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Konu : ICS ile Rightship Görüşmeleri Toplantı Sonuç Raporu Hk.

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Sayın Üyemiz

İlgi : Uluslararası Deniz Ticaret Odasının (ICS), 14/01/2020 tarihli, MC(20)03 sayılı yazısı.

Uluslararası Deniz Ticaret Odası (ICS) tarafından gönderilen ilgi yazıda, ICS ile Rightship arasında 8 Ocak 2020 tarihinde gerçekleştirilen görüşmeler neticesinde oluşturulan toplantı sonuç raporunun Ek'te sunulduğu belirtilmekte olup, bir sonraki görüşmelerin 9 Haziran 2020 tarihinde düzenlenmesinin planlandığı bildirilmektedir.

Bilgilerinizi arz/rica ederim.

Saygılarımla,

e-İmza

İsmet SALİHOĞLU
Genel Sekreter

Ek: İlgi yazı ve Eki (5 sayfa)

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14 January 2020

MC(20)03

TO: MARINE COMMITTEE

Copy: All Full and Associate Members (for information)

ICS ENGAGEMENT WITH RIGHTSHIP – MEETING FEEDBACK

Action Required: *Members are invited to note the feedback from the recent ICS / Rightship meeting held on 8 January 2020.*

Members will recall the request for updated information with respect to recent issues with Rightship in accordance with Circular MC (19)93 in preparation for the ICS / Rightship meeting on 8 January 2020.

The responses from members confirmed that many of the concerns raised previously continue to persist.

More detail of the issues and Rightship's response is provided in the ICS note of the meeting, attached at **Annex A**.

ICS reminded Rightship that tangible improvements were still needed, in order for members to see value in the continued engagement with Rightship.

The next meeting with Rightship has been provisionally arranged for 9 June 2020.

Any comments or questions should be addressed to the undersigned.

Chris Oliver
Nautical Director

**RIGHTSHIP MEETING
WEDNESDAY 8 JANUARY 2020 AT 10:30
RIGHTSHIP OFFICES, FLOOR 4
6 DOWGATE HILL
LONDON EC4R 2SU**

Meeting notes

ICS participants – Guy Platten, Kiran Khosla, Chris Oliver
RightShip participants – Martin Crawford-Brunt (CEO), David Peel (Manager-EMEA), Claudia Norrgren (Head of Marketing and Communications)

Summary

Overall the meeting was constructive and was a continuation in the dialogue from the last meeting in September.

ICS highlighted that some members are looking for indicators of progress following the ongoing dialogue between ICS and RightShip and that it was important that ICS could show that the dialogue was effective. To this end ICS requested RightShip provide ICS with an update summary that could be shared with ICS members.

ICS advised that they will be providing a progress update to members at the ICS Board meeting 4 February.

RightShip advised they have started a consultation process regarding the RightShip rating system with relevant stakeholders, including selected shipowners.

Agenda items

The following agenda items were discussed;

1. **Qi algorithm & platform improvements update**
RightShip are continuing the development & implementation of a new platform to host the system and product, which they advise will enable improved explanation of the outputs. They are planning a roll out period prior going live, going live is expected during 2020 , however as this is an IT project RightShip did not want to commit to a timeline, should unforeseen problems occur.

ICS were invited to have a preview of the new platform during the roll out period and before it goes live. A preliminary date for the meeting is planned for 30 April 2020 at the RightShip office.
2. **Qi rating transparency improvement update**
ICS advised that members continue to have the same feedback on the Qi system and ship ratings.

RightShip advised that the new platform will provide improved explainability and that more announcements will be coming later in the year.

3. **Low cost membership update**
Access to the RightShip system under different levels of subscription is under review as part of the product rebuild.
4. **Ports & terminals information**
Following RightShip's request to ICS at the last meeting the only feedback received from ICS members was that ports & terminal information through the RightShip system was not necessary as such information was available from other sources e.g. Agents, Guide to Port Entry, Intercargo etc.
5. **Inspection costs update**
No further information was provided on costs for an inspection that ICS members have previously advised are expensive. However, RightShip is undertaking a review of its inspections program in 2020, with the RightShip's Capesize and Iron Ore inspections pilot being the first step. The aim of the pilot is to add more value to RightShip inspections and review fundamental parts of the inspections process, such as the inspections questionnaire, inspector training methods and new reporting technology. See section 13 for more information.
6. **Inspector competence / training & inspection criteria**
ICS raised concerns regarding RightShip inspector competence given some members poor experiences, where for example inspectors have issued deficiencies for vessels that are not applicable to the vessel type.

RightShip again advised that training requirements for inspectors is under review.

Also refer to the below section 13. Global Iron Ore Inspection Pilot.

