

OCIMF

Oil Companies International Marine Forum

Annual Report 2005



OCIMF's Mission

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

Contents

1	Objectives
2	Chairman's statement
3	Director's review
4	Secretariat
5	Members
6	Brief history
8	Committees
9	Legal Committee
10	General Purposes Committee/Ports & Terminals Committee
11	Western Terminal Forum/European/Eastern Terminal Forum
12	Asia Pacific Terminal Forum/Offshore Terminals Forum
13	Navigation & Routing Sub-Committee/Ice Navigation Sub-Committee/Marine Technical Sub-Committee
14	EU update
15	International Oil Pollution Compensation (IOPC) Funds
16	International Maritime Organization (IMO) – MSC, MEPC
18	IMO Legal Committee
19	HNS (Hazardous and Noxious Substances) Conference
20	Ship Inspection Report Programme (SIRE)
22	OCIMF Publications
23	Programme of IMO meetings for 2005/OCIMF Information Papers
24	Constitution



Objectives

1 Standards: To identify safety and environmental issues facing the oil tanker and terminal industries, and develop and publish recommended standards that will serve as technical benchmarks.

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

3 Enforcement: To encourage flag states, port states and classification societies in their enforcement of international conventions and regulations.

4 Promulgation: To facilitate access by charterers and authorities to data on tankers relating to safety and pollution prevention, through the Ship Inspection Report Programme (SIRE).

5 Consultation: To promote ratification and implementation of international compensation conventions.

6 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.



Chairman's statement

2004 has been an exciting year with significant new developments at both the international and regional level. The Secretariat has continued its key involvement with the International Maritime Organization and also in Brussels, Washington and Tokyo, in addition to other maritime centres.

We continue to promote safety, and in so doing to influence legislation and the development of standards. The key criterion is the priority we attach to international, rather than regional solutions.

The International Oil Pollution Compensation (IOPC) Fund and Civil Liability Convention (CLC) reform continue to be areas of significant importance to our members and, during 2005, we will continue to focus our efforts on ensuring that shipowners take a greater responsibility for compensation payments and recognise their absolute responsibility to provide a safe and well-run ship. 2005 will see the ratification of the Supplementary Fund Protocol but our position remains that this can only be an interim measure. We are confident that a permanent, lasting solution is available and we will continue to work closely with State delegations to ensure appropriate and effective change to the Conventions.



The SIRE team continued its development work through 2004 and I was delighted to hold a press conference with our Director on board HQS Wellington in September where we introduced the Small Vessels and Barges inspection programme. This programme along with the Tanker Management Self Assessment guide, launched in July, now provides our members with a complete suite of assessment tools to assist in the important area of vessel screening. We have continued in our efforts to persuade governments to use these tools for their own quality assurance purposes and while take up has been slow I am pleased to report that we are making progress on this front and will continue our efforts into 2005 and beyond.

A number of our technical guides have been under revision during the year and 2005 will see the publication of the 5th edition of the International Safety Guide for Oil Tankers and Terminals (ISGOTT) along with the 4th edition of the Ship to Ship (STS) Transfer Guide. We will also be reviewing our other technical publications during 2005 to ensure our guidance remains the benchmark for our industry.

OCIMF continues to make a significant contribution to maritime safety, the protection of the marine environment and the technical standards that are so important in the operation of tankers and oil terminals.

I thank those who contribute to our Committees and to our various work programmes and who make OCIMF the success it is today.

Jan Kopernicki

Jan M. Kopernicki
Chairman

Director's review

It never ceases to amaze me how much the Secretariat manages to achieve in a year and 2004 has been no exception. Key activities have been representing our members' views at the International Maritime Organization, the European Commission and Parliament and the IOPC Funds Working Group, as well as continuing some major development activities within SIRE and ensuring our technical publications are up to date.

During the course of the year the Secretariat attended all the key IMO committees and has been particularly active in the various Working Groups looking at issues such as ballast water management, goal-based standards and ship recycling. We were invited by the IMO Secretary General to participate in an expert group looking at the effectiveness of the ISM Code, and this work will continue through 2005.

Members of the Secretariat have been engaged in a number of consultation meetings with the European Commission and the European Maritime Safety Agency on issues ranging from the safety of double-hull tankers to a proposed new safety package aimed at tightening up some existing legislation and introducing new legislation where it has been seen to be

lacking. Again, this consultation process will continue into 2005. We remain particularly concerned about the proposed introduction of criminal sanctions for pollution offences and, along with other industry bodies, have been active in trying to ensure any new directive is aligned with MARPOL and UNCLOS.

In December our Technical Adviser Andy Alderson left the Secretariat and was replaced by Henriette de Boer on an interim basis until other resources become available.

The introduction of the Small Vessels and Barges inspection database and the Tanker Management Self Assessment Guide will assist our members greatly in their vetting processes, and thanks must go to all those in the Secretariat and our membership for the hard work in bringing these projects to a successful conclusion.

We have achieved a great deal in 2004 and, looking ahead, I am sure that 2005 will be just as challenging. I am confident that, within the Secretariat and within our membership, we have the skills and enthusiasm to make the next 12 months a success.



Paul B. Markides
Director

Secretariat



Paul Markides
Director



Andy Dogherty
Deputy Director



Martin Kelly
Legal Counsel



Henriette de Boer
Technical Adviser



Mark Fortnum
Technical Adviser



Jane Fairweather
Executive Secretary



Pauline Gilbert
Accountant



David Savage
SIRE Training &
Development Manager



Geoffrey Snow
SIRE Manager



Katie Window
SIRE Administrator



Rebecca Harrison
SIRE Inspector Accreditation
Administrator
(from 02/2005)



Ian Waller
SIRE Inspector Accreditation
Administrator
(to 02/2005)



Members

- Abu Dhabi Company for Onshore Oil Operations (ADCO)
- Abu Dhabi Marine Operating Company (ADMA OPCO)
- Abu Dhabi National Oil Company (ADNOC)
- Administración Nacional de Combustibles Alcohol y Portland (ANCAP)
- Amerada Hess Corporation
- Bakri International Energy Co Ltd
- BG LNG Services LLC
- BHP Billiton Limited
- BP Shipping
- Cargill Ocean Transportation
- Chevron Shipping Company LLC
- Compañía Española de Petroleos SA (CEPSA)
- ConocoPhillips
- El Paso Corporation
- Enel Trade FTL
- Eni SpA
- Erg Med SpA
- Greater Nile Petroleum Operating Co Ltd
- Indian Oil Corporation
- International Marine Transportation Ltd
- Koch Supply & Trading LP
- Kuwait Oil Company (KOC)
- Louis Dreyfus Energy Holdings Limited
- LUKOIL Oil Company
- Marathon Ashland Petroleum LLC
- Marquard & Bahls AG
- Motor Oil (Hellas) Corinth Refineries SA
- National Iranian Tanker Company
- Neste Oil Corporation
- Norsk Hydro AS
- Oil Terminal SA
- OMV AG
- PDV Marina SA
- Petro-Canada
- Petroleo Brasileiro SA (PETROBRAS)
- Petroleos de Portugal PETROGAL SA
- Petroleos Mexicanos (PEMEX)
- Petroleum Industry Marine Association of Japan (PIMA)
 - Idemitsu Kosan Co Ltd
 - Nippon Petroleum Refining Co Ltd
 - Showa Shell Sekiyu KK
- Petronas Sungai Udang Port Sdn Bhd
- Preem Petroleum AB
- Qatar Petroleum Corporation
- Reliance Industries Ltd
- Repsol YPF Trading Y Transporte SA
- SARAS SpA
- Saudi Arabian Oil Company (Saudi Aramco)
- Shell International Trading and Shipping Co Ltd
- Statoil ASA
- Sunoco Logistics Partners LP
- Talisman Energy UK Ltd
- Total SA
- Valero Marketing & Supply Co

Brief history

The grounding of the *Torrey Canyon* in 1967 increased public awareness of marine pollution by oil. By the early 1970s with environmental concerns at high levels, new anti-pollution initiatives were starting to emerge nationally, regionally and internationally.

