



Oil Companies International Marine Forum

OCIMF

Annual Report 2012



Mission

To be the foremost authority on the safe and environmentally responsible operation of oil tankers, terminals and offshore support vessels, promoting continuous improvement in standards of design and operation.

The Oil Companies International Marine Forum is a company limited by guarantee incorporated under a private Act of Parliament in Bermuda.

Objectives

Standards

To identify safety and environmental issues facing oil tanker, barge, terminal and offshore marine operations, and develop and publish recommended standards that will serve as technical benchmarks.

Regulatory

To contribute to the development of international conventions and regulations that enhance the safe construction and operation of oil tankers, barges, offshore support vessels and terminals, working with the IMO and other regulatory bodies, both regional and national.

Consultation

To promote the ratification and implementation of international conventions and regulations.

Enforcement

To encourage flag States, port States and classification societies in their enforcement of international conventions and regulations.

Promulgation

To facilitate access by charterers and authorities to data on tankers, barges and offshore support vessels relating to safety and pollution prevention, through the Ship Inspection Report (SIRE) programme and the Offshore Vessel Inspection Database (OVID).

Promotion

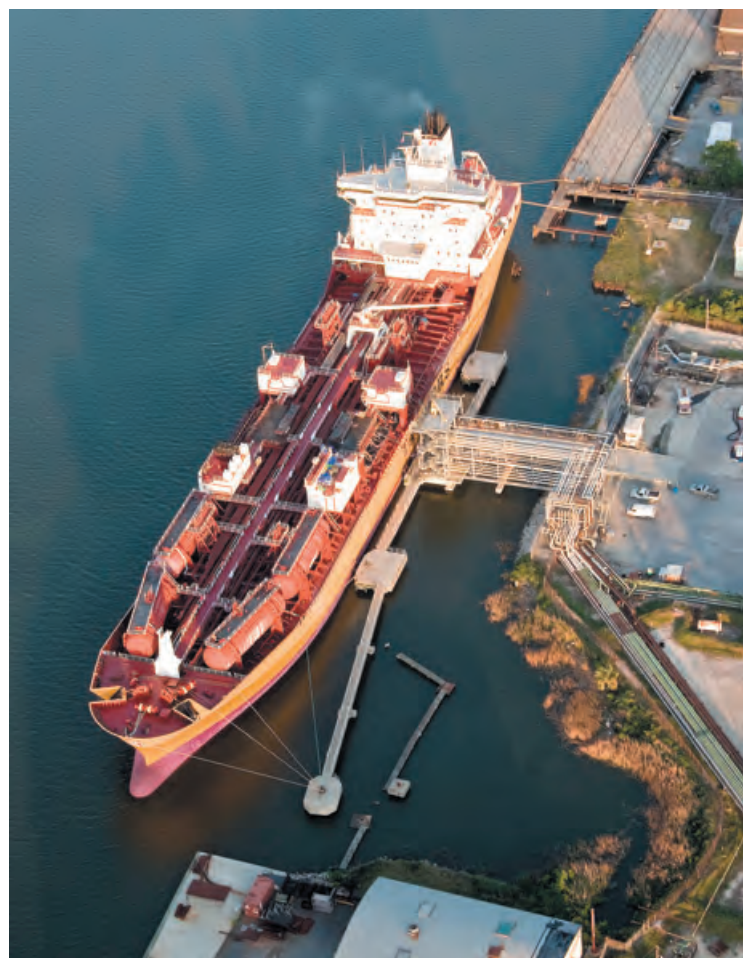
To actively promote OCIMF's role in the development of safety and environmental guidelines and recommendations, harnessing the skills and experience of OCIMF members and holding industry events addressing the issues.



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Chairman's statement

John Ridgway

I undertook the privilege of chairing OCIMF one year ago, taking over a well-founded and robust organisation from the previous long-serving Chair, Jan Kopernicki. I have been impressed with the competency, dedication and professionalism of the staff, and the manner in which they discharge the strategy as defined by the board. The organisation is in good shape to discharge its obligations, serve its members, and continue to contribute to safe and environmentally secure maritime transportation.

Over the course of 2011, membership has grown from 83 to 90 companies. Our diverse reach has continued to grow with notable additions to the membership from China, Columbia, Argentina and India. The founding principles defining the OCIMF mission—the promotion of safety and the prevention of pollution associated with the transport and terminal handling of hydrocarbons—remain as important as ever. Whilst we are encouraged to see year-on-year improvement, a number of challenges remain.



Progress in long-term projects was notable during 2011. June saw the launching of the Virtual Arrival Project in Brussels where Vice-President of the European Commission and Transport Commissioner Siim Kallas chaired a well-attended event and applauded Virtual Arrival (a joint OCIMF and INTERTANKO project) as a great example set by the oil shipping industry in finding an effective measure to save energy and reduce greenhouse gas (GHG) emissions through voluntary cooperation across the logistics chain. November saw the international launch of the Marine Terminal Particulars

Questionnaire, a web-based programme enabling the collection, storage and dissemination of terminal data to international users, in a plain-language, standardised format.

2011 also saw steady growth in the use of OVID as many member companies embedded OVID inspections into their marine assurance systems focused upon support vessels employed in the offshore sector. The Executive Committee was particularly pleased to see initiatives being taken to promote OVID, aid greater understanding and overcome the misapprehension which may be expected when substantial change is introduced. The running of global familiarisation workshops for both member companies and offshore vessel operators and the introduction of a monthly OVID newsletter are fine examples. The OVID e-newsletter reached a circulation of more than 2,500 subscribers at the end of 2011—a good indicator of the interest generated.

The work of IMO remains a central part of the OCIMF year, and 2011 saw tough



The Marine Safety Committee also made progress with several items of high interest to OCIMF. Prominent amongst them was extensive guidance produced for the evaluation and replacement of lifeboat release and retrieval systems to meet the revised SOLAS requirements. Similarly, the Assembly resolution revising enclosed space entry requirements and the additional guidance on tank entry for nitrogen-inerted

The disturbing issue of piracy continued to threaten the safety of shipping trading within high-risk areas. In the Indian Ocean, Somalia-based pirate tactics evolved rapidly in the face of counter-piracy measures, prompting an urgent need to revise best management practices. OCIMF was at the forefront of producing and distributing *BMP4: Best Management Practices for Protection against Somalia Based Piracy* in the summer of 2011. As many ships sought additional protection through the employment of armed security contractors, it became apparent that controls were urgently needed but had yet to be developed. OCIMF was amongst industry organisations that jointly submitted a foundation document to the IMO's Maritime Safety Committee (MSC), facilitating the production of interim guidance to ship owners and masters on the contracting and

Despite the current economic weakness in the industry, the legislative agenda continues apace. Carbon reduction continues to be work in progress to understand efficient, effective and manageable solutions; the same is true of ballast water management and other prospective changes. Another principal challenge is to ensure industry standards remain truly global in order to allow unfettered global trade, and not have shipping shoulder the additional burden of working to numerous regional regimes. I am convinced that OCIMF is well placed to face such challenges, and will continue its essential role in ensuring hydrocarbon transportation remains secure.

Д. Кидань



Director's review

David Cotterell

Reflecting on the activities of 2011, I am left wondering just where the year went! As Director, much of my attention was focused towards the East, promoting OCIMF's work and fostering interest in membership. Several good things emerged, among them the development of translation services and a technical vocabulary to facilitate the publication of OCIMF titles in Mandarin, strengthening relationships with China's oil companies and maritime authorities, and some excellent engagements with both the international and domestic shipping communities in China during conferences. It was entirely fitting that the 68th meeting of the Executive Committee was hosted by BP in Beijing. This well-supported meeting provided a wonderful opportunity to welcome China National Offshore Oil Company into the OCIMF membership.

Closer to home, good progress was made with many of the dossiers being worked on in our Committees. Information papers were produced addressing core marine safety issues including the carriage of elevated mercury crude cargoes, and seafarer fatigue reduction. 2011 was also a year which continued to see many of the tanker trade routes being subjected to piracy attacks utilising a variety of evolving tactics, and requiring an equally swift reaction and evolution of defence measures. OCIMF, working in close cooperation with military counter-piracy forces, was at the forefront of rapidly producing a fourth edition of the 'Best Management Practices' guidance (*BMP4*), advocating the widespread use of self-protection measures and promulgating proven, best practice measures. *BMP4* received the widespread support of all facets of the marine industry who jointly funded the production and distribution of 50,000 copies, ensuring that sound advice was promulgated to those in greatest need. During the course of the year the attacks on shipping by Somalia-based pirates escalated in number, range and ferocity, forcing many to seek additional protection measures, including the increasing



employment of private, armed security contractors. In the absence of regulation it was clear that guidance was needed, and OCIMF, working with a broad coalition of industry associations, rapidly produced guidance on the effective use and control of private maritime security companies (PMSCs) and the construction of effective citadel protection, later to be used as a foundation document for IMO advice to shipping.

The OCIMF publication library was further expanded with the technical publication, *Ship to Ship Service Provider Management: incorporating STS Service Provider Self Assessment*, delivering essential guidance on safety and environmental management of STS operations. In partnership with SIGTTO, *Manifold Recommendations for Liquefied Gas Carriers* was published in September 2011. This new edition consolidates and updates guidance previously contained in several publications to deliver a single, standardised reference. The availability of our publications as e-books was also expanded in 2011.

Our long-term projects also advanced notably with the launch, in June 2011, of the Virtual Arrival project—an initiative to deliver GHG emissions reduction and contribute to tanker safety through the reduction of congestion in port approaches—and the October launch of the Marine Terminal Particulars Questionnaire, the first stage of a complex project designed to enhance safety at the all-important interface between tankers and terminals.

OCIMF continued to be heavily engaged at the IMO, representing members' views and contributing to regulatory developments addressing issues in our industry sector. Notable advances included:

- the inclusion of both the Energy Efficiency Design Index for new vessels and Ship Energy Efficiency Management Plan requirements under MARPOL Annex VI, providing a firm foundation for future emission reduction measures; and
- amendments to SOLAS to improve the integrity of lifeboat launching and recovery systems, and more robust enclosed space entry requirements.

All of these advances are closely aligned with core OCIMF values of continuous improvement of marine safety and environmental standards.

Once again the Secretariat saw some changes of staff during 2011. Cliff Proctor (Technical Adviser, Engineering) moved on to pursue a new career with Chevron, and we wish him every success. Shaikh Rahim (Technical Adviser, Nautical) returned to his parent company (IMT) and was succeeded by Anuj Gupta, also from IMT. We bade a temporary farewell to Lauren McGee who took maternity leave, and welcomed Joanna Bradley and Rachel Capeless to the administration team.

I close by welcoming the several new members who joined the Forum during 2011 and thanking the membership in general for their continued support in providing expert personnel to the Secretariat, Committees, work groups and Forums. None of the year's achievements would have been possible without this great support, and I am particularly grateful that it has continued undiminished through a period of global recession, saying so much for the dedication of the membership.

History

OCIMF was formed in April 1970 in response to the growing public concern about marine pollution, particularly by oil, after the Torrey Canyon incident in 1967.

In the early 1970s, a variety of anti-pollution initiatives were starting to emerge nationally, regionally and internationally, but with little coordination. Through OCIMF, the oil industry was able to play a stronger, coordinating role in response to these initiatives, making its professional expertise widely available through cooperation with governments and intergovernmental bodies.

OCIMF was granted consultative status at the IMO in 1971 and continues to present oil industry views at IMO meetings. Since then, its role has broadened to take account of the changing maritime activities of its membership. Its remit now covers tankers, barges, offshore support vessels and terminals, and its advice extends to issues such as shipping in ice and large-scale piracy, which rarely troubled the oil industry when OCIMF was first created in the 1970s.



OCIMF today

Today, OCIMF is widely recognised as the voice for safety of the oil shipping industry, providing expertise in the safe and environmentally responsible transport and handling of hydrocarbons in ships and terminals, and setting standards for continuous improvement. Membership is expanding and includes every oil major in the world along with the majority of National Oil Companies.

OCIMF has much to be proud of. Not only has it contributed to a substantial quantity of regulation at the IMO, aimed at improving the safety of tankers and protecting the environment, but it has introduced important new guidance on pressing current issues such as piracy and Arctic shipping. With the process of introducing new internationally-accepted regulation necessarily slow as it crosses many individual

countries and jurisdictions, OCIMF is in the unique position of being able to leverage the expertise of its membership to press ahead with much-needed guidance on important industry issues. This provides the means to improve practices in the membership and in the wider industry, and serves as a valuable reference for developing regulation.

In addition to its extensive publications library, OCIMF has a rich portfolio of tools including its Ship Inspection Report (SIRE) Programme and Tanker Management and Self Assessment (TMSA) tool, both of which have gained worldwide recognition and acceptance. OCIMF continues to develop new tools, with OVID being launched in January 2010 and the first element of a terminal standards assurance programme launched in October 2011.

Secretariat

For recent changes to the Secretariat please visit the OCIMF website at www.ocimf.com



David Cotterell
Director



Pierre Karsenti Deputy Director
and Chief Representative to the IMO
(effective from April 2012)



Bernard Lesegretain
Senior Technical Adviser



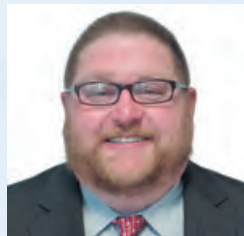
Philip Pascoe
General Counsel



Sean Nicholson
Technical Adviser (Offshore)



Ian Shields Technical Adviser
(Maritime Security)



Chris Brown Technical Adviser
(Engineering) (effective from
May 2012)



Anuj Gupta
Technical Adviser (Nautical)



Geoff Snow OCIMF
Programme Manager



Oliver Pointon OCIMF Training
and Accreditation Manager



Rob Collier
OCIMF Compliance Manager



Anita Borsberry OCIMF Inspector
Accreditation Administrator



Aziz Benbelkacem OCIMF
and IT Systems Administrator



Pauline Gilbert
Accounts Administrator



Rebecca Harrison
Office Manager



Rachel Capeless Administrator,
General and Conference Facilities
(effective from September 2011)



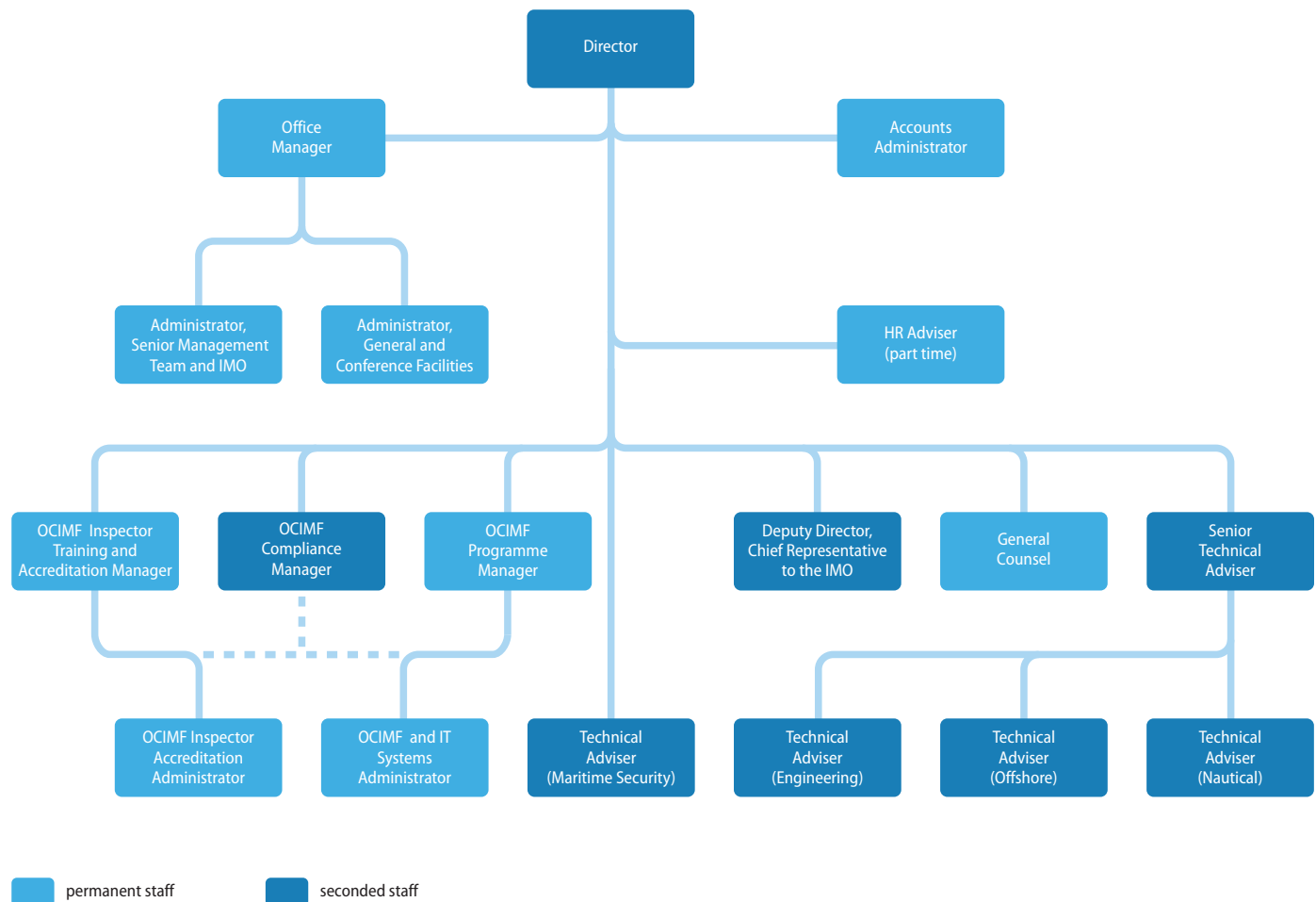
Joanna Bradley Administrator,
Senior Management Team and IMO
(effective from September 2011)



