



CYPRUS SHIPPING CHAMBER
Navigates Cyprus Worldwide



ΚΥΠΡΙΑΚΟ ΝΑΥΤΙΚΑΙΟ ΕΠΙΜΕΛΗΤΗΡΙΟ
Πλοηγεί την Κύπρο Παγκοσμίως



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Message by the President of the Republic of Cyprus

Mr. Nicos Anastasiades



The Cyprus Shipping Chamber should feel proud that, since its establishment 28 years ago, it has been transformed into one of the most important professional organizations with direct and active participation in the shipping affairs of Cyprus. The Cyprus Shipping Chamber is one of the closest cooperators of the Government on shipping and a steady supporter in its efforts to improve its infrastructure, policies and procedures so as to meet the increasing demands and challenges of international shipping.

Undoubtedly, shipping is an invaluable asset for Cyprus with significant political, economic and social advantages. Cyprus has established itself as a quality registry and, with an effective implementation of the internationally applicable safety, security and environmental protection standards, it has built its reputation as a respectful maritime flag and a base for international shipping operations.

The country's unique geographical position at the crossroads of three continents, the advanced infrastructure and services, its very attractive shipping taxation system, as well as other competitive advantages, make Cyprus the ideal location for shipowning, ship management and ancillary shipping related services. In addition, Cyprus maintains a wide range of competitive advantages through a high quality maritime cluster, offering efficient and quality services.

Shipping is a sector with considerable challenges and opportunities. The Cyprus Government, together with the competent private organisations, such as the Cyprus Shipping Chamber, has succeeded in producing outstanding results through proper planning and hard work.

Despite the international adverse economic conditions and the financial difficulties that our country has faced in the last years, the Cyprus shipping sector managed to maintain its competitiveness and its positive perspectives for further development as a result of the combined efforts and cooperation between the public and private sector. It is exactly this synergy of the Public and the Private sector as well as the State's open communication lines with distinguished business people who are well aware of the international competition in the Shipping sector that deemed Cyprus one of the most important players in this sector. Cyprus has the 11th largest merchant fleet in the world and the 3rd largest in the EU. It is also one of the largest Ship management centers in the World.

Shipping has in fact evolved in the recent years as one of the leading sectors of our economy and "navigates" Cyprus to recovery. The shipping sector is acknowledged to act as a catalyst towards the steady recovery of the Cyprus economy, it is one of the most important growth pillars with a contribution of approximately 7% to the Growth Domestic Product.

The Cyprus Government is well aware of the fact that the local shipping sector operates in a continuously evolving, highly competitive global environment, which requires stability, an essential ingredient for long term planning and investment. We are committed to providing political support to the shipping industry, through the introduction of those mechanisms necessary to protect this important sector, as well as to develop and enhance it even further. Towards this end we submitted a few months ago a bill for



the establishment of an independent Deputy Ministry for Shipping, directly accountable to the President and we do hope that will be welcomed by the House of Parliament.

A viable and functional solution to the Cyprus Problem will inevitably lead to the lifting of the Turkish restrictive measures on Cyprus shipping. The lifting of the Turkish embargo will expand our horizons and will lead to even greater expansion of the Cyprus Registry, the Cyprus maritime cluster, as well as the port industry.

Shipping is a great asset for our country, a sector in which we have an international voice. It is, therefore, our duty and responsibility to preserve and further develop our role in the international shipping arena and to provide the adequate conditions for a sustainable growth of our shipping industry.

I am confident that the excellent cooperation and working relationship between the Government and the Cyprus Shipping Chamber will continue, paving the way to new accomplishments and a brighter future for Cyprus Shipping.

Concluding, I would like to extend once again my sincere appreciation to the Cyprus Shipping Chamber and all its Members for the invaluable contribution to Cyprus shipping and wish every success in their future endeavors.

Nicos Anastasiades
President of the Republic of Cyprus

Message by the President of the House of Representatives

Mr. Demetris Syllouris



It is a privilege and a great honour for me to address once more the Cyprus Shipping Chamber in relation to its 2016 Annual Report and, on this occasion, to express my immense appreciation for its consistent input and constructive impact on the economy of Cyprus.

Following our island's long and rich maritime tradition, the shipping industry has evolved in recent years into one of the most flourishing sectors of the economy, with a major contribution in leading Cyprus into a remarkable recovery. Despite adverse international economic conditions and the financial difficulties facing our country in the last few years, the shipping industry in Cyprus managed to maintain its competitiveness and its prospects as a result of the synergies developed between the public and private sectors.

The challenges we experience nowadays, both globally and locally, reflect the importance of investing in the areas of shipping and seafaring, so as to smoothly steer through these challenges. Having said this, the shipping industry should not be regarded solely as a source of income for our economy. Rather, it should also be considered as a sector, which can also provide incentives for longer-term development and job creation.

Current developments in the discovery and exploitation of natural resources and pertinent tripartite agreements with neighbouring countries, such as Israel and Egypt – with the shipping sector being part of these agreements – endows Cyprus' maritime industry with the additional role of becoming a catalyst for stability and progress in the Eastern Mediterranean region. Furthermore, the marine sector can take the lead in common efforts to create a new, more efficient and sustainable model in the region, on the basis of good planning and strategic alliances.

To this end and to successfully address the complex and competitive environment that the Cyprus maritime sector operates in, the State, in close cooperation with the Cyprus Shipping Chamber, has been committed over the years to introducing the necessary mechanisms for the protection, development and strengthening of this vital for the economy sector. I strongly believe that, through the steadfast endeavours and collective action of all stakeholders, the robust Cyprus shipping sector will continue growing, to the benefit of both Cyprus' economy and its people.

Demetris Syllouris
President of the House of Representatives

Message by the Minister of Transport, Communications and Works

Mr. Marios Demetriades



It is a great honour for me to be able to communicate once again with the Cyprus Shipping Chamber and I wish to express my sincere thanks and appreciation to all of its members for their continuous support to Cyprus shipping as well as their trust and commitment to the Cyprus Registry of Ships.

The Cyprus Shipping Chamber, from the beginning of its establishment in 1989, is one of the closest collaborators of my Ministry and of the Department of Merchant Shipping (DMS) for the development and implementation of the Government's shipping policy. The CSC's contribution, support and cooperation in shipping matters relating to technical and policy issues, as well as in our efforts for modernising the maritime legislation, promoting the Cyprus flag and Cyprus shipping in general, is substantial and highly appreciated.

We are well aware of the fact that the Cyprus shipping sector operates in a continuously evolving and highly competitive global environment and that this, in turn, requires a stable environment which supports long-term planning and investment. Shipping constitutes a significant pillar of our economy and Cyprus, as a leading international shipping centre, offers a favourable regime for foreign investors. The sustainable growth of Cyprus Shipping is one of the priorities of the Cyprus Government and therefore the Ministry of Transport, Communications and Works does its utmost to enhance the competitiveness of our flag and the maritime cluster in Cyprus. Our objective for the future is to consolidate and further develop our role in world shipping and to provide favourable conditions for the sustainable growth of the shipping sector in Cyprus.

Almost two years ago, an important, decisive and collaborative initiative was launched aiming to develop a comprehensive strategic development plan for the Cyprus shipping industry. Following the completion of a relevant study in 2015, a new shipping promotion strategy was adopted and our efforts have been concentrated in the implementation of the specific measures proposed by this study. Part of this strategy is the 'face-lifting' of the image of the DMS, through the appointment of media relations agents abroad and the very recent appointment of a sales executive in Germany falls within this scope. A testimony of our commitment and support to the shipping industry is the recent submission to Parliament of a draft Bill for the creation of a self-standing Deputy Ministry of Shipping. We strongly believe that the transformation of the DMS into a Deputy Ministry for Shipping will increase the functionality, effectiveness and flexibility of our public shipping administration, with a direct and immediate effect in the further development of both our flag and our maritime cluster.

I am confident that, with the coordinated efforts of all the stakeholders in Cyprus shipping, the maritime sector of Cyprus will have an even brighter future. The accumulated know-how, the experience and the high level of professionalism in our island's shipping world, in combination with the Government's maritime policy and its continuous support will definitely lead Cyprus shipping to even greater accomplishments.

I express once again my appreciation for your endeavours and contribution to Cyprus Shipping during all these years and I wish every success in your work.

Marios Demetriades

Minister of Transport, Communications and Works

Forward by the President of the Cyprus Shipping Chamber

Mr. Themis Papadopoulos



2016 will go down on record as one of the most challenging years ever for the shipping industry with freight rates under extreme pressure across most segments for much of the year. Given this very challenging global environment, it has been particularly satisfying to note that there was an overall growth in shipping activity in Cyprus thanks to our extremely competitive taxation regime infrastructure and the continued steady performance of the Cyprus flag.

We are particularly pleased to note that a number of new shipping companies have either relocated entirely to Cyprus or started up operations here and this has come about as a result of the co-ordinated efforts of the Government and private sector to promote Cyprus shipping internationally.

