

Peter,

Thanks for sending me the info on ICS.

I have read this material several times while flying to different countries recently.

Unfortunately, I take a different view that shipping is now down by the head in regulations, committees and assorted paperwork and the fatalities are quite low in the scheme of things.

The fatalities in foundering ships doesn't necessarily prove them to be "ships of Shame". I am dealing with ships and shipowners world wide, and quite frankly sea transport is a shining light of transport albeit public or just cargo vessels. You should prioritise the list of "killers" of the human race and ships are well down the scale.

I can't help feeling that his ICS is going to be an ineffective talkfest and a waste of funds.

Perhaps you should focus on the huge amount of obsolete rules and regulations that shipowners and operators have to face, finance and live with. For example, a recent rule, to see some desk bound regulator force a ship detention because the vessel is non GMDSS compliant, (either equipment or officers not certified for that particular brand) is pure nonsense.

This non-user friendly equipment is already obsolete and a ship in genuine distress can call via a small hand held sat phone quicker and easier than the complicated GMDSS. If you don't believe me get down to the people that are doing the job, and also ask them what they think of another potential "regulator" or "do gooder" generating paperwork and hindering seafarers in doing what they do best.

I also suggest you speak to my good friend Michael Grey, editor of Lloyds List, who has numerous articles on what today's officers have to put up with. The industry itself has a number of problems and the objectives of ICS are pandering to items also well down the priority list.

I still find it unbelievable that you are still harping on about ships of shame and living in a country that kills 2500 of its people every year and seriously injures 18,000 on roads, predominantly with trucks.

I mean HELLO are you living in reality here ? While I agree that your early efforts have improved the seafarers lot, try not to flog the horse beyond credibility.

I am happy to discuss this in any open forum you wish to

regards

Stuart Ballantyne