There was at that time an uncoordinated approach within the oil shipping industry, with decisions being taken in a number of international forums without any input from those who would be most affected by those decisions. It was clear that something needed to be

done to ensure that the oil industry could play its part by making its expertise available and its views known to governmental and intergovernmental bodies.

The Oil Companies International Marine Forum was formed at a meeting in London in April 1970, was granted consultative status at IMO in 1977 and continues to present oil industry views at IMO meetings.

The role of OCIMF has broadened over the intervening period. Most recently the organisation has contributed



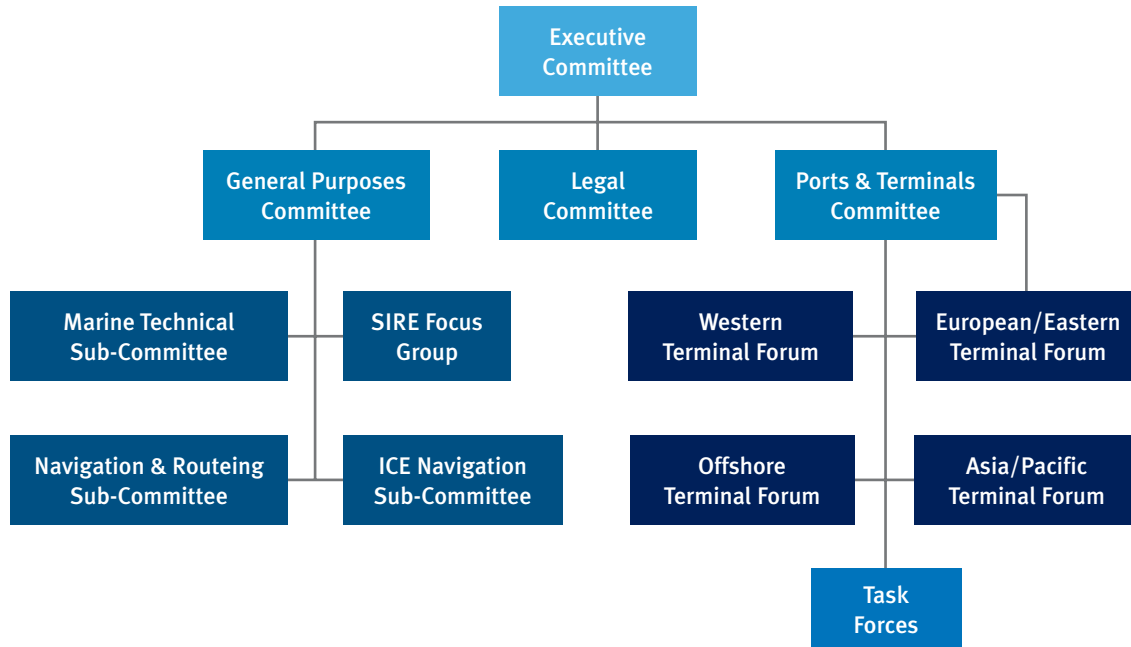


to the EU discussion on tanker safety and the draft EU Directive on Environmental Liability, and provided support to the EU and IMO debate on the accelerated phasing out of single-hull tankers and the carriage of heavy grades of oil.

The SIRE ship inspection system is now the industry standard for vessel reports. OCIMF's Committee structure has adapted to reflect the worldwide distribution of member companies, enabling it to assist with a wide variety of regional and international issues.

The organisation has contributed to the international debate at the IOPC Committee on compensation levels, and promoted the importance of increasing the liability of the ship owner to improve safety. Through all these evolutionary changes the overriding goal has remained – to improve the safe and environmentally responsible operation of oil tankers and terminals.

Committees



Executive Committee

The 53rd Executive Committee meeting took place on 11 May 2004 in Wichita, Kansas hosted by Koch Industries.

OCIMF's 54th Executive Committee Meeting and 26th Annual General Meeting were held in Madrid on 3 December 2004, where the chairman, Jan Kopernicki (Shell), and vice-chairmen Mike Carthew (ChevronTexaco) and Will Jenkins (ExxonMobil) were re-elected for a further 12 months, and Bob Malone (BP) was elected vice-chairman for 12 months.

The Executive Committee discussed a wide range of topics including the following key issues:

- Revision of CLC and Fund
- SIRE management and development
- ISGOTT revision
- Forthcoming European legislation
- Owner Assessment Guidelines
- Barging and Terminal Standards



OCIMF's 54th Executive Committee, Madrid, December 2004



Legal Committee

The Legal Committee comprises 10 lawyers from various OCIMF members and is responsible for reviewing and providing legal advice in relation to OCIMF's activities. It also recommends positions that OCIMF should adopt on relevant issues that are before not only IMO but also regional and national governments.

It is important to note that neither OCIMF nor any of its committees are involved in any way with the commercial activities of the membership.

The Legal Committee met for their 41st and 42nd meetings in April and November 2004 in Dubai and San Francisco respectively. Following the 42nd meeting and two years of dedicated service Nathalie Soisson of Total relinquished the chair to Harry Allan of Shell.

During the 41st and 42nd meetings the Committee focussed to a large extent on the recent developments within SIRE and its expansion to barges and small ships, as well as reviewing the parties able to receive SIRE reports.

The Committee also considered and recommended that the corporate status of

OCIMF be changed to become a company limited by guarantee. This change was approved by OCIMF members during the Annual General Meeting in December 2004. It was approved by the Bermudan Parliament and became effective in April 2005.

Future meetings of the Committee will review and recommend appropriate changes to the OCIMF Constitution, both as a result of the change to a company limited by guarantee and in order to improve the transparency and effectiveness of OCIMF as a voice of its membership.

The Committee also debated the current issues within the IOPC Fund Working Group reviewing the international liability and compensation regime for oil pollution damage. The Committee supported the latest OCIMF positions papers for the Working Group and continued to support revision of the international conventions.

The Committee was also updated and provided its opinions on the developments in the 2004 IMO Legal Committee meetings and within regional legislative assemblies such as the EU and US.

Other items on the agendas included:

- Review of the following publications:
 - [International Safety Guide for Oil Tankers and Terminals \(ISGOTT\)](#)
 - [Ship to Ship Transfer Guide \(STS\)](#)
 - [Tanker Management Self Assessment Guide \(TMSA\)](#)
 - [Review of Guide on Perils at Sea and Salvage](#)
- HNS workshop sponsored by OCIMF
- Implementation of the ISPS Code
- European Parliament Temporary Committee on Safety at Sea
- Terms of reference for OCIMF forums
- AIS Live
- OECD Maritime Transport Committee

General Purposes Committee

Chairman: John Dudley, Koch

The 58th General Purposes Committee (GPC) meeting was held in Houston on 24 and 25 March 2004 hosted by ConocoPhillips, and the 59th GPC meeting in Dubai on 28 and 29 September, hosted by Vela.

High on the agenda at the 58th meeting was the ongoing development of the Tanker Management Self Assessment Guide which was published on 1 June. This guide allows ship owners and operators to assess their management systems against benchmark key performance indicators to enable continuous improvement to take place.

Concerns over the large number of incidents in the Suez Canal were also discussed and these concerns were subsequently reviewed with the Suez Canal Authority by members of the Secretariat.

Other items discussed by the GPC were:

- AIS live
- IOPC Funds
- European legislation
- OCIMF publications
- Turkish Straits update
- HNS Convention
- Flag State Investigations
- Incidents on small chemical and product tankers

Ports & Terminals Committee

Chairman: Peter Gill, Shell (PTC 59)

Meetings: PTC 60 – San Francisco, USA
14-15 April 2004
Hosts – ChevronTexaco.
PTC 61 – Rome, Italy
6-8 October 2004
Hosts – Eni.

The Ports and Terminals Committee (PTC) membership continued 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 direct or via feedback from one of the four forums: Offshore Terminal Forum (OTF); European and Eastern Terminal Forum (EETF); Asia Pacific Terminal Forum (APTF); and Western Terminal Forum (WTF).

