



IMRRA's June 2020 Newsletter



Vessel Safety Performance Data for Chemical, Gas, Oil and Oil-Bulk-Ore Vessels

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Last month 997 Oil & Gas Tankers, (DWT 50,935,744) were risk rated by IMRRA, as opposed to 1,513 (DWT 871,118,476) during the same month in 2019. The 34% drop in vessels risk rated is attributed to a decrease in demand for fixtures due to the Covid-19 pandemic, and resultant use of vessels used as oil storage units.

The key statistic to highlight from the comparison table below, is during the same two May periods, the number of vessel casualty incidents only dropped by one, even though there was a reduction of 34% (516 vessels) vessels risk rated.

1. Port State Control Deficiencies: May 2019/2020 Comparison Summary

Summary PSC Deficiencies	May-19	May-20	Variance
Vessels Safety Risk Rated	1,513	997	< 516
DWT Safety Risk Rated	87,118,476	50,935,744	< 36,182,732
Vessels Higher Risk Amber & Red Safety Rated	356	265	< 91
Vessels 'Green' Safety Risk Rated	1,157	732	< 425
Benchmarked 'Average Vessel' Risk Rating	34%	34%	0
Risk Lowest Green Rated Vessels	23%	26%	> 3%
Risk Highest Red Rated Vessel	66%	64%	< 2%
Percentage of Fleet Below Average Risk Rating	76.5%	73.4%	< 3.1%
Percentage of Fleet Above Average Risk Rating	23.50%	26.60%	> 3.1%
Vessel Casualty Incidents Analyzed	22	21	< 1
Vessels Risk Assessed with poor PSC (five or more deficiencies)	108	26	< 82
Total Deficiencies	839	284	< 555
Detentions Assessed	12	7	< 5

Vessel incidents and casualties are increasing: A vessel's potential risk in the current climate is demonstrated by breaking the down the data further. During May 2020, one in 47.5 vessels risk rated was in a vessel casualty incident, compared to one in 68.8 vessels during the same month in 2019.

Increasing vessel risk for Charterers: Oil & Gas vessels are now beginning to demonstrate an increase risk, which could be attributed to crew's vessel's potential increase in fatigue. The overall risk picture will become clearer as 2020 progresses.

With the absence of physical inspections, the importance of IMRRA's reliable desk-based vessel risk ratings has become ever more critical from a company's business intelligence perspective.

2. May's Most Traded Vessels: 2020 v. (2019)

<u>Vessel Age</u>	<u>Deadweight</u>					<u>Total</u>
	<u><5000</u>	<u>5,000-20,000</u>	<u>20,000-50,000</u>	<u>50,000-150,000</u>	<u>>150,000</u>	
≥ 25 years	16 (35)*	7 (5)	3 (1)	1 (4)	0 (1)	27 (46)
20-25 years	14 (20)	9 (21)	5 (13)	11 (12)	3 (0)	42 (66)
15-20 years	29 (24)	34 (44)	94 (116)	26 (38)	7 (26)	190 (248)
10-15 years	31 (41)	86 (106)	143 (227)	87 (119)	14 (22)	361 (515)
5-10 years	19 (49)	71 (88)	52 (84)	49 (116)	16 (40)	237 (377)
≤ 5 years	8 (17)	37 (37)	51 (86)	56 (82)	18 (39)	170 (261)

*Figures in brackets are May 2019 for a direct vessel comparison of last year's market conditions.

