



Poseidon *Challenge*

First Poseidon Challenge Award presented to IACS

This week has seen the first Poseidon Challenge Award presented to the International Association of Classification Societies (IACS) by Willem De Ruiter, Executive Director of the European Maritime Safety Agency, for its work on the successful introduction of the new IACS Common Structural Rules for Tankers (CSR), including the accelerated introduction of the new IMO Standards for Protective Coatings (PSPC) more than 18 months in advance of their mandated IMO implementation date.

The decision by INTERTANKO's Council in 2005 to lead the continuous improvement of the tanker industry's performance in striving to achieve the goals of zero fatalities, zero pollution and zero detentions went hand in hand with the launch of the Poseidon Challenge as a vehicle to inspire and encourage individuals, companies and sectors to instil continuous improvement into their work and to engage in cooperation between links in the chain of responsibility.

The general realisation that these zero goals are only achievable through continuous improvement at all levels has encouraged many industry players to make commitments to the principles of the Poseidon Challenge and to share their progress in achieving those commitments. The subsequent broadening of the Poseidon Challenge out into the whole shipping industry resulted in many asking for an Award to be set up.

The Poseidon Challenge Award has been created to recognise outstanding accomplishments in continuous improvement in the maritime industry. The judging panel consisted of five members: Nicholas Fistes, Chairman of INTERTANKO; Chris Horrocks, former Secretary General of the International Chamber of Shipping; Thimio Mitropoulos, IMO Secretary General; Thomas Tay, General Secretary for the Singapore Maritime Officers' Union; Stephen Van Dyck, Chairman of the Poseidon Challenge. Fifteen entries were received, nominating individuals, companies, associations, equipment, publications to receive the Award.

Nominations were required to be based upon one or more of the following:

1. Sustained commitment to continuous improvement.
2. Voluntary efforts to raise or set higher standards for performance.
3. Significant outreach toward working together with other sectors in the maritime industry.
4. Setting goals of excellence and taking tangible steps toward achieving the goals.
5. Leadership in moving the maritime industry towards continuous improvement.



Poseidon Challenge Award

2008 nominations

(Submitted by)

Consolidated Marine Management

(Consolidated MM).

Accident prevention on board fleet vessels through raising crew awareness and building competence, through effective incident reporting systems, through promotion of the risk assessment process; energy conservation scheme; port state control performance monitoring and improvement; voluntary ballast water exchange programme.

Coracle Online Ltd

(Institute of Chartered Shipbrokers)

Developing a bespoke online Learning Management System to enable delivery of online courses and resources (including interactive and tutor-supported questions and embedded presentations) anytime, anywhere, with monitoring of course usage to help the development of future course material.

Hamworthy Gas Systems AS

(Ludwig Mowinckels Rederi)

The development of a fully-integrated VOC recovery plant which captures 100% of VOC emissions from cargo tanks during loading and transforms them to pure fuel which, used during the discharging operation, significantly reduces heavy fuel consumption and therefore contributes two-fold to a better environment.

International Association of Classification Societies (IACS)

(ABS)

The successful introduction of the new IACS Common Structural Rules for Tankers (CSR), including the accelerated introduction of the new IMO Standards for Protective Coatings (PSPC) more than 18 months in advance of their mandated IMO implementation date.

International Maritime Human Element Bulletin – Alert!

(Nautical Institute)

Project to raise awareness, via this bulletin, of human element principles and their application by operational decision makers.

Interorient

(Interorient)

Recruitment and training programme for significant numbers of seafarers, including contributions to the industry as a whole of experience and expertise to help improve standards and develop the future of the industry.

Mr Manolis Vordonis

(George Hoyt, NewsLink) and (Det Norske Veritas)

Through the efforts of Manolis Vordonis, its Executive Director, Thenamaris has voluntarily made efforts to raise or set higher standards for performance, with Vordonis leading the management team's efforts to set distinctive, innovative, higher performance standards for its employees afloat and ashore, with a particular focus on spiritual growth. This has made a significant contribution to raising the standards in our industry.

Mrs Yvonne Mason

(FenderCare Marine Ltd)

Tireless work to improve the safety, lessen the environmental impact and contribute to the efficiency of offshore and inshore lightering over a period of more than 15 years.

National Iranian Tanker Company

(NITC)

Continuous improvements to N-class vessels and to the NITC tanker fleet, and continuous education of seafarers, for safety and environmental protection.

OceanSaver AS

(Hoegh Fleet Services)

The development of a unique and efficient solution for ballast water treatment through nitrogen super-saturation, which complies with the IMO Convention and also reduces corrosion rates in ballast water tanks and piping.

RightShip Pty Ltd

(RightShip Pty Ltd)

Continuous improvement in its vetting system and services, providing industry leadership, setting and achieving high standards of performance in its system and services, seeking and achieving outreach by winning new vetting clients and forming beneficial alliances across the maritime industry with, overall, the creation of genuine, measurable improvements in maritime safety.

Thenamaris Ship Management Inc

(Dragos Rauta, INTERTANKO's Technical Director)

Initiating the design and construction of a new design for Means of Access into cargo and ballast tanks of tankers and bulkers five years ahead of the IMO's addressing such a regulatory development; then sharing the concept, the design and all its experience with the whole industry.

TMSA-QMS and TMSAlogix

(Dannebrog Rederi)

The development of a complete IT solution to TMSA, accessible on-line to users ashore and afloat.

Turkish Marine Environment Protection Association (Turmepa)

(Zihni)

Sustained commitment to continuous improvement in creating awareness among schoolchildren about protection of the marine environment.

Wallenius Wilhelmsen Logistics

(Wallenius Wilhelmsen Logistics)

Designing the world's first concept ship, a Ro-Ro which will run on renewable energy sources (sun, wind, waves) and hydrogen/oxygen fuel cell technology, using a pentamaran hull design, with a zero emissions capability.

2008 Poseidon Challenge Award

22 April 2008

Message of support from Efthimios E. Mitropoulos, Secretary-General, International Maritime Organization

Ladies and gentlemen,

Embodied in the Poseidon Challenge is the self-pronounced desire of the shipping industry to embrace continuous improvement and to have robust and visionary goals. Striving to achieve the stated aims of zero fatalities, zero pollution and zero detentions is exactly what continuous improvement is all about and, to that end, a commitment to quality and a recognition that improvement is both possible and desirable, is crucial. On behalf of the international maritime community, I welcome this initiative; congratulate those in the industry who have already registered their corporate commitments with the Poseidon Challenge; and encourage all others to do likewise.

I was delighted to be one of the five judges for this inaugural Poseidon Challenge Award. It is vital to the success of this sort of initiative that industry players have the opportunity to demonstrate how they have been fostering continuous improvement and co-operation between the links in the shipping industry's chain of responsibility. When individuals, companies and organizations set a clear example, then others are inspired, and feel motivated, to follow. Only by learning from others in that way will the Poseidon Challenge's "zero" goals ever be achieved – and I have no doubt that the first winner of this prestigious Award will be a fine model for all to follow.

It is worth noting that the shipping industry and its regulators share the same aims and, therefore, we can, and should, all unite behind the 'zero' targets. In this regard, voluntary, proactive efforts by the industry to raise its own standards are crucial in supporting and complementing the international regulatory regime developed by IMO.

The Poseidon Challenge – which not only encourages each link to examine itself and strengthen its structure, but also serves to improve the connections between all the links in the chain, with improved communication and collaboration – should, therefore, be widely endorsed by all with a true and genuine interest in quality shipping and the industry's good image and high repute.