

Liberia and China's Agreement on Maritime Transport

The People's Republic of China (PRC) and the Republic of Liberia are partners in a historic reciprocal agreement designed to develop friendly relations between two governments and to strengthen their cooperation in the field of maritime transport.

Advantages of the Agreement

- ≈ Shipowners and charterers will enjoy a favorable treatment when calling at Chinese ports. Liberian flag vessels will be charged the preferential rate for tonnage dues when visiting any port in China. The preferential rate savings equates to a **28% discount** for each vessel's tonnage dues.
- ≈ Owners have reported that the reduction of approx. \$100,000 in port fees has had an effective net increase in their time charter equivalent rate of \$1,000/day based on a 100-day voyage.
- ≈ The agreement provides a clear advantage over Marshall Islands, who does not have any relations with the People's Republic of China; they have reportedly had requests for a similar agreement denied.
- ≈ Chinese authorities will take all appropriate measures to avoid unnecessary delay to Liberian-flag vessels, and will simplify and expedite as far as possible the relevant customs procedures and other port formalities relating to such vessels, including those concerning access to existing reception facilities for waste from ships.
- ≈ The agreement also fosters cooperation between the PRC and Liberia on a range of issues, including the promotion of maritime and port development, full and effective use of the fleets of the two countries to meet foreign trade demands, and safety of vessels, crew and cargo.
- ≈ PRC authorities will recognize certificates of nationality and other ship's documents held by Liberian registered vessels and issued on behalf of the Liberian Maritime Authority. Moreover, Liberian vessels holding valid tonnage certificates will not be re-measured in PRC ports.
- ≈ PRC authorities will also recognize seamen's identification and record books issued on behalf of Liberia for members of the crew of Liberian-registered ships.



Chinese Tonnage Dues

Cost Saving Examples

		*1 Year			*90 Days			*30 Days			
Type	NT DWT	Regular	Discounted	Savings	Regular	Discounted	Savings	Regular	Discounted	Savings	
Bulk Carrier	Handy	12,000 34,500	\$52,992	\$38,016	\$14,976	\$17,664	\$12,672	\$4,992	\$8,832	\$6,336	\$2,496
	Capesize	75,000 200,000	\$381,600	\$273,600	\$108,000	\$127,200	\$91,200	\$36,000	\$63,600	\$45,600	\$18,000
Tanker	Aframax	36,000 115,000	\$158,976	\$114,048	\$44,928	\$52,992	\$38,016	\$14,976	\$26,496	\$19,008	\$7,488
	VLCC/ ULCC	110,000 300,000	\$559,680	\$401,280	\$158,400	\$186,560	\$133,760	\$52,800	\$93,280	\$66,880	\$26,400
Container	4,500 TEU	25,000 80,000	\$110,400	\$79,200	\$31,200	\$36,800	\$26,400	\$10,400	\$18,400	\$13,200	\$5,200
	8,500 TEU	49,000 150,000	\$216,384	\$155,232	\$61,152	\$72,128	\$51,744	\$20,384	\$36,064	\$25,872	\$10,192
	15,000 TEU	65,000 230,000	\$330,720	\$237,120	\$93,600	\$110,240	\$79,040	\$31,200	\$55,120	\$39,520	\$15,600

* Certificates for a period of 1 year, 90 days, or 30 days can be obtained from the Chinese Customs.

* These serve as examples of the 28% savings based on the Net Tons of a vessel. Please contact your LISCR office for more information.

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For more information, please contact info@liscr.com.

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Liberia's Detention Prevention Program

The Liberian Registry has introduced a sophisticated advance notice of arrival vessel screening process as part of a compliance assistance program to help maintain its safety ranking, and to further reduce Port State detention rates, especially in Australia, China, the EU and the United States.

Liberia's Detention Prevention Program builds upon the mandatory IMO Long-Range Identification and Tracking (LRIT) system, under which all flag states are required to ensure their vessels transmit their location. The goal is to ensure compliance with international requirements governing safety. The objective of this program is to proactively identify and communicate with vessels which may be in need of assistance through their ship management companies, and to increase the awareness on the part of the shipowners and operators of the requirements, recent interpretations and actions taken by Port State Control inspectors.

