



MARITIME PRODUCT ENHANCEMENTS

Marine Insurance Risk Suite (MIRS) and Maritime Portal (V2) are scheduled for launch/updates in June and November 2016. These new releases will provide intelligence on the world operating fleet specifically for any organisation involved in identifying and analysing risk and security. Some of the key developments are:

Maritime Portal

- State of the art notification centre enabling user defined customisation for receiving the latest alerts on immediate updates on ships, companies, ports, movements and events via email and our new dynamic ship twitter feature
- Enhancements around data visualisation, including interactive charts and graphs for greater analysis
- Follow a ships port callings using an automated calendar view
- Enhanced ship track functionality to visualise the data in a graph and download options
- Improved functionality for creating zones using point to point polygons

Marine Insurance Risk Suite (MIRS)

- Analyse ship movements through war zones to gain insight on potential risk.
- This facility also includes port risk indicators and sanctioned areas
- Search, filter and visualise points of risk across the Oceans to gain greater understanding of global risk to make informed business decisions
- Historical zone reports enabling users to review ship transits through a specified area
- Improved scope of the casualty module to include additional maritime risk events

Have you made the move yet to the Maritime Portal? Simply use your AISLive.com login details to access your subscription via maritime.ihs.com. For Sea-web subscribers please contact customer services, visit www.ihs.com/contact.



BESPOKE DATA SERVICE - UPDATE AND SUMMARY 2015

Development of Gas-fuelled and Dual fuelled ships

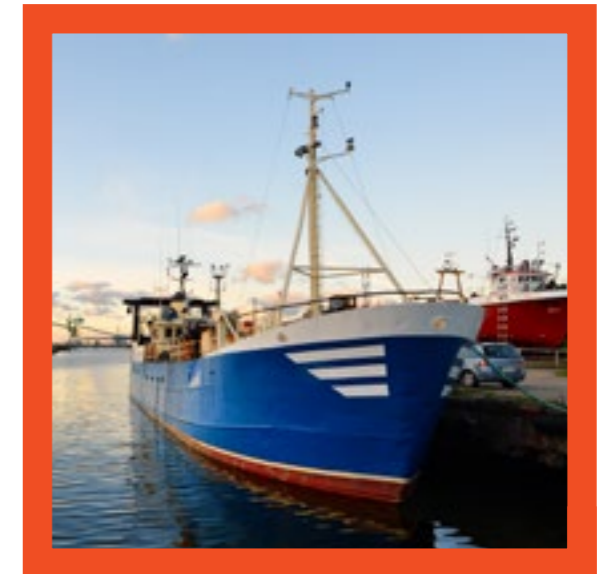
- IHS Maritime & Trade has reacted to the new developments such as the uptake of gas as a fuel for merchant ships and the increasing implementation of dual fuelled ships by recording these and ensuring that these can be selected from the databases.
- We now have new fuel type categories which have been added to the two fields: Fuel Type 1 and Fuel Type 2. The following have been set up: LNG Fuelled, LNG/Diesel Fuelled and LPG/Diesel Fuelled to reflect the new fuel type configurations. There are approximately 21 vessels on the order book and in service that have one of these and in the main they are tending to be LNG/Diesel Fuelled.

Ship Registration & Classification

- IHS Maritime & Trade conducts the annual IMO Tonnage Assessment project on behalf of the IMO. As a consequence we have established relationships with most Flag Authorities which enables us to offer unrivalled flag data quality. During 2015 our feedback from flag authorities increased by a further 20 to expand our coverage to 125 flags.

Ports & Terminals

- Maintained average global uptime of 93% AIS antenna coverage globally.
- Exceeded our port update targets by 36% overall resulting in overall currency of ports nearly halving in 2 years from 8 years to 4 years 11 months.
- 44% of our total global zone database was reviewed, updated and enhanced.
- 96% of major ports globally were geotagged to support ship callings.





STRATEGY AND PRIORITIES FOR 2016

Ship Ownership & Management

- During 2016 we intend to improve the quality of our coverage of containership charterer data which is listed in our operator field. This is in order to reflect the fact that containership fixtures are presently focused on short and medium-term charters

Ship Registration & Classification

- During 2016 we will be measuring the time in which it takes us to update our major data sources from receipt, with the aim of averaging 8 days or less by Q4.
- In addition to the above we are measuring the volume of records/data attributes matched from incoming data sources and aim for 97% across ship registration, ownership and class data.
- Merger of DNV-GL and the impact on recording class - In the light of the recent merger of class societies, Det Norsk Veritas (DNV) and Germanischer Lloyd (GL) to form DNV-GL we have been liaising with the new entity to ascertain how we should show vessels that are being classed or are contemplating class with them. Originally we were led to understand that with effect from 01 January 2016 all DNV and GL-classed vessels would utilise new combined DNV-GL rules – this following the merger of DNV and GL during 2014. However, it would appear this is not the case, according to our main contact at DNV-GL, Oslo, vessels built to GL and DNV rules will remain listed as such for the foreseeable future.
- As a consequence we will not assign DNV-GL, as a class society to vessels at the present time unless we have 100% proof. Clearly confusion can creep in due to the fact that class certificates are now being presented to us with a letter heading of 'DNV-GL' but it appears that few, if any vessels, have yet been built to 'combined' DNV-GL rules.