Christine Green (part time)
HR Adviser

Organisational chart

For recent changes to the organisational chart please visit the OCIMF website at www.ocimf.com



OCIMF membership

(Current as at June 2012)

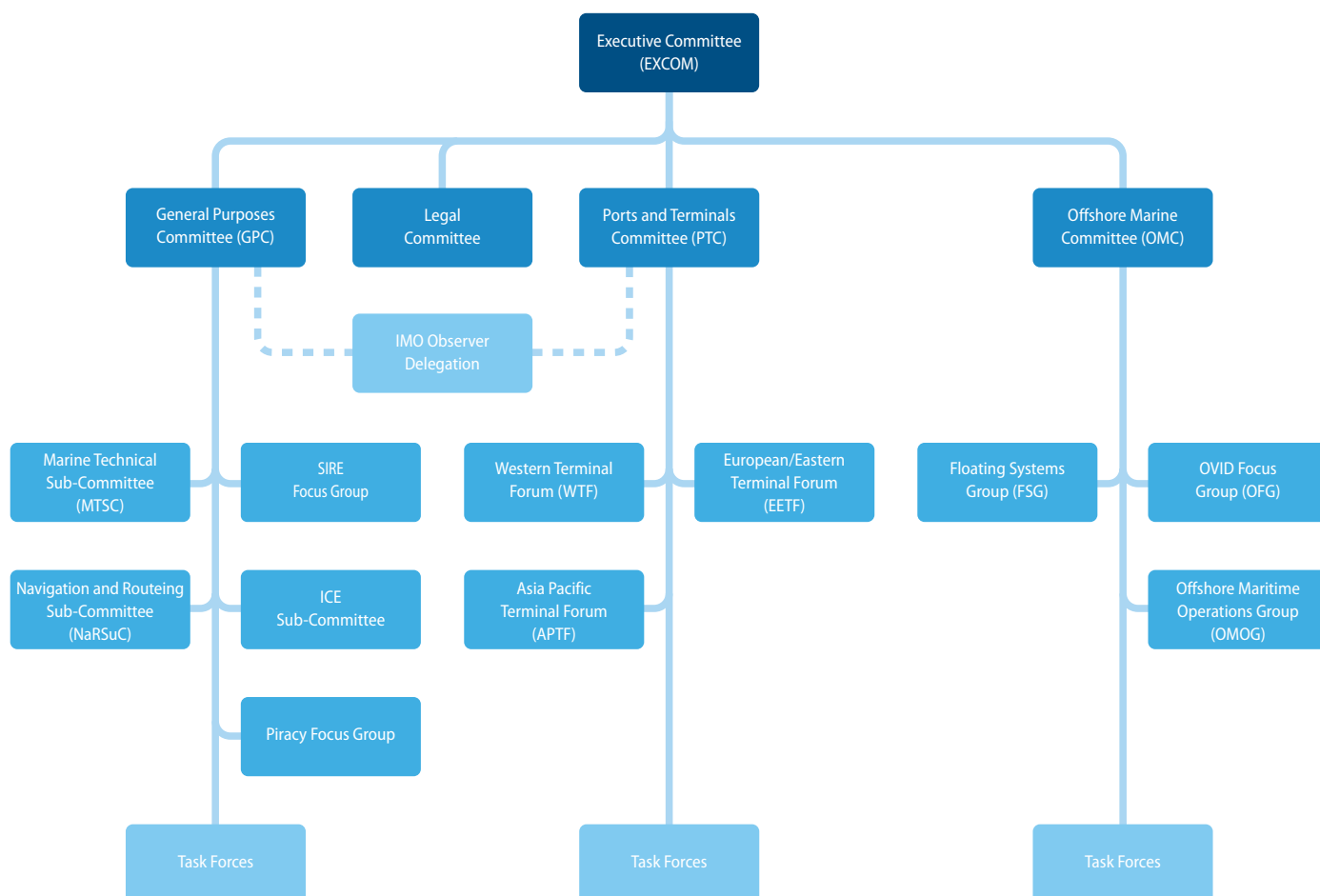
Abu Dhabi Company for Onshore Oil Operations
 Abu Dhabi Marine Operating Company
 Abu Dhabi National Oil Company
 Addax Oryx Group
 Administración Nacional de Combustibles Alcohol y Portland
 Angola LNG
 Bakri International Energy Company Limited
 BG LNG Services LLC
 Bharat Oman Refineries Ltd.
 BHP Billiton Limited
 BP Shipping Limited
 Cargill Ocean Transportation
 Cenovus Energy Inc
 Centrica PLC
 Chevron Shipping Company LLC
 China National Offshore Oil Company (CNOOC)
 Compagnie de Distribution des Hydrocarbures
 Compañía Española de Petróleos S.A.
 ConocoPhillips Company
 Ecopetrol S.A.
 Emirates National Oil Company
 Empresa Nacional del Petróleo (ENAP)
 Enel Trade SpA
 Engen Petroleum Limited
 Eni SpA
 ERG SpA
 Essar Oil Limited
 Excelsior Energy LLC
 Gazprom Global LNG Ltd
 GDF Suez
 Greater Nile Petroleum Operating Co. Limited
 Hess Corporation
 Husky Energy
 Indian Oil Corporation Limited
 Ineos Manufacturing Scotland Limited
 INPEX Corporation
 International Marine Transportation Limited
 Koch Shipping Inc
 Kuwait Oil Company
 LUKOIL Oil Company
 Mærsk Oil
 Marathon Oil Company
 Marathon Petroleum Co. LP
 Marquard & Bahls AG
 Martin Midstream Partners
 Motor Oil (Hellas) Corinth Refineries SA
 Murco Petroleum Limited

National Iranian Tanker Company
 Neste Oil Corporation
 Nexen Inc
 Nigeria LNG Limited
 Noble Americas Corp.
 NuStar Energy LP
 Occidental Energy Marketing Inc.
 OCENSA
 OMV Refining & Marketing GmbH
 Pan American Energy
 PDV Marina SA
 Pertamina
 Petrobras
 Petróleos de Portugal—Petrogal S.A.
 Petróleos Mexicanos
 Petroleum Industry Marine Association of Japan *
 Petron Corporation
 Petronas Sungai Udang Port Sdn Bhd
 Petroplus Marketing AG
 Petrovietnam
 Phillips 66 Company
 Preem Petroleum AB
 Primorsk Oil Terminal
 PTT Plc.
 Qatar Petroleum Corporation
 Qatar International Petroleum Marketing Co. Limited (Tasweerq)
 Reliance Industries Limited
 Repsol
 SARAS SpA
 Saudi Arabian Oil Company
 Sempra LNG
 Shell International Trading and Shipping Company Limited
 Sonangol Marine Services
 Sonatrach SpA
 Statoil ASA
 Suncor Energy Inc.
 Sunoco Logistics Partners LP
 Talisman Energy UK Limited
 Tesoro Maritime Company
 Total S.A.
 Tullow Oil Plc
 Valero Marketing & Supply Co.
 Vermillion Energy Resources
 Western Refining Yorktown Inc.

* The Petroleum Industry Marine Association of Japan (PIMA) is counted as four OCIMF members; a full list of PIMA Companies is held at the OCIMF Secretariat.

OCIMF Committees

A committee structure with the Executive Committee at its head and four senior standing Committees reporting to it is in place. The senior standing Committees may establish Sub-Committees or Forums as necessary.



Executive Committee (ExCom)

Chairmen: Jan Kopernicki, Shell (to April 2011); John Ridgway, BP (from April 2011)

The Executive Committee met twice during the course of 2011. The 67th meeting of the Executive Committee was held in London in June 2011, and the 68th meeting and 33rd AGM were held in Beijing in November 2011, kindly hosted by BP.

Jan Kopernicki, who had ably Chaired the Executive Committee since 2002, resigned the Chair as he retired after a distinguished career with Shell. We welcomed John Ridgway (BP) as the succeeding Chairman in April. The AGM saw the Chairman and Vice-



Members of the Executive Committee at the 68th meeting held in Beijing in November 2011

... OCIMF Committees

Chairmen Mike Carthew (Chevron) and Will Jenkins (IMT) elected for a further 12 months.

In addition to providing governance and strategic direction, the Executive Committee debated a wide range of topics defining priority and actions, and allocating resources.

Key issues included:

- Regulatory developments at the International Maritime Organization
- Progress in the implementation of MARPOL Annex VI
- Regulatory initiatives to reduce greenhouse gas emissions from ships
- The work of the OCIMF Carbon Task Force
- European and regional regulatory developments and forthcoming legislation
- Lifeboat safety
- Piracy and maritime security
- OCIMF publications
- SIRE and OVID programme performance and developments
- IOPC Funds and HNS Convention activities.

Legal Committee

Chairman: John Glennon, IMT

Vice-Chairman: Richard Keigwin, Total

The Legal Committee comprises 10 lawyers from Forum members and provides legal support for OCIMF activities. This support includes providing legal advice on competition/anti-trust law and intellectual property issues, and reviewing documents prior to publication.

The Legal Committee held their 55th meeting on 4 May 2011 at the OCIMF Offices in London, hosted by BP. The 56th meeting was held on 19 October 2011 in San Ramon, California and hosted by Chevron. The Committee discussed a wide range of legal issues during their meetings, including:

- HNS Convention and Protocol
- IOPC Funds
- MARPOL Annex VI
- EU Directive on ship-source pollution and the introduction of sanctions, including criminal sanctions
- OCIMF trade mark protection
- Maritime security: piracy/the use of private armed security guards
- SIRE and TMSA2 issues
- Offshore Vessel Inspection Database (OVID)

- Marine Terminal Policy Review Group
- OCIMF publications and mandarin translation project.

John Glennon (IMT) stepped down after four years as Chairman at the end of the 56th meeting.

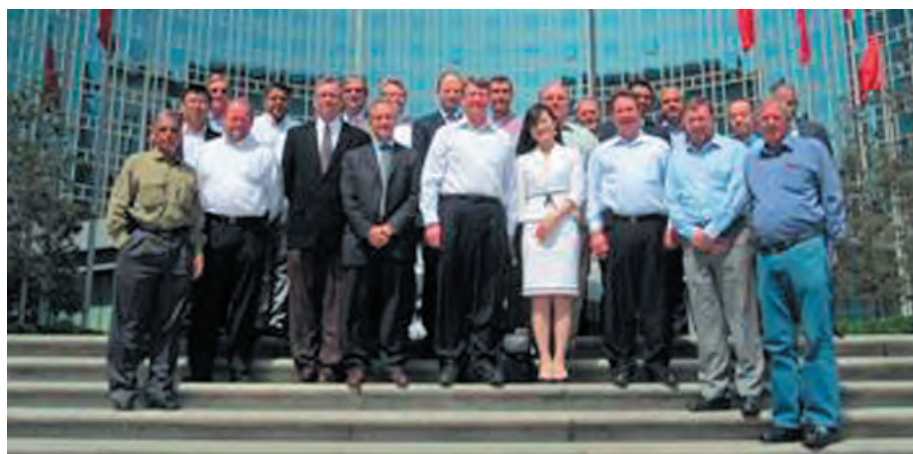
General Purposes Committee (GPC)

Chairman: Steffen Jacobsen, Mærsk

The General Purposes Committee met twice during 2011. The 72nd meeting was held in Beijing in April, hosted by Mærsk. This event was timed to coincide with local tanker safety conferences, allowing the GPC to engage with a broad cross section of China's shipping and oil industry, and to be proactive in promoting the work of the Forum and the value of OCIMF membership.

The 73rd meeting of the GPC was held in Houston, Texas in October 2011, hosted by BG.

The detailed work overseen by the General Purposes Committee is described under the individual Sub-Committee sections of NaRSuC, ICE and MTSC along with bespoke



Members of the General Purposes Committee at the 72nd meeting held in Beijing in April 2011.



reports on SIRE (page 36) and OVID (page 39).

Work items progressed during the year include:

- Requirements for secondary venting systems
- Measures to prevent tanker fires and explosions, with particular reference to small product and chemical carriers
- Lifeboat launching and retrieval systems
- Learning from incidents
- Measures to reduce seafarer fatigue
- OCIMF work at the IMO and review of the forward programme
- OCIMF prioritisation of engagement in EU legislation
- Publications planning.

Marine Technical Sub-Committee (MTSC)

Chairman: Ken Reid, Shell

The 22nd meeting of the Marine Technical Sub-Committee was held in San Ramon, California on 2–3 March 2011, hosted by Chevron. The 23rd meeting of the MTSC was held in London on 24–25 August 2011, hosted by OCIMF.

The Sub-Committee is supported by members from BP, Chevron, ConocoPhillips, IMT, Mærsk, Petrovietnam, SeaRiver, Shell, Sonangol, Statoil, Total and Vela.

The Sub-Committee discussed a wide range of technical issues during their meetings, including:

- Engineering competencies:
 - The Sub-Committee is investigating the current standard of engineering practices in the context of factors such as advancing technology, reduced manning, changes in operating culture, etc.

- Based upon that investigation, the Sub-Committee will identify possible improvements to existing engineering practices, and develop new guidance that will result in a positive contribution to the safety and reliability of vessel operations.

- Fuel switching:
 - The implementation of MARPOL Annex VI Emission Control Areas (ECAs), and regional legislation such as CARB in California and the EU 0.1 % limit on fuel sulphur at berth in EU ports, has created the need for robust procedures for the safe management of switching between fuel types.
 - The Sub-Committee is working on guidance that will assist tanker operators by identifying the points of concern that should be considered when developing such procedures.

... OCIMF Committees

- Dynamic loading of cranes in exposed waters:
 - The increase in the weight of cargo hoses (double carcass hoses) brings it close to the rated capacity of the vessel cargo cranes. When this is coupled with the dynamic loading caused by vessel movement due to the movement of the sea, the loading can exceed the specified working load (SWL) of the crane. A working group is developing best practice recommendation for the SWL of new hose cranes.
 - This task has also been expanded to include the development of guidance for cranes which are used for personnel transfer.
- The MTSC is actively engaged in providing technical expertise to support the IMO Secretariat and working groups dealing with:
 - Greenhouse gases
 - Material Safety Data Sheets (MSDS)
 - Damage stability
 - MARPOL Annex VI
 - Industry Lifeboat Group
 - Hydrogen sulphide (H₂S) in bunker fuels.

Ice Sub-Committee (ICE)

Chairmen: Vesa Penttilä, Neste Oil

(to November 2011);

Paresh Acharya, BP (from November 2011)

The 13th and 14th meetings of the Ice Sub-Committee were held on 16 March and 9 November 2011, respectively, at OCIMF in London. Members from BP, IMT, Shell, Total, ConocoPhillips, Neste Oil, Primorsk Oil, Lukoil, Svitser, Gazprom, along with Unicom and IACS, participated in, and contributed to, the work of the Sub-Committee, which included:

- A Briefing Paper for OCIMF member chartering and vetting groups, entitled *Shipping Operations in the Arctic Region*:
 - Following a further review during the March to November 2011 period, the



Paper was updated with new information as necessary and a new edition, dated November 2011, was released to members and published on the OCIMF website.

