

OCIMF

Oil Companies International Marine Forum

Annual Report 2007



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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.



Objectives



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.

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.

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 relating to safety and pollution prevention, through the Ship Inspection Report (SIRE) Programme.

Consultation

To promote ratification and implementation of international compensation conventions.

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



OCIMF has played a significant role in a number of developments at both the international and regional level during 2006. The Secretariat has continued its involvement with the International Maritime Organization and the International Oil Pollution Compensation Fund, together with the EU, the US Coast Guard and many other governments and international bodies worldwide.

The conclusion of the restructuring of liability arrangements and the introduction of the STOPIA and TOPIA schemes represented an important advance in promoting safety and the protection of the environment. We were pleased to recognise the contribution of Måns Jacobsson as Director of the IOPC Fund who retired in December and contributed so wisely to the industry debate at large.

The Third European Marine Safety Package brings together an important range of developments, and OCIMF is working closely with EU counterparts to ensure successful implementation of the Package and the related Green Paper to achieve practical solutions that promote safety.

Indeed the central core of our work continues to be the development of safety standards and guidelines through the work of our various committees, and thereby influencing legislation and the development of regional and international standards.

The SIRE system has continued to develop, and the Small Vessels and Barges Inspection System and the Tanker Management Self Assessment Guide have now become well-established providing world-class inspection and assessment benchmarks. We continue to make progress with governments and shipping

authorities in our efforts to encourage them to use these tools for their own quality assurance purposes and for targeting vessels for inspection by Port State Control officials. OCIMF provided training for Paris MOU inspectors in April 2007, and it is planned that similar training will be held for the Kenya Maritime Authority later in 2007.

OCIMF has continued to work closely with the Inter-Industry Working Group on the Safety of Chemical Carriers, with an emphasis on the human element. This work will provide key inputs into the IMO working group on human factors.

As always, we have continued our work on revising a number of our technical guides and 2006 saw the publication of the 5th edition of The International Safety Guide for Oil Tankers and Terminals. Work continued on a major review of the Mooring Equipment Guidelines, which is planned for publication during 2007.

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 from many countries who contribute to our Committees and to our various work programmes and who continue to make OCIMF the success it is today.

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Jan Kopernicki

Jan M. Kopernicki
Chairman

Director's review



2006 was exceptionally busy with the Secretariat active on many fronts. Key activities continue to be representing our members' views at the International Maritime Organization, the European Commission and Parliament, the IOPC Funds Working Group and with the US Coast Guard in Washington.

A major development for OCIMF was the much-anticipated launch of ISGOTT revision 5 co-authored by the International Chamber of Shipping and the International Association of Ports and Harbours. Our thanks go to the working group who spent so much time, energy and enthusiasm bringing this major project to fruition.

Work continues on the revision of a number of other core publications such as the *Mooring Equipment Guidelines* and *Recommendations for Equipment Employed in the Mooring of Ships at Single Point Moorings*.

During the course of the year the Secretariat attended all the key IMO committees and sub-committees, and has continued to be active in the various IMO Working Groups looking at issues such as ballast water management, coating standards, goal-based standards, ship recycling and MARPOL Annex VI revision.

Members of the Secretariat have been engaged in a number of consultation meetings with the European Commission and Parliament on key issues such as the Third Maritime Safety Package and the Green Paper on Maritime Strategy. This consultation process will continue during 2007 and onwards while the various components of the Safety Package are finalised and the Green Paper is converted into possible Directives.

The SIRE system continues to play an important role for our members and I was particularly pleased that a number of major changes were accomplished during the year including the change of server arrangements, the introduction of Vessel Self Management Registration and direct submission of Vessel Particulars Questionnaires (VPQs) via the internet.

In March our Nautical Adviser, Mark Fortnum, left the Secretariat to return to his parent company BP and in September our General Counsel, Martin Kelly, left the Secretariat to return to his parent company ExxonMobil. In March and July respectively we were pleased to welcome Bill Crabbs from BP as Nautical Adviser and Mike Sitts from Chevron as Senior Adviser.

We achieved a great deal in 2006 and, looking ahead, I am sure that there will continue to be new and exciting challenges ahead of us. 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.