We note with great satisfaction that the Chamber's longstanding ambition for the creation of a dedicated shipping ministry has now moved one step closer to being fulfilled with the Government's introduction of a relevant Bill to create a Deputy Ministry of Shipping. The Bill is currently being examined by the Parliamentary Committee for Finance and we hope will very soon be voted into law. We believe that the creation of this Deputy Ministry of Shipping will play a vital role in supporting and growing our industry in the coming years and this development sends a clear message of widespread political support for our highly productive and growing sector of the economy. This, along with a number of other initiatives by the Ministry of Transport, Communications

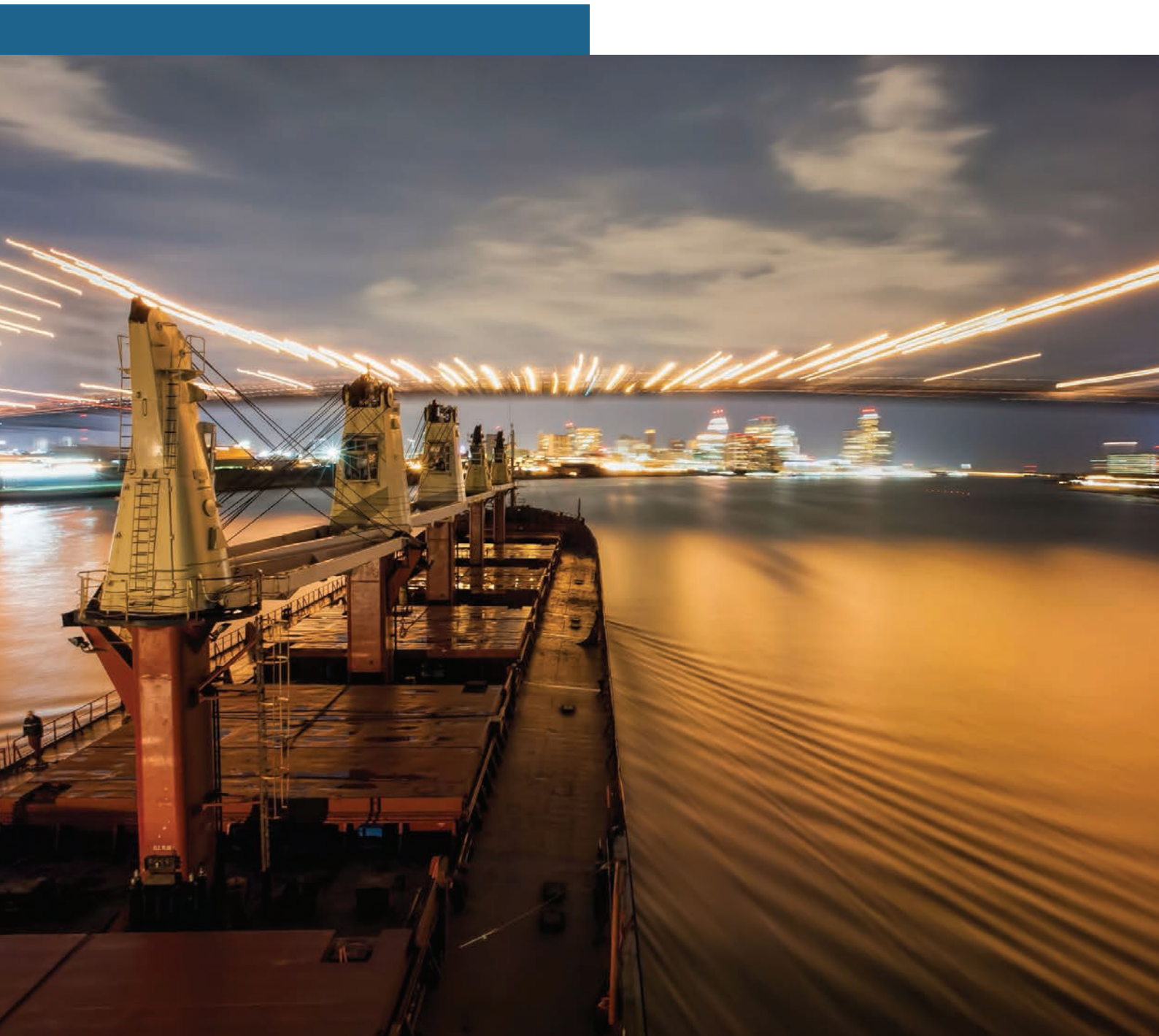
and Works and the Department of Merchant Shipping, is expected to increase the awareness and visibility of Cyprus' shipping product abroad and are strongly applauded by the Chamber. Perhaps even more importantly, the Ministry has begun a process aimed at upgrading and restructuring the Department of Merchant Shipping to ensure that it is equipped with the framework and tools to meet the challenges of today and tomorrow.

The Chamber has been and continues to be an active partner to the Government in all these efforts and I would like to thank all the member companies that have provided valuable input as part of this process. We reiterate that as the representative body of the resident shipping industry, we greatly value the strong relationship we have with the Government on all matters that affect our industry.

Finally, on behalf of the Cyprus Shipping Chamber, I would like to express through this Annual Report our most sincere thanks and appreciation to all our associates, both within the Government framework as well as the private sector, for the excellent co-operation which allows us to look to the future of the shipping industry in Cyprus with great optimism both for the industry itself and for the economy of Cyprus at large.

Themis Papadopoulos
President
Cyprus Shipping Chamber





Cyprus Shipping: Current Status

At the end of 2016, the Cyprus Registry ranked as the 11th largest merchant fleet worldwide and the 3rd largest fleet in the European Union (EU). In addition, Cyprus is considered to be the largest 3rd party Shipmanagement Centre in the EU and one of the largest globally.

Furthermore, a large number of internationally known and recognised Shipowning, Shipmanagement, Chartering and Shipping related companies operate from Cyprus. The wider Shipping Sector employs approximately 4,500 employees ashore and 55,000 seafarers. The Shipping Industry supports the Cyprus Economy without any State investment, and operates successfully on a global basis, controlling a fleet of 2200 vessels. The Cyprus Register is also considered internationally as one of the most qualitative and safest registries globally.

The overall Shipping operational and taxation infrastructure in Cyprus has remained intact. As such, the Cyprus Shipping Industry is still able to attract more quality ships and shipping companies, assisting in reducing unemployment in Cyprus. Shipping constitutes one of the few active and profitable sectors of the Economy. With its contribution estimated at 7% of the GDP, it remains an industry with substantial prospects, especially if we take into account that it does not suffer from any credibility or image problems and continues to operate successfully on a global basis.

The positive performance for the economy, coupled with the country's exit from its Economic Adjustment Programme, is providing much optimism for both the short and medium term. The Shipping Industry continues to grow in absolute terms and the addition of a number

of internationally recognised companies to our shipping cluster, is both a vote of confidence for Cyprus and added strength to the Cyprus shipping community. The existing competitive shipping operational and taxation framework has proven yet again that it can be relied upon at a time of changing regulations and uncertain policy priorities in other parts of the world. The Cyprus Shipping Chamber, as the voice of the resident Shipping Industry in Cyprus, continues to work closely with the Government in promoting both the Cyprus flag and the resident shipping cluster.

In addition, the Government's efforts to upgrade and improve the country's Maritime Administration continue. To this end, the creation of a 'Deputy Ministry of Shipping', which is currently being promoted, will play a vital role in strengthening and growing the industry in the years to come. Furthermore, a positive result of the ongoing efforts to solve the Cyprus Problem, will have obvious positive and direct catalytic effect with regard to the lifting of the Turkish Embargo on Cyprus ships. The Chamber strongly welcomes the Government's efforts and is committed to continue to working tirelessly to maintain Cyprus' edge as a leading maritime centre.

New realities have now begun to be understood and are correctly managed, and Cyprus is in the right direction to aligning its business models to continue as a sustainable Shipping centre with a growth potential. The Cyprus Shipping Chamber anticipates that with the introduction of specific measures which will act as positive drivers, the current positive momentum for Cyprus Shipping can only gain more impetus.



The Cyprus Shipping Chamber

The Cyprus Shipping Chamber is the trade association of the Shipping Industry in Cyprus. Having witnessed considerable growth since its establishment in January 1989, with originally seventeen Founding Members, the Chamber today comprises of 198 major shipowning, shipmanagement, chartering and shipping related companies based either in Cyprus or abroad.

The wider Shipping Sector in Cyprus, collectively employ around 4500 persons ashore and more than 55,000 seafarers of various nationalities onboard their vessels. In terms of the number of vessels and tonnage under the Chamber Members' control, the total number of vessels owned, managed or operated by Chamber Members in 2016, amounted to 2200 ocean-going ships, having a total tonnage of 54 million gross tons.

The main purpose of the Chamber is to promote the interests of Cyprus Shipping and further the reputation of the Cyprus Flag, whilst promoting and protecting the interests of its Members both nationally and internationally.

At the same time, the Chamber acts as a lobbying group for the promotion and safeguard of the legitimate interests of its Member-companies, at a national level through its close relations with the Cyprus Government and Parliament, as well as at an international level through its membership at the various regional and international

shipowners associations. As a result of this very active and continuous involvement, both at national and international level, the Chamber is able to offer its Members a constant source of up-to-date legislative, technical and commercial shipping information and advice.

The importance of the Cyprus Shipping Chamber as the trade association of the Shipping Industry in Cyprus remains crucial and imperative as ever. The strength of the Chamber depends on its effective "lobbying" for the promotion of Cyprus Shipping when it comes to the development and submission of important industry positions through a multifaceted structure of internal Committees and Working Groups.

In addition, through its sister organisation, the Cyprus Shipowners Employers Association (CYSEA), which is considered as an official social partner, it completes the spectrum of services it so successfully provides to the resident Shipping Industry it represents, on maritime labour relations including collective bargaining.

Without a doubt, the Cyprus Shipping Chamber is indeed "The Voice of the Cyprus Shipping Industry" which "Navigates Cyprus Worldwide".