- A review of SIRE VIQ Chapter 13—Ice Operations:
 - SIRE Chapter 13, Ice Operations, was newly introduced in the VIQ at the beginning of 2011. Experience gained since then has raised several issues, including a need for detailed guidance for inspectors. The ICE Sub-Committee was requested to review SIRE Chapter 13 and consider the need for improved or expanded guidance. The Sub-Committee produced a new proposal for Chapter 13 in November 2011.

Other issues discussed/monitored include:

- The ICE Sub-Committee work group continues to provide input to the IMO Polar Code correspondence group working on the Mandatory Code for Ships Operating in Polar Waters.

- A proposal for the development of an ICE Management Paper for offshore vessels, working with the Offshore Marine Committee
- Operations at terminals impacted by ice or severe sub-zero temperatures
- Industry initiatives on ice management
- Sharing of Members' experiences of the 2011 trip to the Arctic Northern Sea Route.



Navigation and Routing Sub-Committee (NaRSuC)

Chairman: Phil Truscott, IMT

The 39th meeting of NaRSuC was held on 15 February 2011, and the 40th meeting was held on 6 September 2011. Both meetings were held at OCIMF's offices in London. Members from BP, Chevron, IMT, Shell, Total, Statoil, PetroVietnam and Mærsk participated in, and contributed to, the work of the Sub-Committee.

The Sub-Committee addressed the following work items:

- Pilotage:
 - Concerns have been expressed by OCIMF members (as well as other industry bodies) about the number of incidents occurring where Master/Pilot communication, bridge team practices and inter-personal interaction have been identified as areas for improvement. A pilotage work group was formed which clarified the issues of concern in respect of the operation of ships under pilotage. The work group then formulated 'heads of discussion' for a joint industry work group (JIWG) on pilotage, and identified industry groups which have a potential to be interested and active in enhancing the quality of

bridge team interactions during the pilotage phase of the voyage.

- E-navigation:
 - A new item was added to the NaRSuC meeting agenda, to review the technological advances being made in the field of navigation. At the 40th meeting, NaRSuC reviewed the proposal by the IMO Sub-Committee on Safety of Navigation (NAV) to develop a strategic vision for E-navigation, to integrate existing and new navigational tools, in particular electronic tools, in an all-embracing system that will contribute to enhanced navigational safety.

Other matters considered included:

- Continued engagement with the Danish Joint Pilotage Users Group (JPUG): the 7th JPUG meeting was attended by the Secretariat on 7 September 2011
- Continued involvement in the Cooperative Mechanism activities for the Straits of Malacca and Singapore
- Training requirements for Electronic Chart Display and Information Systems (ECDIS)
- Use of Voyage Data Recorder on board
- IMO Sub-Committee on Safety of Navigation (NAV) input
- Review and discussion of Turkish Straits transit and Turkish government policy
- Incident review.

Ports and Terminals Committee (PTC)

Chairman: Andy Dogherty, IMT

The 74th meeting of the Ports and Terminals Committee was held in San Francisco, USA on 19–20 April 2011, hosted by Chevron. The 75th meeting was held in Dubai, UAE on 4–5 October 2011, hosted by Emirates National Oil Company (ENOC).

The PTC membership continues to direct its efforts towards issues affecting safe operations at the tanker and terminal interface. These matters arise from legislative changes (e.g. from the IMO), from OCIMF members directly, or via feedback from one of the three regional Forums, namely the European and Eastern Terminal Forum (EETF), the Asia Pacific Terminal Forum (APTF) and the Western Terminal Forum (WTF).

Delegates from member companies BG, BP Shipping, Chevron, ConocoPhillips, ENI, ENOC, Excelsior, IMT, INEOS, Kuwait Oil Company, Mærsk, Marquard & Bahls, Nigeria LNG, PMI/PEMEX, Saudi Aramco/Vela, Shell, Total, PDVSA, Petrobras, Primorsk Oil Terminal, Reliance Industries Ltd., Statoil and Valero actively participated in, and contributed to, the work of the PTC.



... OCIMF Committees



The PTC covers a broad range of issues, and the following topics were progressed in 2011:

- After publication of the fifth edition of OCIMF's *Guide to Manufacturing and Purchasing Hoses for Offshore Moorings (GMPHOM)*, a group was launched to review and to compile into a single publication the OCIMF publications *Guidelines for the Handling, Storage, Inspection and Testing of Hoses in the Field* (2nd Edition, 1995), *SPM Hose Ancillary Equipment Guide* (3rd Edition, 1987) and *Single Point Mooring Maintenance and Operations Guide* (2nd Edition, 1995).
(Chairman: George Franklin, Shell)

- The Ship-to-Ship (STS) Steering Group was tasked with following changes to regulations and proposals forthcoming from the IMO and the EC addressing STS transfer operations. This Steering Group has prepared the OCIMF publication, *Ship to Ship Service Provider Management: incorporating STS Service Provider Self Assessment*, which was published in 2011. (Chairman: Andrew Bickerdike, Chevron)
- A working group was established to review and update the joint ICS/OCIMF publication, *Ship to Ship Transfer Guide (Petroleum)*, 4th Edition, 2005. The new *Guide* is being prepared in cooperation with CDI, ICS and

SIGTTO, and will cover ship-to-ship transfer operations of crude oil, oil products, chemicals and gases (LPG and LNG).

(Chairman: Jim Chapman, BP)

- OCIMF contributed to the drafting/review committee for the British Standard BS 6349, Codes of Practice for Maritime Structures. This work and OCIMF participation will continue in 2012 and beyond on Part 1: Code of Practice for General Criteria, and on Part 4: Code of Practice for Design of Fendering and Mooring Systems. (OCIMF Representative: David Veale, Shell)
- OCIMF is represented on the PIANC (Permanent International Association of Navigation Congress) through a dedicated task force providing inputs to, and review of, PIANC activities. The OCIMF task force was formed to provide members with a single concerted voice on the guidelines to be produced. Several OCIMF task force members also contribute to the PIANC Working Group Committee.
 - The PIANC MarCom55 Working Group was created to develop industry guidelines and documents regarding the safety aspects of berthing/unberthing tankers and gas carriers at port facilities. (Chairman: Andy Dogherty, IMT)
 - The PIANC MarCom 145 Working Group was created to develop industry guidance regarding berthing velocities and fender design. (OCIMF representative: David Veale, Shell)
 - The PIANC MarCom 153 Working Group was created to develop recommendations for the design of marine oil terminals. (OCIMF Representative: Bill Assante, IMT)
- The Wind and Current Drag Coefficient Task Force continued its project development work, focusing on establishing the current drag coefficient for very large crude carrier (VLCC) tankers, post Marpol, and evaluating the validity of the OCIMF/SIGTTO wind drag coefficient data. (Chairman: James Collett, BP)



Members of the Ports and Terminals Committee at the 75th meeting held in Dubai on 4–5 October, 2011

OCIMF Marine Terminal Information System (MTIS)

Chairman: Tony Pollock, INEOS

The four elements of MTIS progress to plan under the oversight of the Terminal Policy Review Group (TPRG). Advances made during 2011 include:

- **Marine Terminal Particulars Questionnaire (MTPQ) Working Group**

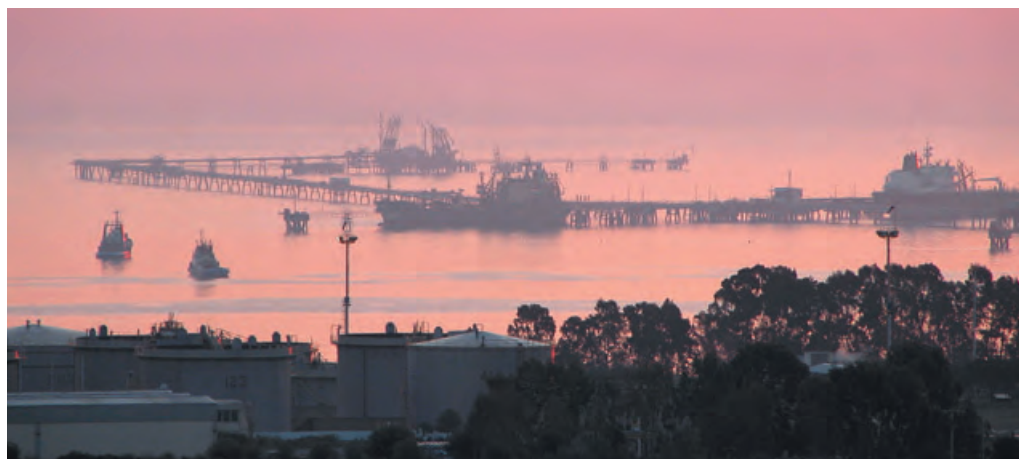
Chairman: Kurt Hallier, ConocoPhillips

- The work of this group concluded successfully in November 2011 with the worldwide launch of the MTPQ database.
- The MTPQ is growing every day; more than 10,000 terminals worldwide are targeted.
- MTPQ development included user guidance, user application agreement, access control system, etc.

- **Marine Terminal Baseline Criteria (MTBLC) Working Group**

Chairman: Rob Atkins, BP

- The MTBLC Working Group was launched in March 2010. Revision of the current OCIMF MTBLC publication,



under a new format based on the TMSA format, is in progress. The title of the revised document is *Marine Terminal Management and Self Assessment (MTMSA)*.

- The MTBLC guidance questions have been reviewed to assess whether they warrant stand-alone status as a performance indicator or whether they can be used for drafting the guidance text for primary performance indicators.
- The individual Section guidance text has been reviewed in order to assess whether to use it as guidance for individual performance indicators or to support the drafting of a narrative text introducing each element and sub-element of the MTMSA.
- The role of the MTMSA Working Group is now complete and the MTMSA publication will be launched in 2012.

- **Marine Terminal Operator Competencies and Training (MTOCT) Working Group**

Chairman: Branislav Beara, ENOC

- The objective of MTOCT is to develop a competencies standard and guidelines for training terminal operators, based upon the interfacial aspects of ISGOTT and, particularly, the Ship/Shore Safety Check-List (SSSCL)
- The Working Group is reviewing existing competence standards,

including the OCIMF Marine Terminal Training and Competency Assessment Guidelines (MTTCAG) and the SIGTTO model adopted in their *Suggested Competency Standards* for ships' staff.

- The MTOCT Working Group is scheduled to complete its task in 2013.

Asia Pacific Terminal Forum (APTF)

Chairman: Siva Kumar, Shell

The 18th meeting of the Asia Pacific Terminal Forum was held in Darwin, Australia on 10–11 February 2011, hosted by ConocoPhillips. The 19th meeting was held in Perth, Australia on 21–22 September 2011, hosted by Chevron.

The following companies participated in, and contributed to, the work of the Forum: Alliance Refining Company; BP; Caltex; Chevron; Total; ConocoPhillips; IMT; New Zealand Refining Company; Petroleum Industry Marine Association of Japan; Petronas; Shell; Singapore Petroleum Company; Singapore Refining Company; Tesoro; Petron; PTT; SPRC; and PetroVietnam.

The Asia Pacific Terminal Forum progressed a number of matters, including:



... OCIMF Committees

- Ship/shore interface training:
 - This item was completed through the Singapore Workplace Health and Safety (WHS) Council Ship/Shore Interface Sub-Committee. APTF participation in this activity was maintained in 2011 and a commendation letter was issued by the WHS Council acknowledging the role and contribution of the Forum.
- Manual doping of Cargo:
 - An Information Paper on the manual doping of cargo was produced to highlight the issues and risks associated with this activity and how the risks can be mitigated. The Information Paper is intended for the use of both ship and terminal personnel, and it is hoped that it will help to reduce the risk of accidents in this area.

Subjects considered by the APTF included:

- Raising terminal standards in China
- Regional Navigational Issues—Littoral States Cooperative Mechanism Forum
- Use of aluminium alloy reducers
- Use of fire wires on terminals
- Tug requirements for vessel at SBMs
- Member operating experiences and learning from incidents and near misses.



Members of the APTF at the 18th meeting held in Darwin, Australia on 10–11 February 2011

European/Eastern Terminal Forum (EETF)

Chairman: Tony Pollock, INEOS

The 59th meeting of the European/Eastern Terminal Forum was held in Abu Dhabi on 25–26 January 2011, hosted by Adnoc. The 60th meeting of the Forum was held on 21–22 June 2011 in St. Petersburg, Russia, hosted by Primorsk. The meetings were well supported with more than 20 delegates from 15 companies in attendance.

Topics addressed included:

- Safe Access Information Paper
- Recommendations for oil tanker equipment and manifolds

- Emergency shutdown (ESD) systems
- Piloting utilising the Portable Pilot Unit
- Maritime security/ISPS
- Operational noise from vessel alongside
- Biofuels carriage and handling.

The EETF currently has two active working groups which were established to develop two Information Papers:

- The Emergency Shutdown System (ESD) Working Group considered matters related to ESDs, from the terminal side only, highlighting emergency shutdown devices and equipment on terminals.
- Safe access (SA) onboard ships with exposed/raised deck structures was addressed by the SA Working Group, highlighting safety and design issues of



Members of the European/Eastern Terminal Forum at the 59th meeting in Abu Dhabi, 25–26 January 2011

tankers with exposed deck structures, and the interface with terminals. The APTF is also involved in the SA Working Group.

Western Terminal Forum (WTF)

Chairman: Max Cordova, PMI

The WTF enjoyed two robust meetings in 2011. The 50th meeting was held on 22–24 February 2011 in Houston, Texas, hosted by Shell. The 51st meeting was held on 19–20 September 2011 in Rio de Janeiro, Brazil, hosted by Petrobras.

Good progress was made at the meetings on resolving the outstanding issues relating to the work undertaken on the barge safety guide. A road map to take this publication to fruition was presented to both the PTC

and GPC. The resulting proposed document, the *Barge Operational Guide*, will fill an industry-acknowledged gap and provide the best practice guidance that is needed.

The WTF has continued to have a strong regional representation and maintains its linkage with regional organisations such as ARPEL.

The work programme of the WTF includes such projects as the competency assessment guidelines for mooring masters and the assessment of insulation testers.

OCIMF would like to thank Max Cordova for his unwavering direction and diligence as Chairman of the WTF, and we welcome Luciano Maldonado Garcia as his replacement from the 52nd meeting onwards.

Offshore Marine Committee (OMC)

Chairman: Brian Horsburgh, Shell

The second meeting of the Offshore Marine Committee was held on 19 January 2011 in London. The third meeting of the Committee was also in London and was held on 3 May 2011. OMC 4 was held on 1–2 November 2011 in New Orleans, hosted by Shell.

The Committee and its work groups remain engaged in activities including:

- Codes of Practice (Work Group)
Coordinator: Hielke Brugts, Bluewater
- Support OGP developing guidelines related to the Safe Transfer of Personnel in the Offshore Environment (STOPEE)
- Offshore assurance management and organisation



... OCIMF Committees

- Security of offshore installations
- Update for the Safety Loading Guidelines (with special relevance to harsh environments)—for worldwide application.

Reporting to the OMC are three sub-groups:

- OVID Focus Group (OFG), concentrating on OVID development and the accreditation of inspectors.
- Floating Systems Group (FSG), open to non-members, operators and contractors involved in F(P)SO design, installation and construction together with member representatives with experience in these areas.
- Offshore Marine Operations Group (OMOG), similar in make-up to the FSG but focusing on the operational safety of offshore vessels.

OVID Focus Group (OFG)

Chairman: Roger Moeskops, TOTAL

The second and third OVID Focus Group meetings were held on 28 March and 6 October 2011, respectively. Both meetings were held in London.

The OFG is engaged in the following activities:

- Setting up the OVID User Group
- Review of the Offshore Vessel Inspection Questionnaire (OVIQ)
- Reviewing OVID inspector training courses
- Review and approval of the new OVID editor released in August 2011
- Completion of the revised Offshore Vessel Management Self Assessment (OVMSA) protocol to be published early in 2012.

Floating Systems Group (FSG)

Chairman: Nick Howard, Chevron

The second meeting of the Floating Systems Group was held on 15 March 2011 in Southampton, UK, hosted by IMT. The third meeting of the Group was held on 27 September 2011 in Dubai, hosted by Lamnalco.

The FSG is engaged in the following activities:

- Codes of Working Practices (COWP)
- F(P)SO poster—a pictorial guide to regulation and best practice
- Terminal Questionnaire (camlock vs. bolts).

Offshore Marine Operations Group (OMOG)

Chairman: Alex Hammond, Shell

The second meeting of the Offshore Marine Operations Group was held on 17 March 2011 in Southampton, UK, hosted by IMT. The third meeting of the Group was held on 29 September 2011 in Dubai, hosted by Lamnalco.

OMOG is engaged in the following activities:

- Ice operations for offshore supply vessels (OSVs)
- Methanol—safe transport and handling
- Dynamic positioning (DP) operations.



