

Speech: Keynote address welcoming participants to the UK and to the Global Forest Governance Forum

Thank you Chatham House for inviting me to speak today. I am delighted to be here, to welcome you to the United Kingdom from so many corners of the world, and to say a few words about our renewed ambition to work in partnership to tackle what remains a huge global challenge of fighting forest crimes and promoting sustainable forest-friendly commodity production – whether for timber, cocoa, soy, or palm oil.

The broad range of representatives, delegates and contributors here, and the scope of your agenda, certainly illustrate the global reach of the Forum, from new science on isotopes, to regulations in Korea and new partnerships in Honduras and Guyana.

Over the last two years, we have been focused on addressing the impact of deforestation and illegal logging. During my recent visits to Mozambique, Uganda and Kenya, and last month's Illegal Wildlife Trade conference here in London, ministers and officials reaffirmed the destructive effects of deforestation and illegal logging – on people's lives and livelihoods, in terms the loss of revenues, the links to organised crime, and the destructive impact on wildlife habitats. But I have also been impressed by the determination with which these countries are fighting these threats, for example by protecting mangroves in Mozambique. Addressing the challenges of environmental and forest crime, and promoting good governance of our natural resources really does matter – for me, for the UK Government, for all of you here today, for planet Earth.

You know the scale of forest crime is a major global challenge. According to recent World Bank research, in some countries almost 90 per cent of timber production is illegal. World-wide, exports of illegally logged timber are worth at least \$20 billion a year, and that is probably an under-estimate. These illegal practices undermine the rule of law and fuel corruption, lose billions in potential tax revenues, deter investment and prevent the growth of sustainable businesses. We also know that the livelihoods of over 1 billion poor people and rural communities depend on forests. For forests to contribute to sustainable economic growth and biodiversity conservation we need to see massive improvements in how they are protected and managed.

Efforts to curb illegal logging are also critical to the global fight against climate change and biodiversity loss. Deforestation and land use change cause around one quarter of greenhouse gas emissions impacting on the functioning of ecosystems and contributing to the loss of species. So we cannot ignore this.

The UK is one of the largest global importers of timber, and we recognise our shared responsibility to tackle this problem. For the last twenty years we

have been at the forefront of international action against illegal logging. We successfully argued for the inclusion of the topic in the 1998 G8 Action Programme on Forests, we worked together with the G8 and developing countries to organise a series of ministerial conferences, and we played a major role in formulating and implementing the EU's Forest Law Enforcement, Governance and Trade Action Plan – FLEGT, to use its rather clunky acronym.

We have worked together with businesses in the international timber trade, such as those dealing in construction, furniture and paper, to exclude illegal, high-risk timber from the British market. We have encouraged the development of company responsible purchasing policies and through using public procurement policy – the government's own buying power – to source legal and sustainable wood products. Since 2013 our implementation of the EU Timber Regulation has ensured that all companies placing timber on the UK market have been required to scrutinise their supply chains to minimise the risk of their handling illegal products.

And we have supported forest-rich developing countries to put in place their own systems for tackling illegal logging.

Two years ago Indonesia became the first country to ensure that all its timber exports can affirm, through a license, that they are verified as legally produced. The EU now requires all timber imports from Indonesia to be accompanied by a license – from construction timbers through to furniture and paper.

Since 2016, the relevant UK authority – the Office of Product Safety and Standards – has verified more than 8,000 licences accompanying Indonesian exports, reassuring British companies that the timber products they put on sale are legal throughout the entire supply chain.

The UK has benefited from these changes. The UK is the largest importer of timber in Europe, so these transformational reforms in Indonesia open up an important source of high-quality, legal wood for UK companies.

Creating the governance systems to regulate, track and assure legality has been a massive achievement, particularly for such a large and diverse country, and I want to pay tribute to the dedication and determination shown by our partners in Indonesia, government, business and civil society alike. It gives a strong, positive message for other countries working to bring an end to illegal logging.

Even where the licensing system has not yet been put in place, the agreements have led to measurable improvements in forest governance: reforms to the framework of laws, policies and institutions, the inclusion of business and civil society in decision-making, improvements in transparency, and much else besides. These help lay the foundations for deep-seated, lasting progress in the fight against illegal logging.

Measures to reform governance are at the heart of our efforts to combat illegal logging and the trade in illegal timber.

