
COMMUNICATION AND COORDINATION ARE FUNDAMENTAL TO MAINTAINING A SAFE AND SECURE FLEET



Representatives from offices in Baltimore, Dalian, Dubai, Hong Kong, Houston, London, Majuro, Mumbai, New York, Piraeus, Roosendaal, Shanghai and Washington, DC/Reston in Cambridge, Maryland, USA. **From left to right:** Capt. Ming Chen (Dalian), Capt. John Hafner (Reston), Tony Guida (Reston), Jack Polderman (Reston), Capt. Theodore Lalas (Piraeus), Capt. Amarjit Kauchhur (Dubai), Capt. Greg Copley (Hong Kong), Dale Ferriere (Reston), Tim Sabol (Houston), Mike Manning (Houston), Peter Brock (Houston), Michael Vredenburg (Majuro), Davis Kong (Baltimore), Leon Wu (Shanghai), Richard Dias (Hong Kong), Mark Rijdsdijk (Roosendaal), Capt. Sanjay Maini (Mumbai), Steve King (Reston), Hans Molber (Reston), Laura Sherman (Reston), Hans Krjger (Roosendaal), Simon Bonnett (London), Alison Yurochak (Reston), Brian Poskaitis (Baltimore), Bill Gallagher (Reston), Brian Bubar (Houston), Meredith Kirby (Reston), Guy Theriault (Baltimore), Vasilis Kamitsis (Piraeus), Capt. Bob Fay (Reston), Amy Shotwell (Reston), John Ramage (London) and Alan Blume (Reston). **Not pictured:** Phillip Andrews (London), Capt. Tom Heinan (Reston), Clay Mailland (New York), Nick Makar (Reston), Walt Nelson (Baltimore), Allison Peck (Baltimore), Karen Randmer (Reston) and Will Talley (Baltimore).

Vessel safety and security have always been important but are becoming more difficult to achieve. Globally, port State control agencies have never been stricter and, given the economy, owners and operators are challenged to find the resources to perform much needed maintenance on their fleets. This is where the Marshall Islands Registry (the Registry) finds that its infrastructure, communications, and coordinated services are critical in helping owners maintain the quality of their vessels. These efforts have kept the Marshall Islands white-listed with the Paris and Tokyo MoUs and on the prestigious US Coast Guard Qualship 21 list for six successive years.

Beyond safety, security continues to be a major concern, especially in light of the piracy threat that is spreading from the Horn of Africa eastward and southward to waters off India and Madagascar. The Registry works closely with governmental, intelligence, military and trade organizations (like BIMCO, INTERTANKO and others)

to keep owners, operators and masters aware of the latest threats. The information obtained is promulgated through the frequent transmission of Marine Notices, Marine Safety Advisories and Marine Guidelines. These documents are also posted on the Administrator's website upon issuance. The Administrator is a strong supporter of the industry Best Management Practices (BMPs) and effective implementation of the BMPs is found to be a proven deterrent against seagoing criminals.

The hallmarks of communication and coordination were evident last month as the Classification Societies Consultative Committee (CSCC) and Fleet Operations meetings were held in Cambridge, Maryland, USA. The CSCC meeting provided a forum for the Registry's marine safety and technical personnel to discuss the latest in regulatory hurdles with colleagues from the International Association of Classification Societies who issue statutory certificates for vessels on behalf of the

Marshall Islands. Following the CSCC meeting, Registry personnel and senior management from 13 worldwide offices based in Asia (Region I), Europe, the Middle East and Indian Subcontinent (Region II) and the Americas (Region III) met for two days to discuss communication and coordination, the quality of the Marshall Islands fleet, developments in their regions, and training and education. In addition to these sessions, the Registry also recently held its latest meeting of the Marshall Islands Quality Council in London where experts from across the industry met to confront the challenges of increasing regulatory oversight.

Communication and coordination are part and parcel of the daily operations of the Flag Administration, beginning with the 24/7 Duty Officer system spreading out to include the Registry's network of exclusive fleet operations personnel in Regions I, II and III. This network is enhanced by an electronic tagging system that allows vessel issues to be tracked across regions until the matter is resolved.