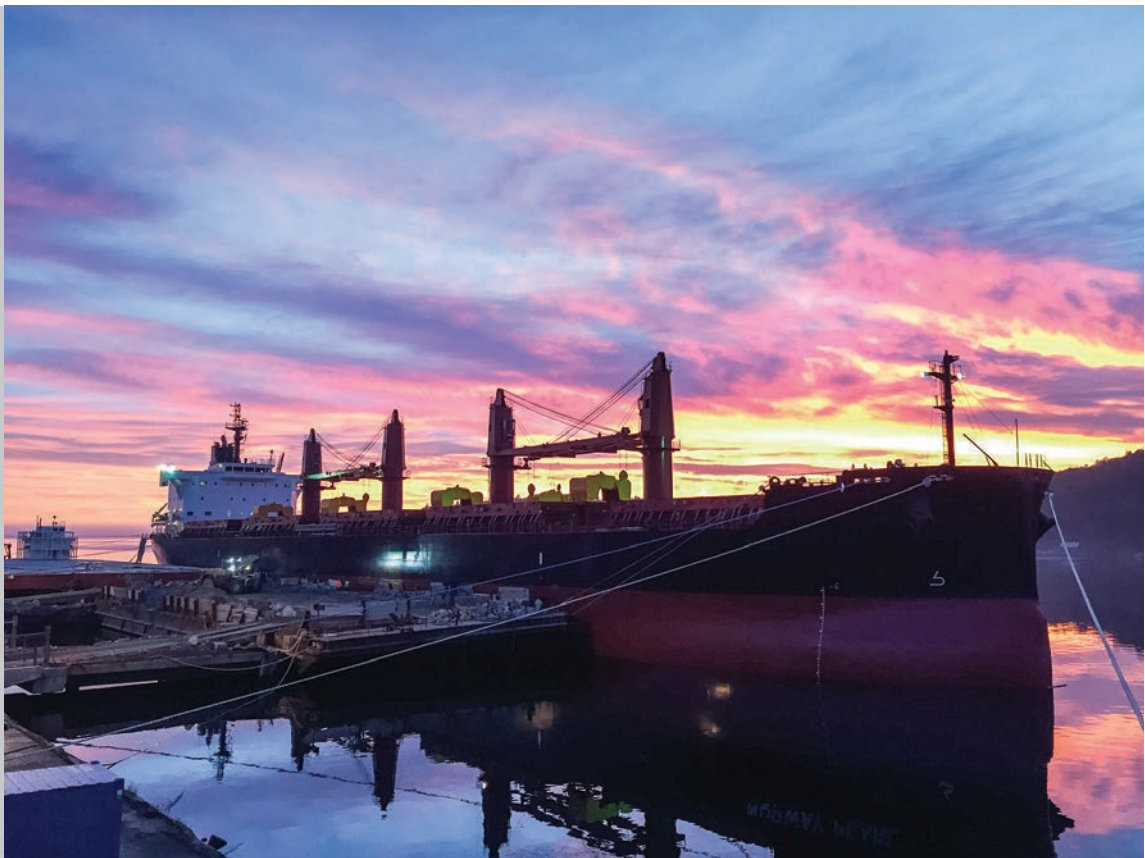


Chamber Membership

According to the Memorandum and Articles of Association, the Cyprus Shipping Chamber admits as Members, companies which are owners, operators, managers or charterers of vessels and other shipping related companies. The Members of the Chamber are divided into five different categories as follows:

- **Full Domestic Members:** Companies operating from Cyprus, which are registered owners of ships, ship operators, ship managers providing full or partial management services, or charterers;
- **Full International Members:** Companies operating outside Cyprus which are registered owners of Cyprus Flag ships;
- **Associate Domestic Members:** Companies operating from Cyprus whose main object is shipping related services;
- **Associate International Members:** Companies operating from outside Cyprus, whose main object is shipping related services;
- **Supporting Members:** Natural or legal persons operating from Cyprus providing professional services to or otherwise connected with companies operating from Cyprus, which are registered owners of ships, ship operators, ship managers providing full or partial management services, charterers or companies providing shipping related services;

During the year, the Chamber welcomed 26 new Members. At the end of 2016, the Chamber comprised in total of 198 Member-companies of which 59 Full Domestic, 99 Associate Domestic, 39 Associate International and 1 Supporting Member.



Board of Directors

The Board of Directors of the Cyprus Shipping Chamber during 2016 consisted of the following Chamber Members' representatives:



**Themis
Papadopoulos**
President
Interorient Navigation
Co. Ltd.



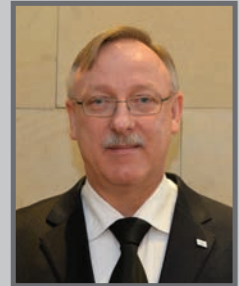
**Andreas
Neophytou**
Vice-President
Marlow Navigation
Co. Ltd.



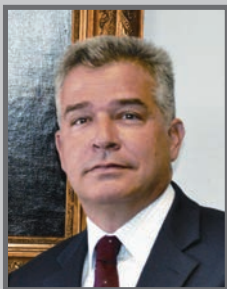
**Philippos
Philis**
Vice-President
Lemissoler Navigation
Co. Ltd.



**Dieter
Rohdenburg**
Vice-President
Intership Navigation
Co. Ltd.



Eugen Adami
**Immediate Past
President**
Mastermind
Shipmanagement Ltd.



**Arthur
McWhinnie**
Bernhard Schulte
Shipmanagement
(Cyprus) Ltd.



**Andreas
Hadjipetrou**
Columbia
Shipmanagement Ltd.



**Prabhat
Jha**
MSC
Shipmanagement Ltd.



**Eberhard
Koch**
ÖL Shipping Group



**John
Hadjiparaskevas**
Uniteam Marine Ltd.



**Anna
Vourgos**
Aphentrica Marine
Insurance Brokers Ltd.



**Despina
Panayiotou
Theodosiou**
Satlink
(Maritime Services) Ltd.



**Thrasos
Tsangarides**
UMAR Shipping
Services Ltd.

The Chamber's Board of Directors organised 11 scheduled meetings in 2016, during which it reviewed and discussed current developments in Shipping both at local and international level, and decided on numerous policy and administrative matters affecting the Chamber.

Industry Representation & Co-operation

As the main representative of the Cyprus Shipping Industry, the Cyprus Shipping Chamber participates actively in Committees and a number of specialist Working Groups, both at national and international level. For this reason, the Chamber is considered by the Cyprus Government as an expert consultant when it comes to the formulation of policies concerning Shipping.

At a national level, the Chamber since its establishment has become an influential body when policy decisions concerning shipping matters are taken by the Government. This has been achieved through the active participation of the Chamber at numerous joint working groups and committees with various Governmental and Semi-Governmental Departments, and in particular the Ministry of Transport, Communications and Works, the Department of Merchant Shipping, as well as the Cyprus Ports Authority, with which the Chamber maintains very close relations. Furthermore, the Chamber is regularly called to appear before Parliamentary Committees as the representative body of the Shipping Industry in Cyprus, when matters affecting Cyprus Shipping are considered at the House of Representatives. The Chamber also cooperates with numerous local professional organisations, in an effort to improve and constantly enhance the shipping infrastructure of Cyprus.

At an international level, the Chamber operates as a roving ambassador of Cyprus Shipping through its membership and active participation at various internationally recognised

shipping bodies including the International Chamber of Shipping (ICS), the European Community Shipowners' Associations (ECSA) (through the Joint Cyprus Shipowners Association), the Baltic and International Maritime Council (BIMCO), and the International Association of Independent Tanker Owners (INTERTANKO). Furthermore, Chamber representatives participate in various international meetings organised by the International Maritime Organisation (IMO), the International Labour Organisation (ILO), and the European Union (EU), as well as in a number of their Committees.

In an effort to further promote and safeguard the interests of the local Shipping Industry and enhance its infrastructure, as well as promote Cyprus as a foreign investment and international business centre, the Chamber works closely with a number of other organisations, such as, the Cyprus Investment Promotion Agency (CIPA), the Cyprus Chamber of Commerce and Industry ("KEBE"), the Cyprus Employers and Industrialists Federation ("OEB"), the Cyprus Bar Association, and the Cyprus Association of Certified Public Accountants.

The Chamber also enjoys excellent relations with the Cyprus Marine Environment Protection Association (CYMEPA), the Cyprus Shipping Association (CSA), the Cyprus International Businesses Association (CIBA), the local Unions (SEK, PEO and DEOK), and the Cyprus Union of Shipowners (CUS).

In addition, the Chamber maintains very good business relations with a diverse range of other organisations involved in Shipping including the Maritime Institute of Eastern Mediterranean, the Institute of Chartered Shipbrokers, the Mission to Seafarers, the Cyprus Nautical



Institute, the Cyprus Master Mariners Association, the Cyprus Merchant Marine Officers Association, the Institute of Marine Engineer Scientists and Technologists, the Cyprus Naval Architects and Marine Engineers Association, the Cyprus University of Technology and the Cyprus Navy.

Last but not least, whatever the Chamber has achieved during this past quarter of a century, could not have been made possible, if it were not for the tangible and continuous support of its Member-companies, "through good and difficult times". In the journey towards the future therefore, we pledge our commitment to continue working with the same zeal for the interests of our Members and to work creatively on new shipping modalities for the overall benefit of Cyprus Shipping.

We sincerely hope and trust that with the valuable support of our Members and Business Associates, the Cyprus Shipping Chamber will continue to "Navigate Cyprus Worldwide" in the years to come.