How it Works

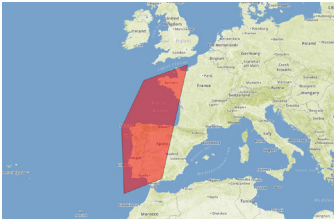
- ≈ The Administration is notified when a vessel enters an established LRIT zone – Paris MOU Countries, USA, Australia, China
- ≈ The probability of PSC boarding is assessed
- ≈ If further action is necessary, the DPA is contacted and appropriate steps are taken

Criteria: Accessing the Vessel's Risk

- ≈ Type of Vessel
- ≈ Age of Vessel
- ≈ Recognized Organization
- ≈ Overdue For Annual Safety Inspection
- ≈ Class Society Record

Positive Results

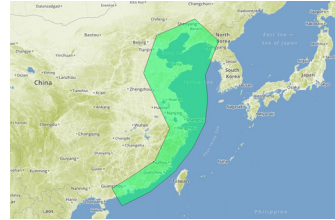
- ≈ Paris MOU (Low Risk Flag Qualification) – DECREASED detention rate
- ≈ Lloyd's List North American Awards Finalist (2016) - Liberia's Compliance Assistance Program (CAP)
- ≈ Tokyo MOU White Listed – DECREASED detention rate



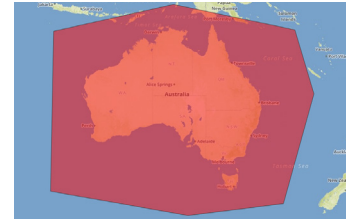
Paris



United States



China

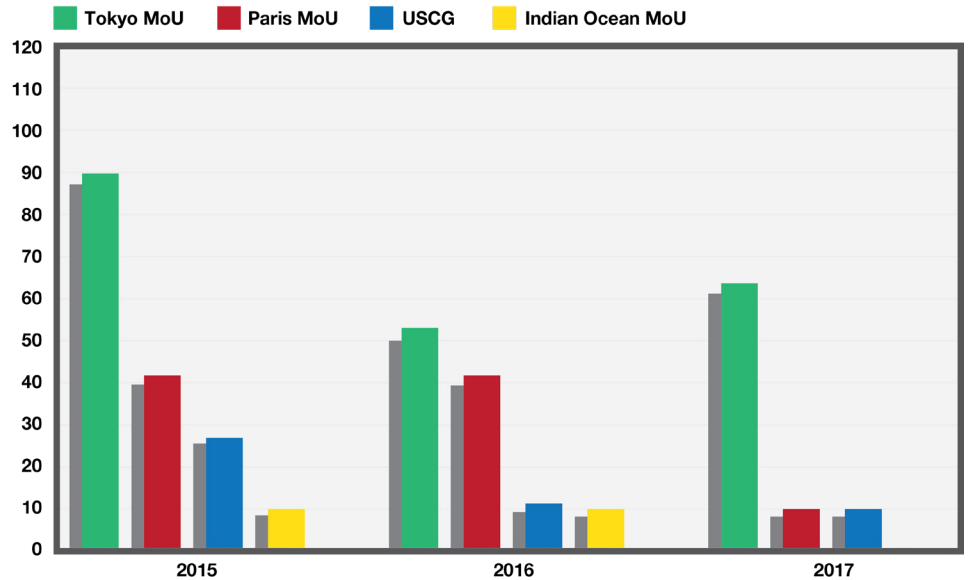


Australia

PSC Detention Reduction 2015-2017

- ≈ USCG: **-62%**
- ≈ Australia: **-46%**
- ≈ Paris MoU: **-45%**
- ≈ Tokyo MoU: **-23%**
- ≈ China: **-7%**

Reduction in Detentions 2015-2017



Source: Liberian Registry 2018
Source: USCG, PARIS MoU, TOKYO MoU Annual Reports

2017 Detention Prevention Program Statistics

- ≈ An average of 5,200 Zone notifications and ANOA are processed each month.
- ≈ 7,906 Pre-Arrival Checklists were received and reviewed.
- ≈ 480 Pre-Arrival Checklists reported deficiencies and the Administration provided a dispensation, worked with PCS when needed, and avoided possible detentions and Port State Actions.
- ≈ Liberian Administration have intervened and assisted in avoiding possible detentions in 16 vessels in the USA.