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Paul B. Markides
Director

Secretariat



Paul Markides
Director



Mike Sitts
Senior Technical Adviser



Bill Crabbs
Nautical Adviser



Ken Reid
Technical Adviser



Philip Pascoe
Legal Counsel



Jane Fairweather
Executive Secretary



Pauline Gilbert
Accountant



David Savage
SIRE Training and
Development Manager



Geoffrey Snow
SIRE Manager



Katie Window
SIRE Systems Administrator



Rebecca Harrison
SIRE Inspector Accreditation
Administrator

Members



- Abu Dhabi Company for Onshore Oil Operations (ADCO)
 Abu Dhabi Marine Operating Company (ADMA OPCO)
 Abu Dhabi National Oil Company (ADNOC)
 Addax Oryx Group
 Administración Nacional de Combustibles Alcohol y Portland (ANCAP)
 Amerada Hess Corporation
 Bakri International Energy Company Ltd
 BG LNG Services LLC
 BHP Billiton Ltd
 BP Shipping Ltd
 Cargill Ocean Transportation
 Chevron Shipping Company LLC
 Compañía Española de Petróleos SA (CEPSA)
 ConocoPhillips Shipping LLC
 Enel Trade FTL
 Eni SpA
 Erg Med SpA
 Essar Oil Ltd
 Greater Nile Petroleum Operating Co Ltd
 Indian Oil Corporation
 Ineos Manufacturing Scotland Ltd
 International Marine Transportation Ltd
 Koch Supply & Trading LP
 Kuwait Oil Company (KOC)
 LUKOIL Oil Company
 Mærsk Oil
 Marathon Petroleum Co LLC
 Marquard & Bahls AG
 Motor Oil (Hellas) Corinth Refineries SA
 National Iranian Tanker Company
 Neste Oil Corporation
 Nexen Inc
 Norsk Hydro AS
 OMV Refining & Marketing GmbH
 PDV Marina SA
 Petro-Canada
 Petróleo Brasileiro SA (PETROBRAS)
 Petróleos de Portugal PETROGAL SA
 Petróleos Mexicanos (PEMEX)
 Petroleum Industry Marine Association of Japan (PIMA)
 Petronas Sungai Udang Port Sdn Bhd
 Petron Corporation
 Preem Petroleum AB
 Qatar General Petroleum Corporation
 Reliance Industries Ltd
 Repsol YPF Trading y Transporte SA
 SARAS SpA
 Saudi Arabian Oil Company (Saudi Aramco)
 Sempra LNG
 Shell International Trading and Shipping Company Ltd
 Sonangol USA
 Statoil ASA
 Sunoco Logistics Partners LP
 Talisman Energy UK Ltd
 Tesoro Maritime Company
 Total SA
 Valero Marketing & Supply Co

 Japanese Companies represented by Petroleum Industry Marine Association (PIMA) of Japan:

 Idemitsu Kosan Co Ltd
 Nippon Petroleum Refining Co Ltd
 Showa Shell Sekiyu KK

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.

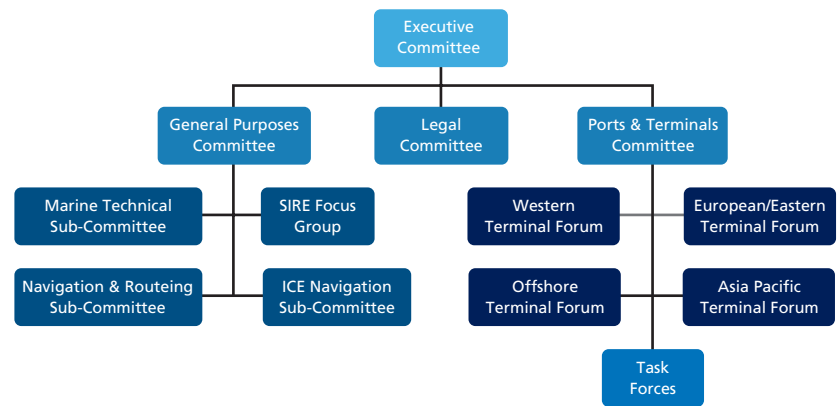
The role of OCIMF has broadened over the intervening period. Most recently the organisation has contributed to the EU discussion on tanker safety and the draft EU Directive on Environmental Liability, and has provided support to the EU and IMO debate on the accelerated phasing out of single-hull tankers and on the carriage of heavy grades of oil.

The Ship Inspection Report (SIRE) Programme 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.

Through all these evolutionary changes the over-riding goal has remained—to improve the safe and environmentally responsible operation of oil tankers and terminals.



