

## **Dr Grahaeme Henderson**

Vice President, Shipping & Maritime, Shell International Trading and Shipping Company Limited

Dr Grahaeme Henderson was Chairman on the "Investing in a Safer Tomorrow" Judging panel and presented the awards to the winners at the Gala Dinner.

### **UK P&I Club 150<sup>th</sup> Anniversary Dinner in London on 4<sup>th</sup> July 2019**

Before I have the privilege of presenting the awards, I did not want to miss an opportunity to talk about safety and why it is so important to us all.

More than 50,000 ships sail our oceans every day from all corners of the earth, transporting nine billion tonnes of cargo and the energy that is so vital for the world to function.

On our ships, there are hard-working men and women, who play a critical part in driving the economy forwards.

Yet, shipping has historically one of the poorest safety records of any industry in the world. Unlike other global industries, shipping does not collectively report data, but where it has been analysed, it shows that the shipping industry has a safety performance 20 times worse than the average onshore worker and 5 times worse than construction. During the last 10 years, an average of 113 ships around the world have been lost each year and many thousands of people killed.

These are people...people like you and people like me. The impact is felt deeply and widely. The death of a loved one, a colleague or a serious injury stays with us forever. The reputations of companies and individuals are damaged, and the costs are high.

Last year, I visited one of our ships and was talking to a crew member and I asked if he would tell me a little more about himself.

He said "My name is Joshua and I am 21. I have three brothers and sisters. They are back in the Philippines with my father and mother. My

father has lost his job, so what I earn on this ship is keeping our family of six.”

I thought to myself, just think of the impact if that young man is injured or worse, we had better look after Joshua extremely well and make sure that he gets home safely.

This is just one story and on every ship on every day, there are similar stories of people who are important to their families and children.

When you and I visit ships, we are treated like VIPs. Yet, the real VIPs are our seafarers, and we have a huge responsibility in everything that we do to ensure their safety.

Let's be clear, the decisions we make, the tone that we set at the top of our companies, the behaviours that we display, they all impact the safety performance and peoples' lives.

During the past few years, as an industry, we have been focusing strongly on safety and I am pleased to say that we are starting to reverse the unacceptable trend and making a difference...recent data shows signs that the safety performance is improving. I thank you all for the work that you have been doing. Important work by the IMO, ICS, BIMCO and industry groups like OCIMF, Intertanko and Intercargo.

Last year, at the Global Maritime Forum in Hong Kong, a group of shipping industry leaders developed the foundations for "Together in Safety". A global programme that puts safety at the top of the shipping agenda. It has been impressive to see the entire shipping industry in one room with the common purpose to improve their safety performance.

We have a vision, a vision of a zero accident industry, where no seafarer fails to return home to their family and children resulting from an accident at sea. This goal can be achieved by everyone...every one of us in this room working together as one global team.

As part of this, the UK P&I Club has shown great leadership in safety and I would like to thank each of the Directors individually for the role they have played.

It is, therefore, not surprising that this year, the UK P&I Club is marking its 150<sup>th</sup> anniversary with the “Investing in a Safer Tomorrow” competition. The competition encourages the next generation of seafarers, who are just starting out in their career at sea, to really think about safety and to develop a safety mind-set that will stay with them forever.

**222 entries were** received worldwide from active seafarers, maritime students and shore-based staff. We had a wide range of entries, from improving mental health, to pilot ladder designs, cargo temperature monitoring and crew tracking devices. Some ideas looked at existing technology or processes and proposed new thinking to enhance safety. Others were bespoke, but all shared a commitment to improving safety at sea.

At the beginning of this year, the judges worked through over 200 pages of entry submissions, before agreeing **on 10 finalists** from which the **three winning teams** were selected to collect their awards tonight. You will find a summary of the final three entries in tonight’s programme.

Before I announce the order of our winners, I would like to thank my fellow judges for giving up so much of their time to go through all of the entries submitted. I would like to say how impressed we all were with the work of every competition entry.

**And so, to the results:**

### **Third Place**

In third place, from India with his entry called **Life Band is Santosh Godhi**. The other members of his team, **Niranjan Shinde and Sunil Patil**, are unable to attend tonight as they are currently at sea.

The Life Band is worn like a wristwatch and uses Bluetooth technology to connect to the ship’s Man Over Board system. The device will automatically trigger if the wearer is unable to activate the alarm. This technology is already in use, but the judges were impressed by the extension into other potentially dangerous situations – such as enclosed space entry.

### **Second Place**

In second place, a team from Singapore with **SLAM or Systems Locator Assistance Monitoring**. Congratulations to:

- **Muhammad Harith Bin Rahmat**
- **Nurfatin Khairru'nisa Bte Abdul Sha'alam**
- **Muhammad Syahmi Bin Sulaiman**
- **Nurul Insyirah Binte Bau Bakar**

The team were inspired by the technology of an aircraft's Black Box recorder.

SLAM tracks and monitors the location of individual crew members in high risk areas. The wearable device automatically alerts seafarers of a hazardous situation, such as an enclosed space entry risk. The team put together an excellent website as part of their submission.

### **First Place**

In 1<sup>st</sup> place, from India, **Puiyush Jian** with his entry for enhancing safety in a ship's machinery space.

Puiyush's entry was based on his experience working on-board ships. The current 'passive' Deadman Alarm System fails because it is inconvenient for the crew to use, so it is often ignored. Puiyush has designed a cost-effective, simple and easy-to-install 'active' system using a wireless hand-held transmitter designed to raise a specific alert. The receiver is connected to the ship's system which triggers the appropriate alarm when a signal is received, enabling action to be taken without delay.

The simplicity of the system means it could be easily applied to other scenarios on board. Puiyush's winning idea was described by the ex-seafarers in the judging panel as brilliant, simple and easy to implement – a potential game changer.

Congratulations to our three winners and everyone that took part. I hope that all competitors will continue to focus on improving safety and strive to make shipping a safer place to work. By connecting with so many young seafarers, I am sure that the UK P&I Club has started to create a safety mind-set in the next generation of seafarers that will last with them forever.

We should all be proud of the work of the UK P&I Club, that is putting safety at the forefront of its strategic agenda. Whether you are the CEO onshore, an insurance manager, a broker, or whether you are a ship builder or engineer, we all share the common bond of shipping. We want to make shipping safer.

The decisions we make have a direct impact as to whether a seafarer goes home safely to their family and children. That must be top of everyone's agenda.

Thank you.