The decentralized structure of the Registry provides for robust pre- and post-registration communications relating to regulatory, technical and safety issues. Weekly worldwide conference calls bring all of these offices together to coordinate efforts and to find new and innovative solutions to vessel operation challenges.

Another important role carried out through the Registry's decentralized operations is the sponsorship of periodic seminars for owners and operators to acquaint them with upcoming regulatory changes. As challenging times continue to confront the industry, the Registry is also working closely with international governmental organizations, port and coastal States, industry groups and others to help mold responsible rulemaking, fair enforcement and protection of the global fleet. Working actively within the International Maritime Organization (IMO), the Marshall Islands participates in the Maritime Safety and Marine Environmental Protection Committees (MSC and MEPC), which are charged with promulgating convention regulations that are aimed toward establishing and improving safety, security and environmental protection standards.

As the third largest registry in the world, the Marshall Islands flag is fortunate to have the youngest fleet afloat with 70% of its incoming tonnage being newbuilds. Registry growth demands even greater coordination of safety systems and internal and external communications, which is a challenge the Registry has embraced.

VESSEL TYPE	NO. OF VESSELS	% OF FLEET	GROSS TONS	% OF FLEET GROSS TONS
BULK CARRIER	449	19%	17,562,834	27%
CONTAINER	226	10%	5,921,168	9%
GAS CARRIER	89	4%	7,576,595	12%
GENERAL CARGO	78	3%	1,091,052	2%
MISCELLANEOUS	57	2%	607,738	1%
MODU	124	5%	2,377,300	4%
MOU	22	1%	1,448,013	2%
OSV	134	6%	249,059	0.39%
PASSENGER	7	0.30%	161,448	0.25%
TANKER	598	26%	27,226,453	42%
YACHT	547	23%	92,288	0.14%

TOTAL FLEET (NO. OF VESSELS)

2,331

TOTAL FLEET (GROSS TONS)

64,313,948

through 31 October 2010

Posidonia 2010 (Athens, Greece)



Representatives from offices in Geneva, Hamburg, Istanbul, London, New York, Piraeus, Reston and Zurich made up the Marshall Islands Registry delegation at Posidonia 2010.

Super Yacht Finance Forum (Monte-Carlo, Monaco)



From left to right: Patrick Bachofner (Geneva), Capt. Gene Sweeney (Pt. Lauderdale), Sarah Boys (London), Alex von Stein (Monaco) and Marc Verburg (Roosendaal).

Korea Ship Finance Forum (Busan, South Korea)



From left to right: Capt. Young Kim (Seoul) receives a Certificate of Appreciation for his vital contribution to the successful creation of the Korea shipping forums from Jim Lawrence (Marine Money) during Marine Money's 4th Annual Korea Ship Finance Forum.

Seatrade Middle East (Dubai, United Arab Emirates)



From left to right: Theo Xenakoudis (Piraeus), Bill Gallagher (Reston) and Capt. Amarjit Kauchhur (Dubai).

Registry Visit to ClassNK (Tokyo, Japan)



From left to right: Masaharu Okamoto (Tokyo), Theo Xenakoudis (Piraeus), Bill Gallagher (Reston), Dr. Hiroshige Kitada (ClassNK), Dr. Takuya Yoneya (ClassNK), Takashi Okamoto (ClassNK) and Dr. Toshiro Arima (ClassNK).

RESCUES *at SEA*

The Marshall Islands Maritime Administrator issued Certificates of Commendation to captains, officers and crews of six Marshall Islands-flagged vessels for their exemplary service to the maritime community.



NEW GLORY



NEW GLORY rescue operations.

On 19 April 2010, the bulk carrier NEW GLORY, managed by Transmar Shipping Co. S.A., rendered assistance to eight seafarers found adrift on a life raft in the Halmahera Sea after their fishing vessel, AQUA

PACIFIC, sank the previous day. Under the command of Captain Emmanouil Varypatis, the crew of the NEW GLORY maneuvered the ship resulting in the successful rescue of all eight seafarers.