Critical ingredients for these governance reforms have included:

1. Recognising the need for clear legal frameworks that set out responsibilities of people living with forests, of businesses and governments. In particular we need to ensure indigenous people and forest communities have secure rights and access to the forests they need for both their livelihoods and, indeed, their identity. Embedding these rights in law is a pre-condition to effective enforcement of their rights.
2. As well as clear rights and responsibilities, we need mechanisms that bring people together to design, oversee and enforce these legal arrangements. These mechanisms require access to information and increased capacity of community and private sector representatives to engage in policy processes. It is the shared understanding of policy that gives legitimacy to sector governance. DFID's Forest Governance Markets and Climate programme, which sponsors this event, is at the forefront of this agenda.
3. We need the active involvement of the private sector to ensure that the reforms support their efforts to see responsible practices right down through their supply chains.
4. We need transparency to help us monitor what is working and what is not, and to hold us, and our partners to account. This transparency helps us to communicate and promote the results of these efforts in our own and international markets which in turn we hope will improve the incentives for good governance and responsible business.

I look forward to learning from your efforts to improve governance. In this room you have a tremendous richness of experience and Forums like this one today are important for us, to take stock, learn and adapt as we work to scale up efforts to stop illegal logging and its associated irresponsible trade.

We know illegal deforestation is not limited to the forest sector. Globally, high demand for agriculture commodities such as palm oil, soya, rubber and cocoa are also driving illegal forest clearance and undermining the rule of law. As you no doubt will be discussing in greater depth at this meeting, this forest clearance is now the greater source of illegal timber on the market. So it cannot be ignored.

Earlier this year, the UK Government set out our ambition in a 25 year Environment Plan to support and protect the world's forests, supporting sustainable agriculture and enhancing sustainability, and supporting zero-deforestation supply chains.

My department, alongside DFID and BEIS, is supporting work to promote

sustainable supply chains of other commodities, such as palm oil and soya that may put forests at risk. We are actively engaged with international efforts to promote sustainable supply chains, with other countries in the Amsterdam Group that aims at promoting zero-deforestation commodity supply chains, with the Tropical Forest Alliance and other business-led initiatives promoting responsible investment. And a few weeks ago, I held a roundtable discussion with my Ministerial colleagues from DFID and BEIS and leaders in the financial and commodities sector on establishing a Global Resource Initiative, to improve the sustainability of key commodities and reduce deforestation.

We will continue to nurture sustainable trade and harness its potential to drive sustainable development, supporting our developing country partners, and working in partnership with UK businesses, to drive growth and tackle climate change.

But, let me be clear, without sound governance arrangements in place in both tropical producer countries and consumer countries, private and public finance will struggle to slow down deforestation. The returns to cutting down and capturing the capital locked in standing forests, whether by corporate business, small holders or organised criminals, is just so high that we will not succeed without legal and social measures that reward the good guys and exclude the bad.

Investment and finance are important in our fight to preserve forests and habitats but without bringing together coalitions of interested parties to establish new rules and norms, we will forever be fighting against the tide. That is why meetings such as the one today are important: you help sustain the momentum that drives the challenging governance reforms forward.

The UK cannot tackle illegal deforestation and illegal logging alone. This is a global agenda.

The UK was instrumental in establishing the EU Timber Regulation and we are now making arrangements to put this into UK law, for after we leave the EU.

Other consumer countries have also established legislation to exclude illegal and high risk products from their markets: the US, Australia, Japan, Switzerland and, recently Korea – I see in the agenda that you have a session reviewing this welcome development

However, the global lockdown on illegal trade is not yet complete. There is one big hole in the fence. About 60% of the trade in tropical hardwoods now goes through China, with over 60% being consumed inside China. I recognise the difficulties for China in finalising mandatory regulations and enforcement arrangements, given the scale of demand from consumers domestically, in China and from other consumer markets, such as the UK.

Unfortunately, no-one from the Chinese government is here today, but we know, through our forest partnership with China, that they are well aware of their global responsibility and are keenly aware of the potential damage resulting from deforestation, as they witnessed first-hand with devastating floods in

the 1990s. They appreciate, based on their own experiences, the technical challenges and the huge costs associated with reforestation. But unregulated production and unregulated trade, as you will be exploring at this meeting, has already brought irreversible damage on many tropical forests.

