

ENVIRONMENTAL COMPLIANCE

The USA Department of Justice (DOJ) has just issued the **attached** news release with the following key points:

- Ship Manager and Owner charged with falsifying records to cover up oily discharges from a ship
- On at least eight occasions between Sept 2016 and June 2017 the vessel entered US waters and ports with a false and misleading Oil Record Book (ORB)
- The ORB failed to accurately record transfers and discharges of oily wastewater on the vessel

The following is a reminder from the Group Environmental Policy:

The Company operates a zero tolerance policy for deliberate discharges in breach of MARPOL. Misuse of the Oily Water Separator (OWS) by any form of tampering and/or the use of by-pass pipes ('magic pipes') is strictly forbidden

All logbooks, environmental records and working record books must be carefully and accurately maintained and be in agreement where applicable. This includes (but is not limited to) Deck and Engine logbooks, oil record books garbage record books, ballast management records, seal records and sounding books

Note: above also as per our recent Bulletin 96 "Effective Recording"

The Declaration of Compliance, our form C606 a (b) "Crewmember's Pre-engagement Briefing and Acknowledgment of Company Policies", signed by pre-joining sea-staff (employed directly by the Crew Manager or by a Company Manning Office) confirms your understanding of this core policy and of the reporting requirements including the use of the Whistleblowing line.

This includes the confirmation section at the end of c606a:

c) If I observe unsafe and/or illegal practices, I shall notify the Master, the DPA or other Company representative without delay

e) If the reporting in (c) above is unsafe or inappropriate, I will report as per the "whistleblowing" policy and procedures

Actions required

All Masters:

- 1) By 31st August 2017 - Hold a special meeting with all officers and crew
- 2) Confirm that they are aware and understand:
 - a) The requirements of the V.Group Environmental Policy
 - b) The available reporting methods on the event of being aware of a non-compliance
- 3) Confirm to your Fleet Cell – DPA/ Flt Suptd and Flt Manager when carried out

■ ■ Completed ■ ■

JUSTICE NEWS

Department of Justice

Office of Public Affairs

FOR IMMEDIATE RELEASE

Tuesday, August 22, 2017

German Ship Management Company and Corporate Vessel Owner Indicted for Falsification of Pollution Records

A federal grand jury in Portland, Maine, returned a nine-count indictment today charging MST Mineralien Schifffahrt Spedition Und Transport GmbH (MST) and Reederei MS "Marguerita" GmbH & Co. Geschlossene Investment KG (Reederei) with failing to keep accurate pollution control records and falsifying records, the Justice Department announced.

The charges stem from the falsification of records in 2016 and 2017 designed to cover up overboard discharges of oily mixtures and machinery space bilge water from the Liberian-flagged cargo vessel, M/V Marguerita. On at least eight occasions between September 2016 and June 2016, the M/V Marguerita entered United States waters and ports with a false and misleading Oil Record Book available for inspection by the U.S. Coast Guard. The Oil Record Book failed to accurately record transfers and discharges of oily wastewater on the vessel.

The vessel's management company, MST Mineralien Schifffahrt Spedition Und Transport, and the vessel's owner, Reederei MS "Marguerita," both of Germany, are charged with failing to maintain an accurate oil record book as required by the Act to Prevent Pollution from Ships, a U.S. law which implements the International Convention for the Prevention of Pollution from Ships, commonly known as MARPOL. The companies were also charged with falsification of records with the intent to impede, obstruct, or influence inspections and examinations of the M/V Marguerita by the U.S. Coast Guard.

An indictment is merely an accusation and defendants are presumed innocent unless and until proven guilty in a court of law.

The case was investigated by the Coast Guard Investigative Service. The case is being prosecuted by John Cashman and Shane Waller of the Justice Department's Environmental Crimes Section.

Component(s):

Environment and Natural Resources Division

Press Release Number:

17-930

Updated August 22, 2017