MTM PRINCESS



The Captain, officers and crew of the MTM PRINCESS and rescues.

On 10 June 2010, Captain Zaw Aung, officers and crew of the chemical/oil product tanker, MTM PRINCESS, managed by M.T.M. Ship Management Pte Ltd., responded to a distress call issued by the sailing yacht,

OCTAGON. The yacht had become disabled due to a loss of steering in the Atlantic Ocean, 300 nautical miles off the coast of Spain. Just as the OCTAGON started to sink due to uncontrollable flooding, the MTM PRINCESS was able to safely and successfully rescue all four yachtsmen in darkness despite heavy seas.

OVERSEAS FRAN



Crew of the OVERSEAS FRAN assists the yacht, YOLO.

On 10 June 2010, Captain Voltaire James Castillo Ochoco, officers and crew of the crude oil tanker OVERSEAS FRAN, managed by OSG Ship Management (UK) Ltd., demonstrated outstanding seamanship while responding to a distress call from the 46-foot yacht, YOLO. The yacht had run out of fuel and was drifting in the Atlantic Ocean approximately 225 nautical miles south of Bermuda. The OVERSEAS FRAN quickly altered course and successfully provided YOLO with diesel oil and lube oil to safely continue its voyage.

HUB STELLAR



From left to right: Capt. Ba. Nyaar Myint (Hub Shipping Sdn Bhd) and Shawn Tan (Singapore).

On 5 July 2010, officers and crew of the container ship, HUB STELLAR, managed by Hub Shipping Sdn Bhd, came to the rescue of six fishermen who were spotted floating at sea on life buoys 15 nautical miles off the coast of Da Nang, Vietnam.

The fishermen had been in the water for more than 24 hours after their vessel sank following a collision with a large, unidentified ship. Thanks to the rapid response and outstanding seamanship of the HUB STELLAR, under command of Captain Win Thein, all six fishermen were safely brought ashore to the Vietnamese port of Dang Xa in the city of Hai Phong.

OVERSEAS SAKURA



Crew of the OVERSEAS SAKURA assists the cargo vessel, REEM.

On 14 October 2010, the oil tanker OVERSEAS SAKURA, managed by OSG Ship Management (UK) Ltd., assisted the cargo vessel, REEM, which had begun to list due to flooding while in heavy seas near

the Strait of Hormuz. With the assistance of a local tug, the crew of the OVERSEAS SAKURA, under the command of Captain Raymond W. Taylor, successfully escorted the distressed cargo vessel to safe anchorage.

CMA CGM CORTES

On 17 October 2010, officers and crew of the CMA CGM CORTES, a container ship managed by Alpha Shipmanagement GmbH & Co. KG, and under the command of Captain Daniel A. Peden, rescued an individual from a sinking canoe near the vessel's anchorage location approximately three miles off the coast of San Pedro, Cote D'Ivoire in the Gulf of Guinea. On a coast that is all too often plagued by piracy, armed robbery and potential stowaways, the crew of the CMA CGM CORTES maintained a good watch and upheld the longstanding maritime tradition of rendering assistance to those in need at sea. The distressed canoeist was placed in the care of local authorities in San Pedro.

REGISTRY BRINGS CLARITY TO YACHT CAPTAINS

The Marshall Islands sought to clarify some of the issues surrounding the Maritime Labour Convention, 2006 (MLC, 2006) during the Captains' Briefing at the Ft. Lauderdale International Boat Show in late October. Speaking as part of a panel on the MLC, 2006 and what it means for yacht owners, operators, captains and crews, Capt. Gene Sweeney, Deputy Commissioner of Maritime Affairs of the Republic of the Marshall Islands (RMI), explained that the RMI was among the first to ratify the Convention and to begin the process of implementing it within its fleet.