- Latest correspondence from DNV-GL has confirmed that only two ships are presently being built to new combined DNV-GL rules. These are IMOs 9797620 and 9797632 which are a pair of gas-fuelled bulk carriers being built at Chinese shipbuilder Qingshan for delivery in 2017.

Jones Act Ships

We have received quite a lot of requests from clients trying to determine the extent of the Jones Act merchant fleet in the US. This covers vessels vital to the national security of the US, through a domestic fleet maintained for national emergencies. The Military Sealift Command, provides for an auxiliary navy to deploy troops and equipment. By guaranteeing that ships are made in the United States, the Jones Act helps to maintain a domestic shipbuilding industry and capabilities.

There are, however, only a handful of shipyards left in the United States capable of building commercial-class ships; two of the largest are in Philadelphia and San Diego. Because of high labour costs, it is about three times as expensive to build a ship in the United States as in China. That is why this fleet is not being renewed.

As a result, the global shipbuilding business has shifted in the last three decades to China, South Korea and Japan while specialty vessels like cruise ships or offshore petroleum platforms, are manufactured in Germany, Finland or Norway. Very few large commercial ships are built in the United States.

We can provide details of Jones Act ships by reference to the flag and the status.



Ports & Terminals

- Focus on medium sized ports to bring them in line with major ports. Greater geospatial coverage to support existing Ship alert capability and future insurance and risk related products.
- Update targets increase by 46% from 2015 increasing overall database currency by 9 months to 4 years 2 months.
- Significant Commercial ports Globally (major/medium) combined average age no older than 2.5 years
- Geotagging global medium commercial ports by up to 91% overall bringing it closer to 96% coverage of major ports
- Maintain 96% geotagging of major commercial ports globally
- Annually review at least 45% of total global zone database for currency

Data Management

• **Special Features**

- Enhancements/additions have been made to this table which can be linked to a vessel and it now contains over 300 details of interesting and important features applicable to particular ships such as LNG ready, Scrubber Fitted, Wind Farm Support etc.
- FSRU Vessels (Floating Storage Regasification Units) - These are LNG tankers and Gas processing vessels with 'regasification' and an increasing number are now on our database. To accommodate these a new Special Features code has been added so these can be identified. There are 31 of these vessels in the fleet to the present time. 'Regas Capacity' data is also now being compiled

• **Positions Codes for Propellers and Thrusters**

We have rationalised the positions codes when providing data on the number, type and positions of propellers and thrusters on a ship. There are now nine main positions recorded: -

- | | | |
|--------------------|----------------------|-------------------|
| 1. After | 4. Forward | 7. Amidships |
| 2. Port After | 5. Port Forward | 8. Not Applicable |
| 3. Starboard After | 6. Starboard Forward | 9. Unknown |



New Product Lines

- Historical recording of both MMSI numbers and Call Sign will be available in certain standard Products and bespoke data extracts. This is currently being developed and should be available during Q3 in 2016.

Webservices

We offer a choice of ways of delivering data to clients on a regular basis. One that is growing in popularity is making the data available via a Web service, you can consume small or large amounts of records when needed utilising the various call methods. Webservices are available for AIS Positions, Ships, PSC Incidents, Casualties, and Ports Data. We have just completed a new release of the Ships Webservice. The version will enhance performance in consuming large numbers of ship records into your system. The latest release also has the facility to include all the fields and tables that are available in the normal data delivery via ftp directory. Previously, you could only consume a subset of about 60 data fields for each record, but now over 300 are available. If you are an existing subscriber you will need to utilise a different URL, with your existing log on and password. We can supply a new developers quick set up guide as part of the redevelopment.

New AIS Webservice – Soap and RESTFUL

Webservices have previously been offered in SOAP xml but now we are also able to offer RESTFUL Webservice in JSON. These are both described in our Web Guide and User Manual and can be accessed using a URL login and password. If you do not currently take a Webservice then we can offer a trial.

Should you require any detailed information on the above subjects then please contact us on IHSFairplaySME@ihs.com and we will be happy to furnish you with more details.



TRADE PRODUCT ENHANCEMENTS

The Trade team is excited to announce a new data report that is geared toward the Global Maritime Insurance industry and produced by PIERS. This report can be used by actuaries and underwriters to assess risk by estimating the value and volume of cargo on container ships at any point in time.

- The report is representative of the US economy and can be used to approximate shipments and values across the world.
- When there is an incident an underwriter can leverage this report to help assess exposure in a timely fashion.

Report Details

- A data file delivered in a spreadsheet format that details HS code, the typical estimated value of that HS code, and the typical weight of that HS code for every shipment to or from the US for the past 24 months.
- Our recommendation is that this report should be updated every year to capture any changes in the method of commodity shipments of value over time.
- The report is available at two levels: 4 digit HS code or 6 digit HS code.