The broad range of issues covered by the PTC and its working groups currently encompasses the following topics:

- Revision of the IAPH/ICS/OCIMF joint publication 'International Safety Guide for Oil Tankers and Terminals (ISGOTT)'. This work is going through its latter stages and will also be benefiting from input from ongoing inter-industry reviews on chemical and product tanker incidents.
- 'Ship to Ship Transfers' – a revision to the joint ICS/OCIMF publication covering operations in the oil tanker sector is nearing completion and will be published during 2005.

- An OCIMF working group is undertaking a feasibility study with rope manufacturers on the possible use of synthetic fibre materials in the design of 'emergency towing off pennants'. A major issue under consideration is the effectiveness of these new materials to withstand heat and flame and their comparative advantages and disadvantages versus wire rope.
- Development of a manual in conjunction with SIGTTO for providing guidance on 'Jetty Top-Sides Maintenance' is nearing its final stages with an anticipated completion in late 2005.
- Work on revising and updating the OCIMF 'Effective Mooring' guide booklet is almost complete.
- Revision of the OCIMF SPM Equipment Guidelines has been on hold through most of 2004 pending completion of a computer tool under development by MARIN that will provide simulation of loads on ships' deck fittings under test scenario conditions. It is envisaged that the tool will be available in 2005 and work will resume to complete this project following the simulation trials.



Western Terminal Forum

Chairman: Ed Barsingerhorn, Shell

39th Meeting

27–28 April 2004, San Antonio, USA

Topics discussed included:

- Ship shore safety checklist
- Owners comments on SIRE reports
- Human element and fatigue
- Static accumulator cargoes
- Jetty top-sides maintenance
- Ships' mooring equipment

European/Eastern Terminal Forum

Chairman: Rob West, ConocoPhillips

46th Meeting

8–9 June 2004, Rome, Italy

Topics discussed included:

- Material Safety Data Sheets
- Oil spill exercise
- Maritime safety
- H₂S





Asia Pacific Terminal Forum

The 7th meeting of the Asia Pacific Terminals Forum (pictured) was held in Langkawi, Malaysia on 10 June under the chairmanship of Roy Igglesden of ChevronTexaco, and kindly hosted by Petronas.

The meeting was attended by a total of 27 delegates and the full agenda ensured there was an extensive discussion over a wide range of subjects. These included:

- Amendments to the Singapore Traffic Separation Scheme
- Incidents in pumphooms
- Lifeboat safety
- ISPS Code
- Emergency towing off pennants



- SPM equipment and practice
- H₂S in cargoes

The next meeting will be held in Perth and is to be co-hosted by ChevronTexaco and Woodside.

Offshore Terminals Forum

The Offshore Terminals Forum (OTF) (previously called Deep Water Forum) has met twice since the last Annual Review.

OTF 1 was held in Houston in March and was hosted by Prosafe.

OTF 2 was held in London in October and was hosted by Exxon Mobil.

Both of these were held under the Chairmanship of Tony Fantauzzi of ChevronTexaco.

The Forum welcomed two new companies to the meeting – ENI and Woodside.

The following were amongst the extensive agendas:

- A report on the progress of the Competency Assurance working groups
- The Joint Industry Project: MARIN Offloading Operability
- Permanent means of access
- Training of pilots for FPSOs
- Marine breakaway couplings
- ISPS Code
- Maximum environmental operating conditions
- Marine operations at offshore LNG terminals.

The next meeting will be hosted by Petrobras in Rio de Janeiro.



Navigation & Routing Sub-Committee (NaRSuC)

NaRSuC met twice during the year, both times under the Chairmanship of Vela's Brian Course, with other attendees coming from Shell, Chevron Texaco, IMT and BP.

High on the agenda was an apparent increase of navigational incidents in the Suez Canal. This led to a meeting in Egypt when OCIMF representatives met with the Canal authorities to express our concern over a rise in incidents during Canal transits and concerns raised over the quality of pilotage, bank slippage, depth of water and dredging. The meeting was kindly arranged by VELA through GPC member Bader Ghouth who also attended.

The Sub-Committee also began work on a briefing paper on transits through the Straits of Magellan and this will be passed onto the GPC for approval at their meeting in March 2005.

Other items under discussion included: AIS – misuse of and concerns over information being re-published on the world wide web; amendments to the Traffic Separation Scheme in the Singapore Straits; quality of pilotage in certain ports; and human factor related navigational incidents.

Ice Navigation Sub-Committee

The Ice Navigation Sub-Committee produced a 'Briefing Paper for OCIMF Member Chartering and Vetting Groups on the use of Large Tankers in Ice (Baltic)'.

This document is available for members to download free via the OCIMF website and was produced by the working group under the chairmanship of IMT's Bob Frankland.

Marine Technical Sub-Committee

Chairman: John Duff, BP
Archie Churcher, ConocoPhillips

8th Meeting
18–19 August 2003, San Diego

The 8th meeting of the Sub-Committee was the last to be chaired by John Duff prior to his retirement. Archie Churcher takes over at the next meeting.

Topics discussed included:

- Shipyard safety
- Electric tanker design and high voltage systems
- Permanent means of access
- Ship recycling
- Lifeboat arrangements
- Ballast water exchange
- Engine room lifting equipment

This year also saw the publication of the OCIMF guide for health and safety in shipyards and factory acceptance tests.



EU update

Criminalisation of seafarers and those in the transport chain was on the EU agenda during 2004 and early 2005. OCIMF sponsored a joint industry position paper on the **draft Directive on Ship Source Pollution and on the Introduction of Sanctions, including Criminal Sanctions for Pollution Offences.** Other sponsors included ICS, INTERTANKO, ECSA, the International Group of P&I Clubs and ISU.

The Transport Council reached a Common Position in October 2004. This was followed by adoption of the draft Directive during Parliament's second reading with a limited number of amendments. The amendments had been previously agreed in three-way meetings between the Transport Council, Commission and Parliament so it is unlikely that the text of the Directive will change from that adopted by Parliament in its second reading. When the Directive is finally published in the Official Journal, States will have 18 months within which to implement the Directive into their national laws.

Under the Directive ship source discharges of polluting substances are regarded as criminal offences if committed with intent, recklessly or by serious negligence. 'Polluting substances' are defined as those within Annex I (oils) and Annex II (noxious liquid substances in bulk) of MARPOL. There is no definition of 'serious negligence'. In cases of accidental pollution (resulting from damage to the ship or its equipment) the owner, master or crew will not be guilty of an offence

unless they acted with intent or recklessly and with knowledge that damage would probably result. This exception, however, only applies in international straits, the EEZ and high seas. It does not apply in internal and territorial waters. In addition, the exception does not apply to other parties that may be charged with an offence, for example classification society, insurer, salvor, charterer, cargo owner, etc.

A Framework Decision of the European Council will also be adopted by European Transport Ministers. The Framework Decision is intended to complement the Ship Source Pollution Directive by setting out a list of minimum penalties that should be applied by all EU States.

Following the adoption of the EU's 'ERIKA II' package of legislation, the European Commission is currently in the consultative stage of a new '**European Maritime Safety Package**'. The consultation deals with the following:

- Accident investigation
- Classification societies
- Modification of the Port State Control Directive
- Modification of the Traffic Monitoring Directive
- Regulation for financial security for ships
- Compulsory insurance
- Passenger ships

OCIMF attended the first consultation meeting in May 2004 and, at the request of the Commission, submitted written comments thereafter. The second consultative stage, in February 2005, was also attended by OCIMF.

During 2004, the **Spanish Royal Decree 210/2004** became an important issue of interest to OCIMF and its members. This legislation placed procedural, financial and other conditions on a vessel before a place of refuge could be granted. OCIMF was concerned that such conditions may unnecessarily delay or prohibit access to a place of refuge at a critical time for the ship and its crew. OCIMF, along with BIMCO, ICS, INTERTANKO and the International Group of P&I Clubs wrote to the Spanish Transport Minister to express our concerns.

Finally, OCIMF held a lunchtime debate in Brussels in February 2005 for interested Members of the European Parliament. The debate was hosted by Dirk Sterckx, MEP and gave an introduction to OCIMF as well as discussing issues relating to maritime safety and pollution prevention.



IOPC Funds

OCIMF attended the IOPC Funds meetings in February, May and October 2004, and the most recent one in March 2005.