We will continue to encourage China to put in place and enforce their own mandatory regulations. We look forward to an announcement from China, closing this gap in the global market – perhaps at a future Chatham House event.

As the UK exits the EU we are determined to grow our ambition as framed by the policies of the FLEGT action plan – to encourage other markets to better regulate their imports and to work with producers to recognise their national systems of legality assurance. We are very keen to promote the principles of our work under EU FLEGT policies to a global level – building actions that link consumer markets with producer country efforts to regulate and ensure full compliance with their environmental and social laws

In 2020, the UK, along with 196 other countries, will agree and adopt a post-2020 strategic framework for biodiversity under the Convention on Biological Diversity. This is a key moment to bend the curve away from biodiversity loss and shape a positive future for nature and people. All sectors have a role to play, including the forestry sector, and it is critical that the industry are part of that discussion from the start.

Finally, for this audience, and in these days where the UK's exit from the EU remains in the headlines, let me return to the UK commitment to climate change, deforestation and illegal logging.

- We remain committed to the environment, to mitigating climate change, to reducing deforestation and to preventing illegal logging
- The EU Timber Regulation will be brought into UK law and the UK will put in place mechanisms to recognise the licensing systems of producer countries currently engaged in Voluntary Partnership Agreements with the EU
- We remain committed to supporting the governance reforms of developing countries that underpin their legality assurance systems that will eventually result in licences for exports
- We continue to promote responsible, legal and sustainable trade in agricultural commodities, such as palm oil, soya, beef, cocoa, and rubber – now more damaging to tropical forests than illegal logging
- These UK commitments extend beyond this government and, in broad terms, across all parties in Parliament.

- They resonate with concerns about the environment, fair trade and international development that go beyond “insiders and committed activists” and excite wider interest in our society.

Our commitment is not just to stand-alone programmes to mitigate climate change and arrest deforestation. This commitment aligns with other initiatives, including:

- Tackling organised crime, the green washing of illegal proceeds;
- Promoting rule of law; and
- Encouraging democratic decision-making that brings citizens, communities, interest groups, the private sector and government together to formulate and enforce laws, based on transparency and public access to information.

I wish you well and I look forward to hearing of the outcomes of this the 28th illegal logging forum at Chatham House.

Press release: GOV.UK Notify wins Civil Service Operational Excellence Award

The Dame Lesley Strathie Operational Excellence Award recognises excellence in the delivery of public services. This includes putting user needs at the heart of a project and significantly improving the quality, value for money or productivity of services to the public.

GOV.UK Notify is delivered by a multidisciplinary team of 12 people, including designers, user researchers and developers. They work closely with service teams across the country to constantly iterate and improve it.

The judges said:

GOV.UK Notify is a great example of a small, diverse set of civil servants challenging established ways of doing things, to rapidly deliver a product benefitting millions of people, whilst saving taxpayers millions.

GOV.UK Notify Product Manager Pete Herlihy said:

It's ace. Obviously we're incredibly proud of Notify and the impact it's having right across the public sector, but this recognition for how our little team goes about delivering it really means so much to us.

About GOV.UK Notify

GOV.UK Notify sent its first messages in May 2016. It lets service teams across the public sector send emails, text messages and letters to their users.

It can be used by:

- caseworkers to send one-off messages to people after a call or a visit
- back-office staff to send bulk messages by uploading files
- systems automatically sending messages to people after specified events

GOV.UK Notify is easy to use and easy for teams to integrate with their existing systems. It can be used without any procurement and emails can be sent through GOV.UK Notify at no cost.

So far more than 200 million messages have been sent using GOV.UK Notify, including more than 170 million emails.

It is being used by 438 service teams across 132 organisations – including 64 local government organisations, 58 central government organisations and 10 from the NHS. And this number is growing every day.

Among those teams are the DVSA's MOT reminder service team, who also won a Civil Service Award – the Digital Award.

Find out more about [GOV.UK Notify](#).

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Press release: Foreign flagged ships detained in the UK during October 2018

During September, there were two new detentions of foreign flagged vessels in a UK port, three vessels remained under detention from previous months. A total of three vessels remain under detention at the end of October.