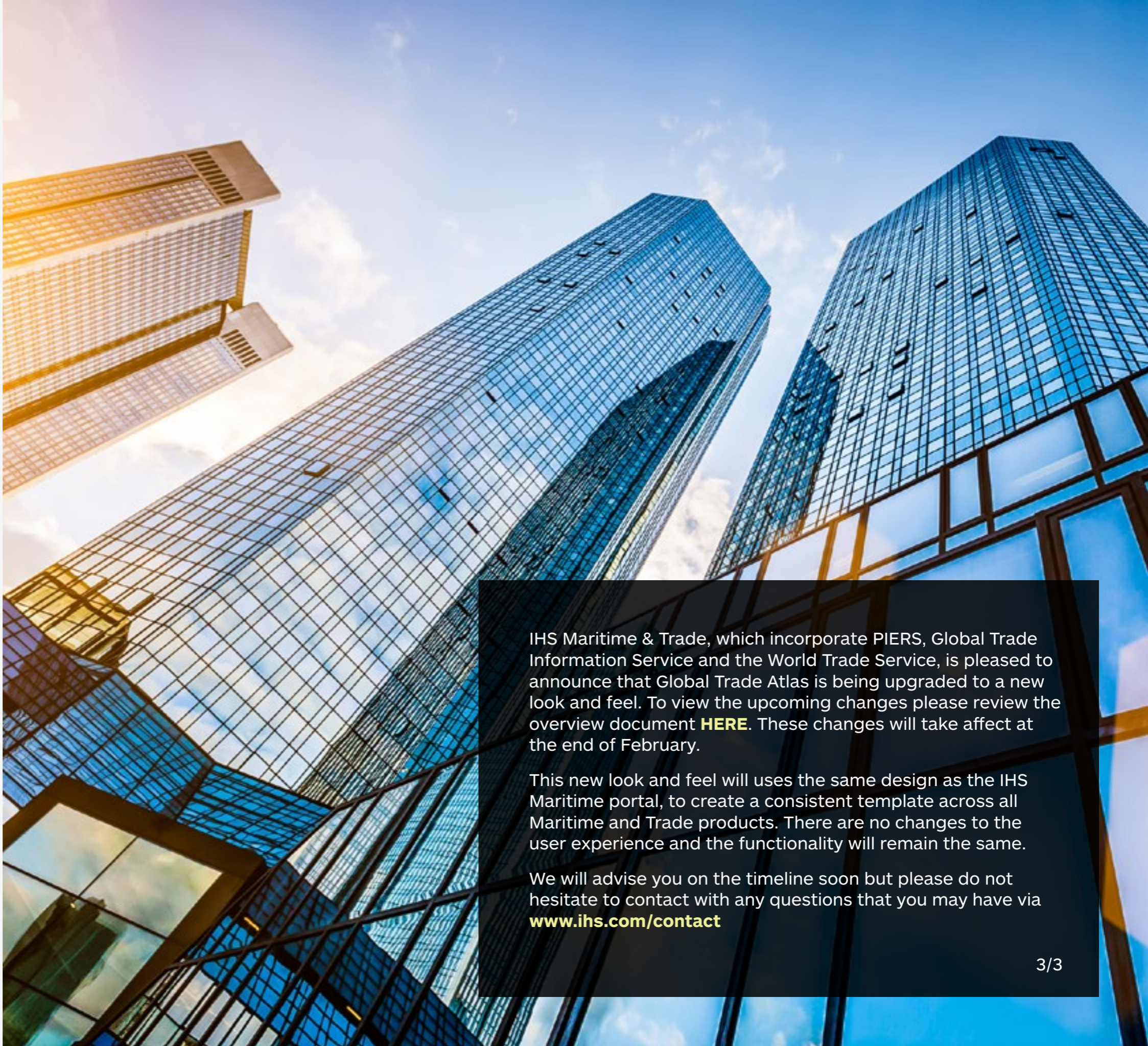


TRADE CONSULTING – PRODUCED BY PIERS:

We're committed to transforming how our clients are able to make decisions – and thankfully we're able to do so in a truly transformative way by leveraging IHS' powerful and unique cross-industry, historical and forward-looking data sets.

- optimisation of data elements that turn raw data into intelligence and spawn new calculated or inferred smart fields that deliver additional perspective about trade
- integration of trade data with proprietary client or third party datasets in order to deliver a complete view of the market
- visualisation/analytics that tell the story, instantly calculate millions of transactions and provide crucial insights within a few clicks. No more crunching of thousands or millions of rows of data
- predictive analysis that leverages what has happened and applies advanced forecasting models to drive future guidance
- consulting services provided by data and industry experts across all of the different levels of expertise within IHS

To learn more about either of these exciting new offerings, register at **Enterprise Solutions Form**



IHS Maritime & Trade, which incorporate PIERS, Global Trade Information Service and the World Trade Service, is pleased to announce that Global Trade Atlas is being upgraded to a new look and feel. To view the upcoming changes please review the overview document [HERE](#). These changes will take affect at the end of February.

This new look and feel will uses the same design as the IHS Maritime portal, to create a consistent template across all Maritime and Trade products. There are no changes to the user experience and the functionality will remain the same.

We will advise you on the timeline soon but please do not hesitate to contact with any questions that you may have via www.ihs.com/contact