Maritime security

Throughout 2011 Somalia-based piracy has continued to be a significant concern for OCIMF

The problems of Somalia-based piracy in the Gulf of Aden, the Arabian Sea area, and the Somali Basin, together with the increase in maritime security issues in the Gulf of Guinea and South China Sea, have continued to be a significant concern for OCIMF members. In order to assist in addressing these issues, OCIMF appointed a Technical Adviser (Maritime Security) in February 2011.

During 2011, attacks from Somalia-based pirates were broadly split into two categories: those that took place from January to June, and those occurring from July to December. The first half of the year saw a large number of attacks, particularly in the Arabian Sea as a whole, with attacks recorded as far east as 70°E, but there was also a continuation of attacks in the Gulf of Aden and off the coasts of Kenya and Tanzania. The escalation in the first quarter of 2011 was of particular concern: at one stage, more than 30 merchant vessels and their crews were held captive by Somali pirates, together with an indeterminate number of dhows, and fishing and sailing vessels. There was also concern over the increasing use of violence towards mariners. The latter half of the year saw a reduction in the frequency of attacks and subsequent hijackings. No attacks were recorded east of 65°E. By the end of the year, only seven merchant vessels and their crews were held hostage.

This change in focus was, in part, related to increased awareness and implementation of best management practices, an increased successful co-ordination of multinational naval forces where there were several notable disruptions to pirate activity, and the use of private maritime security companies (PMSCs).

Two issues of significance emerged during 2011: the use of effective citadel protection (there were 18 instances of citadels being used successfully in 2011) and the increasing use of privately contracted security personnel. With regard to citadel protection,



OCIMF, supported by other industry associations, published industry guidance on the use and construction of citadels in order for owners and operators to be able to make an informed decision as to whether to use a citadel or not. In relation to the use of PMSCs, OCIMF, in conjunction with other industry associations, developed guidelines governing the use of PMSCs as additional protection in waters affected by Somalia-based piracy. This document formed the foundation for IMO recommendations to owners developed during the 89th Session of the Maritime Safety Committee (MSC.1/Circ.1405-Rev.1).

To assist member companies, OCIMF continues to have regular piracy telephone conferences, supported by EUNAVFOR and NATO, to increase awareness and improve the safety of operating vessels in the region.

OCIMF member companies have continued to supply Master Mariners to act as Merchant Navy Liaison Officers (MNLOs) to work with the UK Maritime Trade Operations (UKMTO) office in Dubai, a role which combines the briefing of merchant vessels with effective military liaison. Both the military and industry see this role as essential in the continuing efforts to raise awareness of best management practices.

OCIMF has participated actively in the UN Contact Group on Piracy off the Coast of Somalia (CGPCS) and its work groups.

In the third quarter of 2011, supported by other industry organisations, OCIMF produced and published the fourth edition of *Best Management Practices for Protection against Somalia Based Piracy (BMP4)* as a free handbook to assist shipowners and operators preparing for a transit through the region. By the end of 2011, more than 50,000 copies of the booklet had been distributed, with a further 15,000 copies in the process of being printed, these being planned for distribution directly to ports within the high risk area.

OCIMF continues to work closely with EUNAVFOR, UKMTO, NATO, Combined Maritime Forces (CMF) and government departments in the UK, EU and the USA in relation to piracy issues.

OCIMF is acutely aware that piracy is escalating in other areas of the world, and is particularly concerned about the incidents of piracy and armed robbery off the coast of West Africa. OCIMF has been actively working with governments and organisations, including the IMO to improve the maritime security situation in the Gulf of Guinea by encouraging the development of a regional maritime information sharing centre.

In relation to the Malacca Straits and the South China Sea, OCIMF continues to work closely with the Singapore Information Fusion Centre.

International Maritime Organization (IMO)

'Safe, secure and efficient shipping on clean oceans'

The IMO is the United Nations' specialised agency with responsibility for improving maritime safety and preventing pollution from ships. The IMO's main task has been to develop and maintain a comprehensive regulatory framework for shipping, and its remit today includes safety, environmental concerns, legal matters, technical cooperation, maritime security and the efficiency of shipping. At the end of 2011, the IMO had 170 Member States and 3 Associate Members.

IMO 2011

2011 was another busy year for the IMO, with 25 meetings and 27 meeting weeks held that were of interest to OCIMF. The key focus of the IMO was on piracy, and the theme for the year was '2011: Piracy—Orchestrating the Response'. The year culminated in a week of debate and discussion, incorporating the World Maritime Day celebrations from 26–29 September, and a parallel event held in Italy during October. OCIMF was in attendance at both events. It was agreed that the theme for 2012 would be 'IMO: One hundred years after the Titanic', and that the World Maritime Day celebrations will be observed during the week of 24–28 September 2012, with the parallel event this year held in Bahrain.

IMO Assembly: 27th Session

The 27th Session of the IMO Assembly was held on 21–30 November 2011. All 170 Member States and 3 Associate Members are entitled to attend the Assembly, which is the IMO's highest governing body. The intergovernmental organizations with which agreements of co-operation have been concluded, and non-governmental organizations (NGOs) with consultative status, are also invited to attend. The Session was attended by 160 Member States, 13 Associate



Members and UN bodies, and 26 NGOs (31 NGOs are registered but 5 did not attend).

The Assembly meets once every two years in regular session to approve the work programme, vote the budget and determine the financial arrangements of the Organization. It also elects the Organization's 40-member Council. The Assembly was preceded by the 26th Extraordinary Session of the Council on 17–18 November 2011.

The representative of Mexico, His Excellency Mr Eduardo Medina-Mora, was elected as President of the 27th Assembly; with the representatives of South Africa and Ukraine elected as first and second Vice-Presidents.

There followed an extensive introduction, by 55 Member States, of the work of the Organization. Of particular interest to OCIMF were the statements focusing on transboundary oil pollution from offshore structures (assigned to the Legal Committee) by Ghana, and on piracy and unlawful acts at sea in Western Africa, Nigeria, Ghana, Sierra Leone and Benin. Support for the amendments to MARPOL Annex VI was expressed by many representatives, including Germany, Denmark and Finland.

Review of the work of the Organization

The Assembly reviewed the Organization's work carried out by the IMO Council, the five IMO Committees and the Secretariat, during the biennium 2010–2011.

Highlights of the Organization's work in the period included the following:

- The adoption, in May 2010, of the Manila amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (the STCW Convention), and its associated Code. This was the pinnacle of a year dedicated to the seafarer under the World Maritime Day theme of '2010: Year of the Seafarer'.
- The adoption of the 2010 revisions to the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996 (the HNS Convention).
- Amendments to the International Convention on the Prevention of Pollution from Ships (MARPOL) Annex VI Regulations (Prevention of air pollution from ships), adding a new chapter on 'Regulations on energy efficiency for ships' (see the report on the 62nd Session



of the Marine Environmental Protection Committee (MEPC), overleaf).

- Adoption of goal-based standards (GBS) for the construction of bulk carriers and oil tankers.
- Adoption of revised safety standards for lifeboat release and retrieval systems, aimed at mitigating accidents during lifeboat launching.

During the biennium, the IMO's central focus on piracy emphasised the crucial role of the Organization, NGOs and other entities—including the United Nations, governments (acting collectively or individually), political and defence alliances, shipping companies, ship operators, and ships' crews—in tackling this criminal activity and maintaining the integrity of strategically important shipping lanes. OCIMF worked closely with the IMO on many of the Organization's projects during the period.

The United Nations (UN) Security Council Resolution 2020, regarding security, piracy and unlawful acts off the coast of Somalia, was discussed in detail at the Assembly. Security Council Resolution 2018, condemning acts of piracy and armed robbery off Gulf of Guinea States, was also

discussed. Littoral states were urged to respond as soon as possible on matters relating to the carriage of arms in their waters and ports within pirate-infested waters. There was a short debate concerning piracy and the plight of seafarers held unlawfully and subject to pirate attack.

The report of the Legal Committee was introduced, and it was agreed that Strategic Direction 7.2, concerning the implementation of effective measures for mitigating and responding to the impact on the environment caused by shipping

incidents and operational pollution from ships, is to be discussed at the next meeting of the Legal Committee.

A report on the work of the MEPC during the past biennium was introduced to the plenary session. The delegation of India reserved its position regarding the amendment to MARPOL Annex VI, stating that the developments were not in line with the principle of 'Common but Differentiated Responsibility' (CBDR), and were representative of the minority that voted in favour, rather than the whole Organization. The IMO legal department clarified the legal position, explaining that the amendments to MARPOL Annex VI have already been legally adopted, and that the Assembly has no further role to play in that decision. Following several interventions attempting to pass the matter back to the MEPC, it was eventually agreed that such debate was not within the purview of the Assembly, but that the MEPC should attempt to take decisions by consensus where practicable in the future.

The election of the IMO Council was undertaken on Friday 25 November (see table below). Nigeria and Saudi Arabia retired from Council, 12 EU Member States (plus Norway) were elected to Council, and the Kyoto Annex 1/non-Annex 1 split is now 18/22.

Members elected to the IMO Council, 25 November 2011

<i>Category (a)</i>	<i>Category (b)</i>	<i>Category (c)</i>	
China	Argentina	Australia	Liberia
Greece	Bangladesh	Bahamas	Malaysia
Italy	Brazil	Belgium	Malta
Panama	Canada	Chile	Mexico
Republic of Korea	France	Cyprus	Morocco
Japan	Germany	Denmark	Philippines
Norway	India	Egypt	Singapore
Russia	Netherlands	Indonesia	South Africa
UK	Spain	Jamaica	Thailand
USA	Sweden	Kenya	Turkey

... International Maritime Organization (IMO)



Appointment of the Secretary-General

The Assembly endorsed the decision of the IMO Council taken in June 2011 to elect Koji Sekimizu (Japan) as IMO Secretary-General; he began his four-year term on 1 January 2012. The outgoing Secretary-General, Efthimios E. Mitropoulos (Greece) ended his term on 31 December 2011.

The incoming Secretary-General stated that he intends to hold a symposium at the IMO in mid-2012 to discuss the development of safety-related regulations, and the engagement and work resulting from the outcome of 'Rio+20'. Mr Sekimizu also affirmed that the IMO should continue to seek a resolution on piracy.

Adoption of resolutions

A number of draft resolutions were submitted by the various IMO Committees and were proposed for adoption by the Assembly. Topics of particular interest to OCIMF members included:

- piracy and armed robbery against ships in waters off the coast of Somalia;
- the revised Recommendations for entering enclosed spaces aboard ships;
- the International Code on Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code);

- the revised Survey Guidelines under the Harmonized System of Survey and Certification;
- amendments to the International Convention on Load Lines (CLL), 1966, to shift the Winter Seasonal Zone off the southern tip of Africa further southward by 50 miles;
- pilot transfer arrangements;
- the World-Wide Radionavigation System;
- principles of minimum safe manning; and
- the IMO/World Meteorological Organization (WMO) Worldwide Met-Ocean Information and Warning Service.

IMO award for exceptional bravery

On the evening of the opening day of the Assembly, the 2011 IMO Award for Exceptional Bravery at Sea was presented to Captain Seog Hae-gyun, Master of the *Samho Jewelry*. Captain Seog's actions to keep his vessel and crew safe while suffering vicious assaults following a hijack by pirates off the coast of Somalia was considered exemplary.

Concluding matters

The 27th IMO Assembly closed with a speech from the Secretary General, and the Assembly bell was rung to mark the end of the meeting at 18:59 on 30 November 2011. The 28th Session of the IMO Assembly will be held in the autumn of 2013.

At the Extraordinary Session of the Council held on Thursday 1 December, the existing Chairman of the Council, Jeffrey Lantz (USA) was re-elected, having been nominated by Cyprus and seconded by Spain. Vice-Chairman Dumisani Ntuli (South Africa) was also re-elected, having been nominated by Argentina and seconded by Italy.

Marine Environmental Protection Committee (MEPC): 62nd Session

The 62nd Session of the Marine Environment Protection Committee (MEPC 62) was held at IMO Headquarters from 11–15 July 2011, under the chairmanship of Andreas Chrysostomou (Cyprus). The Vice-Chairman of the Committee, Captain Manuel Nogueira (Spain) was also present.

One of the main outputs of the MEPC was the amendment to MARPOL Annex VI, which added a new Chapter 4, due to come into force on 1 January 2013. These new regulations are summarised below:

- New ships with a build contract from 1 January 2013 and a delivery schedule of not later than 30 June 2015 will have to meet the requirements of the Energy Efficiency Design Index (EEDI).
- All ships, new and existing, will be required to keep onboard a 'Ship Energy Efficiency Management Plan' (SEEMP)—a live document containing a ship-specific plan for managing and improving the energy efficiency of the vessel. This may form part of the ship's Safety Management System (SMS), and should be developed taking into account guidelines developed by the IMO.
- A provision will allow an administration to delay the enforcement of the mandatory EEDI by up to four years, meaning that a ship built under the flag of that administration would not be bound to have EEDI certification

provided its building contract is dated before 1 January 2017. Administrations granting such waivers would need to inform the IMO. Parties to MARPOL Annex VI have agreed to allow ships with such waivers to call at their ports.

- The regulations establish initial values for the EEDI (which are individualised according to ship type) via a base reference line. The required EEDI values for each ship are then calculated by reducing the reference-line values by a given factor (percentage). The regulations include a phase-in scheme for reduction of EEDI values, as shown in the table below.

A decision was made by the Committee to hold an intersessional meeting on EEDI on 9 January 2012 for five days at the IMO headquarters in London. Topics for discussion, which may be of interest to OCIMF members, include:

- determination of minimum propulsion power and speed to enable safe manoeuvring in adverse weather conditions;
- EEDI requirements for large tankers and bulk carriers; and
- EEDI frameworks for ships not covered by the current EEDI.

OCIMF has been working with industry on the verification and validation of the EEDI, and the outcome of this work was

submitted to MEPC 63 which was held on 27 February to 2 March 2012. Work has been undertaken by industry on matters relating to 'minimum propulsion power to ensure safe manoeuvring', and further information on this topic is available in the Committee's technical document no. MEPC 62/5/19

Other items discussed during MEPC 62 that will be of interest to OCIMF members are outlined below:

- As of 31 August 2011, the Ballast Water Management (BWM) Convention was ratified by 30 Member States representing 26.37% of the world's fleet. However, for the treaty to enter into force, it requires no less than 30 States, representing 35% of the gross tonnage of the world's merchant shipping, to become Parties to it. Currently, 20 BWM systems have achieved full G9 IMO approval, and a further 34 have achieved basic approval. A full list of approved ballast water management systems that make use of active substances is available in document BWM.2/Circ.34, and guidance given by the IMO on the scaling of BWM systems to accommodate a higher or lower treatment rated capacity (TRC) is contained within document BWM.2/Circ.33.
- It was accepted that the Straits of Bonifacio would be designated as a



Particularly Sensitive Sea Area (PSSA), with a draft proposal produced for submission to the Assembly. An initial review of the application for Saba Bank in the Caribbean Sea was approved in principle, and will be further discussed in 2012.

- In approving the report of the Formal Safety Assessment (FSA) Working Group, it was noted that progress had been made in determining a CATS value (i.e. the cost of averting a tonne of oil spilled) and it was agreed that the details should be sent to MSC 90 for further discussion. There was, however, general agreement regarding the weighing of regional environmental risk and the need for an appropriate ALARP region and F-N diagram.
- The MEPC agreed a work plan for addressing the impact of black carbon emissions from shipping in the Arctic Region. The purpose of the plan is to: develop the definition of black carbon;

Energy Efficiency Design Index (EEDI) phase-in scheme

	<i>Time period</i>	<i>Reduction of EEDI value from the base reference line</i>
Phase 0	1 January 2013– 31 December 2014	0% (i.e. EEDI values as required by the reference line)
Phase 1	1 January 2015– 31 December 2019	10% reduction from the initial reference line. Note that, as from 1 January 2017, this applies to all new ships and no waivers are allowed.
Phase 2	1 January 2020– 31 December 2024	20% reduction from the initial base reference line
Phase 3	1 January 2025 onwards	30% reduction from the initial base reference line

... International Maritime Organization (IMO)

consider measurement methods for black carbon and identify the most appropriate method for measuring black carbon emissions from international shipping; and investigate appropriate control measures to reduce the impacts of black carbon emission from international shipping in the Arctic. A final report will be submitted to the MEPC in 2013.

