

Speech: I don't want you to panic

Chair of the Environment Agency to Climate Action Society

Speech: I don't want you to panic

Emma Howard Boyd, Chair of the Environment Agency

Climate Action Society, University College London, Wednesday 20 February 2019

Good evening.

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“I want you to panic.”

This simple message came from 16-year-old climate activist Greta Thunberg.

It caught the world's attention.

It ignited Friday's schools climate strike.

And — in a world where people talk about climate change all the time in unthreatening generalities — it brilliantly communicated the fact that climate change is an immediate problem.

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We need activists like Greta Thunberg to push climate change up the agenda.

And, to challenge people in positions of power — (like me) — to work harder, and do better, because...

Last year — the Intergovernmental Panel on Climate Change said we have 12 years to limit global temperature rise to 1.5°C above pre-industrial levels. Otherwise adapting to hotter days, fiercer fires, storms, and rising seas, will get radically more difficult.

Last month — the World Economic Forum's Global Risks Report ranked extreme weather events first, and the failure of climate change mitigation and adaptation second, on its table of global risks by likelihood.

Last week — the Institute for Public Policy Research released a report saying that since 1950, the number of floods across the world has increased 15 times, extreme temperature events 20 times, and wildfires seven-fold.

But... as members of the Climate Action Society, I am going to assume that you

already know all of that.

Instead, I'm going to talk about what climate change could mean for you in the next stage of your career.

Whether you go to work in private business, public service, academia, the media, or a great green NGO like Greenpeace, WWF, or Friends of the Earth... every organisation will be touched (in one way or another) by climate change.

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At the Environment Agency, one of our roles is as a Category 1 emergency responder during flood incidents.

In December 2015, I was in France taking part in the negotiations for the Paris Agreement.

At the same time, the Environment Agency was responding to some of the worst flooding England had ever seen.

On December 5, 341.4 millimetres of rain fell in 24 hours at Honister Pass in the Lake District – a record.

The flooding of northern towns and villages did not let up until February.

The strain such events puts on individuals, families, and communities, stays long after the flood water has receded.

The emotional distress remains throughout the recovery, when every rain cloud brings fresh fear.

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In those urgent situations – (which we know are set to become more severe because of climate change) – it is vital that my colleagues don't panic.

They need to act calmly and professionally to help people get through the immediate impacts, and return to normal as quickly as possible.

If that sounds like something you'd be interested in, then I'd love you to consider working for the Environment Agency.

But, there are many other less obvious organisations that need people like you...

People who understand the urgency of acting on climate change, and have knowledge, skills, and enthusiasm to bring to that work.

When we talk about tackling climate change the emphasis is usually on reducing emissions.

This is with good reason: the world is not doing enough.

But, sadly, because of the increasing physical impacts that are now part of

all future climate scenarios, we also need to increase our efforts to prepare for them.

Adaptation is not a competing agenda to reducing emissions, the two things go together.

It doesn't make sense to build an energy efficient house that could be washed away in a flood.

Globally, climate resilience measures are predominantly provided by the public sector, but cross-sector collaboration is key.

According to the Institution of Civil Engineers, over 45% of National Infrastructure and Construction up to 2020/21 will be financed through the private sector.

As people's routines are disrupted by natural forces – shareholders, workers, and customers will increasingly demand that brands help their lives run smoothly.

At the World Economic Forum in January, David Attenborough told the old joke:

"Anyone who thinks you can have infinite growth on a finite planet is either a madman or an economist."

But, he wasn't only there to criticise business and Government leaders.

He was trying to convince them to use their power to improve the way their organisations operate.

As students at a top university, soon to embark on your careers – you can help those organisations to improve the sustainability and resilience of their business models.

They need you.

It's not easy to run a successful business on any scale.

During a routine farm inspection recently, a farmer told a colleague of mine:

"It's hard to go green when you're in the red."

The Environment Agency's job – as a regulator – is to help that farmer to do better.

But, that doesn't mean going soft on pollution incidents or environmental crime.

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I became Chair of the Environment Agency after 25 years working in finance.

I was in the City during the 2008 financial crash, and that strengthened my belief in the need for strong regulation.

