

October 2019

# MARITIME REPORTER AND ENGINEERING NEWS

S I N C E 1 9 3 9

## C-JOB CEO BASJAN FABER BORN TO DESIGN

MR'S 80<sup>TH</sup> ANNIVERSARY  
THE EVOLUTION  
OF DESIGN

COATINGS:  
SHEWRING TAKES  
THE R&D HELM

THOUGHT LEADERS:  
CLASSIFICATION



# How Should Classification Evolve

## to meet the needs of a modern maritime industry?

**By Arun Sharma, Executive Chairman, Indian Register of Shipping (IRClass)**

**Arun Sharma is Executive Chairman of the Indian Register of Shipping (IRClass) and Chairman of IACS.**

Courtesy Indian Register of Shipping



New technology has revolutionized the shipping industry bringing a huge digital revolution that is changing the way maritime companies are doing business. Even the more traditional shipping companies have realised the benefits of improved operational efficiencies gained by electronic interaction.

There has also been an increase in major regulatory changes which affects the ship operating fraternity with the ballast water management convention, the 2020 sulphur cap which comes into force on the 1st January next year and the challenge set by the IMO of shipping reducing its GHG emissions by at least 50% by 2050. So, significant research and work needs to be done towards developing zero carbon fuels to prepare the groundwork for the future.

Against this background of change, classification societies have been investigating how they should evolve to meet

the demands of shipping in the future.

As Executive Chairman of the Indian Register of Shipping (IRClass), an international ship classification society, I have always championed the necessity of continual improvement to keep pace with the changing needs of our clients.

Having held C-suite roles in leading Indian shipping companies such as the Great Eastern Shipping, Varun Shipping and India Steamships, I am aware of the tough challenges facing ship owners and managers and the type of support required from a class point of view to help them with all aspects of compliance whether it is legislative, regulatory, statutory or procedural.

In recent years, IRClass has enhanced its focus in Europe by strengthening its geographical footprint in the region with offices in Turkey and the Netherlands in addition to its existing offices in the UK and Greece with representative offices in

Malta, Cyprus and Bulgaria.

We also plan to set up an office in Germany and our strategy has been to initially focus on small and medium sized owners and vessels. We have secured some business in this sector through the classing of ferries in the Greek market.

IRClass organizes frequent multi-stakeholder seminars to discuss key industry regulatory positions such as the impending 2020 IMO fuel sulfur regulation and the initial IMO Strategy on reduction of greenhouse gas (GHG) emissions from ships.

The company is increasingly gaining global recognition from maritime flag administrations worldwide and has recently received RO authorization from Denmark and Cyprus. Our growth is consistent in key markets like the Middle East and Asia Pacific with a continuous increase in fleet strength.

On the 1st July this year I was elected

to take over the Chairmanship of the International Association of Classification Societies (IACS). I propose to bring in a number of initiatives which will help make IACS more proactive, leading to faster decision making.

One of my priorities as the IACS Chair is to engage more deeply and frequently with industry partners through a structured program of engagement including detailed technical and high-level policy meetings with shipbuilders, owners and marine insurers. This will ensure that industry concerns and aspirations are properly reflected in the IACS work programme. I hope this will develop into a mutually beneficial feedback mechanism so that progress can be shared and, where possible, common positions taken.

IACS is also developing a data-driven policy in its decision-making. The importance of objectively justified, scientifically evidenced positions are crucial



THOUGHT LEADERSHIP CLASSIFICATION

to provide a framework of cooperation and understanding to further facilitate collaboration towards ensuring the considered development, adoption and uniform implementation of IMO treaties, guidelines, codes and regulations. Expanding class society's verification fields into the new and emerging areas of data quality assurance and sensor equipped systems is also an important aspect. Class needs to be involved in the validation of new emerging technologies and the certification of new age vessels.