Maritime Safety Committee (MSC): 89th Session

The MSC held its 89th Session (MSC 89) at the Organization's Headquarters in London from 11–20 May 2011, under the chairmanship of Neil Ferrer (Philippines). The Vice-Chairman, Christian Breinholt (Denmark), was also present. MSC 89 was a productive meeting with a substantial number of Circulars and draft resolutions being produced.

Piracy and the use of armed guards

The debate on piracy, security at sea, and the use of armed guards was extensive and resulted in the production of three Circulars on:

- Guidelines to assist in the investigation of the crimes of piracy and armed robbery against ships;
- Interim guidance to shipowners, ship operators and shipmasters on the use of privately contracted armed security personnel (PCASP) onboard ships in the High Risk Area; and
- Interim recommendations for flag States regarding the use of privately contracted armed security personnel onboard ships in the High Risk Area.

These Circulars will be of great assistance to those operating in piracy-infested areas, and were supported by a draft Assembly Resolution on the use and implementation of best management practice.

Promoting safer and more effective lifeboat on-load / off-load hooks

Guidelines for the evaluation and replacement of lifeboat release and retrieval systems were drafted and agreed by the Committee (Circular MSC.1/Circ.1392). This document provides extensive guidance on how to evaluate lifeboat release and retrieval systems, and on actions to take after evaluation as necessary to comply with the requirements of SOLAS Regulation III/1.5 which is due to enter into force on 1 January 2013.

Other key safety-related items discussed at this meeting included:

- Guidelines on tank entry for tankers using nitrogen as an inerting medium (MSC.1/Circ.1401);
- the draft Assembly Resolution on Revised recommendations for entering enclosed spaces aboard ships;
- a Circular on the safety of Pilot Transfer Arrangements, outlining the agreement that such arrangements should be formally included as part of port State control inspections (MSC.1/Circ.1402); and

- Guidelines on procedures for in-service maintenance and repair of coating systems for cargo oil tanks of crude oil tankers (MSC.1/Circ.1399). This Circular was agreed and released along with an updated NAVTEX manual.

IMO Legal Committee (LEG): 98th Session

The 98th Session of the IMO Legal Committee (LEG 98) was held at the IMO headquarters in London on 4–8 April 2011 under the chairmanship of Kofi Mbiah (Ghana).

The Committee discussed the Diplomatic Conference on Hazardous and Noxious Substances that was held at the IMO headquarters on 26–30 April 2010, and the implementation of the HNS Convention. It was agreed by the Committee that States considering ratification of the HNS Protocol should meet and agree a way forward to ensure the rapid entry into force of the



Convention (this opened for signature on 1 November 2010 and closed on 31 October 2011).

In addition, it was decided that the list of materials possessing chemical hazards be reviewed on a two-year cycle and circulated for information. The Committee also agreed that, when the HNS Convention enters into force, the work should thereafter be carried out under the auspices of the HNS Fund Assembly. The report of the correspondence group, led by Denmark, on the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (the 'Bunkers Convention') was introduced to the Committee, and it was reported that 56 Member States have now ratified this Convention.

It was acknowledged that, through the tacit amendment process of LLMC 96 (i.e. the Limits of Liability of the 1996 Protocol to the Convention on Limitation of Liability for Marine Claims, 1976), the limit of liability under this Convention will be increased, as proposed by Australia *et al.* at LEG 97. However, the quantum and scope of application will be discussed at LEG 99 in 2012 as there was insufficient time between the submission of the paper by Australia *et al.* and LEG 98 to enable a discussion at the 98th Session.

On the matter of piracy, States were urged:

- i) to submit their national legislation on piracy to the IMO; and
- ii) to have legislation in place to bring pirates to court and to justice.

Member States were urged to progress their accession to the 2005 Suppression of Unlawful Actions Convention (SUA) and to the 2007 Nairobi Wreck Removal protocols.

The delegation of Indonesia proposed a new work item to consider the liabilities resulting from oil spills from seabed exploration and transboundary oil pollution. The Committee



agreed to the continuation of the informal correspondence group of interested parties, coordinated by Indonesia, and OCIMF will monitor this group's activities.

In his summary, the Chairman noted concerns expressed by Brazil, the USA and The Netherlands regarding proposals for the development of an international regime to address liability and compensation matters relating to oil pollution damage from fixed and floating offshore platforms. It was agreed that the IMO remains the most appropriate forum for debating such issues, and that the United Nations Convention on the Law of the Sea (UNCLOS) is the organisation best placed to undertake the work on this issue. The need for further work was acknowledged, and it was recognised that consultation with industry, licensing organisations, coastal states and member states would also be required.

Mr Mbiah also stated that a key reason for pursuing the work on this issue was that the majority of offshore regimes have failed.

OCIMF's observer delegation pointed out that the Offshore Pollution Liability Agreement dated 4 September 1974 (OPOL) is perhaps the most successful offshore regime, and is considered by Comité Maritime International (CMI) to be a good regional model.

In concluding this debate, the delegation of Russia brought the Committee up to date on the progress made at the last G20 meeting, held in Toronto in 2010, and the establishment of a working group to progress work on transboundary oil pollution and the sharing of best practices. The working group is to be chaired by Russia, with Brazil and Turkey as co-chairs. It was agreed that further work would be required and that the international organisations involved would work together to produce a report for the G20 summit in France in 2011. The first meeting of the working group was held in February 2011 in Moscow, and progress is being made.

Sub-Committee on Standards of Training and Watchkeeping (STW): 42nd Session

The Committee held its 42nd Session under the Chairmanship of Rear Admiral Peter Brady (Jamaica). Vice-Chairman Abdel Hafiz Kayssi (Lebanon) was unfortunately not able to be present during this meeting. The Session was attended by representatives from 79 Member States, 3 Associate Members and 24 non-governmental organizations (NGOs) in consultative status, including OCIMF.

E-navigation strategy implementation plan

An update on the E-navigation strategy and the associated working groups and intersessional correspondence group was given by the representative of Norway. It

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was stated that human error contributed to 60% of accidents at sea. It is therefore important to acknowledge the human element at the interface with technology, the rate at which new technologies are introduced, and the requirement for appropriate training to ensure that competencies are maintained and, if necessary, improved.

The role of E-navigation is to reduce incidents, error and human error, and thereby improve the safe transportation of goods at sea. There is increasing public anxiety over the impact that shipping has on the environment, and it is essential that the human element is recognised and the work progressed in accordance with the work guidelines of the Organization.

The E-navigation Working Group discussed a total of nine topics, and agreement was reached on the following items:

- The STCW Convention and Code, incorporating the Manila Amendments adopted on 25 June 2010, already addresses concerns about training and reliability risks. Model training courses are being developed to help implement the Convention, and to facilitate access to the knowledge and skills demanded by increasingly sophisticated maritime technology. The E-navigation strategy is being considered in this work.
- The working group recognised the need to give careful consideration to the standardization of equipment, with particular regard to the standardization of bridge design and layout which is a complex issue and is the responsibility of a different Sub-Committee (COMSAR), to be addressed by the SOLAS Regulations. A deeper understanding of the implications of 'standardised modes' (S-Modes) and standard operating equipment is required, in particular when making decisions on the requirements for on-board training.
- The development of a common S-Mode for navigation displays received general



support, and it was agreed that this would facilitate training and improve operational safety. However, it was too early to know whether it would necessarily improve the competency of seafarers.

A debate about the future role of the navigator considered two scenarios: the 'navigating navigator' scenario (where traditional monitoring equipment is used and the navigator's own skills are the main backup to the safe functioning of the ship); and the 'monitoring navigator' scenario (where monitoring equipment is more sophisticated and the navigator relies more heavily on automated processes). The preference of the Committee was to retain the 'navigating navigator' scenario for the time being.

In conclusion, it was decided that:

- a draft model course on E-navigation should be developed;
- a common S-Mode for navigation displays would be a welcome step forward;
- the use of simulators in training should be developed; and
- work on the development of the human/machine interface should be progressed.

Revision to the guidance for entering enclosed spaces

Following approval by DSC 15, the draft revised Recommendations for entering enclosed spaces aboard ships had been forwarded to STW 42 for consideration with regard to matters falling within the purview of the STW Sub-Committee.

During discussions at STW 42, an intervention was made by the delegation of India, proposing the insertion of additional text which draws attention to the risks of falling in enclosed spaces where the surfaces may be slippery and where there are open manholes on the tank stringers.

Proposals for amendments were also made by the delegations of China and Singapore on matters relating to the development of a risk strategy, the concept of change management, and the testing of flammable and/or toxic vapours.

However, the delegation of Germany noted that these proposals were not related to training aspects, and suggested that the respective delegations submit their proposals directly to MSC 89.

The UK delegation, supported by others, expressed the opinion that the risks of entering enclosed spaces connected with dangerous cargoes are well recognised by tanker personnel, and that emphasis should be given to the hazards of entry into *all* enclosed spaces, including those deemed to be relatively safe. It was also suggested that the training of personnel involved in these procedures should be enhanced.

In his summing up, the Chairman expressed his agreement with the German delegation's view that matters not relating to training should be referred directly to MSC 89. It was also agreed that, as training relating to entry into enclosed spaces was already covered in the STCW Code, no further amendments were required to the draft revised Recommendations as prepared by DSC 15.

No unified interpretations for the term 'approved seagoing service'

It was the general opinion of Member States that the definition of seagoing service time should be left to Member States, and not restricted by the IMO. It was stated that the best system remains the current one where each administration determines the sea-time requirements of their seafarers.

However, this view was opposed by Norway, Sweden, Canada and Iran.

After an in-depth discussion, the Sub-Committee agreed that there was no need for a unified interpretation relating to the term 'approved seagoing service', and the MSC was invited to endorse this decision with a view to deleting this item from the biennial agenda. This view was supported by Italy, India, Argentina, the UK, the USA, Australia and others.

Sub-Committee on Bulk Liquids and Gases (BLG): 15th Session

BLG 15 was held under the chairmanship of Sveinung Oftedal (Norway), with Vice-Chair Zhang Renping (China) also present. The meeting was attended by 60 Member States, 6 Associate Members and 16 NGOs, including OCIMF.

ISO fuel standard

The Sub-Committee had been requested by the MEPC at its 61st Session to review the revised marine fuel specification

(ISO 8217:2010) and consider proposals submitted by OCIMF at that meeting. The issues were split into two subsets: the fuel specification; and the limit of hydrogen sulphide (H_2S , see below). With regard to the fuel specification, it was proposed that a correspondence group be established to consider which aspects, over and above those already mandated, should be made mandatory, and whether pre-testing should be undertaken at the delivery location.

The establishment of a correspondence group was supported by the delegations of Germany, Canada and Sweden, and by the Clean Shipping Coalition (CSC). The delegation of Singapore offered to chair the group, and terms of reference were proposed by the delegation of Norway.

Following extensive discussion, it was eventually agreed that more information and data were required to enable appropriate consideration of these matters, and that there was currently no way in which the Sub-Committee could take this forward. Consequently, the proposal to establish a correspondence group was not supported at this Session.

H_2S in fuel

The delegation of the UK noted that exposure to H_2S vapour given off by fuel could pose a health risk to seafarers, and stated their belief that this matter should be quantified. They were grateful for the information on H_2S in fuel oil that OCIMF had passed on to the Sub-Committee. A proposal for a Circular on H_2S in fuel oil was considered as a good method of highlighting these concerns to industry, although it was also noted that there was insufficient evidence to consider such exposure to be of significant risk to seafarers.

In summing up on the above issues, the Chairman stated that, whilst the design aspects associated with fuel handling and storage belong to all, the issues of fuel-oil



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quality belong to the regulatory and commercial world, and the IMO should not exceed its mandate in this regard.

It was suggested that the Sub-Committee could seek to further identify these issues, possibly via correspondence group, by referring to the standards provided in MARPOL Annex IV, Regulation 18, 'Fuel Oil Availability and Quality', and specifically to those standards relating to air quality and crew health. It was proposed that such a study could help to identify more accurately which parameters are of importance to the IMO, and may also assist the Sub-Committee in providing guidance on the delivery and use of fuel, possibly by way of an IMO Circular.

However, these suggestions were not supported by the delegations of Panama, the Bahamas, Marshall Islands, the USA and others. In the absence of a consensus, no recommendations for follow-up action could be made, and the general opinion was that these issues should be entrusted to the relevant industry.

NO_x technical code and exhaust gas cleaning systems

All documents under this agenda item were introduced and, after a lively debate, the Chairman summed up as follows:

- there is no appetite to undertake a revision of substance, therefore the guidelines should remain unchanged; and
- member states and NGOs should co-operate in deciding how the guidelines should be cleaned up, and this item should be retained on the agenda for future reference.

Black carbon

The IMO Secretariat and CSC introduced their papers on black carbon, the issue having been sent to the BLG Sub-Committee by the parent Committee (MEPC) as there had been insufficient time during MEPC 60 and 61 to debate this issue.

Delegates from the Bahamas and Panama had concerns that this item had not been introduced in the correct manner as no work item or urgent need had yet been demonstrated. They also took exception to some comments made in the CSC document regarding the number of deaths directly attributable to shipping emissions.

Noting the information contained within the documents put forward, the Sub-Committee concluded that more instructions should be obtained from the MEPC before the debate could be progressed.

Transport and handling of hazardous and noxious substances

Draft revised Guidelines for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk in offshore support vessels (referred to as the OSV Chemical Code) were presented by the delegation of Denmark for consideration. Support for the draft Code was voiced by Argentina and Panama, with some opposing views presented by IMCA and the delegations of Vanuatu and Norway.

After consideration of all comments, the Sub-Committee noted that the draft OSV Chemical Code, as proposed by Denmark, was a good starting point for further development. It was therefore suggested that a correspondence group be established, to be chaired by Denmark, with the terms of reference being to develop a new draft OSV Chemical Code, taking into account the comments received during the Session, and reviewing any amendments to the mandatory instruments as necessary.

However, due to the lack of an available slot for an additional correspondence group, several member governments, supported by Denmark, agreed to take an informal approach and discuss the issues intersessionally with a view to presenting their recommendations at BLG 16 on how to proceed with the development of the draft



OSV Chemical Code. OCIMF participated in this informal group.

Revision of the recommendations for entering enclosed spaces aboard ships

The proposed revisions to the recommendations for entering enclosed spaces aboard ships were considered, and were supported by the majority.

A Drafting Group was established to prepare draft Guidelines on tank entry for tankers using nitrogen as an inerting medium, together with an associated Circular, for presentation at MSC 89, outlining the potential dangers of nitrogen as an inerting medium on tankers. The Drafting Group were also requested to propose consequential modifications to the revised recommendations mentioned above, if appropriate.

The draft MSC Circular mentioned above was produced accordingly and presented at the plenary session. Following discussions, concern was expressed by OCIMF that the wording of the draft Circular was limiting, i.e. it excluded other types of ships that use nitrogen as an inerting medium, such as bulk

carriers, offshore supply vessels and LNG vessels. These concerns were also shared by the delegation of Argentina who, additionally, stated that they would prefer that the draft Assembly Resolution on Enclosed Space Entry and the draft MSC Circular were combined. These views were reported to MSC 89.

Sub-Committee on Stability and Loadlines, and on Fishing Vessels Safety (SLF): 53rd Session

The Committee held its 53rd session under the chairmanship of Zbigniew Szozda (Poland). Vice-Chairman Kevin Hunter (UK) was also present. The session was attended by representatives from 62 Member States, 1 Associate Member, and 3 United Nations and Specialised Agencies. It was also attended by 17 NGOs in consultative status, including OCIMF.

Guidelines for the verification of damage stability requirements for tankers and bulk carriers

OCIMF's draft text for operational guidance on verification of compliance with damage stability requirements for tankers was presented for discussion at the plenary session. There was majority support for OCIMF's proposals, and also for the proposal by the International Association of Classification Societies Ltd. (IACS) on draft guidance for damage stability verification at the design stage.

A decision was made to establish an intersessional correspondence group, headed by Nick Quarmby (UK), to progress the development of draft Guidelines for the verification of compliance with damage stability requirements for tankers, addressing both design and operational issues, using the IACS and OCIMF proposals as base documents. It was agreed that OCIMF would participate in this correspondence group.

The Chairman of SLF identified several areas that the Sub-Committee agreed should be included in, or addressed by, the Guidelines, including:

- issues relating to the filling of vessel tanks and approved loading conditions;
- the observation that KG max and GM min curves may not be suitable for use in the verification of damage stability on tankers;
- matters relating to the use of loading computers to verify damage stability on board; and
- the definitions and interpretation of mandatory instruments and recommendatory guides.

