

## **Global Shipbuilders to Play a Prominent Role in Sustainable Regulatory Development**

CESS, Committee for Expertise of Shipbuilding Specifics (CESS) held its annual meeting in Harbin, China on 27 August, 2015 where the member associations Japan, Europe, China, Korea and U.S.A. gathered and discussed key issues surrounding the global shipbuilding industry. The meeting was hosted by China.

The delegates reviewed CESS's activities from the past year and the activities expected to come, and exchanged views to seek further cooperation in voicing common opinions on shipbuilding issues.

The participants agreed that CESS continued to appeal as a platform to share views and develop common positions on important issues, especially regulatory issues, and to communicate these to counterpart organisations in the maritime industry.

The delegates discussed important ongoing issues, in particular, the reduction of GHG emissions from ships, where the current concerns are focused on the future energy saving technologies that the shipbuilders will play an important role in achieving the goals set by the coming phases of EEDI scheme, as well as the measures that the maritime industry continues to focus on improvements for existing vessels. The shipbuilding industry continues to contribute towards practical and effective solutions for existing ships.

Furthermore various ongoing issues such as the protection of intellectual property rights while fulfilling the design transparency requirements for safety under the IMO Goal Based Standards to soon come into force were also discussed by the delegates. It was recognised that there will be more roles of the shipbuilders to play in establishing effective and sustainable regulatory schemes.

A report on Port State Control activities as part of the Paris and Tokyo MOU's during 2014 was made. It was noted that both regions were steadily carrying out their port state control activities as in previous years. The report showed that the shipbuilding quality related deficiencies were kept at low levels, and that ship detentions have been improved in relation to previous years. The ship types which characterises aged ships, such as reefer fleet and general cargo fleet have shown far above the average detention rates. An improvement of these detentions may be possible as the older ships will be replaced in the future by new ships or, other ship types.

CESS member associations noted that closer ties among its members are becoming more and more important for the future prosperity of the industry. In the year ahead, further activities and the effective promotion of joint solutions for the aforementioned issues is essential to continue the work of CESS.

CESS will report on its activities at the forthcoming meeting of the JECKU (Shipbuilding) Top Executive Meeting scheduled to take place in Zhongshan, China from the 4th-6th of November, 2015.

**15 September 2015**



**Background Note:**

Committee of Expertise of Shipbuilding Specifics (CESS)

CESS is a committee established in 2005 of Shipbuilders' Associations in Japan (SAJ), Europe (SEA Europe), China (CANSI), Korea (Koshipa) and the USA (General Dynamics). The member associations cover the majority of the worldwide shipbuilding capacity.

The main purpose of CESS is to develop common positions on issues of concern to the shipbuilding industry. Furthermore it seeks to develop practical solutions to improve standards and practices of shipbuilding through open and constructive dialogue amongst the membership associations.

CESS often proactively promotes the shipbuilding sector in various fora, joint technical submissions, workshops, etc.

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