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Marine Environmental Awareness Training

Seafarers & Shoreside Staff Will Gain an Advantage Through This Groundbreaking Marine Environmental Awareness Training

This training program provides knowledge that seafarers and shoreside staff require in this era of strict environmental compliance oversight. The top range from the complexity and diversity of the marine environment, marine ecology, impact of shipping on the environment, environmental impacts of shipboard waste, discharge and spills, environmental regulations, environmental compliance plans, environmental management systems, sustainable shipping, and the role of the human element in pollution prevention.

Who will gain by taking this course?

- All seafaring and port industry personnel
- All office personnel engaged in the maritime industry
- All port and waterfront communities who want to reduce human impacts on our waterways and oceans
- Anyone interested in protecting the marine environment

“Our environmental management system is part of our company’s effort to manage our environmental aspects, and they turn our Safety and Environmental Protection Policy into action. The benefits are tremendous for the environment and for our company.”

– Robert Bugbee, President, Scorpio Tankers Inc.

Developed by the maritime industry experts in environmental regulatory compliance, education, and training:



The Marine Environment

- ≈ Did you know that about 90% of world trade takes place by ship, ocean algae produce as much as 50% of the oxygen we breathe, the ocean serves as the world's largest source of protein, or that the vastness of the ocean supports approximately 2.2 million marine species —91% of which await description?
- ≈ The sea is the working environment of seafarers. This module provides a comprehensive overview of the marine environment; including why the ocean is of vital importance for humankind, the complexity and diversity of the marine environment, the basic principle of marine ecology, comparison of coastal seas and the open ocean, and the diversity of local marine areas. This knowledge helps in understanding the environmental impacts of shipping on the marine environment and the background of environmental regulations.

Environmental Challenges - Part I

- ≈ Did you know all the ways chemicals can enter the marine environment from a ship, why invasive species breed and spread so quickly, or what happens to a ship after its last voyage?
- ≈ This module provides a comprehensive overview of the importance of shipping for the world economy; the impact of shipping on the environment; and the environmental impact of sewage, hazardous materials and chemicals, engine emissions, invasive species, underwater noise, antifouling paint and recycling of ships.

Environmental Challenges - Part II

- ≈ Do you know that spills of lighter oil products such as gas, diesel and kerosene are more toxic to marine life than heavier oils like crude, plastic floating in the ocean take over 450 years to break down, or that there is a continent-sized area of floating plastic in the Pacific Ocean?
- ≈ This module provides a comprehensive overview of the ecological and economic impact of oil and solid waste on the marine environment; identification of the worldwide distribution of marine litter and the existence of the so-called plastic soup; identification of the wide range of pollution prevention measures —including procedures, technical installations and

new innovations; and recognizing the role we all play in personally preventing waste pollution.

Sustainable Shipping, Regulations, & Your Role

- ≈ Did you know that environmental performance, compliance with regulations, safety and human awareness each play a significant role in the overall success of a company?
- ≈ This module provides a comprehensive overview of the importance of MARPOL regulations and other relevant IMO conventions in minimizing the impact of shipping; the importance of regulatory compliance, environmental management systems and sustainable shipping; and examples of proper procedures to significantly contribute to pollution prevention. This lesson provides a framework for each person to take an active role in balancing economic prosperity, environmental quality and social equity.

CBT Length: 2 hours - 4 lessons / 30 mins. each

Price: \$250.00

For more information or to purchase copies, please contact publications@liscr.com or visit www.liscr.com/CBT

This course is based on the IMO model course 1.38 and meets the requirements of STCW Chapter VI



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Updated RLM-300 CD

GET YOUR COPY OF THE 2020 EDITION OF THE ELECTRONIC VERSION OF THE COMBINED PUBLICATION FOLDER (CPF), RLM-300

- ≈ The 2020 CD-ROM edition of the full and updated RLM-300 is now available. The updated RLM-300 CD-ROM contains the latest version of the Combined Publications Folder (CPF), RLM-300 now in digital format, including updates/revisions and new Marine Notices through July 2020. This is the most current, and up to date RLM-300 available.
- ≈ User-Friendly with search features;
- ≈ Point & click links;
- ≈ The updated Requirements for Merchant Marine Personnel Certification publication (M-Notice RLM-118);
- ≈ Vessel Registration Requirement and Mortgage Recording Procedures (RLM-100);
- ≈ RLM-107 Liberian Maritime Law - Title 21 of the Liberian Code of Laws of 1956
- ≈ RLM-108 Liberian Maritime Regulations
- ≈ Stand-alone section, “the Liberian Maritime Fees Regulations” (RLM-108A);
- ≈ Easy to Reference Marine Notice Index;



Administration will soon be accepting orders for the 2020 Edition of the electronic version of RLM-300. The cost of each CD is \$125.00 plus shipping and handling charges per shipping address.