Committees



Executive Committee

Chairman: **Jan Kopernicki, Shell**

The 57th Executive Committee Meeting took place on 13 June in London, and was hosted by the OCIMF Secretariat.

OCIMF's 58th Executive Committee Meeting and 28th Annual General Meeting were held in Dubai on 6 December 2006, where the Chairman, Jan Kopernicki (Shell) and Vice-Chairmen Mike Carthew (ChevronTexaco) and Will Jenkins (ExxonMobil) were re-elected for a further 12 months.

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

- International Oil Pollution Compensation Fund activities
- Developments at the International Maritime Organization
- Proposed revision to MARPOL Annex VI
- European developments and forthcoming legislation
- Regional regulatory developments
- SIRE Programme performance and developments



The 58th Executive Committee Meeting was held in Dubai on 6 December 2006.

Legal Committee

Chairman: **Harry Allan, Shell**

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.

In the review period, the Legal Committee met for their 45th and 46th meetings in April and November 2006 in Hiroshima and Berlin, respectively.

The Committee discussed the ongoing review within the IOPC Funds of initiatives to eliminate sub-standard shipping through non-technical measures and also discussed the application of CLC and Fund 92 to floating storage units (FSUs) and ship to ship (STS) transfer operations.

Key regional legislative developments discussed were:

- Delaware River Protection Act
- Bill S. 2440—Oil Pollution Prevention and Response Act 2006
- California:
 - ballast water regulations
 - cold-ironing
- China legislation on oil pollution
- EU Maritime Safety Package
- EU green paper on maritime policy
- EU Directive on ship source pollution and the introduction of sanctions, including criminal sanctions
- Proposal to amend EC Regulation 417/2002 on the accelerated phasing in of double-hull tankers

The Committee also discussed issues of interest raised by the IMO Legal Committee as follows:

- Draft convention on wreck removal
- Guidelines on the fair treatment of seafarers
- Places of refuge
- Implementation of the HNS Convention
- Implementation of the Athens Convention and the marine insurance and liability implications

Committees (continued)



General Purposes Committee (GPC)

Chairman: **Phil Davies, Chevron**

The 61st General Purposes Committee was held in Singapore on 15–16 March and was hosted by BP. The 62nd General Purposes Committee was held on 4–5 October in Stavanger and hosted by Statoil.

High on the agenda of both meetings was the Turkish Straits, and the Committee agreed to hold the Spring 2007 meeting in Istanbul where discussions could take place with the Turkish Authorities on the important issue of safety of navigation in the Straits.

Interest in the ongoing development of shipping standards in China was discussed and the Committee agreed to establish a small task force to develop, in conjunction with members in country contacts, a programme for delivery to Chinese shipping and oil companies to promote safe operations for ship operations.

Other items discussed by the GPC were:

- IOPC Funds
- European legislation
- OCIMF publications
- Incidents on small chemical and product tankers
- IMO developments
- SIRE Programme developments
- Marine Safety Data Sheets (MSDS)

Ports and Terminals Committee

Chairman: **Robert Frankland, IMT/ExxonMobil (PTC 63)**

The 64th Ports and Terminals Committee meeting (PTC 64) was held in Stavanger, Norway on 25–26 April 2006 and was hosted by Statoil; PTC 65 was held in Bahrain on 31 October–1 November 2006 and hosted by Saudi Aramco. PTC 66 was held in Hamburg on 2–4 April 2007 and was hosted by Marquard & Bahls.

The 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), directly from OCIMF members, or via feedback from one of the four forums, namely the Offshore Terminal Forum (OTF), European and Eastern Terminal Forum (EETF), Asia Pacific Terminal Forum (APTF) and the Western Terminal Forum (WTF).

The range of issues covered by the PTC and its Working Groups is broad and currently encompasses the following topics:

- Revision of the IAPH/ICS/OCIMF joint publication *International Safety Guide for Oil Tankers and Terminals (ISGOTT)* was completed. The new edition has been published in 2006 with more than 10,000 copies sold, and is in a second printing at the publishers. Included with each hardbound publication of ISGOTT is a CD for convenient installation on the user's computer workstation. This new 5th edition continues to provide the best-known safety practices on the operation of oil tankers and terminals but now embraces a risk-based control philosophy.
- The fourth edition of the joint ICS/OCIMF *Ship to Ship Transfer Guide (Petroleum)*, which provides advice to those involved in planning and execution of transfers of crude oil and petroleum products between ocean-going ships, was published in July 2005. The STS Working Group will continue to meet to

The Ports and Terminals Committee (PTC) in Bahrain for the 65th PTC meeting held on 31 October to 1 November 2006.