Taking account of the agreement at SLF 52 that the Guidelines should consist of two parts, i.e. design and operational aspects, the delegation of Germany suggested that a third section could be considered, to cover the information that may be required as evidence of compliance for verification by port State control officers. This may include:

- a review of mandatory and recommendatory instruments and a review of anomalies;
- methods of compliance; and
- verification of computer programs.

The outcome of the work of the correspondence group was presented at SLF 54 on 20 January 2012, where a working group was appointed to bring the work to a close.

Sub-Committee on Ship Design and Equipment (DE): 55th Session

The 55th Session of the Design and Equipment Sub-Committee was held at the IMO headquarters in London on 21–25 March 2011. The Session was held under the Chairmanship of Anneliese Jost (Germany). Vice-Chairman Dr Susumu Ota (Japan) was also present.

Mandatory Polar Code

Work on the mandatory Polar Code made good progress during the sessions of both the intersessional correspondence group and the working group at DE 55. The Polar risk matrix was reviewed with a view to being developed further by the correspondence group, intersessionally; OCIMF will be part of this correspondence group. Work on the Code continued at DE 56, held on 13 February 2012.



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Protection against noise onboard ships

The report of the intersessional correspondence group on draft amendments to the Code on Noise Levels Onboard Ships was sent to a working group after debate in the plenary session. The work of the correspondence group was not completed, and it was proposed that the delegation of Denmark would continue to coordinate the work as it progresses. OCIMF will participate in the ongoing work of the correspondence group.

Integrated bilge treatment system

After debate in plenary regarding the Performance Standard, the Chair suggested that there would be a need to further extend the target date for completion of this work. The decision was therefore made to invite interested delegations to submit relevant proposals for discussion, to enable this issue to be taken forward at DE 56 in February 2012.

Lifeboat hooks

Progress was made on the testing and replacement of existing on-load/off-load lifeboat hooks with a draft Circular and draft amendments to Chapter IV of the LSA Code produced for submission to MSC 89, with a view to adoption. The time limit for

evaluation of existing hook systems is 1 July 2019. It should be noted that, in the draft Circular, paragraph 6 refers to the use of fall preventer devices, and recommends that 'fall preventer devices should be employed for each existing lifeboat release and retrieval system'.

Guidelines for cargo oil tank coatings

Work on the supporting guidelines for cargo oil tank coating and corrosion protection was completed, and a draft Circular (contained within document DE 55 WP 6) will be submitted at MSC 90 for adoption. Some concern was expressed regarding the definition of 'slop tank', in as much as these tanks are not adequately identified as either requiring, or not requiring, a coating. This was resolved at DE55, with the conclusion being drawn that slop tanks should be treated as cargo tanks because they also carry crude oil.

Finally, it was agreed that several items relating to exemptions from the requirements for anti-corrosion coatings required further discussion. These were:

- the definition of H₂S gas;
- the definition of 'benign' crude oil; and
- the exemption and verification process regarding tankers carrying benign crude oils.

Sub-Committee on Radio Communications and Search and Rescue (COMSAR): 15th Session

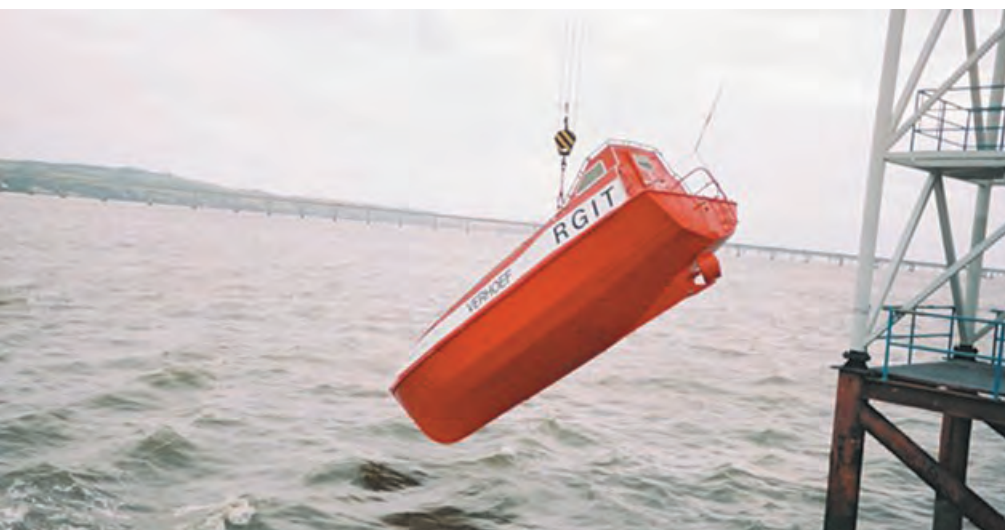
The 15th Session of COMSAR was held on 7–11 March 2011 under the chairmanship of Carlos Salgado, (Chile). The meeting was attended by 69 Member States, 9 Associate Members and 17 NGOs, including OCIMF.

Global Maritime Distress and Safety System (GMDSS)

The Sub-Committee established a technical working group to address the need to revise the GMDSS network in the light of changes in operational and technological advancements since the last consideration for revision. It was the view of the technical working group that consideration of additional providers of satellite systems for GMDSS would be acceptable, and it was agreed that more precise guidance is required on how applications to the IMO should be evaluated. The Sub-Committee invited interested parties to submit proposals in this respect.

Progress was made on the associated work plan and scoping exercise for a revision of the GMDSS system. The Sub-Committee noted the technical working group's efforts towards the development of a questionnaire to investigate the views of port State control officers and other stakeholders on possible improvements in distress and safety communications onboard ships. However, due to time constraints, completion of the questionnaire was not possible at this Session.

The development of an Assembly Resolution on the worldwide Met-Ocean Information and Warning Service was completed, and the Sub-Committee instructed the Drafting Group on maritime safety information (MSI) documents to finalise the proposed revised texts for the NAVTEX manual.





Output on the work item, 'Harmonisation of Aeronautical and Maritime Search and Rescue procedures including SAR training matters' was discussed, and the draft amendments to the International Aeronautical Maritime Search and Rescue (IAMSAR) manual were agreed and finalised for submission to MSC 90 in 2012, with a view to adoption.

The Sub-Committee also noted that the joint ICAO/IMO Working Group had finalised a comprehensive review of Volume I of the IAMSAR Manual and had invited its Editorial Group to prepare amendments to Volumes II and III. The amendments will become applicable in 2013, and will be incorporated into the 2013 edition of the Manual (ICAO and IMO have agreed that a new edition of the Manual will be published every three years).

A debate on measures to protect persons rescued from the sea centred on the well-documented wave of social uprising affecting the northern part of the African continent, and resulting in a massive migration by sea towards Europe, in particular Malta and Italy. It was decided to extend the target of this agenda item to 2012 and a suggestion was made to invite all interested parties to discuss this issue and suggest measures to obtain a resolution.

The development of the E-navigation strategy was debated during the course of COMSAR 15, and an urgent need was identified to consider how the process of the scoping exercise of the GMDSS and the development of E-navigation might be harmonised, from a communications and SAR point of view.

The proposed concepts of 'navigating navigator' versus 'monitoring navigator' were discussed, but the focus was somewhat distorted by differences in opinion over the descriptor element of the debate—i.e. whether 'monitor' might be better described as 'observer'. In conclusion, it was therefore decided that the 'navigating navigator' concept should be retained as the only acceptable scenario.

Facilitation Committee (FAL): 37th Session

The Facilitation Committee held its 37th Session from 5–9 September 2011 under the chairmanship of Charles Abela (Malta). Vice-Chairman Eildert Broekema (Netherlands) was also present.

FAL 37 opened with an address by the Secretary-General, introducing the World Maritime Day theme for 2012 as 'IMO: 100 years after the Titanic'. The Secretary General's opening address is captured in document FAL.37/INF.5.

The agenda item of greatest interest to OCIMF members at this meeting was piracy. This item consisted of several topics, the first being the issues related to privately-contracted armed security personnel (PCASP):

- An update on the recommendations for PCASP was introduced, and the Committee noted that MSC 89 had approved the Interim Guidance to shipowners, ship operators and shipmasters on the use of privately

contracted armed security personnel onboard ships in the High-Risk Area (MSC.1/Cir.1405), and Interim Recommendations for flag States regarding the use of privately contracted armed security personnel onboard ships in the High-Risk Area (MSC.1/Cir.1406).

It was stated that there was further need to develop guidance for governments and, in particular, for coastal and port States, regarding the transfer, arrival, stay and departure of armed security personnel.

It should be noted that the Organization's position on the use of PCASP remains fundamentally unchanged from that given in MSC.1/Cir.1333, which stipulates that it is for each flag State, individually, to decide whether or not armed security personnel should be authorized for use on board ships flying their flag and, in case of permitting it, the State determines the conditions under which the authorization is granted. The above-mentioned guidelines are not therefore intended to endorse or institutionalise the use of armed guards.

- The Committee noted an overview of Brazilian legislation which does not allow foreign merchant ships with armed guards on board to moor at Brazilian ports, and requires that flag States whose ships carry private armed guards on board give notification when they are in Brazilian territorial waters, moored or otherwise. Exceptions may be made to facilitate maritime trade, but only in exceptional cases and on a discretionary basis.
- The US delegation provided information on US national regulations related to the carriage of firearms on United States-flagged vessels, in connection with privately-contracted armed security. Given that multiple US government agencies possess the authority and responsibility for the regulation of the carriage of firearms, United States operators or persons carrying, possessing or

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transporting firearms on board United States-flagged vessels in any location must comply with all applicable state and national laws, as well as the International Traffic in Arms Regulations (ITAR).

With regard to the aforementioned need for the development of additional guidance, the Committee referred the above information to the Working Group on Ensuring Security in and Facilitating International Trade. OCIMF will participate in this working group.

Sub-Committee on Dangerous Solid Cargoes (DSC): 16th Session

The 16th Session of the Sub-Committee on Dangerous Solid Cargoes (DSC 16) was held on 19–23 September 2011. The meeting was chaired by Olga Lefevre (France). Vice-Chair Arsenio Dominguez (Panama) was also present.

Development of requirements for onboard lifting appliances and winches

In consideration of document DSC/16/5/5, submitted by the International Cargo Handling Co-ordination Association (ICHCA), regarding accidents involving ship's cranes and winches, it was generally accepted that requirements related to cargo handling and lifting appliances are developed by the International Labour Organization (ILO) as part of its dock work safety provisions. It was therefore requested that the ILO review this submission at their next meeting, and that the document is sent to the Sub-Committee on Ship Design and Equipment for discussion.

Amendments to SOLAS to mandate enclosed space entry and rescue drills

After discussion in the plenary session, a working group was established to develop amendments to SOLAS to mandate enclosed space entry and rescue drills.

The report of the working group, which was received and approved in general by the Sub-Committee, recommended that an enclosed space entry and rescue drill shall be conducted at least once every two months. The working group also agreed that crew members with enclosed space entry or rescue responsibilities shall participate in an enclosed space entry and rescue drill, while every crew member shall be given instructions relating to risks associated with enclosed spaces, and be introduced to onboard procedures for safe entry into such spaces.

In considering the issue of mandatory carriage and continuous use of an oxygen meter or other such device, the working group agreed to insert a new provision under paragraph 3 (drills) of SOLAS Regulation VI/3 (paragraph 3), which will refer to the checking and the use of protective equipment required for entry to enclosed spaces, to address this issue.



Forthcoming IMO meetings and areas of interest for OCIMF Members

Meeting	Topic
SLF 54	Guidelines for verification of damage stability on oil tankers
BLG 16	Development of the guidelines for the Ballast Water Management (BWM) Convention
	IACS unified interpretation on secondary venting
	The banning of chemical processes on board ships (Danish Proposal)
	Development of guidelines for the sampling of fuel oil on ships
DE 56	Lifeboat safety—making the provision of MSC.1/Circ.1206/Rev.1 mandatory
	Mandatory Polar Code
MEPC 63	Market-Based Measures
	Energy Efficiency Design Index (EEDI) guidelines
	Formal safety assessment
	Noise from commercial shipping
STW 43	E-navigation (also in COMSAR)
	Investigate whether a review of the International Safety Management (ISM) Code is needed (EC)
MSC 90	Security and piracy (also in LEG and FSI)
	Casualty investigation (inc. Nav and FSI)

Programme of IMO meetings for 2012

The following is a list of meetings of the IMO Committees and Sub-Committees, plus IOPC meetings held at IMO headquarters

Date	Meeting	Session	Location
16–20 January	Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLF)	54	IMO
30 Jan–3 Feb	Sub-Committee on Bulk Liquids and Gases (BLG)	16	IMO
13–17 February	Sub-Committee on Ship Design and Equipment (DE)	56	IMO
27 February–2 March	Marine Environment Protection Committee (MEPC)	63	IMO
12–16 March	Sub-Committee on Radiocommunications and Search and Rescue (COMSAR)	16	IMO
26–30 March	Sub-Committee on Flag State Implementation (FSI)	20	IMO
16–20 April	Legal Committee (LEG)	99	IMO
23–27 April	IOPC Funds	IMO	
30 April–4 May	Sub-Committee on Standards of Training and Watchkeeping (STW)	43	IMO
16–25 May	Maritime Safety Committee (MSC)	90	IMO
6–8 June	Technical Co-operation Committee (TC)	62	IMO
11–14 June	Council	108	IMO
2–6 July	Sub-Committee on Safety of Navigation (NAV)	58	IMO
9–13 July	IOPC Funds	IMO	
17–21 September	Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC)	17	IMO
1–5 October	Marine Environment Protection Committee (MEPC)	64	IMO
9–11 October	Diplomatic Conference for the Adoption of an Agreement on the South Africa implementation of the 1993 Protocol relating to the 1977 Torremolinos Convention on the Safety of Fishing Vessels		Cape Town, South Africa
15–19 October	IOPC Funds		IMO
29 Oct–2 Nov	34th Consultative Meeting of Contracting Parties (London Convention 1972) 7th Meeting of Contracting Parties (London Protocol 1996)		IMO
5–9 November	Council	109	IMO
26–30 November	Maritime Safety Committee (MSC)	91	IMO

Intersessional meetings *

9–13 January	Working Group on Energy Efficiency Measures for Ships	2	IMO
5–9 March	OPRC/HNS Technical Group	13	IMO
19–23 March	IMBSC Code Editorial and Technical Group	17	IMO
2–4 April	Joint Working Group on the IMO Member State Audit Scheme (JWGMSA)	5	IMO
10–14 September	19th Meeting of the ICAO/IMO Joint Working Group on SAR		Hong Kong, China
24–28 September	IMBSC Code Editorial and Technical Group	18	IMO
8–12 October	8th Meeting of the Joint IMO/ITU Experts Group on Maritime Radiocommunications Matters		IMO
22–26 October	BLG Working Group on the Evaluation of Safety and Pollution Hazards of Chemicals (ESPH 18)		IMO

Intersessional meetings convened within the framework of the london convention and protocol *

21–25 May	LC Scientific Group LP Scientific Group	35 6	Jeju Island Republic of Korea
3–6 July	Working Group on Ocean Fertilization	2	Germany
27–28 October	LP Compliance Group	5	IMO

* Meetings to be held without interpretation and with documentation in original language only

International Oil Pollution Compensation (IOPC) Funds

In 2011 the IOPC Funds held meetings in Morocco on 29 March–1 April, and at the IMO headquarters in London on 5–7 July and 24–28 October.

The meetings of the IOPC Funds continue to have a shorter agenda than in recent years, reflecting the reduction in claims against the Funds.

Major/recent incidents

Hebei Spirit

On 7 December 2007, the Hong Kong registered tanker *Hebei Spirit* (146,848 GT), laden with 209,000 tonnes of crude oil, was struck by the crane barge *Samsung No. 1* whilst at anchor about five miles off Taejeon on the west coast of the Republic of Korea. About 10,500 tonnes of crude oil escaped into the sea from the *Hebei Spirit*. In June 2008 the Executive Committee (of the 1992 Fund), based on a preliminary estimation by the Fund's experts that the total amount of the losses to arise from the incident was likely to exceed the amount available under the 1992 Civil Liability and Fund Conventions, and in view of the uncertainty as to the total amount of the potential claims, decided to set the level of payments at 35% of the established claims.

More than 127,000 individual claims have been submitted so far, mainly from the Korean fishing sector. Compensation of some KRW 135 billion (£79 million) has been paid by the P&I Club Assuranceforeningen Skuld (Gjensidig) (Skuld Club). It is anticipated that the 1992 Fund would soon start to make compensation payments to victims of the spill. The IOPC Fund Executive Committee decided to maintain the level of payments at 35% of the amount of the losses established by the IOPC Fund.