From left to right: Patrick Bachofner (Geneva), Alex von Stein (Monaco), Ashlie Megrichian (Ft. Lauderdale), Ryan Rabatin (Ft. Lauderdale) and Capt. Gene Sweeney (Ft. Lauderdale).

Capt. Sweeney stated that the Registry sees a clear difference between commercial blue water ships and yachts, which he referred to as primarily recreational vessels. "The MLC, 2006 clearly applies to all ships (including yachts) that are ordinarily engaged in commercial activities," he explained. "However, because the RMI does not believe that most yachts are truly engaged in commerce, the Registry is considering that, for a yacht to be deemed commercial, it must be engaged in commercial activities (i.e., on charter) for 183 days or more a calendar year."

He went on to explain that the MLC, 2006 will not come into force for any vessel until 12 months after the Convention is ratified by a sufficient number of countries. Ratification is expected to be completed in the 2011-2012 timeframe. He noted that the RMI is presently working to establish its Tripartite Committee which will bring government together with owners and labor, who will be consulted on the RMI's regulatory framework to implement the Convention.

THE JURISDICTION OF CHOICE

A significant and growing number of Marshall Islands companies are publicly traded on exchanges in London, New York and Singapore.

<p>NYSE (New York Stock Exchange)</p> <ul style="list-style-type: none"> Agean Marine Petroleum Network Inc. (ANW) Baltic Trading Ltd. (BALT) Costamare Inc. (CMRE) Crude Carriers Corp. (CRU) Danaos Corporation (DAC) DHT Holdings, Inc. (DHT) Diana Shipping, Inc. (DSX) Genco Shipping & Trading Limited (GNK) General Maritime Corporation (GMR) Global Ship Lease, Inc. (GSL) Navios Maritime Acquisition Corporation (NNA) Navios Maritime Holdings Inc. (NM) Navios Maritime Partners L.P. (NMM) Paragon Shipping Inc. (PRGN) Safe Bulkers Inc. (SB) Scorpio Tankers Inc. (STNG) Seaspan Corporation (SSW) Teekay Corporation (TK) Teekay LNG Partners L.P. (TGP) Teekay Offshore Partners L.P. (TOO) Teekay Tankers Ltd (TNK) 	<p>NASDAQ (National Association of Securities Dealers Automated Quotations)</p> <ul style="list-style-type: none"> Capital Product Partners L.P. (CPLP) Dryships Inc. (DRYS) Eagle Bulk Shipping Inc. (EGLE) Euroseas Ltd. (ESEA) Freeseas Inc. (FREE, FREEW) Oceanfreight Inc. (OCNF) Omega Navigation Enterprises, Inc. (ONAV) <i>(also trading on the SGX)</i> Seanergy Maritime Holdings Corp. (SHIP) Star Bulk Carriers Corp. (SBLK) Stealthgas, Inc. (GASS) Top Ships Inc. (TOPS)
	<p>LSE (London Stock Exchange)</p> <ul style="list-style-type: none"> Goldenport Holdings Inc. (GPRTL)
	<p>PLUS MARKETS</p> <ul style="list-style-type: none"> Geo Genesis Group Ltd. (GEOP)
	<p>SGX (Singapore Exchange)</p> <ul style="list-style-type: none"> Omega Navigation Enterprises, Inc. (Omeaganav 50 (057)) <i>(also trading on the NASDAQ)</i>

2010

15 November

IBJ Awards 2010
London, United Kingdom
Event Judge: John Ramage (London)

15-16 November

3rd Annual Arctic Shipping North America
Montreal, Canada

15-17 November

Global Superyacht Forum 2010
Amsterdam, The Netherlands

15-18 November

CLIA Leadership Forum
Miami, Florida, United States

17-18 November

11th Asia-Pacific Manning & Training
Conference
Manila, Philippines
Event Speaker: Capt. Robert Fay (Reston)

