

carus

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Carus Excellence Award 2019

Mike Corrigan, CEO of Interferry, is the newly elected winner of the Carus Excellence Award, presented each year at the General Assembly of the Spanish Shipowners' Association (ANAVE), which will take place in Madrid on 18th June.



Excellence Award 2019

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Working together -the key to a sustainable future

Interferry CEO Mike Corrigan explains the global trade association's mission as a unifying force in initiatives to future-proof the industry's viability

It is truly humbling to be named as recipient of the 2019 Carus Excellence Award for services to the ferry industry – not least because I owe so much to the colleagues I have been privileged to lead during 14 years at BC Ferries and for the past two years at Interferry. To my mind, the honour is shared with them in tribute to their dedicated teamwork and support.

We may have come a long way together, but this is no time to be resting on our laurels. So far as my role at Interferry is concerned, the Carus award marks the end of the beginning rather than any hint that our work is done! In an era of relentless commercial, technical and regulatory pressures, our mission to protect and grow the ferry sector's viability is never-ending.

As the only body representing the ferry community worldwide, Interferry is recognised as the industry's global voice. The association's origins stem from the US in 1976 with the founding aim of providing a networking platform. This remains one of our core activities, best illustrated by our industry-leading annual conference held every October in key locations around the world.

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Alongside networking, Interferry has also evolved into a major lobbying force, notably through consultative status at the International Maritime Organization (IMO) and similar access to authorities in institutions such as the European Union. This recognition gives us the crucial ability to help shape, not merely react to, regulations and proposals of profound potential impact on ferry operations – namely safety, security and the environment. Interferry's numerous interventions on these issues have firmly established us as proactive pacemakers in efforts to ensure that the regulatory framework is fit for purpose.

We could not fulfill this activity without the practical support of our members, who currently number more than 240 operators and suppliers in 37 countries. Ferry operators have a long history of overcoming competitive challenges from bridges, tunnels and budget airlines by enhancing their transport and leisure offering. The consequent customer demand, coupled with ever-increasing political and financial demands on vessel safety and efficiency, has sparked a string of orders for newbuilds that set an industry-wide benchmark of innovation in ship design and performance. Interferry taps into all this experience by enlisting the aid of member company personnel on the specially-formed committees that drive its work on safety, security and the environment.

Progress over the past year has been particularly significant, most recently concerning the campaign of our Domestic Ferry Safety Committee to help reduce an estimated minimum of 1,200 deaths per year in developing nations. In January, UK charity the Lloyd's Register Foundation - which supports transport-related safety research – granted our application for funding to study the ten-year upturn in ferry safety in the Philippines and produce a 'lessons learned' report to assist other developing nations. A previous breakthrough came last December when, following the committee's participation in the latest of various safety summits in Asia, China convinced the IMO to consider launching a widespread study of domestic passenger vessel safety after citing Interferry's longstanding involvement.

Meanwhile we are partnering with the European Maritime Safety Agency in studies on fire protection. In the initial phase, covering vehicle deck electrical connections and detection/extinguishing systems, we raised concerns that some proposals were less practical for retrofitting than for newbuilds. The IMO will consider the findings later this year.

In a knowledge-sharing initiative on another of the industry's most topical issues, Interferry has formed a security committee including specialists from 12 operators. Members have concluded that a blanket approach is less effective than security measures tailored to the different needs of specific operators and routes. They are now developing 'possible measures' guidance to help operators select the most appropriate solutions. Last summer we lobbied against a proposal by France to screen all ferry passengers on vehicle decks, which we felt raised the potential for accidents or terrorist casualties in confined spaces. A change of heart followed, allowing local authorities and operators to identify solutions based on individual risk assessments.

Lately the committee has been engaged on stowaway issues, particularly in the Mediterranean region. Interferry is also in close touch with the CSO Alliance of maritime company security officers, which represents some 700 members in more than 40 countries, over cyberattack counter measures and plans for a dedicated link between ferry ports and operators.

To date, the best-known of our lobbying activities stems from the astonishing influence of our Regulatory Committee, especially with its input on proposals to enhance environmental protection by reducing ship emissions. While Interferry is absolutely behind moves towards a greener planet, we argue that any measures must recognise the sector-specific design and operational requirements of ferries. Last year the IMO adopted our 'one size does not fit all' case for a critical 20% correction to the Energy Efficiency Design Index calculation formula for ro-pax and ro-ro vessels. We also won acceptance that the original improvement targets – set at 10% by 2015, 20% by 2020 and 30% by 2025 – would remain in force for ferries despite being tightened for certain other ship types.

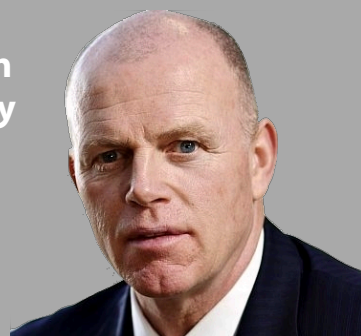
Proposals to mandate speed reductions are a further concern, on the basis that slow steaming is feasible for ocean-going vessels but not for shortsea schedules. The industry's focus on reducing emissions now centres on replacing heavy diesel fuel with alternatives such as low-sulphur diesel, LNG, electrification and hybrid technology. Interferry itself is part of the Hyseas III project, a European Union-backed partnership of six nations launched last summer to develop the world's first seagoing, zero emissions ro-ro ferry powered by renewables-sourced hydrogen.

As well as environmental activity, our regulatory committee is heavily occupied on issues such as vessel damage stability and the EU Passenger Rights Directive on compensating customers for cancelled sailings and late newbuilds delivery.

All these initiatives underline Interferry's 'Stronger Together' strategy – a message reinforced by the ever-widening choice of locations for our annual conference. Last year 34 new members joined the association, with a particular boost from Central and South America due to the 43rd annual event being held in Cancun, Mexico. This year we will be in London, followed in 2020 by Hobart, Tasmania. Looking further ahead, Santander will host us in 2021, ahead of our debut on the African continent with a twin-centre event in Marrakesh and Tangier, Morocco, in 2022.

Extending the reach of our membership is paramount to Interferry becoming even more influential. Unity is strength and will ensure that the ferry industry continues to set the pace in transforming potential challenges and problems into future-proofing opportunities.

Mike Corrigan
CEO Interferry



Mike Corrigan is **CEO of Interferry**, the trade association that represents the worldwide ferry industry. Mike's focus leading **Interferry** is to ensure that it continues to be the voice of the worldwide ferry industry in matters of safety and operational best practices, is the industry's voice with regulatory agencies such as **IMO**, and that the trade association's value continues to grow for existing and new members. Mike brings to his position of CEO of **Interferry** extensive executive experience in the ferry industry, most recently as the CEO of **BC Ferries**, one of the world's largest ferry operators. During Mike's tenure with **BC Ferries**, the company became recognized as a world leader in safety and operational excellence, set record earnings levels, invested \$2 Billion in ships and terminals, and established itself as an employee-centric company earning top employer recognition.



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