minimized. There are navigation equipment carriage requirements and operational requirements to enhance navigational safety.

5. Certificate and Documentation: Cargo ships must carry the necessary mandatory and statutory certificates to stay compliant with laws and regulations and participate freely in trading with foreign nations. Standards governing ship construction and operation keep seafarers and vessels safe while promoting fair international trade.

2. Oil Tanker Only PSC deficiencies - Quarter One 2020

Ranking	Name	Number	Percentage
1	Fire Safety	121	19%
2	Safety of Navigation	75	12%
3	Certificate and Documentation	69	11%
4	Life Saving Apparatus	60	9%
5	Pollution Prevention	56	9%
6	Labour Conditions	50	8%
7	Water/Watertight Conditions	33	5%
8	Structural Conditions	32	5%
9	Propulsion and Auxiliary Machinery	32	5%
10	International Ship Management Code	28	4%
11	Emergency Systems	28	4%
12	Radio Communications	21	3%
13	Living and Working Conditions	16	2%
14	Alarms	9	1%
15	Other	8	1%
16	Dangerous Goods	8	1%
17	Cargo Operations inc. Equipment	2	0%
18	Maritime Labour Convention	1	0%
	Total:	649	

2.1 Oil Tanker Deficiencies by Age and Detentions

Vessel's age	Number of vessels	Number of deficiencies	Detentions
≤ 5 years	5	29	0
5-15 years old	38	324	6
≥ 15 years	35	296	7
Total:	78	649	13

3. Chemical Tanker Only Deficiencies - Quarter 1 2020

Ranking	Name	Number	Percentage
1	Labour Conditions	114	14%
2	Fire Safety	105	13%
3	Life Saving Apparatus	104	13%
4	Pollution Prevention	82	10%
5	Safety of Navigation	74	9%
6	Certificate and Documentation	67	8%
7	Living and Working Conditions	47	6%
8	Water/Watertight Conditions	47	6%
9	Propulsion and Auxiliary Machinery	40	5%
10	Emergency Systems	33	4%
11	Structural Conditions	30	4%
12	International Ship Management Code	29	3%
13	Radio Communications	21	3%
14	Other	14	2%
15	Cargo Operations inc. Equipment	12	1%
16	Alarms	6	1%
17	Dangerous Goods	5	1%
18	Maritime Labour Convention	0	0%
	Total:	830	

3.1 Chemical Tanker Deficiencies by Age and Detentions

Vessel's age	Number of vessels	Number of deficiencies	Detentions
≤ 5 years	11	94	1
5-15 years old	42	368	5
≥ 15 years	34	368	6
Total:	87	830	12

4. Gas Tanker Only Deficiencies - Quarter 1 2020

Ranking	Name	Number	Percentage
1	Safety of Navigation	13	17%
2	Fire Safety	12	16%
3	Labour Conditions	11	14%
4	Life Saving Apparatus	10	13%
5	International Ship Management Code	7	9%
6	Other	5	6%
7	Certificate and Documentation	4	5%
8	Propulsion and Auxiliary Machinery	4	5%
9	Emergency Systems	3	4%
10	Pollution Prevention	2	3%
11	Structural Conditions	2	3%
12	Cargo Operations inc. Equipment	2	3%
13	Water/Watertight Conditions	1	1%
14	Dangerous Goods	1	1%
15	Living and Working Conditions	0	0%
16	Maritime Labour Convention	0	0%
17	Radio Communications	0	0%
18	Alarms	0	0%
	Total:	77	

4.1 Gas Tanker Deficiencies by Age and Detentions

Vessel's age	Number of vessels	Number of deficiencies	Detentions
≤ 5 years	1	7	0
5-15 years old	4	28	0
≥ 15 years	6	42	1
Total:	11	77	1

5. Oil-Bulk-Ore Only Deficiencies - Quarter 1 2020

Ranking	Name	Number	Percentage
1	Fire Safety	15	17%
2	Emergency Systems	12	14%
3	Other	10	11%
4	Certificate and Documentation	8	9%
5	Pollution Prevention	7	8%
6	Safety of Navigation	7	8%
7	Water/Watertight Conditions	5	6%
8	Structural Conditions	4	5%
9	Life Saving Apparatus	4	5%
10	Living and Working Conditions	4	5%
11	Propulsion and Auxiliary Machinery	3	3%
12	Maritime Labour Convention	3	3%
13	Radio Communications	3	3%
14	International Ship Management Code	1	1%
15	Labour Conditions	1	1%
16	Cargo Operations inc. Equipment	1	1%
17	Alarms	0	0%
18	Dangerous Goods	0	0%
	Total:	88	