Business and Social Functions

Within the framework of the Chamber's efforts to continuously upgrade its cooperation and relation with its Members, as well as its various business associates, a series of business and social functions were organised during the period of 2016, which included:

- **"Official Dinner"**

This is the most significant social function organised by the Chamber, where high ranking Government, Political officials and Business associates are invited with their spouses, aiming to promote the Cyprus Shipping Industry and enhance even further the Chamber's lobbying power in Cyprus.



- **Annual General Meeting**

The Annual General Meeting is the Chamber's most important annual business function. The 27th Annual General Meeting (AGM) was held on 21 April 2016, and was attended by H.E. the President of the Republic of Cyprus, various Government dignitaries, including, Ministers, and other senior Government officials, as well as Members of the House of Representatives, the Diplomatic Core, business associates, Members of the Chamber and the Press/Media.



Corporate Social Responsibility

- **Annual Charity Beach Volleyball Tournament**

The Beach-Volley Tournament, which is the Chamber's main Annual Sporting/Charity Event, was organised by the Chamber with great success during September 2016 in Limassol.

The purpose of the Tournament is to provide the opportunity for the employees of its Member-Companies to enjoy a friendly competition through a pleasant, family-orientated social event. The high participation of Chamber Members at the Beach-Volley Tournament showed once again their great interest in also contributing financially for a good cause as the proceeds from the Beach-Volley Tournament were once again donated to the Children's Charity Association "One Dream, One Wish".



- **Blood Donation Drives**

Within the framework of the Chamber's continuous philanthropic contribution, the Chamber organises every year two Blood Donation Drives amongst the employees of its Member-Shipping Companies. As a result, more than 2000 blood units have been collected. For this commendable social service, the Cyprus Shipping Chamber has been honoured by the District of Limassol Blood Coordinating Committee. In 2016, the blood donation drives were organised in May and in December.



Without a doubt, within the framework of its "Corporate Social Responsibility" programme and the charity events and activities, the Cyprus Shipping Chamber "Navigates Cyprus Worldwide", carrying not only cargo and passengers but also "Messages of Social Solidarity".

Educational Activities

In an effort to raise public awareness about the image and significance of the Cyprus Shipping Industry and its important contribution in matters concerning employment opportunities, the Cyprus Shipping Chamber has developed and initiated a Cyprus Shipping "Public Relations" Campaign, the aim of which is to promote further the employment opportunities that exist within the wider Shipping Industry for school and university graduates through various presentations, lectures and other activities related to Shipping.

- **Cyprus Shipping Chamber - "Maritime Ambassador"**

Within the framework of its efforts to promote as much as possible the opportunities that exist for a career at sea or other maritime professions, the International Maritime Organisation (IMO) has launched the "IMO Maritime

Ambassadors" scheme. An IMO Maritime Ambassador is a spokesperson or advocate for the maritime and seafaring professions, who, through various activities and by sharing experiences, raises awareness, particularly of the young people starting out on their further education, apprenticeships and career pathways.

Following therefore, a relevant nomination by the Cyprus Maritime Administration to the IMO, our Deputy Director General, Mr. Alexandros Josephides, was appointed as "IMO Maritime Ambassador" for Cyprus.

This prestigious appointment, reflects the recognition of the continuous and most valuable contribution of the Chamber and him as a true maritime professional over the years in promoting a Career at Sea and other maritime professions in Cyprus, towards the further enhancement of Cyprus Shipping.

- **"Adopt-A-Ship" Programme**

The "Adopt-a-Ship" Programme has proven to be a very successful part of the general Cyprus Shipping Public Relations Campaign, of the Cyprus Shipping Chamber and it is now included in the educational programmes of schools.



The programme involves assigning to a number of elementary schools' classrooms a particular vessel or a group of vessels for more personal email communication between the children and the crew of the vessel with the aim to inform the children about the itinerary and everyday activities taking place onboard the vessel. This exchange of correspondence helps also to improve the role, image and important contribution of Cyprus Shipping to the Cyprus Economy and Community, as well as Shipping and the Marine Environment in general.

Since the beginning of the programme, and through the valuable assistance of the Cyprus Marine Environment Protection Association (CYMEPA), more than 350 classes from 85 schools have participated in the programme. Furthermore, Member-Companies of the Cyprus Shipping Chamber have assigned around 160 ships of different type, ranging from bulk carriers to containers and tankers for the purposes of the Adopt a Ship programme.

The Chamber therefore, would like to express its appreciation to the Cyprus Marine Environment Protection Association (CYMEPA), for its continuous support and co-operation towards the successful promotion of the Adopt a Ship programme.



- **“Career in Shipping” presentations / Participation at Career Fairs**

Chamber representatives also give various presentations promoting a “Career in Shipping” to high schools and other professional academic institutions. The presentations are carried out at a national scale, something which demonstrates that the Cyprus Shipping “Public Relations” Campaign of the Chamber has a positive effect on educational institutions and young people in general.

The Chamber also participates at Career Fairs during which, Members of the Chamber’s Educational Activities Working Group provides information to the public about the employment opportunities that exist in the wider Shipping sector including a career at sea.



- **Institute of Chartered Shipbrokers (Cyprus Branch) - “Understanding Shipping”**

Moreover, for more than two decades, the Institute of Chartered Shipbrokers (Cyprus Branch) in cooperation with the Cyprus Shipping Chamber offers the Training Course entitled “Understanding Shipping”.

The course has been customised through the years to meet the particular requirements of the Cyprus Shipping Industry and it is used by Chamber Members to offer a Shipping education to those employees in the companies that do not have a prior Shipping education. It is also a tool in order to stimulate the interest of the students for furthering their education by attaining the qualifying examinations and becoming members of the Institute as “Qualified Shipbrokers”.

Maritime Events

- **"Day of the Seafarer"**

The Cyprus Shipping Chamber, in co-operation with other associations of the Cyprus Maritime Cluster, participated in the celebrations for the International "Day of the Seafarer", through the initiation of a general public awareness campaign and promotion that included a series of activities and events under the general theme: "Tribute to the Seafarer".

In particular, various celebration activities and events were held, during which the entire Cyprus Shipping Industry was invited to participate. Within this framework, the Chamber in co-operation with WISTA Cyprus, organised a joint event

especially dedicated to the International "Day of the Seafarer", on 15 June 2016, at the premises of the BSM Maritime Training Centre in Limassol. The Event was placed under the auspices of the Minister of Transport, Communications and Works, Mr. Marios Demetriades, who also attended and addressed the event. During the Event, Mr. George Hoyt, Founder Face of Shipping and NewsLink, presented his new web-based project entitled, "I am a Seafarer Mosaic" the purpose of which is to "Increase the Awareness and Image of Seafarers". In addition, a Crew Photo Competition was organised, entitled: "Through the eyes of a Seafarer" amongst the crew employed by the Chamber's Member-Companies.

Crew Photo Competition: In the eyes of a Seafarer



Winner



Runner Up



Third Place

- **“Week of the Sea” – “Shipping is not only about ships”**

The Cyprus Shipping Chamber, as the official representative of the Cyprus Shipping Industry, paid tribute to “World Maritime Day”, which has been established and celebrated by the International Maritime Organisation (IMO) annually at the end of September with the aim of promoting the importance of Shipping to the global economy, maritime safety and the protection of the marine environment.

The World Maritime Day theme for 2016 was entitled – “Shipping: Indispensable to the World” and within this framework, the Cyprus Shipping Chamber, in cooperation with other stakeholders within the Cyprus Maritime Cluster, participated in the celebrations via a number of activities and events during a full “Week of the Sea”, from 23 September to 1 October 2016, under the overall theme of “Shipping is not only about ships”. The primary goal of “Week of the Sea” was the promotion of Shipping and to raise public awareness,

above and beyond the significant economic contribution of the Shipping Industry to the Cyprus Economy.

More specifically, the Shipping Chamber prepared a dedicated program of various activities and events, including a Media Campaign, the organisation of a Maritime Exhibition, which was placed under the auspices of the Minister of Transport, Mr. Marios Demetriades and a Charity Beach Volleyball Tournament, in which stakeholders from the entire Cyprus Shipping Industry, Governmental Departments, professional associations and the Media, were invited to support and participate.

It was very gratifying to see that through this public awareness campaign, a clear message was passed to the Cyprus community, that Shipping, not only carries cargo and passengers but also transports important and much needed social support, thereby validating that, Shipping is... Indispensable to Cyprus!



Policy Issues

The Cyprus Shipping Chamber continued to promote the high value worth and the substantial contribution of the Cyprus Shipping Industry as foreign and local direct investment into the Cyprus Economy, reiterating that it must be maintained and strengthened even more.

Following an analysis of the positive and negative elements of Cyprus Shipping during 2016, one may conclude that "Shipping remained as one of the most important blood donors of the Cyprus Economy" with tangible prospects for further growth, depending on the introduction and fast implementation of certain supportive measures/actions.

In this connection, the following measures and actions took place during 2016 in support of Cyprus Shipping:

The Maritime Administration, namely the Ministry of Transport, Communications and Works, under the political guidance of Minister Marios Demetriades and the Department of Merchant Shipping (DMS) under its Acting Director, Yiannis Efstratiou, continued -

a. The implementation of the Study for the "Future of Shipping in Cyprus", through which, there was a comparison between Cyprus and other competing Registers and Shipping Centres worldwide. The Study,

which was carried out with the financial support of the Cyprus Investment Promotion Agency (CIPA) and the active support and contribution of the Shipping Chamber, revealed the main target pillars that Cyprus Shipping must follow so as to be upgraded structurally and be developed in terms of quantity and quality in the coming years. Whilst the implementation of the Study recommendations still continues, the Study itself may be easily used as a reference tool for setting a "State Shipping Policy", something that the Shipping Chamber has been asking for many years.

b. The preparation of a Study for the Restructuring of the Shipping Department, as part of the overall and continuous review of the Civil Service and in close interconnection with the re-transformation of the Shipping Department into a self-standing "Deputy Ministry of Shipping" proposed by the Government. With its finalization in the first months of the new year, this Study is expected to propose ways towards the restructuring of the Shipping Department so as to become more operationally flexible and more efficient in the services it provides as the 11th largest Register in the world and 3rd in the European Union (EU) and as the largest shipmanagement centre in the EU and one of the largest worldwide.