- consider issues that are currently outside the scope of the existing guide (for example, reverse lightering) and to maintain a core technical review group, on behalf of the OCIMF/PTC, for proposals forthcoming from the IMO regarding a proposed new chapter VIII in MARPOL Annex I for regulations of ship to ship oil cargo transfers.
- Revision work has been completed on *Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings*. The fourth edition of this OCIMF publication is due to be published this spring.
 - The project to revise OCIMF's *Mooring Equipment Guidelines* commenced with the first meeting (MEG 1) of the work group in January 2006 hosted by ExxonMobil at Cobham, Surrey outside London. MEG 2 was hosted by Shell in London in April 2006. MEG 3 was hosted by OCIMF in London in July, as was MEG 4 in November 2006 and MEG 5 in February 2007. The project is on schedule to deliver the publication in the third quarter of 2007. The working group, consisting of 22 active delegates representing OCIMF members and industry technical specialists, has been broken into section teams. These section teams have been meeting and corresponding in the development of their work throughout the year.
 - An OCIMF working group is continuing work with 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' has been completed and is with the publishers for final editorial review.
 - An OCIMF working group has been established for the review of guidelines for hoses at offshore terminals. The primary objective of the Working Group is to review the 4th Edition of the *Guide to Purchasing, Manufacturing and Testing of Loading and Discharge Hoses for Offshore Moorings 1991* with a view to updating, enhancing and publishing a 5th edition. The scope of the revised document is to remain broadly unchanged—to provide technical requirements to ensure the satisfactory performance of hose commonly used at offshore moorings. The 5th edition will cover technical requirements for prototype hose approval, technical requirements for commercial hoses, and a purchasers' inspection guide. Currently there are four hose publications; the vision is to eventually reduce these to two—a technical manufacturing guide and a combined system design and operational use guide.
 - New working groups have been established to: update the publication *Barge Safety* (1991) and develop guidance in the form of a technical paper on design and operation guidance for ship/shore access; and address issues relating to marine breakaway coupling (MBC) design, fitment, operation and maintenance, to provide functional guidance for terminals equipped with MBCs and for possible inclusion in a future revision of the OCIMF *SPM Hose System Design Commentary* and/or the *SPM Hose Ancillary Equipment Guide*.
 - An information paper on *Specification Guidance for Dock Hoses* has been completed and is undergoing final editorial review before posting on the OCIMF website.
 - An information paper on *Manning Levels at Marine Terminals* has been completed and is undergoing final editorial review before posting on the OCIMF website.





Committees (continued)



Ice Navigation Sub-Committee

Chairman: **Garry Hallett, BP**

The Ice Navigation Sub-Committee (ICE) convened for the third time (ICE 3) in 2006 under the chairmanship of Garry Hallett, BP. Total, Statoil, Shell, Lukoil and Unicom are also represented on the Sub-Committee. The Sub-Committee was charged by the General Purposes Committee to update the *Briefing Paper for OCIMF Member Chartering and Vetting Groups on the use of Large Tankers in Ice (Baltic)* for the 2007 Winter Ice season with focus on engine power requirements and training in ice navigation.

BP hosted working sessions in May and October. Work concluded at OCIMF in December with the updated *Briefing Paper for OCIMF Member Chartering and Vetting Groups on the use of Large Tankers in Ice (Baltic & Eastern Canada excluding Arctic Regions)*. This document is available for members to download free via the OCIMF website under the ICE Sub-Committee.

The Sub-Committee reconvened in March 2007 with its fourth meeting (ICE 4). A work programme for the year was developed.

Western Terminal Forum

Chairman: **Ed Barsingerhorn, Shell**

The 41st Meeting was held on 14–15 February 2006 in Vera Cruz, Mexico and was hosted by PEMEX. The 42nd meeting was held on 25–26 October 2006 in Toronto, Canada and hosted by Petro Canada.

Both meetings were well attended, averaging more than 25 attendees from 15 different companies.