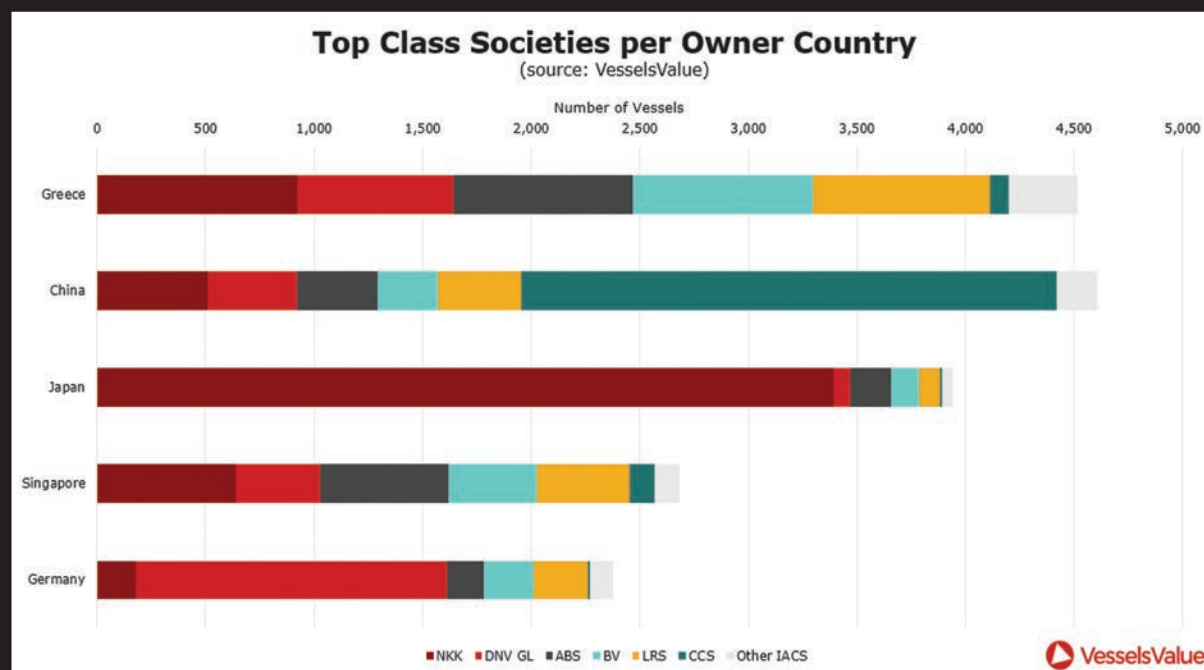
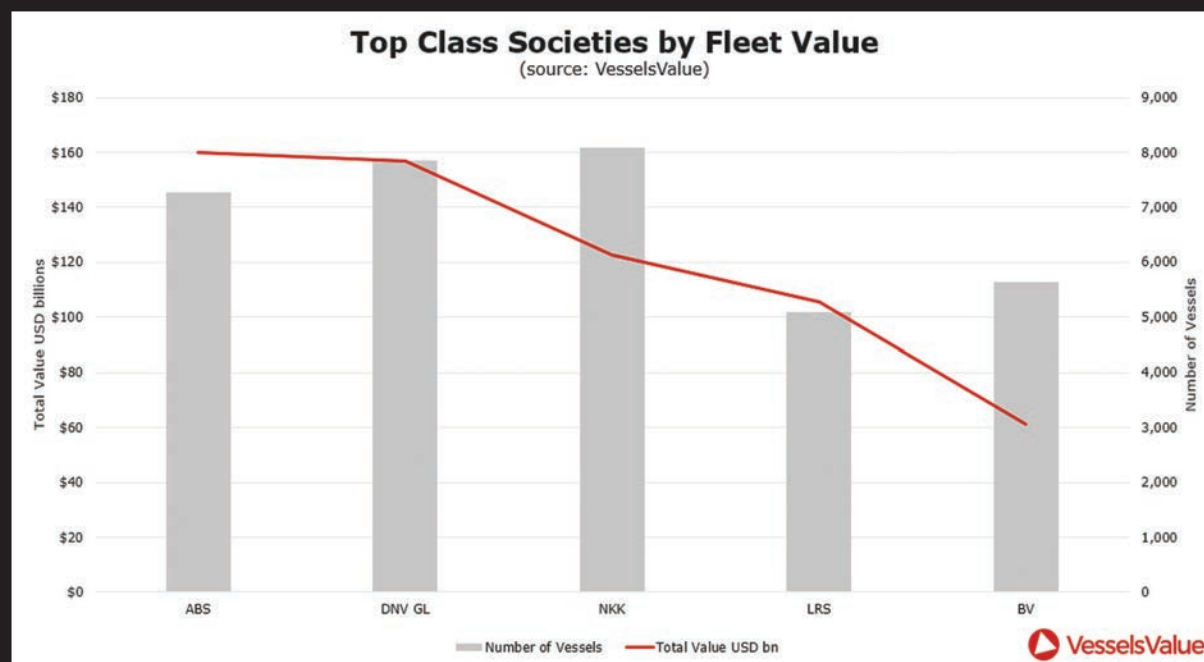
The human element is important and IACS needs to help the industry upskill and reskill its workforce to prepare it for the ever more sophisticated technological advancements in onboard equipment.

After all, a ship is only as safe as the sailors onboard. As the majority of shipping accidents can be attributed to human error, it is imperative that our crew are trained on the technology that they will be using onboard, otherwise they will find it increasingly difficult to keep up.

Crew welfare is a major issue in the industry. IACS can reinforce the fact that to maintain good mental health, crew need to have proper rest periods, eat healthy, take plenty of exercise and ideally have easy internet access to stay connected.

IACS also supports the IMO's work on the regulation of emerging technologies such as digitalisation and automation while helping to adapt or remove impediments that hinder technical advances.

We are committed to review IACS membership criteria, quality systems and performance measurement with the goal of maintaining IACS as a badge of quality which will continue to be respected throughout the maritime industry.



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