The *Hebei Spirit* incident continued to provide one of the biggest challenges faced by the 1992 Fund.

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The incident occurred on 11 November 2007 in the Kerch Strait, linking the Sea of Azov and the Black Sea between the Russian Federation and Ukraine, when the vessel was reported to have broken in two during a storm. It is believed that between 1,200 and 2,000 tonnes of fuel oil had been spilt at the time of the incident. The vessel had insufficient liability cover to meet the minimum requirement under the 1992 Civil Liability Convention, leaving an insurance gap of some £1.3 million.

A claim brought in respect of damage caused by the incident, which was based on an abstract quantification of damages (in contravention of Article 1.6 of the 1992 Civil Liability Convention) was rejected in a

judgement given in September 2010 by the Arbitration Court of Saint Petersburg and Leningrad Region. The Arbitration Court also decided that the shipowner and his insurer had not provided evidence that the oil spill resulted from an 'act of God, exceptional and unavoidable'. The Arbitration Court concluded that the Master, having had all the necessary storm warnings, had not taken all necessary measures to avoid the incident.

All of the 11 claims with supporting documentation have been assessed, with the total established losses amounting to RUB 338.8 million (£7 million). In October 2011 agreement was reached by the IOPC Funds on the losses of a number of claimants. Two issues remain which need to be addressed before payment can be made,



namely the payment of compensation by the vessel insurer and the 'insurance gap'.

No payments have yet been made by the IOPC Funds in respect of this incident.

HNS Convention

The International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances (HNS Convention) was adopted by a Diplomatic Conference in May 1996. The Convention aims to ensure adequate, prompt and effective compensation for damage to persons and property, costs of clean-up and reinstatement measures, and economic losses caused by the maritime transport of hazardous and noxious substances.

At its 95th Session held on 30 March to 3 April 2009, the IMO Legal Committee agreed a new draft Protocol to the HNS Convention, which will address practical problems that have prevented many States from ratifying the Convention. The draft Protocol was considered at a Diplomatic Conference at the IMO on 26 April 2010, and was subsequently adopted. The 2010 HNS Protocol will enter into force 18 months after the date on which it is ratified by at least 12 States, including 4 States each with not less than 2 million units of gross tonnage, and having received during the preceding calendar year a total quantity of at least 40 million tonnes of cargo that would be contributing to the general account.

Where damage is caused by packaged HNS, or by both bulk HNS and packaged HNS, the maximum liability for the shipowner is 115 million SDR (US\$172.5 million). Once this limit is reached, compensation would be paid from the second tier, the HNS Fund, up to a maximum of 250 million SDR (US\$375 million) (including compensation paid under the first tier). The Fund will have an Assembly, consisting of all States Parties to the Convention and Protocol, and a dedicated secretariat. The Assembly will normally meet once a year.

By the end of 2011, Canada, Denmark, France, Germany, Greece, The Netherlands, Norway and Turkey had signed the 2010 HNS Protocol, subject to ratification.



OCIMF Programmes

Ship Inspection Report (SIRE) Programme

The SIRE Programme continues to manage the increasing demand for tanker and barge reports in support of members' marine risk management initiatives.

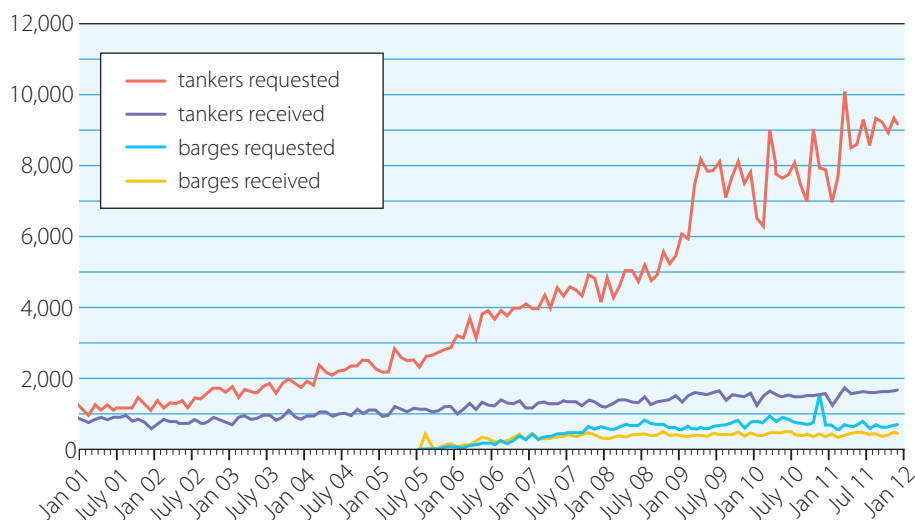
The number of reports submitted moved upward with just under 9,000 reports being requested each month compared with 8,000 in the previous year. Currently, 20,000 tanker reports and 6,000 barge reports are available.

The Tanker Management Self Assessment (TMSA) programme continued to grow, with more than 1,500 companies now registered to submit reports.

Highlights for 2011 include: planning for the new Harmonised Vessel Particulars Questionnaire (HVPQ) in conjunction with CDI; Auditor payments; and an automated registration process which has cut VPQ registration timing from two weeks to a couple of days.

ISO 9001:2008 member audits and BSI audits took place successfully; no major nonconformities were identified during the year.

SIRE reports received and requested per month (January 2001 to December 2011)



SIRE compliance

During 2011 some 90 potential conflicts were declared for review. After due consideration, some of these were deemed not to be conflicts, but inspectors are encouraged to submit potential conflicts if in any doubt to ensure full and open declaration.

As in recent years, all SIRE inspectors were required to electronically sign an updated Ethics Agreement and declaration at the beginning of the year.

Compliance issues arising during 2011 included: a SIRE inspector allegedly passing on information during a SIRE inspection to a relative who worked in an office of the vessel operator (following this case the SIRE inspection conduct requirements were revised to include a new mandatory requirement concerning the communication of information associated with a SIRE inspection); a submitting member company inspecting vessels in which they had no legitimate or commercial interest, contrary to the spirit of the SIRE system; some ongoing issues with third-party entities requesting the on-passing of SIRE reports from a submitting member; and continued occasional reports of operators offering inducements to inspectors to reduce the number of observations within SIRE reports.

Compliance and ethics issues have been presented and discussed at the various SIRE training courses, and at SIRE Auditors and Focus Group meetings held during the year.

All reported concerns that are received regarding inspector or member behaviour issues are investigated and followed up with

SIRE Focus Group

18th SIRE Focus Group meeting

Chairman: Glenn Harman, ConocoPhillips
9 March 2011, Kuala Lumpur, hosted by Petronas

Topics discussed:

- ECDIS Training
- Frequency of Cargo Tank Inspections
- SIRE Report content feedback facility
- Auditor subscriptions
- Training and Accreditation Guideline amendments

19th SIRE Focus Group meeting

Chairman: Glenn Harman, ConocoPhillips
14 September 2011, Houston, USA, hosted by BG

Topics discussed:

- SIRE Website submission process
- 2011 VIQ revision
- Chapter 13 (ICE) revision
- Medical Fitness standards proposal
- Revised HVPQ in conjunction with CDI progress

SIRE User Group

2nd SIRE User Group meeting

Chairman: Les Morton, IMT
8 March 2011, Kuala Lumpur,
hosted by Petronas

Topics discussed:

- SIRE programme updates
- Using the redesigned SIRE website
- Introduction to web services
- Feedback from users of the SIRE system—open discussion
- Requests for future enhancements

3rd SIRE User Group meeting

Chairman: Les Morton, IMT
13 September 2011, Houston, USA,
hosted by BG

Topics discussed:

- SIRE programme updates
- Using the redesigned SIRE website
- New VIQ5
- Feedback from users of the SIRE system—open discussion
- Requests for future enhancements

the appropriate submitting member. All SIRE system stakeholders are encouraged to report these issues to the OCIMF Compliance Manager.

SIRE report quality is monitored on an ongoing basis and a number of cases of below-standard reports were followed up with both the submitting members and inspectors concerned.

During the year it was noted that there appeared to be an increase in the number of SIRE reports containing simple typographical errors. All inspectors were reminded of the requirement to check the quality of their reports before they are

published on the database. Submitting members are also reminded of their obligation to check the content of reports prior to submission.

There was anecdotal evidence of some inspectors being issued with target numbers of observations to record during SIRE inspections. This practice is completely contrary to the rules of the SIRE system, and all submitting members, inspection companies and inspectors were reminded to comply fully with the guidelines.

All report recipients are encouraged to bring issues regarding SIRE report quality to the attention of the OCIMF Compliance Manager.

SIRE inspector accreditation

The SIRE Inspector Training and Accreditation Programme was introduced in September 2000 and was expanded in 2005 to include: small tankers (Category 2 vessels); and barges, vessels utilised for towing vessels carrying petroleum products, and vessels carrying packaged cargoes (collectively referred to as Category 3 vessels).

At the same time, inspector qualifications, experience and accreditation procedures for the original SIRE Inspection Programme (Category 1 inspectors) were updated to address the inspection of Category 2 and Category 3 vessels, and new Category 2 and Category 3 inspector categories were introduced.

As of May 2012, 653 SIRE inspectors are accredited under the Programme (473 Category 1, 6 Category 2 and 92 Category 3).

Prospective inspectors are selected by OCIMF member organisations; OCIMF plays no role in the selection of prospective inspectors. Nominees for Category 1 or Category 2 accreditation are required to familiarise themselves with the inspection processes by attending actual SIRE inspections in the company of SIRE-accredited inspectors prior to attending an OCIMF SIRE Inspector Training Course. Each course concludes with formal written examinations for the inspection of oil tankers and, if applicable, also for the inspection of chemical tankers or gas carriers.

To complete the initial accreditation process, prospective inspectors who are successful in the written examinations must also be successfully audited during an inspection. The SIRE accreditation process is cyclical and each accreditation period runs for three years. Every accredited inspector must submit a minimum number of inspection reports each year, attend at least one refresher course, and successfully complete an audited inspection during each three-year accreditation cycle.

OCIMF Technical Focus Group

19th OCIMF Technical Focus Group meeting

Chairman: Les Morton, IMT
11 March 2011, Kuala Lumpur,
hosted by Petronas

Topics discussed:

- Web system performance
- VIQ5 implementation experiences
- Auditor/Inspector credit card payments
- MTIS implementation and web services
- Enhancements to the crew matrix
- Communications and processes

20th OCIMF Technical Focus Group Meeting

Chairman: Les Morton, IMT
16 September 2011, Houston, USA,
hosted by BG

Topics discussed:

- Update for the VIQ5 programme and web services
- One page report submission
- Implementation of the 30-day rule
- New OCIMF website
- MTIS update

... OCIMF Programmes

Regional Category 3 accreditation

Following the successful introduction of a formalised accreditation programme for Category 3 inspectors in the Americas in 2007, the region was re-aligned in 2008 to provide separate North American (USA and Canada), and South and Central American regions. Both of these regions are under the control of local SIRE Category 3 Accreditation Committees comprising OCIMF member companies whose specific regional Category 3 vessel inspection requirements are addressed. Both of these regions report big improvements in the consistency of inspections and increased participation by Category 3 vessel operators. OCIMF is confident that other regional Category 3 inspector accreditation programmes will be developed.

Training courses

New inspector courses and refresher courses held during 2011 are shown in the table on the left. Five-day courses for prospective Category 1 and Category 2 Inspectors are held on an as-needed basis, and refresher courses are timed and located to meet the requirements of those inspectors whose accreditation status needs to be maintained.

OCIMF members are alerted to the dates when new inspector courses and refresher



Delegates at the inspector course held in Abu Dhabi on 25–26 September 2011

courses are scheduled, these being published on the OCIMF website. Courses for prospective Category 3 inspectors and periodic refresher training for existing Category 3 inspectors are organised by each of the Regional Category 3 Accreditation Committees.

SIRE auditing inspector meeting

The SIRE auditing inspectors are at the heart of the SIRE inspector accreditation programme. This group of highly

experienced inspectors, who collectively audit approximately 170 SIRE inspectors each year, provides OCIMF with valuable feedback to further enhance SIRE.

The 2011 auditing inspector meeting was held on 20 June, 2011 at the Oakley Court Hotel, Windsor, UK. Of the 30 auditors, 23 were able to attend. Several important improvements were suggested, that have since been adopted into the inspector accreditation programme.



New Inspector and Refresher courses held in 2011

New Inspector courses

24–28 January	Singapore
31 January–4 February	Thailand
5–9 September	London
10–14 October	Japan

Refresher courses

29–30 March	USA
13–14 June	London
15–16 June	London
20–21 October	Singapore
17–18 October	Japan

Offshore Vessel Inspection Database (OVID)

OVID is OCIMF's web-based inspection programme and database of inspection reports on vessels engaged in upstream support activities.

The OVID programme is being managed by the OVID Focus Group with direct oversight from the OVID Steering Group and OMC.

The objective of the OVID programme is to provide a robust web-based inspection tool and database of inspection reports on vessels engaged in upstream support activities. OVID is broadly based on SIRE, with some key differences that reflect the different vessel types. OVID is underpinned with professional, trained and accredited inspectors. There is a long-term aspiration that OVID will form a tool that is central to

the selection and assurance of offshore vessels, and is complimented by an Offshore Vessel Management Self Assessment (OVMSA) protocol expected to be published in 2012. OVMSA provides offshore vessel operators with a practical tool to assess the effectiveness of their management systems.

There are 500 registered OVID inspectors worldwide. Inspector accreditation is an important part of OVID. Potential inspectors are screened for qualifications and experience, and required to attend a familiarisation course—a two-day acquaintance with OCIMF, OVID and its reporting structures. The 2012 OVID course curriculum is a three-day course and examination leading to accreditation of the inspectors.

OVID statistics, 1 January 2010–1 March 2012

All inspections requested:	1848
Inspections purchased:	1102
Inspections published:	1228
Number of vessels:	3800
Number of published Offshore Vessel Particulars Questionnaires (OV PQs):	2383
Number of operators:	260
Major charterers:	5