Much of the focus during the February and May meetings was on the Working Group set up to **review the liability and compensation regime** for oil pollution damage. The Working Group was set up in April 2000 and, initially, drafted the Supplementary Fund Protocol which was adopted at a Diplomatic Conference in May 2003. At the Diplomatic Conference a Resolution was passed which called for the contracting States to the 1992 Civil Liability Convention (CLC) and the 1992 Fund Convention (1992 Fund) to place a high priority on the ongoing work towards a comprehensive review of the 1992 Conventions. The Working Group was given this task and, at its February and May meetings focussed heavily on the revision of shipowner limits of liability. It also looked at the issue of sub-standard oil transportation and whether preventative elements can be incorporated into the regime to deal with sub-standard ships. Other issues were also discussed, including:

- Compulsory insurance for ships below 2,000 tons
- Quorum for IOPC Fund meetings
- Sanctions for non-submission of oil reports by States
- Tacit acceptance procedure for amendments to financial limits in the conventions
- Definition of ship

- Amendments to the contribution system
- Uniform interpretation and application of the conventions

During the May meeting the IOPC Funds presented the results of its study into the costs of oil spills between shipping and oil cargo interests since the operation of the CLC and Fund Conventions 25 years ago. When the costs were inflated to 2002 monetary values and compared against the recent 50% increase under 1992 CLC and 1992 Fund and the Supplementary Fund limits, the figures show that oil cargo interest would have paid 64% and shipping industry 36%. This disparity increases as costs become inflated over time.

The Working Group continued to debate, at both the February and May meetings, the issue of whether or not the conventions should be revised despite the support for revision by those States whose contributors provide 80% of the finance for the regime.

At the October 2004 meeting the Working Group Chairman presented the reports of the February and May meetings to the IOPC Fund Assembly. A number of flag States, led by Malta, attempted to close down the Working Group by arguing that there was no consensus to continue its work and that its work had been completed. However, at its meeting in March 2005, there was a clear majority in favour of allowing the Working Group to continue its work. The March 2005 meeting was evenly divided between 22 States in favour of a limited revision and 22

States against revision. As before, 80% of those States that finance the regime favour revision. The issue will now be submitted to the Assembly for a decision in October 2005.

On 3 December 2004, the conditions for entry into force of the Supplementary Fund Protocol were met with the ratification by Spain. The **Supplementary Fund**, therefore, entered into force on 3 March 2005 and the level of compensation available to claimants of oil pollution incidents (in States that have ratified the Protocol) will rise to approximately US\$ 1.1 billion. The Supplementary Fund will be financed entirely by oil receivers, i.e. the oil industry.

The main pollution incidents discussed by the Fund during its 2004 meetings continue to be the *Prestige* and *Erika*. Compensation to claimants as a result of the *Prestige* incident remains at 15%. At the October meeting the Executive Committee discussed the question of recourse action in the *Prestige* incident against the classification society, ABS. They decided that the Fund should not take recourse action against ABS in USA but deferred any decision on action against ABS in Spain until further details surrounding the cause of the incident become available.

Finally, a breakthrough was achieved in the *Nissos Amorgos* case following the Venezuelan government decision to stand 'last in the queue' behind all other claimants. This meant that payments could be increased from 65% to 100% of established claims.

International Maritime Organization (IMO)



Background

Shipping is one of the most international of all the world's great industries. It has always been recognised that the best way of improving safety at sea is by developing international regulations that are followed by all shipping nations, and from the mid-19th century onwards a number of such treaties were adopted. Several countries proposed that a permanent international body should be established to promote maritime safety more effectively, but it was not until the establishment of the United Nations itself that these hopes were realised. On 17 March 1948 an international conference in Geneva adopted a convention formally establishing the Inter-Governmental Maritime Consultative Organization, or IMCO, but the name was changed in 1982 to IMO – the International Maritime Organization.

The IMO Convention entered into force in 1958 and the new Organization met for the first time in January 1959.

The IMO is a specialised agency of the United Nations which is responsible for measures to improve the safety and security of international shipping and to prevent marine pollution from ships. It is also involved in legal matters, including liability and compensation issues and the facilitation of international maritime traffic. It has a staff of 300 people, which is one of the smallest of all United Nations agencies, and is headquartered on the south bank of the River Thames near Lambeth Bridge in London.

It currently has 164 Member States. IMO's governing body is the Assembly which is made up of all 164 Member States and meets normally once every two years. It adopts the budget for the next biennium together with

technical resolutions and recommendations prepared by subsidiary bodies during the previous two years. The Council acts as governing body in between Assembly sessions. It prepares the budget and work programme for the Assembly.

Around 40 conventions and protocols, 98% of which apply to the world's merchant shipping tonnage, have been adopted by the Organization and most of them have been amended on several occasions to ensure that they are kept up to date with changes taking place in world shipping. The main technical work is carried out by the Maritime Safety, Marine Environment Protection, Legal, Technical Co-operation and Facilitation Committees and a number of sub-committees.

The IMO has also developed a technical co-operation programme which is designed to assist Governments that lack the technical knowledge and resources that are needed to operate a shipping industry successfully. The emphasis of this programme is very much on training and perhaps the best example is the World Maritime University in Malmö, Sweden, which was established in 1983 and provides advanced training for the men and women involved in maritime administration, education and management.

The IMO strategic plan for 2004–10 can be found in Resolution A.944(23) but its slogan, 'Safe, secure and efficient shipping on clean oceans', sums up its key objectives.

Maritime Safety Committee (MSC 78 & 79)

The Maritime Safety Committee (MSC) met on two occasions during 2004, on 12–21 May and 1–10 December. On both occasions Maritime Security and the implementation of the ISPS Code and the SOLAS amendments covering maritime security measures received significant focus by one of the three allocated working groups formed during the session. Among the specific maritime security issues, work included:

- Guidelines for the implementation of SOLAS Chapter XI-2 and the ISPS Code covering security measures and procedures

for the ship/port interface where either party is not bound or is not complying with the requirements, including interfaces with FPSOs and FSUs and implementation of the ISPS Code in relation to shipyards

- Control and compliance measures including interim guidance in Resolution MSC.159(78) to ensure consistent, uniform and harmonised application, along with a reminder of the obligations upon flag States for informing the IMO when exercising control and compliance measures
- Shore leave and access to ships under the ISPS Code
- Designation of the Master as the Ship Security Officer (SSO)
- The International Labour Organization (ILO)/IMO Code of Practice on Security in Ports
- A revised MSC circular on false security alerts and distress/security double alerts to replace, in essence, MSC/Circ.1109
- Guidance to masters, companies and duly authorised officers on the requirements relating to the submission of security-related information prior to the entry of a ship into port, which includes a standardised dataset of security-related information that ships could be expected to provide in advance of their arrival in port
- Interim guidance on voluntary self-assessment by SOLAS Contracting Governments and by port facilities, which includes a self-assessment questionnaire to assist SOLAS Contracting Governments in the implementation of, and the maintenance of compliance with, the requirements of SOLAS chapter XI-2 and of the ISPS Code

MSC also examined in detail the concept that IMO should develop 'goal-based' standards for ships' construction and equipment, and agreed that the Working Group should bear in mind environmental, human element and security issues.

There is no intention of the IMO to take over the detailed work of classification societies, but rather that IMO would state what has to be achieved, leaving classification societies, ship designers and naval architects, and marine engineers and ship builders the freedom to decide on how best to employ

The IMO is the United Nations specialised agency with responsibility for the safety and security of shipping and the prevention of marine pollution by ships

their professional skills to meet the required standards. The premise behind the development of goal-based standards is that they should play a larger role in determining the fundamental standards to which new ships are built.

Other topics covered by MSC Working Groups included bulk carrier safety (where proposed amendments to SOLAS were agreed) and large passenger ship safety.

The MSC also reconvened the Joint MSC/MEPC Working Group on the Human Element, which began work on the development of a human element strategic plan for the Organization with a view to addressing the human element in maritime safety, environmental protection and security.