3. May's Most Common PSC Deficiencies for Oil & Gas Tankers:

<u>Ranking 2020</u>	<u>2019 Ranking</u>	<u>Most common deficiencies</u>	<u>May-20</u>
1	1	Fire Safety	52
2	4	Safety of Navigation	40
3	7	Labour Conditions	35
4	2	Certificate and Documentation	32
5	5	Pollution Prevention	25
6	6	Water/Watertight Conditions	16
7	3	Life Saving Apparatus	15
8	8	Propulsion and Auxiliary Machinery	14
9	10	International Ship Management	13
10	9	Living and Working Conditions	10
11	11	Structural Conditions	10
12	12	Emergency Systems	9
13	13	Other	4
14	14	Radio Communications	4
15	16	Alarms	4
16	17	Cargo Operations Inc. Equipment	1
17	18	Dangerous Goods	0
18	15	Maritime Labour Convention	0
		Total	284

Table Commentary:

Port State Control deficiencies data rankings are generally consistently ranked the same number throughout the year, a few minor adjustments are typical. Comparing May 2020 with the same time period last year, there have been two-noticeable exceptions.

1. Labor Conditions up four-places ranked three in 2020
2. Safety of Navigation up two-places, overall ranked two during May 2020.

Increasing Labour Conditions Deficiencies due to COVID-19 on seafarers? Seafarers are generally experiencing increasing mental and physical fatigue, stress, and pressure due to a prolonged period at sea, typically over six-months. There is increasing pressure on seafarers who feel compelled serve over their stated contract periods, are quarantined on vessels without access to shore leave, and given no clear timeline when they may return home.

The direct effect of increased stress can include sleepiness, loss of quality sleep, resulting in a reduction of motivation culminating in accidents, incidents and 'near-misses'. IMRRA is monitoring the situation as it unfolds, acknowledging the 'human-element' is critical for ship safety, and the associated vessel risk ratings.

4. Vessels risk rated by IMRRA in the news!

Vessel Incident Reports excerpts taken from [Fleetmon's Maritime Newsletter Service](#). A quick reminder on the traffic light risk ratings explanations; Red: Poorest performing; Amber: Average value; Green: Good indicator.

4.1 Italian tanker disabled in Arabian sea

Vessel risk rating 'Amber', 37% 01 October 2019, 1% over fleet type average risk score.

Product tanker GHETTY BOTTIGLIERI suffered engine failure on May 23 in Arabian sea while en route from Amsterdam to Singapore with ETA Jun 2, according to AIS. Salvage company was contracted, tanker understood to be taken on tow by tug GLADIATOR early Jun 1, port of destination unknown.

4.2 COSCO supertanker in distress off South Africa, Indian ocean UPDATE

Vessel risk rating 'Amber', 45%, 10 October 2019, 9% over fleet type average risk score.

May 29 UPDATE: It appeared, that YUAN HUA HU had suffered damage to engine shaft seals and repairs require shipyard, so tanker is to be towed to Durban. As of 1600 UTC, tanker was in the same position anchored off Port St Johns, with tug SMIT SIYANDA standing by, awaiting the arrival of more powerful tug, required for towage.

Supertanker YUAN HUA HU encountered unidentified problems late May 25 NE of Port Elizabeth, South Africa, while en route from Singapore to Angola. The ship headed for nearest port, Port St Johns, and reached it in the afternoon May 27, understood under tow. She was anchored, and as of 1830 UTC May 27, remained at anchor. SAR tug SMIT SIYANDA is on standby at VLCC side, big ocean-going tug is steaming from Cape Town to tow disabled tanker to unnamed port. No other details available at the moment. Crew reported safe, so probably tanker is troubled with mechanical breakdown.

4.3 Tanker contacted embankment, damaged, Volga river, Russia

Vessel risk rating 'Amber', 36%, 19 April 2018, same fleet type average risk score.

Tanker ALEKSANDR SHEMAGIN went out of control and struck Canal embankment at Balakovo, Saratov Region, river Volga, Russia, in the evening May 20. Tanker was sailing upstream, en route from Rostov-on-Don to Syzran, Volga, probably in ballast. According to witnesses' reports, tanker contacted embankment two times.

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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 if you have other data solutions your business needs.

Regards,

Wayne Hurley
Head of Business Development
e: Wayne.Hurley@marinerating.com
m: +44 (0)207 900 2841
www.marinerating.com

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