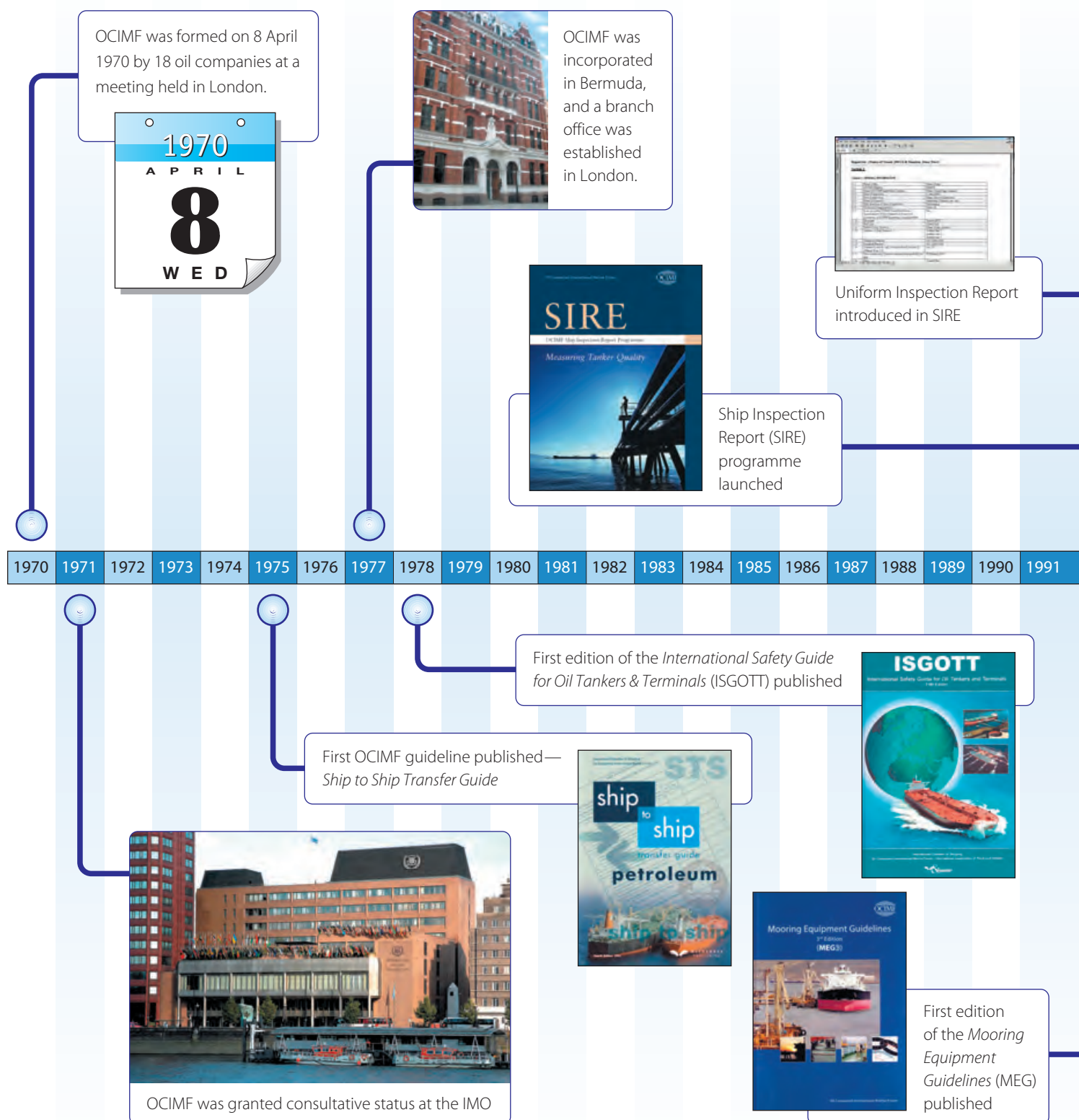
OVID familiarisation courses, 2011

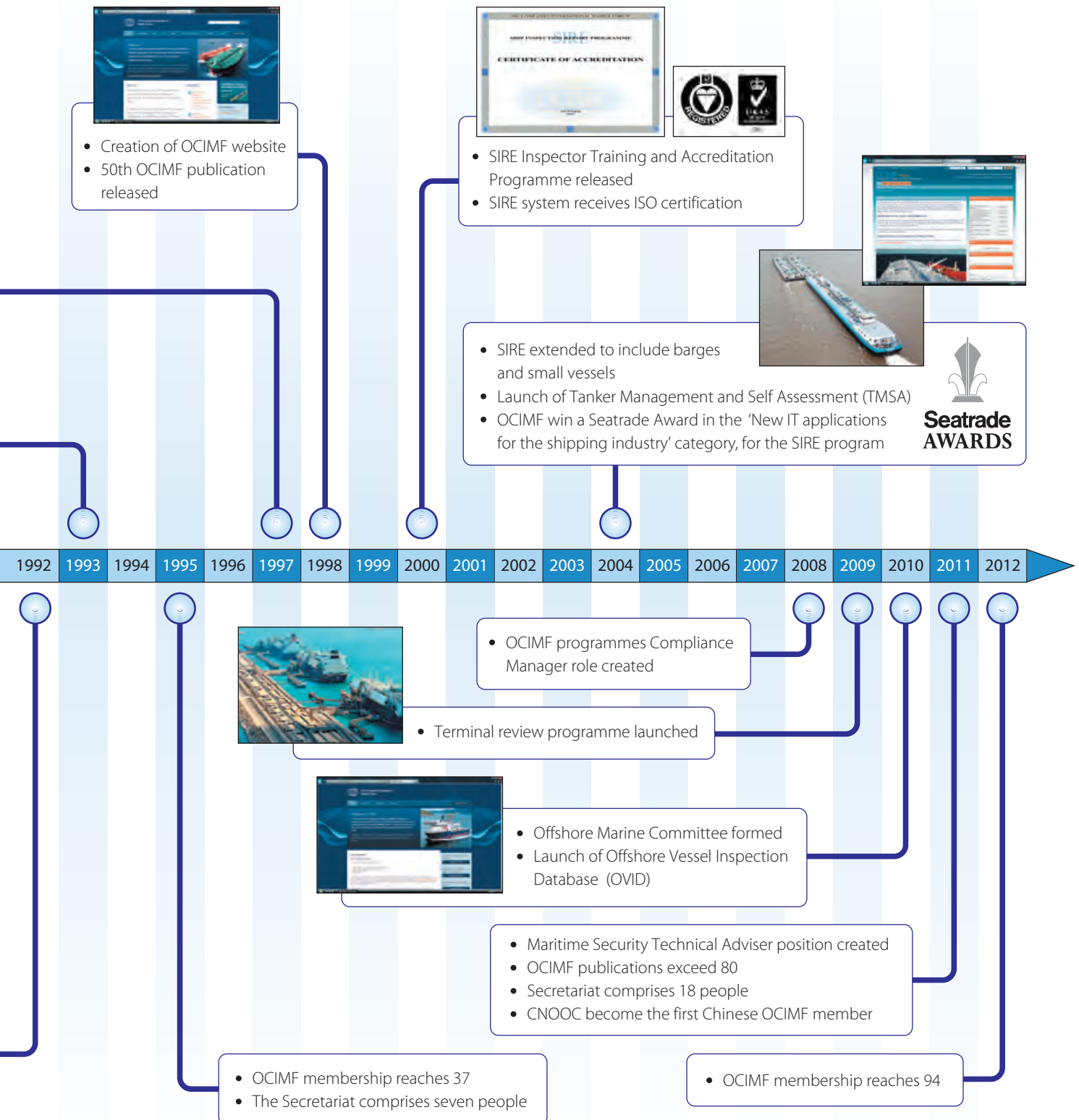
11–12 January	Aberdeen
13–14 January	Aberdeen
1–2 February	Houston
3–4 February	Houston
24–25 February	Dubai
1–2 March	Singapore
10–11 March	Paris
18–19 March	Aberdeen
14–15 April	Bergen
17–18 May	Houston
20–21 July	Miri, Borneo
26–27 July	Perth, Australia
17–18 August	Aberdeen
19–20 August	Aberdeen
21–22 September	Lekki, Nigeria
4–5 November	Singapore
8–9 November	Kuala Lumpur
11–12 November	Brunei
1–2 December	Greenwich



OCIMF milestones

Key events in the history of OCIMF from its establishment in 1970 through to the present day





OCIMF publications

Titles can be obtained directly from the publishers, Witherby Seamanship International Ltd. at www.witherbyseamanship.com

Title	Edition	Date	Author	Under review
Anchoring Systems and Procedures	2nd Edition	2010 (September)	OCIMF	
Barge Safety (Liquefied Cargoes in Bulk)	1st Edition	1999 (July)	OCIMF	✓
BMP4 Best Management Practices for Protection against Somalia Based Piracy	4th Edition	2011 (August)	OCIMF and other industry associations	
Clean Seas Guide for Oil Tankers	4th Edition	1994 (August)	OCIMF/ICS	
Competence Assurance Guidelines for F(P)SOs	1st Edition	2009 (January)	OCIMF	
Contingency Planning and Crew Response Guide for Gas Carrier Damage at Sea and in Port Approaches	3rd Edition	1999 (July)	OCIMF/ICS/SIGTTO	
Design and Construction Specification for Marine Loading Arms	3rd Edition	1999 (May)	OCIMF	
Disabled Tankers—Report of Studies on Ship Drift and Towage	1st Edition	1981 (January)	OCIMF	
Drift Characteristics of 50,000 to 70,000 DWT Tankers	1st Edition	1982 (January)	OCIMF	
Effective Mooring	3rd Edition	2010 (March)	OCIMF	
F(P)SO poster	1st Edition	2012 (June)	OCIMF	
Guide to Contingency Planning for the Gas Carrier Alongside and Within Port Limits	2nd Edition	1999 (July)	OCIMF/ICS/SIGTTO	
Guide to Manufacturing and Purchasing Hoses for Offshore Moorings (GMPHOM)	5th Edition	2009 (November)	OCIMF	
Guidelines for the Design, Operation and Maintenance of Multi-Buoy Moorings	1st Edition	2010 (June)	OCIMF	
Guidelines for the Handling, Storage Inspection and Testing of Hoses in the Field	2nd Edition	1995 (April)	OCIMF	✓
Guidelines for the Purchasing and Testing of SPM Hawser	1st Edition	2000 (September)	OCIMF	
Hawser Test Report	1st Edition	1982 (January)	OCIMF	
ISGINTT (International Safety Guide for Inland Navigation Tank-Barges and Terminals)	1st Edition	2010 (June)	OCIMF/CCNR	
ISGOTT (International Safety Guide for Oil Tankers and Terminals)	5th Edition	2006 (June)	OCIMF/ICS/IAPH	
Jetty Maintenance and Inspection Guide	1st Edition	2008 (September)	OCIMF/SIGTTO	
Manifold Recommendations for Liquefied Gas Carriers	1st Edition	2011 (September)	OCIMF	
Marine Terminal Baseline Criteria and Assessment Questionnaire	1st Edition	2004 (January)	OCIMF	✓
Marine Terminal Management and Self Assessment (MTMSA)	1st Edition	2012 (July)	OCIMF	
Marine Terminal Training and Competence Assessment Guidelines for Oil and Petroleum Product Terminals	1st Edition	2001 (May)	OCIMF	
Mooring Equipment Guidelines 3	3rd Edition	2008 (October)	OCIMF	
Offshore Loading Safety Guidelines: with special reference to harsh weather zones	1st Edition	1999 (January)	OCIMF	
Offshore Vessel Management Self Assessment (OVMSA)	1st Edition	2012 (March)	OCIMF	

Title	Edition	Date	Author	Under review
Peril at Sea and Salvage: A Guide for Masters	5th Edition	1998	OCIMF/ICS	✓
Piracy and Armed Robbery Against Ships	1st Edition	2000 (January)	OCIMF	✓
Prevention of Oil Spillages Through Cargo Pumproom Sea Valves	2nd Edition	1991 (January)	OCIMF/ICS	
Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings	4th Edition	2007 (January)	OCIMF	
Recommendations for Oil Tanker Manifolds and Associated Equipment	4th Edition	1991 (January)	OCIMF	
Safe Transfer of Liquefied Gas in an Offshore Environment (STOLGOE)	1st Edition	2010 (October)	OCIMF	
Ship to Ship Service Provider Management	1st Edition	2011 (September)	OCIMF	
Ship to Ship Transfer Guide (Liquefied Gas)	2nd Edition	1995 (January)	OCIMF/ICS/SIGTTO	✓
Ship to Ship Transfer Guide (Petroleum)	4th Edition	2005 (January)	OCIMF/ICS	✓
Single Point Mooring Maintenance and Operations Guide	2nd Edition	1995 (January)	OCIMF	✓
SPM Hose Ancillary Equipment Guide	3rd Edition	1987	OCIMF	✓
SPM Hose System Design Commentary	2nd Edition	1993 (November)	OCIMF	
Survival Craft—A Seafarer's Guide	1st Edition	2008 (December)	OCIMF	
Tandem Mooring and Offloading Guidelines for Conventional Tankers at F(P)SO Facilities	1st Edition	2009 (December)	OCIMF	
Tanker Management Self Assessment 2—A Best Practice Guide for Vessel Operation	2nd Edition	2008 (January)	OCIMF	
The Use of Large Tankers in Seasonal First-Year Ice and Severe Sub-Zero Conditions	1st Edition	2010 (December)	OCIMF	
<i>New publications in progress</i>				
BMP4 (Chinese Edition)	4th Edition	Q2 2011	OCIMF and other industry associations	
Effective Mooring (Chinese Edition)	3rd Edition	Q4 2012	OCIMF	
Ship To Ship Transfer Guidelines for Petroleum, Chemicals and Liquefied Gases	1st Edition	Q1 2013	CDI, ICS, OCIMF, SIGTTO	
Single Point Mooring Maintenance and Operations Guide	1st Edition	Q1 2013	OCIMF	

OCIMF Information Papers

Copies of the documents listed below can be downloaded from the OCIMF website at www.ocimf.com

Title	Date	Members only
A Guide to the International Oil Pollution Compensation Regimes	2000 (May)	
An Extended Scope for the Enhanced Survey Programme (ESP)	1999 (August)	
An Information Paper on Pumproom Safety	1995 (September)	
Cargo Inspector—Safe Working Practices	2009 (October)	
Energy Efficiency Design Index (EEDI)	2001 (July)	✓
Estimating The Environmental Loads on Anchoring Systems	2010 (October)	
Factors Influencing Accelerated Corrosion of Cargo Oil Tanks	1997 (September)	
GHG Emission-Mitigating Measures for Oil Tankers—Part A: Review of Reduction Potential	2011 (July)	
Guidance For Oil Terminal Operators On The International Maritime Organization (IMO) International Ship And Port Facility Security (ISPS) Code	2003 (December)	
Guidance related to the Construction and Use of Citadels in Waters Affected by Somali Piracy	2011 (July)	✓
Guidelines for Transiting the Turkish Straits—Briefing Paper for OCIMF Member Companies	2007 (August)	✓
Guidelines for the Control of Drugs and Alcohol Onboard Ship	1995 (June)	
Guidelines on Safety Management Systems for Hot Work and Entry into Enclosed Spaces	2008 (October)	
Health, Safety and Environment at New-Building and Repair Shipyards and During Factory Acceptance Testing	2003 (July)	
Hydrostatically Balanced Loading	1998 (December)	
Industry Code of Practice on Ship Recycling	2001 (August)	
Industry Guidelines for the use of Private Maritime Security Contractors (PMSC) as Additional Protection in Waters affected by Somali Piracy	2011 (May)	✓
Inert Gas Systems—Block and Bleed Valve Arrangements for Chemical Tankers Carrying Chemicals and Petroleum Products—Prevention of Inert Gas/Hydrocarbon Backflow	2000 (January)	
Inert Gas Systems—Dry Type Deck Water Seals—Prevention of Inert Gas/Hydrocarbon Backflow		
Inert Gas Systems—Semi-dry Type Deck Water Seals—Prevention of Inert Gas/Hydrocarbon Backflow		
Lifeboat Incident Survey—2000	2000	
Lloyd's Register Risk Assessment of Emergency Tow-off Pennant Systems (ETOPS) Onboard Tank Vessels	2009 (October)	
Manning at Conventional Marine Terminals	2008 (June)	
Marine Breakaway Couplings	2008 (November)	
Marine Injury Reporting Guidelines	1997 (February)	
Oily Water Separators	2006 (February)	
Port and Terminal Information	1997 (September)	
Potential Hazards Associated With Requests For Additional Mooring Lines By Terminal Operators	1997 (September)	
Recommendation Briefing Paper for OCIMF Member Companies on Guidelines for Transiting the Straits of Magellan including Commentary on Passage around Cape Horn	2010 (November)	✓
Recommendations for Alternatives to Traditional Emergency Tow-off Pennants	2010 (July)	

Title	Date	Members only
Recommendations for the Tagging/Labelling, Testing and Maintenance, Documentation/Certification for Ships' Lifting Equipment	2005 (May)	
Recommendations Relating to the Application of Requirements Governing Seafarers' Hours of Work and Rest	2011 (January)	
Results of a Survey into Lifeboat Safety	2004 (July)	
Safe Access on Ships with Exposed or Raised Deck Structures	2011 (March)	
Safety, Health, Environmental Issues and Recommendations for Shipboard Handling of Elevated Mercury Crude Cargoes	2011 (August)	
Ship Measurement—Deadweight or Displacement?		
Ship to Ship Transfer—Appendix 1: Operational/Safety Check Lists		✓
Ship to Ship Transfers—Considerations Applicable to Reverse Lightering Operations	2009 (September)	✓
Shipping Operations in the Arctic Region (Briefing Paper for OCIMF Member Chartering and Vetting Groups)	2011 (November)	✓
Specification Guidance for Dock Hoses	2006 (August)	✓
Summary of the Results of the MARIN Study to Validate the Adequacy of SPM Mooring Equipment Recommendations	2007 (May)	
The use of Large Tankers in Seasonal First-Year Ice or Severe Sub-Zero Conditions (Briefing Paper for OCIMF Member Chartering and Vetting Groups)	2009 (October)	✓
Vessel Inspection Questionnaire for Oil Tankers, Combination Carriers, Shuttle Tankers, Chemical Tankers and Gas Tankers (VIQ 5)	2011 (January)	
Winch Brake Bands Design Considerations Impacting on Reeling Direction in Development or Pending Publication	2006 (November)	

In development or pending

Codes of Working Practice
DP FMEA Guidance Paper
Dynamic Loading of Cranes Used in Exposed Waters
Safety and Design Issues of Tankers with Exposed Deck Structures and the Interface with Marine Terminals
Ship/Shore Emergency Shutdown Systems at Terminals (ESD)
Wind and Current Drag Coefficients



Oil Companies International Marine Forum
29 Queen Anne's Gate
London SW1H 9BU
United Kingdom

T +44 (0) 20 7654 1200
F +44 (0) 20 7654 1205
enquiries@ocimf.com
www.ocimf.com