7. **2020 sulphur cap update**
Both ICS and RightShip advised that as of the meeting date no information or feedback had been received that any problems with the 2020 sulphur cap on 1 January had occurred.
8. **GHG ratings – EEDI, speed curves, scrubbers**
ICS outlined to RightShip the proposed International Maritime Research Board (IMRB), the intention behind it and the proposed process and management of the fund.

ICS advised RightShip that there is an ongoing discussion at IMO regarding efficiency ratings for existing ship,s (EEXI and SuperSEEMP) and that either option is acceptable to industry. ICS suggested that once a decision is made by IMO that RightShip applies the same criteria for existing vessels rather than using EEDI. ICS agreed to share the ICS submission to IMO ISWG-GHG on this issue.

ICS highlighted that Righship requests to owners for speed / power curves was causing some difficulties as they were not always available for a number of reasons and that producing curves was a very expensive and time-consuming exercise for owners.

ICS again raised scrubbers within the RightShip GHG rating.

RightShip advise they have been researching and reviewing scrubber systems for several years. RightShip's GHG Rating uses the Energy Efficiency Design Index (EEDI) and will take the full effects of scrubber systems into account when calculating the efficiency and subsequent output of greenhouse gases for each vessel when enough real time data is present.

RightShip advised that owners have free access to their GHG ratings on Qi. RightShip has also published the GHG methodology, white papers and data insights for free on the RightShip website.

9. **Ship specific implementation plan (SIP) if fitted with an EGCS**
ICS highlighted that a SIP was a voluntary arrangement with Flag State and not a mandatory requirement. ICS also highlighted that the RightShip 2020 questionnaire when asking whether a vessel had a SIP did not take account of vessels fitted with an EGCS, where a SIP would be not applicable and by indicating "no" this could be viewed as a deficiency.

RightShip agreed to review the questionnaire and consider including "n/a" for SIP's.

10. **ESI ship index – RightShip as an incentive provider**
RightShip advised that they have a collaborative relationship with ESI and that it is ESI that describe RightShip as an "incentive provider".

11. **Corruption in ports & PSC**
ICS highlighted members concerns that corruption in ports is not recognised by RightShip when PSC deficiencies are issued for not accepting bribery demands.

RightShip advised that in such cases this should be reported using the root cause analysis, corrective and preventative action process as for other incidents or deficiencies and that they would take into account such points, particularly if evidence could be provided.

RightShip also has a relationship with MACN and both ICS and RightShip would encourage owners to report any bribery and corruption issues to MACN using the MACN anonymous reporting tool.

12. **Vessel re-rating regarding social responsibility**
RightShip advised that they were not developing a ship rating around social responsibility, however they have concerns regarding abandonment of ships and non-payment of wages.

ICS advised that these issues were addressed through the MLC and that vessels under the MLC are required to have P&I cover for abandonment cases, plus PSC inspections included checking of MLC compliance, including payment of wages.

13. **Global Iron Ore Inspection Pilot**
As part of continuous improvement RightShip is launching a pilot inspection program. This pilot will run for 4 to 6 months and will focus on Cape Size vessels

and Iron Ore carriers discharging in the Tianjin and Qingdao areas in China. This subset of vessels has been selected given RightShip's ability to inspect vessels loading globally through these two major ports. This pilot will be used to refine RightShip's inspection questionnaire, by adding focus in 4 key areas: effectiveness of machinery maintenance systems, fuel treatment and handling, mooring and emergency response and preparedness. The pilot will also inform and test a revised training program for our inspectors and trial new technology to capture and record the results.

No inspection fee will be charged by RightShip and it will aim to provide better advice outside of compliance checking by class, flag and PSC, while also assisting the operator in decreasing the number of incidents, improving safety and aspects will support a commercially successful voyage. The results of each inspection will be kept confidential, the outcome will not be used as part of the vetting process nor will it affect the vessel's Risk (Star) Rating.

RightShip advised that the project was not selected due to liquefaction issues related to the carriage of iron ore, rather that iron ore is a defined section of industry and the inspection process can address operational concerns. Any inspection improvements identified would then be applied to the wider RightShip inspection process.

This is related to the comments under section 6 - Inspector competence / training & inspection criteria.

RightShip is encouraging shipowners and charterers to get involved to help shape RightShip's inspections plan and to raise the bar on inspections and safety standards for the whole industry. If ICS members wish to be involved, they should email RightShip at Operations@RightShip.com

14. **Bulk Carrier Handbook**

RightShip advised that the Bulk Carrier Handbook that they have been working on with the nautical Institute should be available in June 2020. The handbook is aimed at providing similar guidance to the drybulk sector that ISGOTT does for the tanker sector.

15. **Next meeting date**

The date for the next meeting is planned for Tuesday 9 June 1030 at the ICS office.