Other topics covered in the two meetings included:

- Fire and flooding thresholds and timeframes, including a ‘time to remain habitable’ of three hours
- Review of the following publications:
 - SOLAS and SAR Conventions relating to the treatment of persons in distress and rescued at sea, as well as accompanying guidelines
 - Prevention of accidents with lifeboats during drills, and an MSC Circular on preventing accidents in free-fall lifeboats
 - Carriage of immersion suits
 - IMDG Code covering security issues
 - STCW Code Part A
 - International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code)
 - International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)
- Permanent means of access to and within spaces in the cargo area of oil tankers and bulk carriers
- Piracy and armed robbery incidents on the high seas
- The adoption of new routing measures including six new TSSs, amendments to six other existing TSSs, and amendments to ship reporting systems including the adoption of a new requirement for the

WETREP – the Western European Waters Particularly Sensitive Sea Area

- Retrofitting of simplified voyage data recorders (S-VDR) to existing cargo ships
- Over the two sessions the MSC adopted a total of 43 MSC Resolutions and approved a total of 46 MSC Circulars.

Marine Environment Protection Committee (MEPC 52 & 53)

The Marine Environment Protection Committee (MEPC) met twice during 2004, on 29 March–2 April and again on 11–15 October. On both occasions three working groups were deployed to continue ongoing work concerning:

1. Harmful aquatic organisms in ballast water

Following the adoption in February 2004 of the International Convention for the Control and Management of Ships’ Ballast Water and Sediments, the MEPC focussed on work to develop guidelines, in preparation for implementation of the Convention. Over the two sessions they completed work on the Guidelines for approval of ballast water management systems and the Procedure for approval of active substances. Further work on a range of other guidelines will continue at MEPC and other sub-committees during 2005.
2. Recycling of ships

The MEPC considered further work on ship recycling following the adoption by the IMO Assembly, in November 2003, of resolution A.962(23) on IMO Guidelines on Ship Recycling, including the potential for making certain elements of the guidelines mandatory. An MEPC working group was formed to review which elements could be given mandatory status, and to develop further guidance on issues such as reporting systems for ships destined for recycling, and single lists of potentially hazardous materials. MEPC also approved Guidelines for the development of the ship recycling plan.

It was also agreed at MEPC that an inter-agency working group comprising the

ILO/IMO/Basel Convention Working Group would commence work in 2005. This was formed to undertake a gap analysis between the IMO guidelines and the Technical Guidelines for the Environmentally Sound Management of the Full and Partial Dismantling of Ships, adopted by the Sixth Meeting of the Conference of Parties to the Basel Convention, and Safety and Health in Shipbreaking: Guidelines for Asian countries and Turkey, developed by ILO.

3. Greenhouse Gas Emissions

The Committee made progress on developing draft Guidelines on the CO₂ Indexing Scheme and urged Members to carry out trials using the scheme and to report to the next session. One purpose of developing guidelines on CO₂ emission indexing is to develop a simple system that could be used voluntarily by ship operators during a trial period.

The Committee agreed that a CO₂ indexing scheme should be simple and easy to apply and take into consideration matters related to construction and operation of the ship, and market based incentives.

Meanwhile, the Committee recognised that IMO guidelines on greenhouse gas emissions have to address all six greenhouse gases covered by the Kyoto Protocol (carbon dioxide (CO₂); methane (CH₄); nitrous oxide (N₂O); hydrofluorocarbons (HFCs); perfluorocarbons (PFCs); and sulphur hexafluoride (SF₆).

[Other major topics covered by MEPC included amendments to MARPOL and the IBC Code, as well as issues concerning Particularly Sensitive Sea Areas \(PSSAs\)](#)

Amendments to MARPOL and the IBC Code

The MEPC agreed to designate the Oman Sea area of the Arabian Seas as a special area and the designation is included in a revised Annex I.

The other special areas in Annex I are: Mediterranean Sea area; Baltic Sea area; Black Sea area; Red Sea area; ‘Gulfs’ area; Gulf of Aden area; Antarctic area; and North West European Waters. In the special areas, there are stricter controls on discharge of oily wastes.



Revisions to Annex I (oil) and Annex II (noxious liquid substances carried in bulk) were approved and adopted during 2004 and are now anticipated to come into force on 1 January 2007 along with consequential amendments to the International Bulk Chemical (IBC) Code.

The revisions have tidied up the regulations and the Annexes have been reformatted to take into account the many amendments that have been undertaken since they came into force. Many of the regulations have been renumbered, and the layout and ordering changed to provide a more user-friendly format.

A particularly significant item in Annex II has been the inclusion of the new four-category system for categorising noxious and liquid substances. All substances are now covered by Category X, Y, Z and Other Substances where Category X are seen as the most hazardous, Category Z a minor hazard and the last category covers those substances not included in the X, Y or Z categories as they are considered to hold no threat of harm to marine resources or human health.

Alongside this amendment to Annex II, the marine pollution hazards of chemicals has been reassessed by the Evaluation of Hazardous Substances Working Group and assigned a 'GESAMP' Hazard Profile. As a result of this process and the new four category system, vegetable oils (previously categorised as 'unrestricted') will now be required to be carried in chemical tankers.

Revisions to Annex IV (prevention of pollution by sewage from ships) were also adopted in 2004 and as a result these are expected to enter into force on 1 August 2005. These revisions cover issues such as equipment (sewage treatment plants or sewage comminuting and disinfecting system, or a sewage holding tank) and where and when certain discharges are allowed and which ship types covered.

Amendments to Annex V were also adopted covering pollution by garbage from ships and,

in particular, the recording of the disposal of cargo residues in the Garbage Record book.

It was also noted that following the ratification of MARPOL Annex VI (Regulations for the Prevention of Air Pollution from Ships) by Samoa in May 2004, this Annex would finally enter into force on the 19 May 2005. Annex VI will set limits on sulphur oxide and nitrogen oxide emissions from ship exhausts and prohibits deliberate emissions of ozone-depleting substances.

Particularly Sensitive Sea Areas (PSSAs)

The MEPC approved in principle the designation of four new Particularly Sensitive Sea Areas (PSSAs) during 2004:

- The Western European Waters
- The Baltic Sea area, except Russian waters
- The Galapagos Archipelago (Ecuador)
- The waters of the Canary Isles archipelago (Spain)

The Western European Waters proposal was designated with an Associated Protective Measure (APM) introducing a 48-hour reporting requirement for tankers carrying heavy grades of oil, whereas proponents of the other three PSSAs stated that they would submit detailed proposals for APMS linked to the PSSAs to the Sub-Committee on Safety of Navigation (NAV) in 2005 for subsequent consideration by the MEPC.

When an area is approved as a PSSA, specific additional measures can be used to control the maritime activities in that area, including routing measures, mandatory ship reporting systems, and Vessel Traffic Services (VTS).

There are six existing PSSAs: the Great Barrier Reef, Australia (designated a PSSA in 1990); the Sabana-Camagüey Archipelago in Cuba (1997); Malpelo Island, Colombia (2002); the Florida Keys, United States (2002); the Wadden Sea, Denmark, Germany, The Netherlands (2002); and Paracas National Reserve, Peru (2003).

Recognising concerns over the growing use and scale of some PSSA proposals, the MEPC

agreed to establish a correspondence group to review, with the objective of clarifying and, where appropriate, strengthening the current PSSA Guidelines (contained in resolution A.927(22)). The group is expected to report to the MEPC in 2005 and any revisions proposed are expected to be presented to Assembly in late 2005 for adoption.

Inadequacy of reception facilities

Recognising that provision of reception facilities is crucial for effective MARPOL implementation, the MEPC strongly encouraged Member States, particularly those Parties to the MARPOL Convention as port states, to fulfil their treaty obligations on providing adequate reception facilities.

Governments were also urged to respond to a questionnaire on alleged inadequacy of port reception facilities (MEPC/Circ.417) and to report their experiences to MEPC 53 with the aim of identifying problem areas and developing a future action plan.