1. In response to one of the recommendations of Lord Donaldson's inquiry into the prevention of pollution from merchant shipping, and in compliance with the EU Directive on Port State Control (2009/16/EC as amended), the Maritime and Coastguard agency (MCA) publishes details of the foreign flagged vessels detained in UK ports each month.
2. The UK is part of a regional agreement on port state control known as the Paris Memorandum of Understanding on Port State Control (Paris MOU) and information on all ships that are inspected is held centrally in an electronic database known as THETIS. This allows the ships with a high risk rating and poor detention records to be targeted for future inspection.
3. Inspections of foreign flagged ships in UK ports are undertaken by surveyors from the Maritime and Coastguard Agency. When a ship is found to be not in compliance with applicable convention requirements, a deficiency may be raised. If any of their deficiencies are so serious they have to be rectified before departure, then the ship will be detained.
4. All deficiencies should be rectified before departure if at all possible.
5. When applicable, the list includes those passenger craft prevented from operating under the provisions of the EU Directive on Mandatory Surveys for the safe operation of regular Ro-Ro ferry and high speed passenger craft services (1999/35/EU).

Notes on the list of detentions

- Full details of the ship.
The accompanying detention list shows ship's International Maritime Organization (IMO) number which is unchanging throughout the ship's life and uniquely identifies it. It also shows the ship's name and flag state at the time of its inspection.
- Company.
The company shown in the vessel's Safety Management Certificate (SMC) or

if there is no SMC, then the party otherwise believed to be responsible for the safety of the ship at the time of inspection.

- Classification Society.

The list shows the Classification Society responsible for classing the ship only.

- Recognised Organisation.

Responsible for conducting the statutory surveys: and issuing statutory certificates on behalf of the Flag State

- White (WL), Grey (GL) and Black lists (BL) are issued by the Paris MoU on 01 July each year and shows the performance of flag State.

SHIPS DETAINED IN OCTOBER 2018

Vessel Name: SOUTHWESTER

GT: 4150

IMO: 9126728

Flag: Cook Islands (Black list)

Company: Northwester Shipping Corp

Classification Society: RINA

Recognised Organisation: N/A

Recognised Organisation for ISM Doc: N/A

Recognised Organisation for ISM SMC: N/A

Date and Place of Detention: 1st October 2018 in Runcorn

Summary: Eighteen deficiencies with one ground for detention

| Defective item | Nature of defect | Ground for Detention |
|---|------------------|----------------------|
| 18408 – Electrical | Not as required | No |
| 15150 – ISM | Not as required | Yes |
| 11105 – Rescue boat inventory | Not as required | No |
| 07116 – Ventilation | Not as required | No |
| 01201 – Certificates of master and officers | Missing | No |
| 07113 – Fire pumps and its pipes | Not as required | No |
| 07105 – Firedoors/opening in fire-resisting divisions | Inoperative | No |
| 14615 – Fuel change-over procedure | Missing | No |
| 18312 – Galley, handling room (maintenance) | Not Hygienic | No |
| 99101 – Other safety in general | Other | No |
| 01328 – Ship energy efficiency management plan | Missing | No |
| 07105 – Firedoors/opening in fire-resisting divisions | Inoperative | No |

| | | |
|----------------------------------|-----------------|----|
| 10103 – Radar | Inoperative | No |
| 05105 – MF/HF Radio installation | Inoperative | No |
| 10111 – Charts | Missing | No |
| 07113 – Fire pumps and its pipes | Not as required | No |
| 14402 – Sewage treatment plan | Not as required | No |
| 10106 – Compass correction log | Not as required | No |
| 10119 – Rudder angle indicator | Inoperative | No |

This vessel was released on 8th October 2018

Vessel Name: DUYGU

GT: 4388

IMO: 9199787

Flag: Cook Islands (Black list)