I don't want to let the kind of regulatory failures that happened in finance, happen in the natural world.

You can't bail out nature like you can bail out a bank.

One of the difficulties with convincing businesses of the need to take action on climate change has traditionally been that some see it as a drain on resources rather than a money-spinner.

This is changing in some areas...

For instance, the Climate Change Act helped to reduce the UK's greenhouse gas emissions to 43% below 1990 levels by 2017.

And, the UK economy grew by two thirds during the same period.

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Unfortunately, the economic benefits of preparing for the impacts of climate change are less well understood.

Businesses have a lot to gain from realising the long-term opportunities in adaptation.

Mark Carney, the Governor of the Bank of England has said: "Financing the transition to a low carbon economy is a major opportunity for investors and creditors. It implies a sweeping technological revolution, including investments in long-term infrastructure at roughly quadruple the current rate."

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Much of that technology already exists. Including "green" infrastructure – like natural flood management and soil improvement.

For New York City, watershed management has saved \$5bn in capital costs and \$300m annually.

On the border of Brazil and Paraguay, returns on investment in soil conservation have significantly extended the life expectancy of the Itaipu Dam, paving the way for greater energy security.

In China, improved land management and watershed restoration on the Loess Plateau has eliminated the need for drought-related emergency food aid to a region that is home to 50m people.

Restoring mangroves in Vietnam has enhanced sea defences and improved the livelihoods of people using local resources.

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These are all good individual projects, but we also need to be flexible in our general approach.

Adaptation pathways enable us to respond to the latest science, economics and environmental changes as our understanding improves.

The Thames Estuary 2100 project – which looks at protecting London beyond the life of the current Thames Barrier – is an example of this.

Don't prepare for the previous record storm, build back better for the next one.

Governments and businesses need to cooperate internationally.

As the impacts get more severe, we have so much to learn from countries who already deal with large scale natural disasters.

In Bangladesh, deaths from tropical cyclones declined more than 100-fold in 40 years, from 500,000 deaths in 1970 to just over 4,000 in 2007.

This was achieved by developments in early warning systems, cyclone shelters, evacuation plans, coastal embankments, reforestation schemes, increased awareness and communication.

I am working to increase international partnership on this as UK Commissioner to the Global Commission on Adaptation.

The GCA will be publishing its first report at the UN Climate Summit in September.

At the Environment Agency, international partnership is necessary to ensure our work in England is world class.

We are part of I-STORM – the International Network of Storm Surge Barriers – which brings together professionals from the USA, The Netherlands, and beyond, to review each other's work, and improve standards of flood protection all over the world.

Our collaboration with the Bureau of Meteorology in Australia, helps us stay on the cutting edge of flood forecasting and warning.

We are driving up standards in waste regulation and plastics reduction as part of the European Environment Protection Agencies network.

And, the Environment Agency Pension Fund is showing that you can put in a strong financial performance and influence companies to reduce their carbon emissions.

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Right now, the details of the UK's future relationship with the European Union are still not known.

Whatever the outcome, international cooperation and progress towards targets like the Paris Agreement, and the UN's Sustainable Development Goals, continue to be essential.

We are working to guarantee this whatever happens.

For instance, last week the Government launched a new system to ensure the UK maintains current restrictions on the use of fluorinated greenhouse gases in the event of a no deal Brexit.

The business world needs more people to make the case for investment in climate measures and natural capital from the inside.

The environment is not universally well represented in boardrooms.

Company boards have to take environmental risk seriously and not see it as an operational expense.

This goes for managing their own impacts like pollution incidents, but they should also put aside funds to ensure business continuity in severe weather.

If the centre of town is cut off by a flood, then people will take their business elsewhere. Meaning that an entire community, and all those who rely on it, suffer.

However, if businesses were to collaborate to make areas more resilient, they could drive down costs, and ensure whole districts are able to get back to normal quickly after the storms have passed.

Finance provides another way to help companies realise this.

A few years ago, the Environment Agency Pension Fund set up the Transition Pathway Initiative with the Church of England National Investing Bodies.

The TPI, which is run out of the Grantham Institute at the London School of Economics, assesses how companies are preparing for the transition to a low-carbon economy.