Topics discussed included:

- Ship Shore Safety Checklist
- ISPS issues
- Owners comments on SIRE reports
- Human element and fatigue
- Static accumulator cargoes
- Jetty topsides maintenance
- Ships' mooring equipment
- SIRE for barges
- Emergency towing off pennants
- Safe access
- 'Barge Safety' publication

The 43rd meeting is scheduled for mid-2007 in Hawaii, hosted by Tesoro.



The Western Terminal Forum (WTF) in Toronto, Canada for the 42nd WTF meeting held on 25–26 October 2006.

Navigation & Routing Sub-Committee (NaRSuC)

Chairman: **Brian Course, Vela / Neil McNeil, BP**

NaRSuC did not meet in 2006. The 29th meeting of the Sub-Committee (NaRSuC 29) took place in March 2007 at OCIMF in London where the work programme for the year was developed. Brian Course of Vela has turned over chairmanship to Neil McNeil of BP. Other members represented include Shell, Chevron, IMT and Lukoil.

The Sub-Committee has been allocated the following work items by the GPC:

- Watchkeeping at anchor
- Danish Pilotage
 - JPUG
 - Flag State Letters
 - New Danish Pilotage Act
- Competency of Watchkeepers
 - Measuring
 - Methodologies for establishing

Other issues include:

- eNavigation
- PSSAs
- Straits of Malacca and Singapore-Kuala Lumpur Letter
- Piracy
- Pilotage related claims



Asia Pacific Terminal Forum

Chairman: **Roy Igglesden, Chevron**

Roy Igglesden of Chevron chaired the 9th and 10th meetings of the Asia Pacific Terminals Forum (APTF). BP hosted APTF 9 in Singapore on 11–12 April 2006; 30 delegates were in attendance.

Total hosted APTF 10 in Singapore on 14–15 November 2006; 27 delegates were in attendance. At the conclusion of that meeting Roy turned over chairmanship of APTF to Bernard Lesegretain of Total.

APTF's full agenda ensures there is extensive discussion over a wide range of subjects. For APTF 9 and 10, these included the following:

- Terminal and tanker operational issues-member operating experiences
- Hose life measurements for SPM terminals
- Methods for subsea hose changes
- Spare requirements for SPM terminals
- Australian FFA standards
- International codes for hand signals
- Ship/shore interface issues with cargo inspectors and initial report of the working group

- Bow mooring arrangements and remote controls
- High tensile rope for bow chains
- Pilot training for night berthing operations
- Common problems encountered during terminal inspections
- Tug escort and towing
- Bunker barge management
- Vetting clearances and ship/terminal compatibility
- Vetting issues and terminal feedback reports
- Ship/shore interface training for terminal personnel and pilots
- Firefighting training for terminal personnel
- Dynamic under-keel clearance systems for safe, efficient utilisation of approach channels
- Adequacy of spill response equipment

APTF 11 is scheduled for June 2007 in Australia where Caltex will host.

The Asia Pacific Terminal Forum (APTF) in Singapore for the 9th APTF meeting held on 11–12 April 2006.



Marine Technical Sub-Committee

Chairman: **Archie Churcher, ConocoPhillips/
Ron Jamieson, Shell**

The 12th meeting was held on the 15–16 March 2006 in Paris and was hosted by Total. The 13th meeting was held in Houston on 18–19 October and hosted by ConocoPhillips. At the Houston meeting Archie Churcher stood down as Chairman and was replaced by Ron Jamieson of Shell. We would like to thank Archie for his valuable contribution to the Committee, and welcome Ron to the Chairmanship.

The Committee is sponsoring three workgroups on:

- Lifeboat safety
- Onshore power supply (cold ironing)
- Oily water

Other items discussed included:

- Portable gas detector calibration
- Emergency towing off arrangements
- Green passports
- Secondary venting
- Low-sulphur fuels / Annex VI
- VOC controls

The next meeting will be held in London on 21–22 March, hosted by Shell.



The Marine Technical Sub-Committee (MTSC) in Houston for the 13th MTSC meeting held on 18–19 October 2006.



Committees (continued)

European/Eastern Terminal Forum

Chairman: **Rob West, ConocoPhillips**

The 50th meeting was held on 13–14 June 2006 in Kirkwall Orkneys and was hosted by Talisman Energy. The 51st meeting was held on 16–17 January 2007 in Abu Dhabi and hosted by ADMA. There were 19 attendees from 16 different companies.