Company: Pruvmarine Limited

Classification Society: NKK

Recognised Organisation: NA

Recognised Organisation for ISM Doc: NA

Recognised Organisation for ISM SMC: NA

Date and Place of Detention: 1st October in Birkenhead

Summary: Twenty-one deficiencies with five grounds for detention

| Defective item | Nature of defect | Ground for Detention |
|---|-------------------------|----------------------|
| 10104 – Gyro compass | Inoperative | No |
| 08107 – Machinery control alarms | Inoperative | Yes |
| 07116 – Ventilation | Inoperative | No |
| 10116 – Nautical publications | Missing | No |
| 18324 – Cold room, cold room cleanliness, cold room temperature | Not as required | No |
| 09232 – Cleanliness of engine room | Insufficient | No |
| 04108 – Muster list | Incomplete | No |
| 03108 – Ventilators, air pipes, casings | Not properly maintained | No |
| 13199 – Other (machinery) | Other | No |
| 01101 – Cargo safety equipment (including exemptions) | Incomplete | No |
| 10118 – Speed and distance indicator | Inoperative | No |
| 18308 – Furnishings | Damaged | No |

| | | | |
|--|------------------|-----------------|-----|
| 15150 – ISM | Not as required | Not as required | Yes |
| 09232 – Cleanliness of engine room | Insufficient | Yes | |
| 07105 – Firedoors/openings in fire-resisting divisions | Malfunctioning | No | |
| 07125 – Evaluation of crew performance (fire drills) | Lack of training | No | |
| 03112 – Scuppers, inlets and discharges | Not as required | Yes | |
| 02108 – Electrical installations in general | Not as required | Yes | |
| 10129 – Navigation records | Not as required | No | |
| 18312 – Galley, handling room (maintenance) | Not hygienic | No | |
| 03106 – Windows, sidecuttles and deadlights | Not as required | No | |

This vessel was released on 3rd October 2018

DETENTIONS CARRIED OVER FROM PREVIOUS MONTHS

Vessel Name: POSEIDON

GT: 1412

IMO: 7363217

Flag: Iceland (White list)

Company: Neptune EHF

Classification Society: NA

Recognised Organisation: NA

Recognised Organisation for ISM Doc: DNV-GL

Recognised Organisation for ISM SMC: DNV-GL

Date and Place of Detention: 19th July 2018 at Hull

Summary: Ten deficiencies with two grounds for detention

| Defective item | Nature of defect | Ground for Detention |
|---|-----------------------|----------------------|
| 01199 – Other certificates | Other | No |
| 01218 – Medical | Incorrect language | No |
| 02106 – Hull damage impairing seaworthiness | Holed | Yes |
| 07113 – Fire Pumps | Insufficient Pressure | Yes |

| | | |
|--|-----------------|----|
| 07103 – Divisions – Decks, bulkheads and penetrations | Not as required | No |
| 12107 – Ballast, fuel and other tanks | Not as required | No |
| 07105 – Fire doors/openings in fire resisting divisions | Not as required | No |
| 01101 – Cargo Ship Safety Equipment (including exemption) | Missing | No |
| 01102 – Cargo Ship Safety Construction (including exemption) | Missing | No |
| 01104 – Cargo Ship Safety Radio (including exemption) | Missing | No |

This vessel was still detained on 31st October 2018

Vessel Name: TECOIL POLARIS

GT: 1814

IMO No: 8883290

Flag: Russian Federation (Grey list)

Company: Tecoil Shipping Ltd

Classification Society: RMRS

Recognised Organisation: RMRS

Recognised Organisation for ISM DOC: RMRS

Recognised Organisation for ISM SMC: RMRS

Date and Place of Detention: 6th June 2018 at Immingham

Summary: Twenty-Seven deficiencies with eight grounds for detentions

| Defective item | Nature of defect | Ground for Detention |
|--|------------------------|----------------------|
| 01123 – Continuous synopsis record | Entries missing | No |
| 01218 – Medical certificate | Missing | No |
| 01320 – Garbage record book | Incorrect | No |
| 01308 – Record of seafarers' daily hours of work or rest | False | No |
| 04110 – Abandon ship drill | Insufficient frequency | No |
| 10105 – Magnetic compass | Inoperative | Yes |
| 10128 – Navigation bridge visibility | Not as required | No |
| 10104 – Gyro compass | Inoperative | Yes |
| 11122 – Radio life-saving appliances | Inoperative | No |
| 11129 – Operational readiness of lifesaving appliances | Not as required | Yes |
| 04109 – Fire drills | Lack of communication | No |