IMO Legal Committee

The current issues on the agenda of the IMO Legal Committee and discussed during 2004 are:

- Review of the Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation, 1988, and its Protocol of 1988 relating to Fixed Platforms Located on the Continental Shelf (SUA treaties)
- Draft wreck removal convention
- Places of refuge
- Proposed Torres Strait PSSA and compulsory pilotage
- Fair treatment of seafarers
- Implementation of HNS Convention
- Crimes committed on vessels

Following the 11 September terrorist incidents, the SUA treaties are being revised by the Legal Committee in order to provide for

additional terrorist offences and boarding provisions to enable coastal States to better protect their borders. A Diplomatic Conference to adopt changes to the treaties has been set for October 2005.

The draft wreck removal convention has also been making good progress within the Legal Committee and it is hoped that it will be ready for a Diplomatic Conference sometime in 2006.

Places of refuge remains an important item on the agenda. The CMI submitted a paper to the October 2004 meeting calling for international provisions in the form of a new treaty, or amendments to existing treaties, to deal with places of refuge. Debate was limited on the issue due to lack of time but the majority of States and NGOs did not support a new convention and believed the existing treaties provided sufficient protection for a State granting a place of refuge.

The Legal Committee was also asked by the Maritime Safety Committee (MSC) to consider the proposal for compulsory pilotage within a new PSSA in the Torres Strait. The MSC asked whether there was any legal justification to introduce compulsory pilotage within a PSSA. The Legal Committee was divided on the issue, although many clearly believed that UNCLOS (UN Convention on the Law of the Sea) gave the IMO the right to allow compulsory pilotage within a PSSA.

The growing desire to criminalise seafarers has received a lot of attention within the Committee which has agreed to set up a joint Working Group with the ILO. The Working Group will look at what can be done to improve the treatment of seafarers, particularly following high profile pollution incidents.

Should any OCIMF members require any further information on the above issues please contact Martin Kelly at OCIMF (see back cover for details).

HNS (Hazardous and Noxious Substances) Conference, 19 May 2004

On 19 May 2004, OCIMF and Total hosted a conference in Barcelona on the HNS Convention which focussed on industry responsibilities and obligations under the Convention.

The conference was chaired by Mr John Wren, Head of Branch, Shipping Policy at the UK Department for Transport, and involved many distinguished speakers that were actively involved in the original drafting of the Convention and the IMO HNS Correspondence Group.

The conference began with a basic overview of the Convention followed by detailed presentations on the definition of receiver and the reporting requirements. The afternoon sessions dealt with the separate HNS accounts, the identification of contributing cargo, insurance requirements and incident response. All the presentations were followed by conference discussion and debate with a summary of overall conclusions by the conference Chairman at the end.

More than 100 participants attended the conference from all areas of industry and governments likely to be involved in the Convention. Copies of the presentations and conclusions can be found on the OCIMF website (www.ocimf.com).

Although the HNS Convention is not yet in force States in the EU have been given a target date for ratification of June 2006, and many others are making progress towards ratification in their parliamentary procedures. Many States are also actively consulting industry on the necessary reporting procedures that must be put in place prior to ratification. All receivers of HNS following carriage by sea will be required to report their receipts above

certain thresholds, depending on the specific category of HNS.

It is therefore important that industry, particularly receivers of HNS, are well informed of their responsibilities and obligations under the Convention.

It should be noted that HNS includes persistent and non-persistent oils carried in bulk, LNG and LPG, noxious liquid substances (e.g. palm oils, soybean and tallow), organic and inorganic chemicals, packaged goods covered by the IMDG Code and other solid bulk materials. A precise definition can be found within the Convention. The International Oil Pollution Compensation Funds (IOPC Funds) have also produced a software programme to enable receivers of HNS to calculate their receipts. Copies can be obtained from the IOPC Funds (+44 (0)20 7592 7100).





Ship Inspection Report Programme (SIRE)

2004 has seen two major achievements; the winning of the Seatrades award for IT systems innovation for WebSERM and the implementation of the Barges and Small Vessels program. The SIRE team have also been involved in the administration and web suite development of the TMSA programme.

The completion and launch of the barge inspection system marks the culmination of more than two years work by the OCIMF Small vessel and Barge task force. The programme is run through an entirely new website design, which allows all the processing and reporting functions to be produced via the Internet. Owner's comments can also be submitted in 8 different languages.

SIRE computer uptime (there are now six servers compared with 2002 when there was just one) maintained a 99.9% availability rate.

2005 sees the inauguration of WebSERM 2 (closely based on the Barges and Small Vessels model), and the Interim and full versions of the new VIQ. The new WebSERM programme cannot come soon enough as the current system was only designed for 0 to 10,000 active reports whereas we now have 12,523 available.

New features in WebSERM 2 include self-management of vessel portfolios by ship operators/managers. The current system is a paperchase used by the SIRE Manager and the SIRE Administrator. This will streamline the service and make portfolio changes seamless. Multiple comments have been included together with the ability to withdraw company tokens for individual inspectors.

Unlike the original WebSERM where some software would still need to reside for submitters to place reports into the SIRE system, WebSERM 2 is totally web-based for submission and receipt of reports. The workflow model has not changed but some of the operating practices have.

Inspector accreditation

The Inspector Accreditation Programme has been running since September 2000.

During 2004 three four-day courses were held. The first in Japan from 29 March–1 April, and the second and third in Greenwich from 1–4 June and 6–9 December, respectively. Future courses will be arranged on a demand basis.

The SIRE Inspector Training and Accreditation Programme requires each inspector to attend a refresher course at least once within the three-year accreditation cycle.

At the 8th SIRE Sub-Committee meeting, it was suggested that the re-accreditation seminars could be included as part of the member's own internal inspector courses. The first course took place on 8–9 October 2002 at Fairfax Virginia and was hosted by IMT/ExxonMobil. Since then eight further seminars have taken place, most recently in Greenwich on 16–17 November 2004.



SIRE statistics

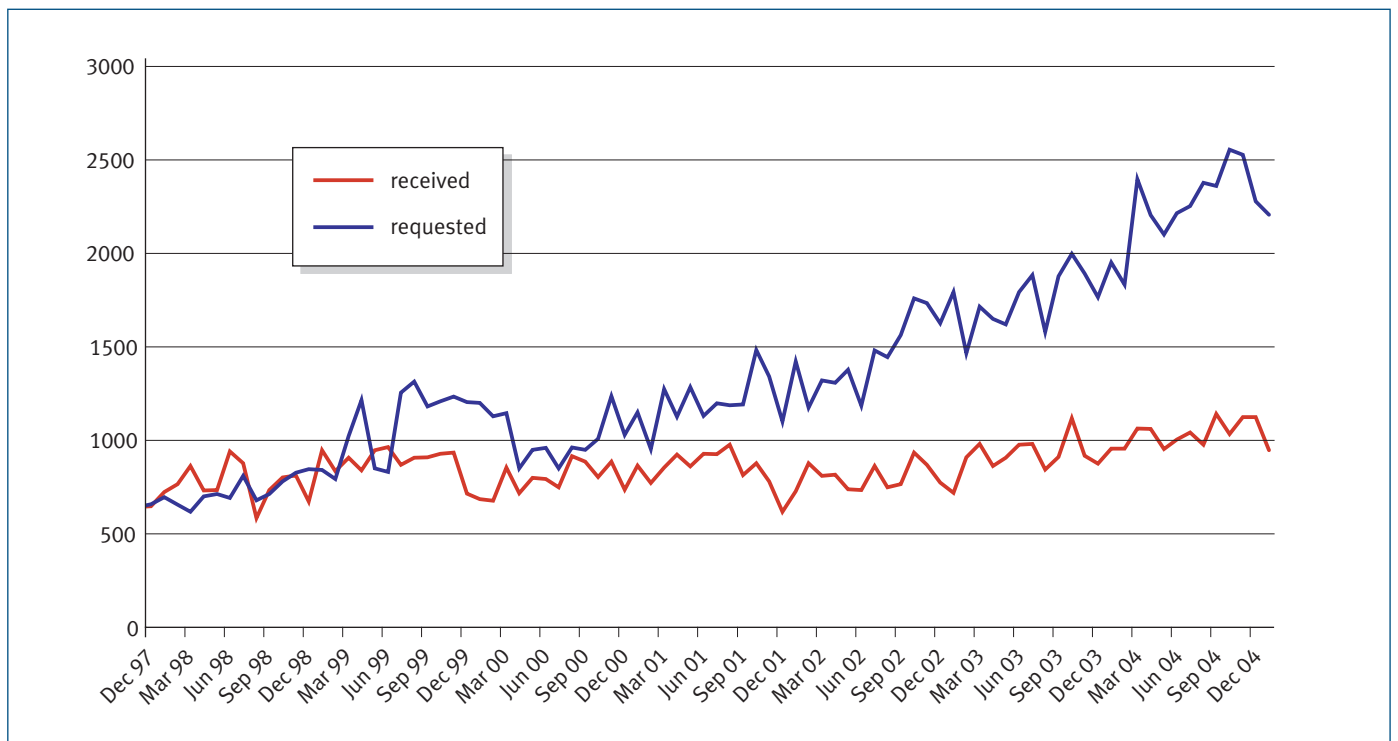
January–December, 2004
(January–December, 2003)

- Reports requested: 27,005 (20,965)
- Reports submitted: 12,362 (10,954)
- Vessels in database: 8,519 (7,738)
- Reports per vessel: 2.4 (2.4)

ISO status

The SIRE system continues to maintain its ISO 9001:2002 accreditation status in half-yearly audits conducted by members and BSI. No major non-conformities were identified during 2004 and to date.