We hope, therefore, that the findings of these two Studies, which are implemented in parallel, will bring about the expected result, namely, the significant upgrade and restructuring of the Maritime Administration, satisfying as such, one of the main and long-standing proposals of the Shipping Industry, which has already started to be implemented through the submission for discussion and approval by Parliament, of the Bill for the "Deputy Ministry of Shipping".

c. Promotion of Cyprus Shipping abroad, through various contacts and visits in maritime centres / shipping companies in London, Hong Kong, China, Greece etc. with the active participation of the Shipping Chamber, as well as the Cyprus Investment Promotion Agency (CIPA).

Deputy Ministry of Shipping

The Chamber welcomes the Government's decision to proceed with the finalisation of the relevant Bill for the creation of a Deputy Ministry of Shipping.

Following this positive development, the Chamber initiated meetings with Political Parties, during which Chamber representatives presented substantial argumentation for the creation of a Deputy Ministry of Shipping and asked for

their full support. The most important point of the Bill, is that it transforms the current Shipping Department into an autonomous "Deputy Ministry of Shipping".

Following its approval by the Council of Ministers on 26 October 2016, the relevant Bill was formally submitted to Parliament on 1 November for final approval.

It is therefore, imperative to proceed with the fast and hoping, unanimous approval of the Bill for the creation of the Deputy Ministry of Shipping by the House of Representatives, an action which will convey a clear message of political support for this productive sector of the Economy. Such a unanimous State support, will also serve as a convincing leverage for attracting additional quality shipowners and shipping companies to Cyprus, with a positive chain effect on reducing unemployment and strengthening other economic sectors that provide services to the Shipping Industry.

The Cyprus Shipping Chamber believes that the quick approval and subsequent operation of the "Deputy Ministry of Shipping", which has been designed to operate with innovative flexibility, will allow this important sector, which operates and competes daily on a global basis, to implement development strategies that meet the constantly evolving demands of the World Economy and international competition.





Turkish Embargo on Cyprus ships

The Turkish Embargo is the main problem faced by the Cyprus flag / Register. Since 1987, the smooth development and operation of Cyprus Shipping is still prevented by the Turkish Embargo, namely the prohibition of ships which are related with Cyprus to call at Turkish ports.

Taking into account that, around 2000 ships under foreign flag are managed by Shipping Companies in Cyprus (in addition to their Cyprus ships), which could easily be re-registered in the Cyprus Register, if the Turkish Embargo and other operational problems are resolved, one could very easily acknowledge that the prospects for quantitative development of the Cyprus Register, are very realistic

The Cyprus Shipping Chamber, therefore, continued to follow the matter closely within the framework of the parallel Negotiations being carried by the President of the Republic, Mr. Nicos Anastasiades and his Negotiating Team for the solution of the Cyprus Issue, as well as the on-going Accession Process of Turkey to the EU with particular focus on the possible modernisation/revision of the existing "Customs Union of Turkey with the EU".

The Chamber will enhance its lobbying action at EU level even more through its membership at the European Community Shipowners Associations (ECSA) with targeted campaigns vis-à-vis the European Commission, aiming at lifting this illegal ban, requesting specific interventions as part of the ongoing negotiations with Turkey on the Customs Union with the EU.

Θέματα Πολιτικής

Μετά από ανάλυση των θετικών και αρνητικών στοιχείων της Κυπριακής Ναυτιλίας το 2016, εύκολα εξαγεται το συμπέρασμα ότι "η Κυπριακή Ναυτιλία, παρέμεινε ένας από τους πιο σημαντικούς αιμοδότες της Κυπριακής Οικονομίας", με χειροπιαστές προοπτικές περαιτέρω ανάπτυξης, κάτι το οποίο εξαρτάται από την υλοποίηση κάποιων σημαντικών και αναγκαίων διαρθρωτικών μέτρων.

Αναλύοντας λοιπόν το 2016, τα ακόλουθα μέτρα και δράσεις πραγματοποιήθηκαν προς στήριξη της Κυπριακής Ναυτιλίας:

Η Ναυτιλιακή Διοίκηση, δηλαδή το Υπουργείο Μεταφορών, Επικοινωνιών και Έργων κάτω από την πολιτική καθοδήγηση του Υπουργού, Μάριου Δημητριάδη και το Τμήμα Εμπορικής Ναυτιλίας (TEN) υπό του Αναπληρωτή Διευθυντή, Γιάννη Ευστρατίου, συνέχισε την -

α. Εφαρμογή Μελέτης για το "Μέλλον της Κυπριακής Ναυτιλίας" μέσω της οποίας, έγινε σύγκριση μεταξύ της Κύπρου και άλλων ανταγωνιστικών Νηολογίων και Ναυτιλιακών Κέντρων διεθνώς. Η Μελέτη η οποία εκπονήθηκε με την οικονομική στήριξη του Κυπριακού Οργανισμού Προσέλκυσης Επενδύσεων (CIPA) και την έμπρακτη στήριξη και ενεργό συμμετοχή του Ναυτιλιακού Επιμελητηρίου, κατέδειξε τους βασικούς πυλώνες στόχευσης που πρέπει να ακολουθήσει η Κυπριακή Ναυτιλία έτσι ώστε να αναδομηθεί διαρθρωτικά και να αναπτυχθεί ποσοτικά και ποιοτικά στα επόμενα χρόνια. Παρόλο που η υλοποίηση των πορισμάτων της Μελέτης ακόμη συνεχίζεται, η ίδια η Μελέτη μπορεί εύκολα να αποτελέσει ένα χρήσιμο εργαλείο για τη χάραξη "Κρατικής Ναυτιλιακής Πολιτικής", την οποία, το Ναυτιλιακό Επιμελητήριο θεωρεί επάναγκες.



β. Ετοιμασία Μελέτης για την Αναδιοργάνωση του Τμήματος

Εμπορικής Ναυτιλίας, σαν μέρος της ευρύτερης και συνεχιζόμενης αναδιάρθρωσης της Δημόσιας Υπηρεσίας και σε συνάρτηση με την προτεινόμενη από την Κυβέρνηση, μετεξέλιξη του Τμήματος Εμπορικής Ναυτιλίας σε ανεξάρτητο "Υφυπουργείο Ναυτιλίας". Με την αποπεράτωσή της, τους πρώτους μήνες του νέου έτους, η Μελέτη αυτή αναμένεται να υποδείξει τρόπους αναδιάρθρωσης του Τμήματος Εμπορικής Ναυτιλίας έτσι ώστε να καταστεί λειτουργικά πιο ευέλικτο και ακόμη πιο αποδοτικό στις υπηρεσίες που παρέχει σαν το 11ο μεγαλύτερο Νηολόγιο στον κόσμο και 3ο στην Ευρωπαϊκή Ένωση (ΕΕ) καθώς και σαν το μεγαλύτερο κέντρο πλοιοδιαχείρισης στην Ε.Ε. και ένα από τα μεγαλύτερα διεθνώς.

Ευελπιστούμε λοιπόν, ότι τα πορίσματα των δυο αυτών μελετών που υλοποιούνται παράλληλα, θα αποφέρουν το επιθυμητό αποτελέσματα της ουσιαστικής αναβάθμισης και αναδόμησης της Ναυτιλιακής Διοίκησης, ικανοποιώντας έτσι μία από τις πιο κύριες και διαχρονικές εισηγήσεις της Ναυτιλιακής Βιομηχανίας, η οποία έχει μετουσιωθεί στο ήδη κατατεθειμένο για συζήτηση και έγκριση από το Κοινοβούλιο, Νομοσχέδιο για το "Υφυπουργείο Ναυτιλίας".

γ. Προώθηση Κυπριακής Ναυτιλίας στο εξωτερικό, μέσω διαφόρων επαφών και επισκέψεων σε ναυτιλιακά κέντρα / ναυτιλιακές εταιρείες στο Λονδίνο, Χονγκ Κονγκ, Κίνα, Ελλάδα κα., με την ενεργό συμμετοχή του Ναυτιλιακού Επιμελητηρίου, καθώς και του Κυπριακού Οργανισμού Προσέλκυσης Επενδύσεων (CIPA).

Υφυπουργείο Ναυτιλίας

Με μεγάλη ικανοποίηση σημειώσαμε την απόφαση της Κυβέρνησης να προχωρήσει στη τελική διαμόρφωση του σχετικού Νομοσχεδίου για τη δημιουργία Υφυπουργείου Ναυτιλίας.

Βάση της θετικής αυτής εξέλιξης, το Επιμελητήριο πραγματοποίησε σειρά συναντήσεων με τα Πολιτικά Κόμματα, κατά τη διάρκεια των οποίων εκπρόσωποι του Επιμελητηρίου, προώθησαν στα πλαίσια μιας ουσιαστικής επιχειρηματολογίας, τη δημιουργία Υφυπουργείου Ναυτιλίας και ζήτησαν την πλήρη υποστήριξή τους. Σημαντικό σημείο αναφοράς του Νομοσχεδίου, είναι ότι μετατρέπει το υφιστάμενο Τμήμα Εμπορικής Ναυτιλίας σε ένα αυτόνομο Υφυπουργείο Ναυτιλίας.