| | | |
|--|-------------------------|-----|
| 10127 – Voyage or passage plan | Not as required | Yes |
| 10123 – International code of signals – SOLAS | Missing | No |
| 15150 – ISM | Not as required | Yes |
| 05110 – Facilities for reception of marine safety inform. | Not as required | No |
| 05199 – Other (radiocommunication) | Other | No |
| 11104 – Rescue boats | Not properly maintained | Yes |
| 11101 – Lifeboats | Not ready for use | Yes |
| 10101 – Pilot ladder and hoist/pilot transfer arrangements | Unsafe | No |
| 06105 – Atmosphere testing instrument | Not properly maintained | No |
| 07105 – Fire doors/openings in fire resisting divisions | Not as required | No |
| 01117 – International Oil Pollution Prevention (IOPP) | Invalid | Yes |
| 14604 – Bunker delivery note | Not as required | No |
| 01315 – Oil record book | Not properly filled | No |
| 02105 – Steering gear | Not properly maintained | No |
| 02108 – Electrical installations in general | Not properly maintained | No |
| 11134 – Operations of life saving appliances | Lack of familiarity | No |

This vessel was still detained on 31st October 2018

Vessel Name: CIEN PORCIENTO (General Cargo)

GT: 106.

IMO No: 8944446.

Flag: Unregistered.

Company: Open Window Inc.

Classification Society: Unclassed.

Recognised Organisation: Not applicable.

Recognised Organisation for ISM DOC: Not applicable.

Recognised Organisation for ISM SMC: Not applicable

Date and Place of detention: 4 March 2010, Lowestoft

Summary: Thirty deficiencies including seven grounds for detention

This vessel was still detained on 31st October 2018

Notes to Editors

- The MCA is a partner in the Sea Vision UK campaign to raise awareness and understanding of the sea and maritime activities. Sea Vision promotes the importance and economic value of the sector and works to highlight the exciting range of activities and career opportunities available to young people within the UK growing maritime sector at www.seavision.org.uk

- Follow us on Twitter: @MCA_media

For further information please contact

Maritime and Coastguard Agency Press Office, on:

+44 (0) 2380 329 401

Press releases and further information about the agency is available [here](#).

[Press release: Foreign flagged ships detained in the UK during October 2018](#)

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possible.

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Notes on the list of detentions

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Classification Society: RINA

Recognised Organisation: N/A

Recognised Organisation for ISM Doc: N/A

Recognised Organisation for ISM SMC: N/A

Date and Place of Detention: 1st October 2018 in Runcorn

Summary: Eighteen deficiencies with one ground for detention

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|--------------------|------------------|----------------------|
| 18408 – Electrical | Not as required | No |
| 15150 – ISM | Not as required | Yes |

| | | |
|---|-----------------|----|
| 11105 – Rescue boat inventory | Not as required | No |
| 07116 – Ventilation | Not as required | No |
| 01201 – Certificates of master and officers | Missing | No |
| 07113 – Fire pumps and its pipes | Not as required | No |
| 07105 – Firedoors/opening in fire-resisting divisions | Inoperative | No |
| 14615 – Fuel change-over procedure | Missing | No |
| 18312 – Galley, handling room (maintenance) | Not Hygienic | No |
| 99101 – Other safety in general | Other | No |
| 01328 – Ship energy efficiency management plan | Missing | No |
| 07105 – Firedoors/opening in fire-resisting divisions | Inoperative | No |
| 10103 – Radar | Inoperative | No |
| 05105 – MF/HF Radio installation | Inoperative | No |
| 10111 – Charts | Missing | No |
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| 09232 – Cleanliness of engine room | Insufficient | Yes | |
| 07105 – Firedoors/openings in fire-resisting divisions | Malfunctioning | No | |
| 07125 – Evaluation of crew performance (fire drills) | Lack of training | No | |
| 03112 – Scuppers, inlets and discharges | Not as required | Yes | |
| 02108 – Electrical installations in general | Not as required | Yes | |
| 10129 – Navigation records | Not as required | No | |
| 18312 – Galley, handling room (maintenance) | Not hygienic | No | |
| 03106 – Windows, sidecuttles and deadlights | Not as required | No | |

This vessel was released on 3rd October 2018

DETENTIONS CARRIED OVER FROM PREVIOUS MONTHS

Vessel Name: POSEIDON

GT: 1412

IMO: 7363217

Flag: Iceland (White list)