SIRE reports received and requested per month (December 1997 to December 2004)



OCIMF Publications



The following publications are published either solely by OCIMF or in conjunction with other industry organisations. Copies can be obtained direct from the publishers, Witherby and Co Ltd., at www.witherbys.com

No.	Title	Edition	Author
1	Anchoring Systems and Procedures for Large Tankers	1st Edition 1982	OCIMF
2	Barge Safety	1st Edition 1999	OCIMF
3	Clean Seas Guide for Oil tankers	4th Edition 1994	ICS/OCIMF
4	Design and Construction Specification for Marine Loading Arms	3rd Edition 1999	OCIMF
5	Disabled Tankers – Report of Studies on Ship Drift and Towage	1st Edition 1981	OCIMF
6	Drift Characteristics of 50,000 to 70,000 DWT Tankers	1st Edition 1982	OCIMF
7	Effective Mooring	2nd Edition 2005	OCIMF
8	Guide to Contingency Planning for the Gas Carrier Alongside and Within Port Limits	2nd Edition 1999	ICS/OCIMF/SIGTTO
9	Contingency Planning and Crew Response Guide for Gas Carrier Damage at Sea and in Port Approaches	3rd Edition 1999	ICS/OCIMF/SIGTTO
10	Guide to Purchasing, Manufacturing and Testing of Loading and Discharge Hoses for Offshore Moorings	4th Edition 1991	OCIMF
11	Guidelines for the Handling, Storage, Inspection and Testing of Hoses in the Field	2nd Edition 1995	OCIMF
12	Guidelines for the Purchasing and Testing of SPM Hawsers	1st Edition 2000	OCIMF
13	Guidelines on the Use of High-Modulus Synthetic Fibre Ropes as Mooring Lines on Large Tankers	1st Edition 2002	OCIMF
14	Hawser Test Report	1st Edition 1982	OCIMF
15	Inspection Guidelines for Ships Carrying Liquefied Gases in Bulk	2nd Edition 1998	OCIMF/SIGTTO
16	International Safety Guide for Oil Tankers and Terminals	5th Edition 2005	IAPH/ICS/OCIMF
17	Marine Terminal Baseline Criteria and Assessment Questionnaire	1st Edition 2004	OCIMF
18	Marine Terminal Training and Competence Assessment Guidelines for Oil and Petroleum Products Terminals	1st Edition 2001	OCIMF
19	Mooring Equipment Guidelines	2nd Edition 1997	OCIMF
20	Offshore Loading Safety Guidelines with special relevance to harsh weather zones	1st Edition 1999	OCIMF
21	Peril at Sea and Salvage – A Masters Guide	5th Edition 1998	ICS/OCIMF
22	Piracy and Armed Robbery Against Ships	1st Edition 2000	OCIMF
23	Prediction of Wind and Current Loads on VLCCs	2nd Edition 1994	OCIMF
24	Prediction of Wind Loads on Large Liquefied Gas Carriers	1st Edition 1985	OCIMF/SIGTTO
25	Prevention of Oil Spillage Through Pumproom Sea Valves	2nd Edition 1991	ICS/OCIMF
26	Recommendations for Equipment Employed in the Mooring of Ships at Single Point Moorings	3rd Edition 1993	OCIMF
27	Recommendations for Oil Tanker Manifolds and Associated Equipment	4th Edition 1991	OCIMF
28	Recommendations for Manifolds for Refrigerated Liquefied Gas Carriers for Cargoes from 0°C to Minus 104°C	2nd Edition 1987	OCIMF
29	Recommendations for Manifolds for Refrigerated Liquefied Natural Gas Carriers (LNG)	2nd Edition 1994	OCIMF/SIGTTO
30	Recommendations for Ships' Fittings for use with Tugs with particular reference to Escorting & Other High Load Operations	1st Edition 2002	OCIMF
31	Safety Guide for Terminals Handling Ships Carrying Liquefied Gases in Bulk	2nd Edition 1993	OCIMF
32	Ship Information Questionnaire for Gas Carriers	2nd Edition 1998	OCIMF/SIGTTO
33	Ship to Ship Transfer Guide (Liquefied Gases)	2nd Edition 1995	ICS/OCIMF/SIGTTO
34	Ship to Ship Transfer Guide (Petroleum)	4th Edition 2005	ICS/OCIMF
35	Single Point Mooring Maintenance and Operations Guide	2nd Edition 1995	OCIMF
36	SPM Hose Ancillary Equipment Guide	3rd Edition 1987	OCIMF
37	SPM Hose System Design Commentary	2nd Edition 1993	OCIMF
38	Tanker Management and Self Assessment Guide	1st Edition 2004	OCIMF

This year will see the following publications come into print:

International Safety Guide for Oil Tankers and Terminals	5th Edition 2005	IAPH/ICS/OCIMF
Ship to Ship Transfer Guide (Petroleum)	4th Edition 2005	ICS/OCIMF
Effective Mooring	2nd Edition 2005	OCIMF

The interim VIQ is available electronically from sire@ocimf.com

Programme of IMO meetings for 2005

The following is the list of meetings for the IMO Committees and Sub-Committees, plus IOPC Fund meetings at IMO HQ:

Name of meeting	Session No.	Date held
Sub-Committee on Standards of Training and Watchkeeping (STW)	36	10–14 Jan
Sub-Committee on Fire Protection (FP)	49	24–28 Jan
Sub-Committee on Radiocommunications and Search and Rescue (COMSAR)	9	7–11 Feb
Sub-Committee on Ship Design and Equipment (DE)	48	21–25 Feb
Sub-Committee on Flag State Implementation (FSI)	13	7–11 Mar
Assembly of the IOPC Supplementary Fund	1	14–23 Mar
Sub-Committee on Bulk Liquids and Gases (BLG)	9	4–8 Apr
Legal Committee (LEG)	90	18–29 Apr
Maritime Safety Committee (MSC)	80	11–20 May
IOPC Funds		31 May–3 Jun
Sub-Committee on Safety of Navigation (NAV)	51	6–10 Jun
Technical Co-operation Committee (TC)	55	14–16 Jun
Council	94	20–24 Jun
Facilitation Committee (FAL)	32	4–8 Jul
Marine Environment Protection Committee	53	18–22 Jul
Stability and Load Lines and Fishing Vessel Safety (SLF)	48	12–16 Sep
Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC)	10	26–30 Sep
Diplomatic Conference on the Revision of the Sua Treaties		10–14 Oct
IOPC Funds		17–21 Oct
Consultative Meeting of Contracting Parties to the London Convention 1972	27	24–28 Oct
Council (extraordinary session)	23	17–18 Nov
Assembly	24	21 Nov–2 Dec
Council	95	2 Dec