Μετά την έγκριση του από το Υπουργικό Συμβούλιο στις 26 Οκτωβρίου 2016, το σχετικό Νομοσχέδιο υποβλήθηκε επισήμως στη Βουλή των Αντιπροσώπων την 1η Νοεμβρίου για τελική έγκριση.

Καθίσταται λοιπόν, αναγκαία η γρήγορη και κατ' ευχή, ομόφωνη έγκριση του Νομοσχεδίου για τη δημιουργία Υφυπουργείου Ναυτιλίας από τη Βουλή των Αντιπροσώπων, η οποία θα μεταφέρει ένα ξεκάθαρο μήνυμα πολιτικής στήριξης προς τους παραγωγικούς αυτούς κλάδους της Οικονομίας. Μία τέτοια ομόθυμη πολιτειακή στήριξη, θα λειτουργήσει επίσης ως πειστικός μοχλός έλξης επιπρόσθετων ποιοτικών πλοιοκτητών και ναυτιλιακών εταιρειών στην Κύπρο, με αλυσιδωτή θετική επίδραση στην περαιτέρω μείωση της ανεργίας και στην ενίσχυση άλλων οικονομικών κλάδων που παρέχουν υπηρεσίες προς τη Ναυτιλιακή Βιομηχανία.

Το Κυπριακό Ναυτιλιακό Επιμελητήριο πιστεύει ότι η γρήγορη έγκριση και μετέπειτα λειτουργία Υφυπουργείου Ναυτιλίας, το οποίο έχει σχεδιαστεί έτσι ώστε να λειτουργήσει με μία καινοτόμα ευελιξία, θα επιτρέψει στον σημαντικό αυτό τομέα που δραστηριοποιείται και ανταγωνίζεται καθημερινώς σε παγκόσμια βάση, να υλοποιήσει στρατηγικές ανάπτυξης που να ανταποκρίνονται στις συνεχώς εξελισσόμενες απαιτήσεις της Παγκόσμιας Οικονομίας και του διεθνούς ανταγωνισμού.

Τουρκικό Εμπάργκο σε Κυπριακά πλοία

Το Τουρκικό Εμπάργκο είναι το κύριο πρόβλημα που αντιμετωπίζει η Κυπριακή σημαία / Νηολόγιο. Από το 1987, η ομαλή ανάπτυξη και λειτουργία της Κυπριακής Ναυτιλίας παρεμποδίζεται ακόμα από το Τουρκικό Εμπάργκο, απαγορεύοντας σε πλοία που συνδέονται με την Κύπρο να προσεγγίζουν σε Τουρκικά λιμάνια.

Λαμβάνοντας υπόψη το γεγονός ότι, γύρω στα 2000 πλοία με ξένη σημαία τυγχάνουν σήμερα διαχείρισης από ναυτιλιακές εταιρείες στην Κύπρο (πέραν των πλοίων τους υπό Κυπριακή σημαία), τα οποία εύκολα μπορούν να μετεγγραφούν στο Κυπριακό Νηολόγιο, εάν το Τουρκικό Εμπάργκο και άλλα προαναφερθέντα διαθρωπικά προβλήματα επιλυθούν, γίνεται εύκολα κατανοητό ότι οι άμεσες προοπτικές ποσοτικής ανάπτυξης του Κυπριακού Νηολογίου με την άρση του παράνομου αυτού Τουρκικού Εμπάργκο, είναι πολύ ρεαλιστικές.

Το Κυπριακό Ναυτιλιακό Επιμελητήριο, ως εκ τούτου, συνέχισε τη στενή παρακολούθηση του θέματος στα πλαίσια των παράλληλων διαπραγματεύσεων που πραγματοποιεί ο Πρόεδρος της Κυπριακής Δημοκρατίας, κ. Νίκος Αναστασιάδης και η Διαπραγματευτική Ομάδα για την επίλυση του Κυπριακού Προβλήματος, καθώς και στα πλαίσια των ενταξιακών διαπραγματεύσεων της Τουρκίας στην Ευρωπαϊκή Ένωση, με ιδιαίτερη έμφαση στην πιθανή αναθεώρηση της υφιστάμενης 'Τελωνειακής Ένωσης της Τουρκίας με την Ευρωπαϊκή Ένωση'.

Το Επιμελητήριο θα ενισχύσει ακόμα περισσότερο τη δράση του μέσω της συμμετοχής του στην Ευρωπαϊκή Ένωση Πλοιοκτητών (ECSA) στα πλαίσια μιας στοχευμένης στρατηγικής σε επίπεδο Ευρωπαϊκής Επιτροπής και άλλων θεσμικών Ευρωπαϊκών οργάνων, με στόχο την άρση αυτού του παράνομου εμπάργκο, επιζητώντας συγκεκριμένες παρεμβάσεις ως μέρος των συνεχιζόμενων διαπραγματεύσεων μεταξύ Τουρκίας και Ευρωπαϊκής Ένωσης για την Τελωνειακή Ένωση.





The Environmental Factor

• CO2 Reductions from International Shipping

In December 2015 at the United Nations Climate Change Conference, governments adopted the Paris Agreement on reducing CO2 emissions. Although no explicit reference to shipping was included in the final text, it is clear that the shipping industry will need to respond to this new momentum. The Paris Agreement set an ambitious goal of ensuring that average global temperatures will increase by no more than between 1.5 and 2 degrees centigrade.

A significant feature of the Paris Agreement is that virtually all of the world's nations, including developing countries, have or will make Intended Nationally Determined Contributions (INDCs) setting out commitments to reduce CO2 emissions which will be updated every 5 years. However, international shipping is not covered by these INDCs. The reduction of shipping's CO2 emissions is the responsibility of the International Maritime Organization (IMO).

The IMO's Marine Environment Protection Committee (MEPC) at its 70th session in October 2016 agreed a new global CO2 data collection system and approved a Roadmap from 2018-2023 for developing a comprehensive IMO strategy on reduction of GHG emissions from ships. The Roadmap has the following milestones:

- Adoption of the initial IMO strategy at MEPC 72 (Spring 2018);
- Commencement of the CO2 data collection system (2019);
- Commencement of 4th IMO Green House Gas Study using data from 2012 to 2018 (2019);
- Start of the data analysis (Autumn 2020);
- Start of adjustment of the initial IMO strategy (Spring 2021);
- Decisions following analysis of data (Spring 2022); and
- Adoption of revised IMO strategy including measures as appropriate (Spring 2023)

The International Chamber of Shipping (ICS) is giving detailed consideration to how the Shipping Industry

will contribute effectively to the work of the IMO on CO2 emissions reductions through possible future emission reduction targets. If the IMO should decide that a market based measure would also be necessary to meet the set targets, this measure must be a mechanism that will not distort the market and should take into account the United Nations Framework Convention on Climate Change (UNFCCC) principle of 'Differentiation' whereby developed and developing nations accept different responsibilities for reducing CO2 emissions. Furthermore this measure should be based on a "fuel levy" contribution principle.

The Cyprus Shipping Chamber is actively involved in the ICS deliberations on the development of a CO2 emissions reductions policies and proposals, always supporting the setting of realistic and achievable targets by the Shipping Industry.

• Collecting CO2 Data

In October 2016 the IMO Marine Environment Protection Committee (MEPC) adopted a mandatory global system of data collection on CO2 emissions from international shipping. According to the IMO Data Collection System (DCS), ships should start collecting the required data, which will be submitted to the IMO via the flag States, in 2019.

However, the EU pre-empted the IMO discussions by unilaterally adopting in 2015, a regional Regulation on the Monitoring, Reporting and Verification (MRV) of individual ship emissions in advance of IMO completing its work on data collection. The EU Regulation will also apply to non-EU flag ships trading to Europe. Of great concern to the Shipping Industry is that commercially sensitive information, including ship name and company identifiers, will be published annually by the European Commission something which will not be done by the IMO. Furthermore, the different requirements of the EU and the IMO systems means that shipowners whose ships trade to the EU are faced with having to implement two data collection systems, one for the EU starting in 2018 and another for the IMO starting in 2019.



Now that the IMO has agreed the global data collection system, the Cyprus Shipping Chamber urges EU Member States and the European Commission to align the EU MRV system with that of the IMO DCS, in the interest of avoiding the unhelpful complication of a separate regional regime.

• Ballast Water

The IMO Ballast Water Management (BWM) Convention is intended to address the problem of unwanted marine organisms having damaging impacts on local ecosystems through their transportation in ships' ballast tanks. The Convention was adopted in 2004 and will come into force on 8 September 2017.

The Convention's entry into force will present ship operators with a serious challenge to retrofit expensive Ballast Water Management Systems on their ships. The situation has been made worse by the decision taken by the IMO in 2016 to approve revised Guidelines according to which such Systems should be type approved. It is thus not certain that owners, who in good faith fitted type-approved Systems according to the old Guidelines, will not be penalised by having to replace the already fitted systems. Governments and Port State Control authorities should respect the decision taken by early movers to fit type-approved systems and not penalise them.

Furthermore the IMO Marine Environment Protection Committee (MEPC), in 2016, did not arrive at a conclusive agreement on the implementation of the Convention. It is still to be debated at MEPC 71 in July 2017, just 2 months before the entry into force of the Convention, if ships should fit a System at the 1st International Oil Pollution Prevention (IOPP) Certificate renewal after 8 September 2017 or whether ships whose 1st IOPP Certificate renewal falls within the period 8 September 2017 and 8 September 2019, should be allowed to fit a System at the 2nd IOPP Certificate renewal after 8 September 2017.