5. IMRRA Q1 Data Summary of Oil & Gas Vessels Risk Assessed

	January	February	March
Vessels Safety Risk Rated	1,593	1,252	1,301
DWT Safety Risk Rated	82,790,152	68,390,917	73,142,911
Vessels Higher Risk Amber & Red Safety Rated	423	356	308
Vessels 'Green' Safety Risk Rated	1,170	896	993
Benchmarked 'Average Vessel' Risk Rating	34%	34%	34%
Risk Lowest Green Rated Vessels	23%	25%	25%
Risk Highest Red Rated Vessel	63%	74%	63%
Percentage of Fleet Below Average Risk Rating	73.5%	71.6%	76.3%
Percentage of Fleet Above Average Risk Rating	26.5%	28.40%	23.7%
Vessel Casualty Incidents Analyzed	20	27	20

Vessels Risk Assessed with poor PSC (five or more deficiencies)	77	66	42
Total Deficiencies	605	637	402
Detentions Assessed	8	17	4

6. IMRRA's Red/Amber/Green Predictive Risk Ratings in Accident Action!

Reports below were taken during March's [FleetMon's Maritime News Service](#).

First, a quick reminder regarding marinerating.com's traffic-light safety risk ratings: **Red** = Poor safety risk; **Amber** = Average fleet risk; **Green** = Good!

The question you need to ask yourself is how far above? Or below? Is the vessel percentage compared to the fleet average of 35%?

Followed by the second question you should ask yourself, what is my company's risk?

6.1. LPG tanker leaking inflammable gas, risk of explosion, China. Mar 2

UPDATE. - Vessel Safety Risk Rating 36% 'Amber' (02-May-18)

Mar 2 UPDATE: Tanker remains at anchor in designated safe zone, though works to fix faulty flange, carried out during Feb 11 – Feb 23, were partial success, tanker was yet considered to be too dangerous to berth and offload her cargo. Cargo of liquid propylene was offloaded to a barge in STS operation, which lasted from Feb 29 until Mar 1. Understood cargo was offloaded from a tank with faulty flange.

Feb 13: [https://www.fleetmon.com/maritime-news/2020/28773/lpg-tanker-leaking-inflammable-gas-risk-explosion-/](https://www.fleetmon.com/maritime-news/2020/28773/lpg-tanker-leaking-inflammable-gas-risk-explosion/)

6.2. Tanker explosion, crew injured, Libya UPDATE seized by Libyan Gov

- Vessel Safety Risk Rating 49% 'Amber' (13-MAY-19)

Mar 22: Chemical tanker [GULF PETROLEUM 4](#) suffered explosion in engine room at around 1630 UTC Mar 22 in vicinity 32 00N 015 55E, off Libyan coast, Mediterranean. Unknown number of crew injured, understood in need of medical assistance. Tanker understood to be disabled, drifting. She was engaged in operations in Gulf of Sidra since Mar 16 after leaving Benghazi Libya.

Mar 23: Tanker arrived at Benghazi on Mar 13 from UAE, allegedly with cargo of jet oil for Libyan National Army (LNA), adversary of Libyan Government of National

Accord LGNA. Tanker left Benghazi on Mar 16, went off AIS radars on Mar 18, being in Gulf of Sidra, and reappeared on Mar 22, issuing distress signal. LGNA in its' statement said, that tanker was seized by LGNA in the evening Mar 22, to be taken to LGNA-controlled port for investigation. As of morning Mar 23, tanker was already in Misrata waters. Not clear what happened, and whether there was an explosion or not.

6.3. Disabled tanker towed through ice by nuclear icebreakers, Russian Arctic
- Vessel Safety Risk Rating 42% 'Amber' (15-MAR-18)

Product tanker [VARZUGA](#) was disabled in ice in Gulf of Ob, Russian Western Arctic, on Mar 29, after azipod breakdown. Tanker was towed through ice to free water by nuclear icebreakers [VAYGACH](#) and [50 LET POBEDY](#), reaching ice barrier on Apr 3. Tanker in ballast was taken on tow by offshore supply tug UMKA (IMO 9171620), to be towed to Murmansk.

6.4. Disabled tanker under tow, Aegean sea - Vessel Safety Risk Rating 36%
'Amber' (08-APR-20)

Product tanker [YM MERCURY](#) on Apr 3 suffered engine failure in Mediterranean south of Crete, being en route from Alexandria to Italy. Tug [MENTORAS](#) (IMO 9061722) was contracted or designated, to tow tanker to Tuzla Turkey, towage commenced on Apr 3. On Aug 8 caravan reached southern coast of Kos island, tanker was anchored, cause unknown, probably waiting out rough weather.

If you haven't looked at marinerating.com for some time, now would be a good time to have 12-Months free annual subscription: register now!

If you have any questions regarding IMRRA's monthly aggregated statistics, our vessel safety risk rating reports, or new vessels sanction information, get in touch.

As always questions do not cost anything!

If you have any questions regarding the vessel data, do not hesitate to contact me.

Regards,

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