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Liberian Shipowners' Council Ltd.

The Voice of Liberian-Flag Shipowners

LSC represents its members at numerous government and industry venues including the International Maritime Organization (IMO), the International Labour Organization (ILO), the US Coast Guard, the US Customs and Border Protection, the International Chamber of Shipping (ICS), the International Shipping Federation (ISF), and the International Maritime Employers' Committee (IMEC).

About LSC

The Liberian Shipowners' Council Ltd. (LSC) is the national association of Liberian-flag shipowners. Membership enables shipowners to gain strength, through numbers to better manage the significant threats and issues we are facing today, including:

- Maritime legislation promoted by politicians who have limited knowledge or interest in marine transportation or the concerns of shipowners
- Regulations that vary by region, state, and port
- Threats to free trade and the ability to operate ships under an open register
- Criminal liability resulting from pollution, security, or safety accidents

As the voice of Liberian-flag shipowners, LSC articulates and advocates shipowner and industry positions to the Liberian Registry and works closely with the Registry to implement shipowners cost reductions, while maintaining the high standards of quality, safety, and environmental protection, for which the Liberian fleet is renowned.

LSC members represent all sectors of the ship owner community, including but not limited to, oil tankers, product tankers, chemical tankers, orange juice carriers, latex carriers, gas carriers, container ships, reefer ships, general cargo ships, bulk carriers, car carriers, livestock carriers, heavy-lift vessels, deep-water drilling rigs, offshore support vessels, research vessels, and passenger ships.



History

The Liberian Shipowners' Council was established in 1974 to ensure that Liberian-flag ship owners could operate their vessels to the highest practical standards of quality, safety, and environmental protection, while retaining the cost-effective advantages of the open register system. LSC continues to be leading advocate for the open register system and the ship owners' right to choose the flag under which it operates. LSC has led the way in the struggle against organizations like the International Transport Workers Federations (ITF), the United Nations Conference on Trade and Development (UNCTAD) and other groups who wish to eliminate the open register system.

Benefits of Membership

One of the benefits of membership is the access to informed analysis and information via our LSC information Bulletins and Advisories which include updates regarding developments and positions of the various committees of IMO, ILO, ICS, Port State Control, the USCG, the US Congress, US CBP, US EPA, EU, UN, IECD, IMEC and ITF. Our members consider the Information Bulletin to be "essential reading material".

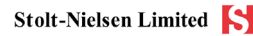
LSC directly influences the outcome of rules and regulations that affect shipowners. As a member of the International Chamber of Shipping, LSC represented shipowners' interests in Geneva during negotiations of the ILO Maritime Labour Convention. LSC is the only shipowner association dedicated to protecting the shipowners' right to operate under an open register. This is one of the reasons why many shipowners, who are members of traditional national shipowner associations, are also members of the LSC.

A major advantage enjoyed by LSC members is that their voice can influence the vote at IMO and ILO. As the national shipowner association of the world's largest white-listed register, LSC can ensure that its members' positions are favorably considered by the Liberian Administration in the IMO and ILO voting process.

Becoming a LSC Member

LSC is completely separate from the Liberian registry. Owners who register their vessels under the Liberian flag are not automatically designated members of the LSC. Members are selected and invited by the board. Current LSC Board Members include Managing Directors from *d'Amico Società di Navigazione SpA*, *Hartmann Reederei*, *Marwave Shipmanagement B.V.*, *MSC Group*, *Stolt-Nielsen Limited*, *Unisea Shipping Ltd.*, and *Zodiac Maritime Ltd.*

For more information about participating in the Council, please contact the Secretary General, Kierstin Del Valle Lachtman at KLachtman@LiberianShipowners.com



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