It is now supported by asset owners and managers with over £8.17 trillion of assets under management.

We use the results of the TPI's analysis to inform investment decision-making and our engagement with companies.

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On adaptation specifically – if you could show people how much certain property protections are worth to their business in hard numbers before a future storm, you could use this as a clear way of demonstrating the value of climate measures.

If strong locks on your doors keep insurance premiums down, then resilience measures such as water resistant insulation in walls and under the floor should do the same for flooding.

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The good news for you is that one of the best places in the world to begin

looking for employment in green business is here in London.

The international operations of the City, the existing expertise and demand for sustainable investments – and the fact that the London insurance market is already a world leader in natural hazard protection – makes it a leading green financial centre.

And, that's a great springboard from which to leap into all kinds of new environmental projects.

To conclude.

David Attenborough's main message at Davos was:

"The Garden of Eden is no more... We need to move beyond guilt or blame, and get on with the practical tasks at hand."

As you leave UCL and go on to do whatever comes next, I want you to remember that every sector of society has a role to play in those practical tasks.

You can be the change you want to see in business, government, NGOs, academia, the media, or wherever you go next.

As members of the Climate Action Society, I know you appreciate the urgency of our climate change crisis, so...

I don't want you to panic.

Because we need to go to work.

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Thank you very much.

Press release: Foreign flagged ships detained in the UK during January 2019

The Maritime and Coastguard Agency (MCA) announced today that four foreign flagged ships remained under detention in UK ports during January 2019 after failing Port State Control (PSC) inspection.

Press release: Foreign flagged ships detained in the UK during January 2019

During January, there were six new detentions of foreign flagged vessels in a UK port.

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.
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 JANUARY 2019

Vessel Name: BIRCH

GT: 1552

IMO: 8917869

Flag: Cook Islands (Black list)

Company: Nismar Shipping Ltd

Classification Society: Indian Register of Shipping

Recognised Organisation: N/A

Recognised Organisation for ISM Doc: N/A

Recognised Organisation for ISM SMC: N/A

Date and Place of Detention: 4th January 2019 at Cardiff

Summary: Thirty-two deficiencies with nine grounds for detention

Defective item	Nature of defect	Ground for Detention
18316 – Water, pipes, tanks	Not as required	No
18306 – Sleeping room, additional spaces	Not as required	No
01306 – Shipboard working arrangements	Not as required	No
10135 – Monitoring of voyage or passage plan	Not as required	No
10126 – Record of drills and steering gear tests	Not as required	No
18314 – Provisions quantity	Insufficient	No
18302 – Sanitary Facilities	Not Hygienic	No
07113 – Fire pumps and its pipes	Not as required	Yes
18414 – Protection machines/parts	Not as required	No
02105 – Steering gear	Not as required	Yes
01202 – Certificate for rating for watchkeeping	Missing	Yes
18318 – Food temperature	Not as required	No
11118 – Lifejackets incl. provision and disposition	Not as required	No
15150 – ISM	Not as required	Yes
16105 – Access control to ship	Not as required	No

07101 – Fire prevention structural integrity	Not as required	No
11131 – On board training and instructions	Not as required	No
01308 – Records of seafarers' daily hours of work or rest	False	No
18321 – Heating, air conditioning and ventilation	Not as required	No
04102 – Emergency fire pump and its pipes	Insufficient pressure	Yes
13102 – Auxiliary engine	Not as required	No
07103 – Division – decks, bulkheads and penetrations	Not as required	Yes
18321 – Heating, air conditioning and ventilation	Not as required	No
01315 – Oil record book	Not properly filled	No
18417 – Anchoring devices	Missing	No
11132 – Maintenance and inspections	Not as required	Yes
10127 – Voyage or passage plan	Not as required	No
10117 – Echo sounder	Inoperative	Yes
10103 – Radar	Inoperative	No
14104 – Oil filtering equipment	Not as required	Yes
18420 – Cleanliness of engine room	Not as required	No
18317 – Food personal hygiene	Not as required	No

This vessel was released on 17th January 2019

Vessel Name: GALA TRIO

GT: 1596

IMO: 9073220

Flag: Panama (White list)