Topics discussed included:

- Material Safety Data Sheets
- Oil spill exercise
- Maritime safety
- H₂S
- SBM maintenance
- Mooring equipment
- Vessel vetting
- SBM hose life

The 52nd meeting (EETF 52) will be held in Copenhagen, Denmark early in June 2007, hosted by Svitzer.

The European/Eastern Terminal Forum (EETF) in Abu Dhabi for the 51st EETF meeting held on 16–17 January 2007.



Offshore Terminals Forum

Chairman: **Tony Fantauzzi, Chevron**

The Offshore Terminals Forum (OTF), chaired by Tony Fantauzzi of Chevron, met twice in 2006. OTF 5, the fifth meeting of this forum, was hosted by CACT Operators Group in Shekou, China on 15–16 March 2006 with 27 delegates in attendance. OTF 6 was hosted by Saipem/ENI in Rome on 4–5 October 2006 with 20 delegates in attendance. Note that OTF will celebrate its 25th anniversary next year. The Forum started as the Deep Water Forum in 1983 and will have had 43 meetings by the time of its anniversary.

OTF continues to work an exciting agenda often on the fringes of traditional tanker and terminal operations. Work and issues on the agenda include the following:

- FPSO Marine Personnel Competency Assurance Working Group: this work has progressed to final draft and is in its final review stage
- Tandem Mooring Guidelines for Non-Specialised Tankers Work Group: this work is progressing to final draft
- Joint Industry Project: MARIN Offloading Operability
- Joint Industry Project: Safetug
- Joint Industry Project: Effective Mooring



The Offshore Terminals Forum (OTF) in Rome for the 6th OTF meeting held on 4–5 October 2006.

- Recommendations for Equipment Employed in the Mooring of Ships at SPMs
- Sludge and scale management aboard FPSOs
- Bow mooring
- Dynamic positioning and tanker operations
- Codes of practice for decommissioning and layup of FPSOs
- Crew transfer
- Training of nationals
- VOC recovery at offshore terminals
- Member operational experiences and issues
- Methanol supply and transfer at FPSOs

The next meeting is to be held in Houston in March, and will be hosted by MODEC.

OCIMF attended the IOPC Funds meetings in February, May and October 2006.

IOPC Funds



As part of a routine review of membership of NGOs it was confirmed that OCIMF had retained its observer status of the various Fund bodies.

The Director of the Funds reported an increase of 15 per cent in oil reports submitted, with Gabon, Sierra Leone, Georgia and Djibouti all contributing.

Lesson learned from the *Erika* incident

The International Group of P&I Clubs has been confirmed as the claims handlers and security concerns will be addressed in future (the *Erika* claims office having been subject to attack). The Fund was looking to revise its claims forms and create a more user-friendly claims manual (with interests such as fisheries and tourism being addressed specifically), while computer-based business models were to be developed and media relations improved.

Reasonableness

Lengthy discussions took place around the criterion of 'reasonableness' in the context of the admissibility of claims relating to the costs of preventive measures. No definitive outcome had resulted at the Fund meeting, but certain rules had been agreed. They included ascertainment of the extent of coastline likely to be affected by pollution, the likely extent of damage caused and the likelihood of oil escaping. It was accepted that the Fund should pay for the costs incurred in determining whether or not oil should be removed from a stricken vessel, but that social and political considerations should not feature in assessing admissibility.

Ship to ship transfer operations

The Fund Director had engaged the services of an independent expert to advise on the numbers of worldwide STS operations (24) and the Assembly decided that permanently and semi-permanently anchored vessels engaged in STS oil transfer operations should be regarded as 'ships' only when they carried oil as cargo on a voyage to or from a port or terminal outside the location in which they normally operate. Following the *Solar I* incident in the Philippines in August, where the Philippines government had alleged un-seaworthiness of the vessel, it had been agreed that removal of the oil from the

ship was admissible in principle, and that the provisions of STOPIA would be applied despite the alleged breach by the owner of the insurance conditions.

On the status of the HNS Fund, only eight States had ratified to date, and only one had provided details of cargo receipts. States were clearly experiencing difficulty in ascertaining the relevant information, which was inhibiting their willingness to ratify. The UK delegation to the Fund had offered to prepare, with other interested parties, a paper on the issues around ratification and provision of cargo receipts. A database on HNS matters had been developed by the Fund, which could be accessed at www.hnsconvention.org.



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.