OCIMF Information Papers

Copies can be downloaded from the OCIMF website at www.ocimf.com

- Accelerated Corrosion of Cargo Tanks
- Hazards Associated with Requests for Additional Mooring Lines
- Hydrostatically Balanced Loading
- Control of Drugs and Alcohol Onboard Ship
- Enhanced Survey Programme
- Exposure to Benzene Vapours
- Health, Safety and Environment at New-Building and Repair Shipyards and During Factory Acceptance Testing
- Industry Code of Practice on Ship Recycling
- Inert Gas Systems – Block and Bleed Valve Arrangements for Chemical Tankers
- Inert Gas Systems – Dry Type Deck Water Seals
- Inert Gas Systems – Semi-Dry Type Deck Water Seals
- Lifeboat Incident Survey 2000
- Marine Injury Reporting Guidelines
- Port and Terminal Information
- The Prevention of Over and Under Pressurisation of Cargo Tanks on Oil Tankers
- An Information Paper on Pumphoom Safety
- Results of A Survey Into Lifeboat Safety
- Ship Measurement – Deadweight or Displacement?
- Guidance for Oil Terminal Operators on The IMO International Ship and Port Facility Security (ISPS) Code

Also available, for OCIMF Members only:

- Briefing Paper for OCIMF Member Chartering and Vetting Groups on the use of Large Tankers in Ice (Baltic)
- Briefing Paper for OCIMF Member Companies on Guidelines for Transiting the Straits of Magellan

Constitution

ARTICLE 1: Purposes

The Oil Companies International Marine Forum (hereinafter called ‘the Marine Forum’), a body corporate in Bermuda, is a voluntary association of oil companies, as hereinafter defined.

The purpose of the Marine Forum is to engage in activities with respect to matters of mutual concern relating primarily to the transportation by tanker and marine terminalling of crude oil, liquefied natural gas, liquefied petroleum gas, their derivatives and related organic compounds, with special reference to the protection of the marine environment and the promotion of safety in marine operations, including but not limited to the following:

- (i) To represent its membership before, and consult with, the Organization of the United Nations (including the International Maritime Organization), government bodies and other national and international organisations;
- (ii) To keep its members apprised of the consideration of the aforementioned matters given by such organisations and bodies and of other developments involving such matters; and
- (iii) To conduct studies and undertake projects relating to such matters.

The Marine Forum shall not, however, engage in any activity which is in contravention of the laws of Bermuda or England or the laws applicable to any members.

ARTICLE 2: Definitions

For the purpose of this Constitution, the following definitions shall apply:

‘Oil Company’ means a company having an interest either directly or through an affiliated or an associated company in the shipment by tanker and marine terminalling of crude oil, liquefied natural gas, liquefied petroleum gas, their derivatives and related organic compounds.

An ‘affiliated company’ means a company more than 20% of whose voting stock is owned directly or indirectly by another company.

An ‘associated company’ means a company which has authorised another company to act for it on matters within the scope of the purpose of the Marine Forum.

ARTICLE 3: Membership

Any Oil Company in the world may apply to become a member of the Marine Forum.

An Oil Company shall be admitted to membership upon application approved by a majority of those present and voting at a meeting of the Executive Committee.

Only one Oil Company within any group of affiliated or associated companies may be a member of the Marine Forum and shall represent the interests of that group.

ARTICLE 4: Location

The Marine Forum shall be established with headquarters in Bermuda, with a branch office in London primarily for maintaining contact with the International Maritime Organization.

ARTICLE 5: Office Bearers

There shall be elected in Annual General Meeting a Chairman of the Marine Forum who shall hold office until the next following Annual General Meeting and he shall be eligible for re-election for such periods as may be determined. There shall also be elected in each Annual General Meeting one or more Vice-Chairmen who shall hold office until the next Annual General Meeting who shall also be eligible for re-election. A Director of the Marine Forum and such other Officers considered necessary shall be appointed by the Executive Committee on terms of remuneration as may be agreed.

ARTICLE 6: Executive Committee

To assist the Chairman in his general responsibility for the work of the Marine Forum between Annual General Meetings, there shall be an Executive Committee of not more than 15 elected members who may each designate an alternate to attend meetings and act on their behalf, in addition to the Chairman and Vice-Chairman who shall be ex-officio members of the Executive Committee.

The said members of the Executive Committee shall be elected in Annual General Meeting, shall serve until the next Annual General Meeting, and shall be eligible for re-election for such periods as may then be determined.

Each member at meetings of the Executive Committee shall have one vote and in the case of an equality of vote, the Chairman shall have the casting vote.

The Executive Committee may at all times make provisions for the appointment of such advisers as it may think fit.

The Executive Committee shall:

- (a) have power between Annual General Meetings of the Marine Forum to make decisions affecting the general policy and administration of the Marine Forum; any such decisions on matters of policy shall be circulated to members in advance if practicable and nothing herein shall prevent a member from taking a position contrary to the position taken by the Executive Committee or for that matter by the Marine Forum itself in General Meeting;
 - (b) approve the Agenda and Resolutions for subsequent Annual and Extraordinary General Meetings of the Marine Forum;
- and
- (c) authorise such studies or research projects as may be deemed to be in the interests of the members and consistent with the purposes of the Marine Forum.

The Executive Committee shall meet in response to a notice signed by the Chairman or the Director specifying the date, time and place of such meeting and the business to be transacted.

Reasonable notice shall be given at all times of the meetings of the Executive Committee and, wherever possible, the notice shall be issued not less than one month in advance of the meeting.

Three members of the Executive Committee shall be a quorum. At each meeting of the Executive Committee the Chairman shall preside and in his absence a Vice-Chairman shall preside. In the absence of the Chairman and a Vice-Chairman the Committee shall elect one of its members present to preside.



ARTICLE 7: Meetings

An Annual General Meeting shall normally be held once in every calendar year. Extraordinary General Meetings shall be called at the discretion of the Chairman or upon the written request of at least six members.

One month's notice to any Annual or Extraordinary General Meeting shall be given to the members by the Director who shall prepare an Agenda for the meeting in consultation with the Chairman and send it to members together with a notice confirming the meeting. Resolutions shall be passed if supported by more than half the total votes of the members of the Forum. In the case of an equality of votes the Chairman shall have a casting vote.

ARTICLE 8: Committees

The Executive Committee shall have power to appoint any Committees and Sub-Committees as may be required from time to time. Where appropriate, the Executive Committee may offer membership on any such Committee or Sub-Committee to non-members of the Marine Forum whose sphere of interest extends to matters within the purview of the Committee or sub-Committee.

ARTICLE 9: Secretariat

The general business of the Marine Forum shall be conducted in accordance with the Resolutions of the Marine Forum and the Executive Committee as appropriate, with the assistance of the Director and such staff as may be required from time to time.

ARTICLE 10: Cessation of Membership

Members of the Marine Forum may withdraw from membership upon giving 30 days' notice of their intention to do so at any time. A member's contribution under Article 11 shall be paid for the calendar year in which membership is terminated.

A two-thirds vote of the members in General Meeting or the unanimous vote of the Executive Committee shall cause the cessation of membership of a member.

ARTICLE 11: Finance

The cost of administration of the Marine Forum and of studies, research or other projects approved by the Executive Committee shall be met by contributions from each member and calls to meet such costs shall be made annually or at such interval as may be required from time to time, except that a member shall not be required to contribute to calls to meet the costs of a study, research or other project if said member objects to such a study, research or other project within 60 days after having been notified of its approval by the Executive Committee.

Subject to paragraph 1 of this Article 11, the total administration cost or cost of studies, research or other projects to be borne by each member shall be on an equal share basis.

ARTICLE 12: Voting Rights

At an Annual or Extraordinary General Meeting, each member, whether present or not, shall have one vote provided, however, that the member may not have a vote in respect of any study, research or other project objected to by the member in accordance with the first paragraph of Article 11 of the Constitution.

ARTICLE 13: Revision of Constitution

This Constitution, or any part of it, may be altered or amended by Resolution in Annual or Extraordinary General Meeting.

ARTICLE 14: Winding Up

A decision to wind up the Marine Forum shall not be valid unless taken at an Annual or Extraordinary General Meeting in accordance with the provisions of Article 7, Meetings.

In the event that it be decided to wind up the Marine Forum its assets shall, after debts have been paid, be equitably distributed between the members of the Marine Forum at the time of such winding up.

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