Company: Trio Denizcilik Ic ve Dis

Classification Society: Polish Register of Shipping

Recognised Organisation: National Shipping Adjuster Inc

Recognised Organisation for ISM Doc: National Shipping Adjuster Inc

Recognised Organisation for ISM SMC: National Shipping Adjuster Inc

Date and Place of Detention: 12th January 2019 at Seaham

Summary: Sixteen deficiencies with two grounds for detention

Defective item	Nature of defect	Ground for Detention
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01104 – Cargo Ship Safety Radio (including exemption)	Not properly filled	No
01220 – Seafarers' employment agreement (SEA)	Invalid	No
01139 – Maritime Labour Certificate	Missing	No
07101 – Fire prevention structural integrity	Not as required	Yes
99101 – Other safety in general	Other	No
18416 – Ropes and wires	Damaged	No
14104 – Oil filtering equipment	Documentation missing	No
99101 – Other safety in general	Other	No
15150 – ISM	Not as required	Yes
01101 – Cargo Ship Safety Equipment) including exemption)	Not properly filled	No
01139 – Maritime Labour Certificate	Invalid	No
01218 – Medical certificate	Not properly filled	No
10106 – Compass correction log	Not as required	No
07114 – Remote Means of control (opening, pumps, ventilation, etc.) Machinery spaces	Not as required	No
11124 – Embarkation arrangement survival craft	Dirty	No
18313 – Cleanliness	Dirty	No

This vessel was released on 31st January 2019

Vessel Name: YASA UNSAL SUNAR

GT: 3125

IMO: 9396206

Flag: Marshall Islands (White list)

Company: Ya-Sa Gemi Isletmeciligi Ve Ticaret A.S

Classification Society: NKK

Recognised Organisation: NKK

Recognised Organisation for ISM Doc: NKK

Recognised Organisation for ISM SMC: NKK

Date and Place of Detention: 13th January 2019 at Immingham

Summary: Fifteen deficiencies with one ground for detention

Defective item | Nature of defect | Ground for Detention 99101 – Other safety in general | Other| No 04114 – Emergency source of power – Emergency generator | Not as required | No 18408 – Electrical | Not as required |No 18302 – Sanitary Facilities | Not as required | No 15150 – ISM | Not as

required | Yes 07115 – Fire-dampers | Not as required | No 18416 – Ropes and wires | Not as required | No 10105 – Magnetic compass | Not as required | No 04108 – Muster list | Incomplete | No 07105 – Fire doors/openings in fire-resisting divisions | Not as required | No 99101 – Other safety in general | Other | No 10109 – Lights, shapes, sound – signals | Not as required | No 05103 – Main Installation | Not as required | No 10133 – Bridge Operation | Lack Familiarity | No 11124 – Embarkation arrangement survival craft | Not properly maintained | No This vessel was released on 17th January 2019

Vessel Name: NAVIOS PROSPERITY

GT: 43158

IMO: 9392420

Flag: Panama (White list)

Company: KISM Pte Ltd

Classification Society: NKK

Recognised Organisation: NKK

Recognised Organisation for ISM Doc: ABS

Recognised Organisation for ISM SMC: ABS

Date and Place of Detention: 13th January 2019 at Port Talbot

Summary: Twenty Three deficiencies with ten grounds for detention

Defective item	Nature of defect	Ground for Detention
10136 – Establishment of working language onboard	Not established	Yes
02109 – Permanent means of access	Unsafe	No
02105 – Steering gear	Not as required	No
07115 – Fire-dampers	Inoperative	Yes
07110 – Fire Fighting equipment and appliances	Not as required	No
07113 – Fire pumps and its pipes	Not as required	Yes
07103 – Division – decks, bulkheads and penetrations	Not as required	No
10135 – Monitoring of voyage or passage plan	Not as required	No
11124 – Embarkation arrangement survival craft	Not properly maintained	No
16105 – Atmosphere testing instrument	Not properly maintained	No
15150 – ISM	Not as required	Yes