Added to the above concerns, shipowners still face problems with the US Ballast Water regime. The United States (US) regulations require all ships that discharge ballast in US waters to use a treatment system approved by the Coast Guard (USCG). However, in 2016 only three such Systems were type approved by the USCG. Ships already needing to comply with the US regulations have either been granted extensions for fitting the required treatment systems or else permitted to install a USCG accepted Alternate Management System (AMS), in practice a system type-approved in accordance with the original IMO Guidelines.

An AMS will only be accepted for operation for five years, after which time a fully USCG approved system must be installed. But the USCG does not guarantee that an AMS will be subsequently granted full approval. Hence shipowners that may have installed an AMS in good faith, at a high cost per ship, might have to replace the system completely after only five years.

The conflicting IMO and US requirements, combined with the limited number of Systems fully approved by the USCG, complicate even more an impossible situation in which some ships might not be able to operate in US waters after the Convention enters into force.

The Cyprus Shipping Chamber participated at MEPC 70 in October 2016 and will continue to monitor developments and support a final agreement at MEPC 71 in July 2017 that will provide owners with the certainty to make important decisions about when to fit a System on their ships. Such a decision by the IMO must also take into account the availability of equipment approved under the new IMO Guidelines and also global shipyard capacity and availability to satisfy the need for the thousands of retrofits that will be required.

Maritime Labour Standards

a. Maritime Labour Convention 2006. ILO Special Tripartite Committee, 8-10 February 2016, Geneva

Following the entry into force of the Maritime Labour Convention 2006 in August 2013, the second meeting of the Special Tripartite Committee (STC) established by the Governing Body under Article XIII of the Maritime Labour Convention, 2006 (MLC, 2006), was held from 8–10 February 2016 at the ILO Headquarters in Geneva. The meeting considered proposed amendments to the Code of the MLC, 2006, which had been submitted by the groups of Shipowner and Seafarer representatives appointed to the STC.

The proposed amendments related to the Code implementing Regulation 4.3 – Health and safety protection and accident prevention and were intended to eliminate shipboard harassment and bullying by ensuring that these issues are covered by the health and safety policies and measures required by the Code. The proposed amendments to the Code implementing Regulation 5.1 – Flag State responsibilities were intended to allow an extension of not more than five months of the validity of the Maritime Labour Certificate issued for ships in cases where the renewal inspection required by paragraph 2 of Standard A5.1.3 had been successfully completed, but a new certificate cannot immediately be issued to that ship. The STC, having reviewed and revised the afore-mentioned proposed amendments to the Code implementing Regulations 4.3 and 5.1 of the MLC, 2006, adopted them by a unanimous vote.

The STC also considered a proposal for amendments to the Code relating to Regulation 2.2 – Wages intended to ensure the continued payment of wages when a seafarer is held captive by pirates. Following discussion, the Committee recognized the importance of the issue, but considered that it required further consideration by a Working Group. Accordingly, the Committee adopted a resolution concerning

the establishment of a Working Group of the STC that was called upon to examine issues related to the protection of seafarers' wages when the seafarer is held captive on or off the ship as a result of acts such as piracy or armed robbery, and to prepare proposals including an amendment to the Code of the MLC, 2006, to address these issues.

A Chamber representative participated at this meeting as part of the Shipowners' Group coordinated by the International Chamber of Shipping and provided suggestions/proposals with regard to a more effective application of the proposed amendments. A number of the Chamber's suggestions/proposals were accepted by the Shipowners' Group and subsequently also by the plenary.

The agreed amendments were submitted at the 105th session of the International Labour Conference (ILC), which was held in June 2016, during which Government, employer and worker delegates overwhelmingly voted in favour of the amendments. Unless there is significant disagreement when circulated to Governments that have ratified the MLC 2006, the new requirements/amendments will enter into force by the end of 2018.

The Cyprus Maritime Administration, in close cooperation with the Cyprus Shipping Chamber, has already initiated the preparatory work with regard to the transposition of the amendments into national legislation.

b. Adhoc Tripartite Maritime Committee for the amendment of the Seafarers' Identity Documents Convention (Revised), 2003 (No. 185)

The Ad Hoc Tripartite Maritime Committee for the amendment of the Seafarers' Identity Documents Convention (Revised), 2003 (No. 185) met from 10 to 12 February 2016 at the ILO headquarters in Geneva.

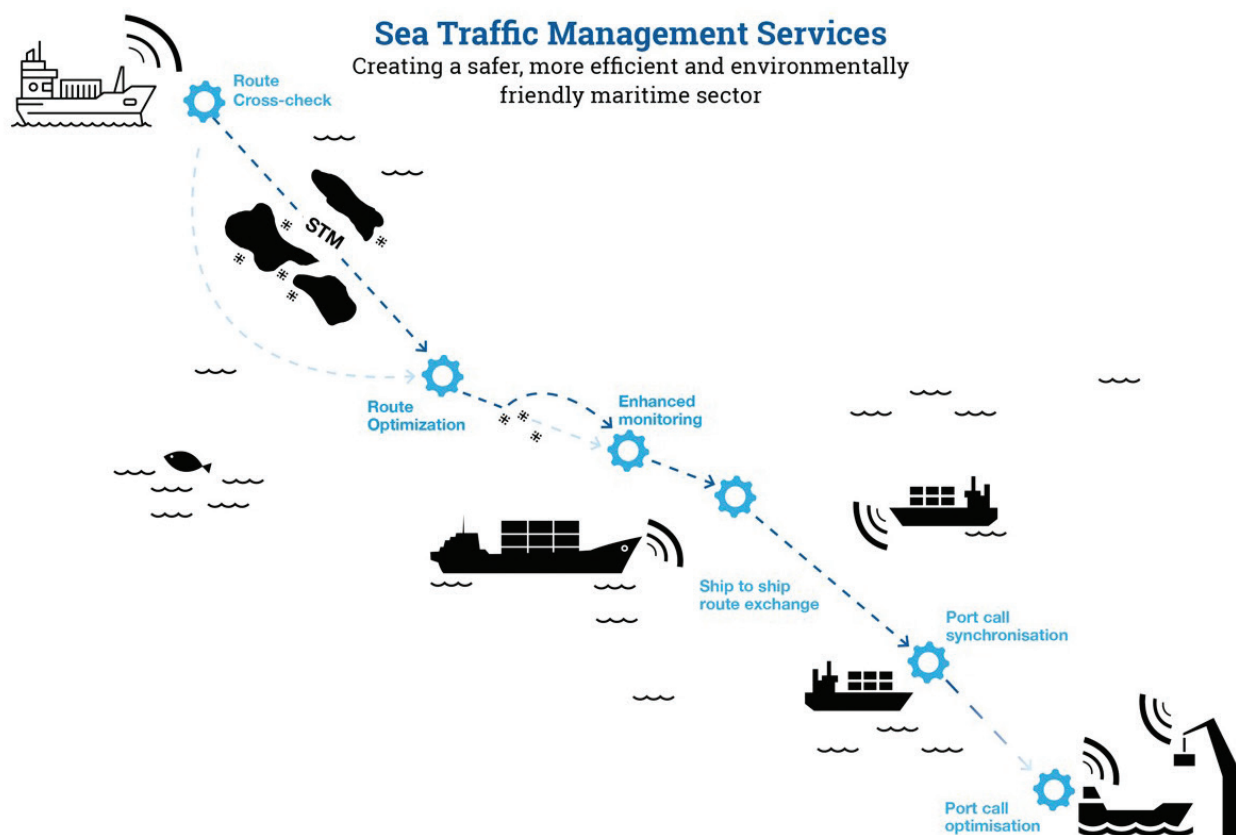


The meeting considered a draft proposal for the amendment of the annexes to the Convention that had been prepared by the Office to assist the Ad Hoc Tripartite Maritime Committee. Following discussion, it adopted the proposed amendments to Annexes I, II and III of Convention No. 185.

It is recalled that the intention of the amendment was to change the biometric in the seafarers' identity document from a fingerprint template in a two-dimensional barcode to a facial image stored in a contactless chip and to ensure that the national electronic database is required to contain only the public keys necessary to verify the digital signatures defined for the contactless chip by International Civil Aviation Organization (ICAO) Doc 9303.

The Tripartite Meeting of Experts had also agreed that the references to ICAO Doc 9303 should refer to that document, including subsequent amendments of it, so that the Annexes would not require changing in the future. As a result, the proposed amendments establish that, subject to the overriding requirements of Article 3 of the Convention, the seafarers' identity document shall conform to the mandatory requirements for electronic machine-readable travel document contained in ICAO Doc 9303 on machine readable travel documents, Seventh Edition, and as subsequently amended.

e-Navigation



Sea Traffic Management (STM) Validation project

e-Navigation is defined as the harmonized collection, integration, exchange, presentation and analysis of maritime information onboard and ashore by electronic means. e-Navigation aims to provide needed information, in electronic format, to a ship's bridge team to enhance the safety and efficiency of navigation. This involves the integration of new and existing bridge technologies and equipment to enable the provision of globally harmonized maritime services. e-Navigation will also help simplify the exchange of information between systems on board ships, between ships and shore, and on shore.

The Cyprus Shipping Chamber, through its e-Navigation Working Group, has taken an active role in following e-Navigation developments globally. In this respect, the Chamber is one of the stakeholders of Cyprus participation in the Sea Traffic Management (STM) Validation Project that

was approved by the European Commission in July 2015 with a budget of 42,977,434 Euro (50% EU funding).