24-25 November

The ECDIS Revolution
London, United Kingdom

24-25 November

Turkish Shipping & Ship Finance Conference
Istanbul, Turkey

30 November – 2 December

Shipping Finance Service Summit 2010
Shanghai, China

6 December

Shorex Zurich
Zurich, Switzerland

7 December

China Ship Finance & Strategy Forum
Shanghai, China

2011

20 January

2nd Annual London Ship Finance Forum
London, United Kingdom

1-2 February

Maritime Piracy & Security Summit
Dubai, United Arab Emirates
Speaker: John Ramage (London)

24 February

10th Annual German Ship Finance Forum
Hamburg, Germany

1-5 March

Dubai International Boat Show 2011
Dubai, United Arab Emirates

9 March

7th Annual Gulf Ship Finance Forum
Dubai, United Arab Emirates

14-17 March

Cruise Shipping Miami
Miami Beach, Florida, United States

21-23 March

CMA Shipping 2011
Stamford, Connecticut, United States
Booth 15

21-24 March

Gastech 2011
Amsterdam, The Netherlands
Booth D050

22 March

3rd Mare Forum Istanbul 2011:
The Turkish Expansion III
Istanbul, Turkey

Event Speaker: Theo Xenakoudis (Piraeus)



MARITIME SAFETY COMMITTEE (MSC), 87TH SESSION

Goal Based Ship Construction Standards (GBS): Resolution MSC.290(87) was adopted. It requires new single-side skin bulk carriers and oil tankers (excluding ore carriers and combination carriers) of 150m in length and above, to be designed/built to class society rules, that have been verified by the IMO, to meet the new GBS.

Piracy Issues: It was strongly argued that Best Management Practices (BMPs) be made mandatory under the ISM/ISPS Codes and that citadel issues be addressed by experts. A presentation made by US Departments of State and Treasury officials with respect to President Obama's Executive Order Blocking Property of Certain Persons Contributing to the Conflict in Somalia was helpful, however officials did not assuage fears that crewmembers may be caught in an untenable position of not being rescued due to the prevention of a ransom payment or that a shipowner ultimately would not incur US penalties. The Committee invited proposals on the development of guidance on the investigation of piracy and armed robbery against ships and on guidelines for the care of seafarers and others on board who have been subject to acts of piracy and armed robbery.

Long Range Identification and Tracking (LRIT): While several issues were discussed, the development of a distribution facility was of note. The facility will be tested and deployed by the Secretariat to provide LRIT information to the security forces operating in the Gulf of Aden and Somali Basin. It will be hosted on its own existing IT & IS infrastructure. The Secretariat will monitor the facility's operation and initiate any corrective actions when necessary. Contracting Government participation is voluntary and will require an "opt-in" to the facility. If a Government does not "opt-in," no information from their Data Center will go to the chosen security forces. Control of participation will be through the Global Integrated Shipping Information System.

Floating Production Storage & Offloading Facilities/ Floating Storage Units (FPSO/FSU) Guidelines: A new MSC-MEPC.2/Circ.9 was approved which clarifies the scope of application of the provisions contained in SOLAS, including the ISM Code, Load Lines, MARPOL and STCW Conventions to FPSOs/FSUs. The Guidelines take into account operations on and off location and whether or not the FPSO/FSU is permanently moored on location or disconnectable—operating under its own propulsion or under tow.

Code for Recognized Organizations (RO Code): A firm purpose was established for the RO Code—

that it would be a consolidated instrument containing criteria against which ROs are assessed and authorized/recognized, and would provide guidance for subsequent monitoring of ROs by Administrations.

*The 88th Session of the MSC will be held
24 November - 3 December 2010.*

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC), 61ST SESSION

MARPOL Annex Revisions: The MEPC approved draft amendments to MARPOL Annex IV, Prevention of Pollution by Sewage from Ships to include the possibility of establishing "Special Areas" for the prevention of such pollution and to designate the Baltic Sea as a Special Area under this Annex. The MEPC also approved amendments to revise and update MARPOL Annex V Regulations for the Prevention of Pollution by Garbage from Ships, following a comprehensive review of this Annex. These amendments will be considered for adoption at the next session. The MEPC adopted amendments to MARPOL Annex VI, Regulations for the Prevention of Air Pollution from Ships to amend the Supplement to the International Air Pollution Prevention (IAPP) Certificate form.

