

Anti-Corruption

Governments, international organizations and businesses are paying increasingly more attention to corruption. Existing anti-corruption legislation is now being applied more widely and vigorously than before – both in Norway, the UK and the US. JJUC supports these developments and has bolstered its own anti-corruption work.

JJUC has for several years had Anti-Corruption Procedures in place for the office and has established an anti-corruption procedure which provides guidance on the subject and how to meet corruption when faced with it onboard. Norway has one of the internationally strictest laws relating to corruption. The Norwegian Penal Code has three sections that are particularly important in the fight against corruption, and prohibits payment that is terms of trade in many countries. The situation is therefore challenging for the world's shipping companies. The said procedure is an attempt to work systematically against corruption. Employees are trained in accordance with recommendations from UNODC, Global Compact and The Norwegian Shipowners' Association.

During 2015 a materiality analysis was

performed resulting in three aspects requiring attention. One of the aspects was related to Anti-Corruption work, which is linked to the above initiative.

During the last few years anti-corruption measures have been discussed and formulated in a procedure which is focused on dealing with the challenges the vessels meet in various ports etc. It should be noted that special anti-corruption procedures for the office have been in place for some time. The cornerstone for the procedure has been the Norwegian law that came into force in 2003 which applies for all Norwegian territory and for Norwegian's anywhere in the world. This law makes the aspect of material value warranting attention.

The process mentioned above has born fruit in that a higher level of consciousness with respect to the anti-corruption initiative and challenge. Both on board and in the office is noted. The procedure has been implemented and, with related reporting, is on the Management Review agenda and will be followed up accordingly.

Corruption in the form of facilitation payments or similar is primarily a challenge that the bulk fleet can

encounter when arriving in certain ports. The other operated vessel segments such as PSV, and HLV have not reported any type of corruption. The same applies for the office staff.

One step in maintaining focus is the training of the officers. During officers' conferences in the past this subject has been touched on and now in 2015 the Pay or Not to Pay e-learning tool from the Norwegian Shipowners' Association has been taken into use. The interactive learning and engagement apperars to be successful, however the proof of the pudding is when the officers in question are confronted with corruption and handle it correctly.

It should be mentioned that office staff have also received training in anti-corruption policy, procedure and strategies.

In addition, the company has considered and is considering membership in MACN which is a shipping initiative consisting of major and well renowned shipowners joining forces to combat corruption while lifting up anti-corruption work and implementing best practices.