07110 – Fire fighting equipment and appliances	Not properly maintained	Yes
10105 – Magnetic compass	Not as required	Yes
11129 – Operational readiness of lifesaving appliances	Not as required	Yes
10111 – Charts	Missing	Yes
01311 – Survey report file	Missing	No
14102 – Retention of oil on board	Not as required	No
07105 – Fire doors/openings in fire-resisting divisions	Not as required	No
18432 – Risk evaluation , training and instruction to seafarers	Missing	No
04103 – Emergency, lighting, batteries and switches	Not properly maintained	No
04109 – Fire drills	Lack of control	Yes
11112 – Launching arrangements for survival craft	Broken	Yes
11131 – On board training and instructions	Not as required	No

This vessel was released on 21st January 2019

Vessel Name: GRETA

GT: 2396

IMO: 9234422

Flag: St Vincent and the Grenadines (Grey list)

Company: Logmar OU

Classification Society: RINA

Recognised Organisation: RINA

Recognised Organisation for ISM Doc: RINA

Recognised Organisation for ISM SMC: RINA

Date and Place of Detention: 17th January 2019 at Warren Point

Summary: Ten deficiencies with four grounds for detention

Defective item	Nature of defect	Ground for Detention
01220 – Seafarers' employment agreement (SEA)	Invalid	Yes
15150 – ISM	Not as required	No
01140 – Declaration of Maritime Labour Compliance (Part I and II)	Invalid	Yes

04114 – Emergency source of power – emergency generator	Inoperative	No
04106 – Emergency steering position com./ compass reading	Inoperative	No
18203 – Wages	Not adequate	Yes
07105 – Fire doors/openings in fire-resisting divisions	Not as required	No
10135 – Monitoring of voyage or passage plan	Not as required	No
03103 – Railing, gangway, walkway and means for safe passage	Not as required	No
07101 – Fire prevention structural integrity	Not as required	No
03112 – Scuppers, inlets and discharges	Corroded	Yes

This vessel was released on 19th January 2019

Vessel Name: ARESSA

GT: 1926

IMO: 7612498

Flag: Togo (Black list)

Company: Aressa Shipping Ltd

Classification Society: DBS

Recognised Organisation: DBS

Recognised Organisation for ISM Doc: DBS

Recognised Organisation for ISM SMC: DBS

Date and Place of Detention: 23rd January 2019 at Goole

Summary: Twenty Three deficiencies with thirteen grounds for detention

Defective item	Nature of defect	Ground for Detention
01137 – Civil Liability for Bunker and Oil Pollution	Expired	Yes
01113 – Minimum Safe Manning Document	Invalid	Yes
01123 – Continuous Synopsis Record	Missing	Yes
01106 – Document of Compliance DOC/ISM	Entries missing	Yes
01336 – Certificate of documentary evidence of financial security for repatriation	Missing	Yes
01337 – Certificate of documentary evidence of financial security relating to ship owner's liability	Missing	Yes
01140 – Declaration of Maritime Labour Compliance (Part I and II)	Missing	Yes

01220 – Seafarer employment agreement	Not as required	Yes
01330 – Procedure for complaint under MLC 2006	Missing	Yes
11110 – Stowage and Provision of Lifejackets	Expired	Yes
11128 – Line throwing appliance	Inoperative	No
11124 – Embarkation arrangement of survival craft	Not properly maintained	No
11117 – Lifebuoys incl provision and disposition	Not as required	No
11102 – Lifeboat inventory	Not as required	No
11135 – Maintaining of life saving appliances	Not as required	Yes
13108 – Ventilators, Air pipes casings	Corroded	Yes
10105 – Magnetic compass	Not as required	No
10104 – Gyro compass	Inoperative	No
07105 – Fire doors/openings in fire resistant divisions	Missing	No
04103 – Emergency, lighting, batteries and switches	Not as required	No
07115 – Fire – dampers	Not as required	No
01214 – Endorsement by flag state	Missing	No
01199 – Other certificates	Other	No

This vessel was released on 31st January 2019

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
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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 January 2019

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 January 2019

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 January 2019 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: Woman who robbed her own grandfather jailed

Sherie Leigh North has been given a custodial sentence following the Solicitor General's referral to the Court of Appeal.