Reduction of Greenhouse Gas (GHG) Emissions from Ships: This agenda item received much attention with long and protracted arguments from both sides promoting polarized views regarding the application of any measures that may be interpreted as the regulation of GHG from shipping. A Working Group (WG) was convened to finalize the draft regulatory text on the Energy Efficiency Design Index and Ship Energy Efficiency Management Plan together with the associated guidelines. A long plenary debate considered the report of the WG to the Committee. It was obvious that no decision could be reached by consensus, so an intersessional correspondence group was established to continue work on the outstanding issues in the guidelines.

Market Based Measures (MBM) Expert Group (EG): The outcome of the MBM-EG engendered a lively plenary debate. The Committee discussed information on the work of the United Nations High Level Group on Climate Change Finance, and generally agreed with the position that shipping should not be considered simply as an easy means of raising funds to finance governmental climate change obligations under the Copenhagen Accord. In order to further consider all proposed MBMs the Committee agreed to hold a third intersessional meeting on GHG emissions from ships to be held in March 2011.

THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS (STCW), 1978

The entry into force date for STCW amendments was agreed to be 1 January 2012. Key provisions and changes were:

- The inclusion of minimum medical standards consistent with MLC, 2006 were made mandatory in Part A, with additional guidance in Part B as recommendatory.
- Refresher training was approved for re-certification for various items of safety training. Tanker Oil/Chemical Training was combined as one competency and Tanker Gas Training defined separately. Electronic Chart Display and Information Systems, MARPOL, leadership team training requirements were also added.
- Fitness for Duty - Regulation VIII/1—relaxation of Hours of Rest Regulations A-VIII/1 (derogation clause). Paragraph 9 was added to this Regulation allowing for parties to the Convention to allow exceptions to rest hour minimums for up to two weeks, and further allowing for rest periods to be split into three separate periods—one of which must be at least six hours, and no period of less than one hour—for any two day span during the exception period.
- Several new definitions were added to Regulation I of the Code, but notably the Conference elected not to define “seafarer” rather than be at odds with the ILO definition in the MLC, 2006. Definitions for Certificate of Competency and Certificate of Proficiency were refined and a clear definition for Documentary Evidence was added which should help to relieve past confusion regarding acceptance of applications.
- Additional competencies were added in Chapters II & III, notably: II/5 Able Seafarer Deck; III/5 Able Seafarer Engine; III/6 Electro-Technical Officer; III/7 Electro-Technical Rating.
- Amendments to the STCW Code, Parts A & B, key provisions and changes were: revision of engineering competencies in tables A-III/1 and A-III/2, and deletion of requirement for 30 months of training and education for new engine officers; requirements for security and counter-piracy training for all personnel; allowance for modern training methods including distance learning and web-based training; new training guidance for personnel on Dynamic Positioning vessels; and new training guidance for personnel on ships operating in polar waters.

THE FIRST OF MANY



The product tanker, IVY EXPRESS, managed by MOL Tankship Management (Europe), Ltd, a division of Mitsui O.S.K. Lines (MOL), was the first Marshall Islands-flagged vessel to receive a statement of compliance under the MLC, 2006. The first full inspection for voluntary compliance under Marshall

Islands regulations was conducted onboard the IVY EXPRESS on 7 September 2010 at VOPAK Terminal (Deer Park), Houston, Texas, USA. The onboard inspection was performed by ClassNK. Nick Makar, Deputy Commissioner of Maritime Affairs of the Republic of the Marshall Islands, who was present during the inspection, commented, “MOL is a highly attentive and proactive company with regard to crew welfare, as exemplified in the company’s willingness to proceed with voluntary certification. It was noted that a considerable degree of preparatory work was completed in advance of the inspection between MOL and ClassNK in Japan.” The IVY EXPRESS is the first of three MOL vessels flagged in the Marshall Islands to receive a statement of compliance under the MLC, 2006.

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