The Cyprus team consists of the Cyprus University of Technology (CUT) as partner in the project and the Cyprus Shipping Chamber, the Cyprus Ports Authority (CPA), the Department of Merchant Shipping (DMS) and the Cyprus Shipping Association (CSA) as stakeholders.

STM validation project consists of five activities. Port Collaborative Decision Making (Port CDM) testbeds, voyage management testbeds, maritime simulator network testbed, maritime service infrastructure and analysis and evaluation. Cyprus is participating under Activity 1, the Port CDM testbeds. The overall objective with Port CDM is to enable the sharing of intentions and actual state updates among involved actors to enable enhanced informed decisions about each actor's coordination of upcoming operations to perform. The Port CDM aims to increase the efficiency of port calls and departures for all stakeholders through improved information sharing, situational

Sea Traffic Management

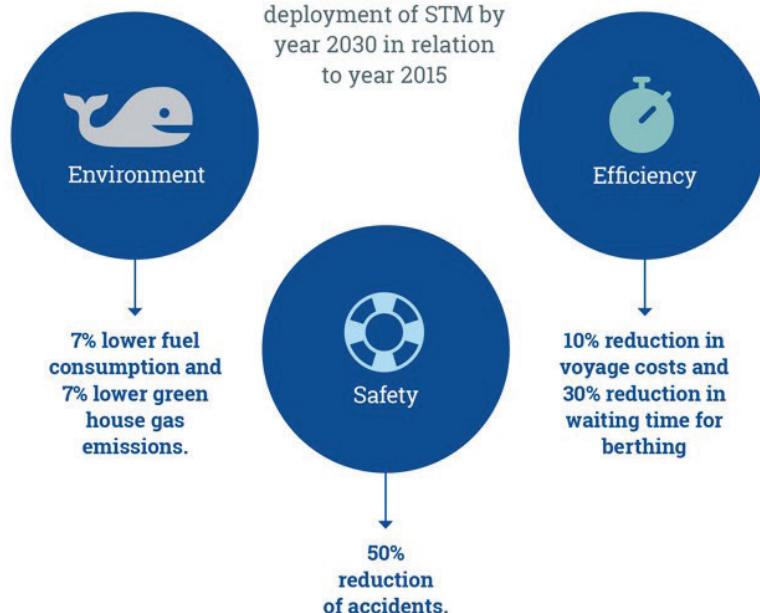
Sea Traffic Management (STM) connects and updates the maritime world in real time, with efficient information exchange, creating a safer, more efficient and environmentally friendly maritime sector.

Stakeholders



Goals

Goals for full deployment of STM by year 2030 in relation to year 2015



awareness, optimised processes, and collaborative decision making during port calls and departures.

The project is in the validation phase and major testbeds will take place within 2017-2018 where the Port CDM and Voyage Management will be validated onboard 300 ships, in 13 ports and in six Shore Centres (SC). Cyprus participates in the Port CDM testbed with 38 vessels owned and managed by Chamber Members.

Each Service Centre will have a central role both as service provider and information hub. The original plan was to establish two SCs in the Mediterranean area, one in Spain (VTS Tarifa) and one in Italy. However the project saw a need to also include the eastern part of the Mediterranean and in this respect, Cyprus received a proposal by the administration of the STM project to become the third SC in the Mediterranean. The project administrators believe that Cyprus, with its natural geographical and geo-political hub for the eastern Mediterranean and the connections to the

port of Limassol, would be an excellent location to provide services to ships not only within its current geographical limitations but also for a greater part of the Mediterranean, covering ships port-to-port voyages.

Each of 13 ports in Europe, participating in the STM Project has its own Living Lab that aims to encourage different stakeholders engaged in a port call to participate in the use, the refinement, and the evaluation of the Port CDM concept at the each port. The Chamber participated in 4 Living Lab meetings for the Limassol port within 2016 and contributed in the work and activities of the concept team. The Chamber also participated in various meetings and events of the STM Validation project in Cyprus and abroad through the e-Navigation Working Group Chairman, Mr. Socrates Theodosiou.



Cyprus Shipping

What lies ahead!

During 2016, the Cyprus Shipping Chamber continued to focus its work towards the improvement of the shipping infrastructure of Cyprus, the enhancement of the reputation of the Cyprus flag and the safeguarding of the interests of its Member-companies locally as well as internationally, with the ultimate aim of making the Cyprus flag, even more competitive, and retaining and enhancing further the attractiveness of Cyprus as a major location for carrying out Shipping activities.

During the past year, we have all witnessed the ongoing and very important geopolitical developments in the Eastern Mediterranean and the wider surrounding area. Special reference is made to current developments in Energy matters and the possible positive involvement of Cyprus in this equally vital sector and the immediate interconnection with the Shipping Industry.

At the same time, the prospects for further development of Shipping remain very tangible, if one only looks for example, the possibility of attracting more quality ships

and shipping companies based on the very competitive operating shipping framework offered by Cyprus. Cyprus Shipping must therefore, be ready and competitive to exploit the emerging opportunities of "The Day After" that may possibly arise.

Whilst we acknowledge with satisfaction, the public recognition that economic pillars such as Shipping have received, in Cyprus' mission towards a swift "Stabilisation of the Economy" and "Economic Growth", one may conclude that the course of Cyprus Shipping in 2016, was in the right direction.

"Navigating" already in 2017, and in support of the commendable actions undertaken by the Government and the Shipping Industry last year, Cyprus Shipping must be left to travel "Full Speed Ahead, without barriers" finding the Cyprus State prepared to respond quickly and effectively to these concrete prospects for further development of the Shipping Industry, which not only contributes substantially to the economy and society, but also enhances the political entity of our country.

List of Member Companies

Full Domestic Members

Acheon Akti Navigation Co. Ltd	FRS Shipmanagement Ltd	Reederei Nord Shipmanagement Ltd
Ambra Shipmanagement Ltd	Global Management Ltd	Salamis Lines Ltd
AOS Cyprus Holding Ltd	Intergaz Ltd	SCF Management Services (Cyprus) Ltd
ADS Shipping Ltd	Internaut Shipping Ltd	Sea Shipping Holding Ltd
Asia Marine Philippines (AMP) Ltd	Interorient Navigation Co. Ltd	Seachefs Ltd
Beacon Shipping Ltd	Intership Navigation Co. Ltd	Shipwright Management SA
Bernhard Schulte Shipmanagement (Cyprus) Ltd	Iona Shipmanagement Ltd	SMT Shipping (Cyprus) Ltd
BW Gas Cyprus Ltd	JPC Shipmanagement (Cyprus) Ltd	Stena Holding Cyprus Ltd
Cassiopeia Shipmanagement (Cyprus) Ltd	Lefkaritis Bros Marine Ltd	Synergy Marine Ltd
Celestyal Cruises Ltd	Lemissoler Navigation Co. Ltd	Terra Navis Shipping Ltd
Columbia Shipmanagement Ltd	Lowland International Shipping (Cyprus) Ltd	Thomas Schulte Maritime Holdings (Cyprus) Ltd
Cyfadaco Shipmanagement Ltd	Marin Shipmanagement Ltd	Tsavliris Salvage (International) Ltd
Cymare Shipmanagement Ltd	Marlow Navigation Co. Ltd	Tufton Oceanic Shipping Management
Dalaro Shipping Ltd	Mastermind Shipmanagement Ltd	UCI Investment Ltd
Deep Sea Supply Plc	Matrix Ship Management Ltd	Uniteam Marine Ltd
Diana Wilhelmsen Management Ltd	MSC Shipmanagement Ltd	UPT Pool Limited
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Enesel Ltd	OSM Crew Management Ltd	Xaloc Ltd
Euroafrica Shipping Lines Cyprus Ltd	ÖL Shipping Group	
FML Ship Management Ltd	Petronav Shipmanagement Ltd	
	Projective Transmarine Finance Co. Ltd	



Associate Domestic Members

A&W Offshore View Marine Services Ltd	G.A.P. Vassilopoulos Public Ltd	Orphanides & Murat
ABB SA	GNA Marine Supplies Ltd	OWI Ltd (Oceanwide International)
ABS Europe Ltd	Hanseatic Chartering Ltd	Poseidon - Envi Marine Supplies Ltd
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Amathus Public Ltd	Helica Maritime Ltd	Prime Marine Engineering Ltd
Aphentrica Marine Insurance Brokers Ltd	Hellenic Bank Public Co. Ltd	Raytec Marine Co. Ltd
Asoted Services Ltd	Shipping Business Centre	RINA Classification and Certification Cyprus Ltd
Aspida Risk Management Ltd	Hellenic Hull Management (HMA) Ltd	SRH Marine Electronics Ltd
BeFlexi Ltd	Hempel Coatings (Cyprus) Ltd	Sarnia Marine Insurance Brokerage Co. Ltd
Breakwater Insurance Brokers Ltd	Innospec Ltd	Satlink (Maritime Services) Ltd
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Demsol Shiptech Ltd	M.S Security & Personnel Ltd	TMH (East Med) Ltd
DNV GL Cyprus	MAN Diesel Cyprus	TNL Cyprus Ltd
DGS Marine Group	Marine Wings Air Ticket Professionals Ltd	Tototheo Engineering Services Ltd
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Elias Marine Consultants Ltd	MCTC Marine Ltd	UiBS United Business Solutions Limited
Epsco (Cyprus) Ltd	Medpool Limited	Umar Shipping Services Ltd
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F.P. eSafe Solutions Ltd	MVS Communications Ltd	Wilhelmsen Ships Service Cyprus Ltd
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Bank of Cyprus PLC Ltd



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