Company: Neptune EHF

Classification Society: NA

Recognised Organisation: NA

Recognised Organisation for ISM Doc: DNV-GL

Recognised Organisation for ISM SMC: DNV-GL

Date and Place of Detention: 19th July 2018 at Hull

Summary: Ten deficiencies with two grounds for detention

| Defective item | Nature of defect | Ground for Detention |
|--|-----------------------|----------------------|
| 01199 – Other certificates | Other | No |
| 01218 – Medical | Incorrect language | No |
| 02106 – Hull damage impairing seaworthiness | Holed | Yes |
| 07113 – Fire Pumps | Insufficient Pressure | Yes |
| 07103 – Divisions – Decks, bulkheads and penetrations | Not as required | No |
| 12107 – Ballast, fuel and other tanks | Not as required | No |
| 07105 – Fire doors/openings in fire resisting divisions | Not as required | No |
| 01101 – Cargo Ship Safety Equipment (including exemption) | Missing | No |
| 01102 – Cargo Ship Safety Construction (including exemption) | Missing | No |
| 01104 – Cargo Ship Safety Radio (including exemption) | Missing | No |

This vessel was still detained on 31st October 2018

Vessel Name: TECOIL POLARIS

GT: 1814

IMO No: 8883290

Flag: Russian Federation (Grey list)

Company: Tecoil Shipping Ltd

Classification Society: RMRS

Recognised Organisation: RMRS

Recognised Organisation for ISM DOC: RMRS

Recognised Organisation for ISM SMC: RMRS

Date and Place of Detention: 6th June 2018 at Immingham

Summary: Twenty-Seven deficiencies with eight grounds for detentions

| Defective item | Nature of defect | Ground for Detention |
|------------------------------------|------------------|----------------------|
| 01123 – Continuous synopsis record | Entries missing | No |
| 01218 – Medical certificate | Missing | No |

| | | |
|--|-------------------------|-----|
| 01320 – Garbage record book | Incorrect | No |
| 01308 – Record of seafarers' daily hours of work or rest | False | No |
| 04110 – Abandon ship drill | Insufficient frequency | No |
| 10105 – Magnetic compass | Inoperative | Yes |
| 10128 – Navigation bridge visibility | Not as required | No |
| 10104 – Gyro compass | Inoperative | Yes |
| 11122 – Radio life-saving appliances | Inoperative | No |
| 11129 – Operational readiness of lifesaving appliances | Not as required | Yes |
| 04109 – Fire drills | Lack of communication | No |
| 10127 – Voyage or passage plan | Not as required | Yes |
| 10123 – International code of signals – SOLAS | Missing | No |
| 15150 – ISM | Not as required | Yes |
| 05110 – Facilities for reception of marine safety inform. | Not as required | No |
| 05199 – Other (radiocommunication) | Other | No |
| 11104 – Rescue boats | Not properly maintained | Yes |
| 11101 – Lifeboats | Not ready for use | Yes |
| 10101 – Pilot ladder and hoist/pilot transfer arrangements | Unsafe | No |
| 06105 – Atmosphere testing instrument | Not properly maintained | No |
| 07105 – Fire doors/openings in fire resisting divisions | Not as required | No |
| 01117 – International Oil Pollution Prevention (IOPP) | Invalid | Yes |
| 14604 – Bunker delivery note | Not as required | No |
| 01315 – Oil record book | Not properly filled | No |
| 02105 – Steering gear | Not properly maintained | No |
| 02108 – Electrical installations in general | Not properly maintained | No |
| 11134 – Operations of life saving appliances | Lack of familiarity | No |

This vessel was still detained on 31st October 2018

Vessel Name: CIEN PORCIENTO (General Cargo)

GT: 106.

IMO No: 8944446.

Flag: Unregistered.

Company: Open Window Inc.

Classification Society: Unclassed.

Recognised Organisation: Not applicable.

Recognised Organisation for ISM DOC: Not applicable.

Recognised Organisation for ISM SMC: Not applicable

Date and Place of detention: 4 March 2010, Lowestoft

Summary: Thirty deficiencies including seven grounds for detention

This vessel was still detained on 31st October 2018 Notes to Editors • The MCA is a partner in the Sea Vision UK campaign to raise awareness and understanding of the sea and maritime activities. Sea Vision promotes the importance and economic value of the sector and works to highlight the exciting range of activities and career opportunities available to young people within the UK growing maritime sector at www.seavision.org.uk

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