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 normally meets 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 per cent 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 Committee, Marine Environment Protection Committee, Legal Committee, Technical Co-operation and Facilitation Committee and a number of sub-committees.

IMO has also developed a technical co-operation programme which is designed to assist Governments which 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.



World Maritime Day 2007: IMO's response to current environmental challenges

The IMO Council, at its 97th session in November 2006, endorsed the proposal of Secretary-General, Mr Efthimos E. Mitropoulos, that the theme for World Maritime Day 2007 would be 'IMO's response to current environmental challenges'.

The theme was chosen to give IMO the opportunity to focus on its environmental work (both past and present) and thus intensify its efforts to add our contribution to that of the international community to protect and preserve the environment before it is too late.

World Maritime Day will be celebrated on Thursday, 27 September 2007.

Mr Mitropoulos was elected Secretary-General of the Organization by the 90th session of the IMO Council on 18 June 2003 for an initial four-year period beginning 1 January 2004. On 9 November 2006, at the 97th session of the IMO Council, Mr Mitropoulos' mandate was renewed for a further four years until 31 December 2011.

Assembly

The IMO Assembly held its 24th Session from 21 November–2 December 2005.

The Assembly adopted, among others:

- A framework and procedures for the IMO State Audit Scheme (A.974(24)). This provides the IMO with a tool to achieve harmonised and consistent global implementation of IMO standards, which is seen as key to realising the IMO objectives of safe, secure and efficient shipping on clean oceans.
- A resolution on Piracy and Armed Robbery Against Ships in Waters off the Coast of Somalia (A.979(24)). The resolution condemns and deplores all acts of piracy and armed robbery against ships, and appeals to all parties which may be able to assist to take action, within the provisions of international law, to ensure that: all acts or attempted acts of piracy and armed robbery against ships are terminated forthwith; any plans for committing such acts are abandoned; any hijacked ships are immediately and unconditionally released; and no harm is caused to seafarers serving in them. The resolution authorises the IMO Secretary-

General to submit the resolution to the Secretary-General of the United Nations for consideration and any further action he may deem appropriate, including bringing the matter to the attention of the Security Council, taking into account regional co-ordination efforts.

- A resolution requesting the Joint IMO/ILO (International Labour Organization) Ad Hoc Expert Working Group on Fair Treatment of Seafarers to finalise guidelines on fair treatment of seafarers in the event of a maritime accident as a matter of priority (A.987(24)). The resolution echoes the serious concern about the need to ensure the protection of the rights of seafarers in view of the growing use of criminal proceedings against them, in particular their prolonged detention, as a result of a maritime accident. The resolution urges all States to: respect the basic human rights of seafarers involved in maritime accidents; investigate maritime accidents expeditiously to avoid any unfair treatment of seafarers; and adopt procedures to allow the prompt repatriation or re-embarkation of seafarers following maritime accidents. It also invites governments and non-governmental organisations to record instances of unfair treatment of seafarers in the event of maritime accidents, and to provide data to IMO or ILO whenever requested.
- Amendments to the existing Guidelines on Ship Recycling, relating to the inventory of potentially hazardous materials present in a ship's structure and equipment and the Green Passport for ships. The Assembly also agreed that IMO should develop a new legally-binding instrument on ship recycling. (A.981(24)).



International Maritime Organization (continued)



- Revised Guidelines for the Identification and Designation of Particularly Sensitive Sea Areas (PSSAs).
- Three resolutions on ship's routing, namely:
 - Establishment of an area to be avoided in the Galapagos Archipelago (A.976(24)).
 - New and amended traffic separation schemes and associated routing measures in the SW Baltic Sea (A.977(24)).
 - Amendments to the existing mandatory ship reporting system in the 'Great Belt Traffic Area' (Denmark) (A.978(24)).

The IMO Assembly will hold its 25th Session from 19–30 November 2007.

Maritime Safety Committee

A raft of new international standards for passenger ship safety were adopted when IMO's Maritime Safety Committee (MSC) met in Istanbul, Turkey, for its 82nd session from 29 November to 8 December 2006.

Other important issues on the MSC agenda included the further development of goal-based standards and discussion of security and facilitation issues related to the carriage of containers by ships.

The MSC Vice-Chairman, Mr Neil Ferrer of the Philippines, chaired the session, following the untimely death of Mr Igor Ponomarev, Chairman of the MSC and Permanent Representative of the Russian Federation to IMO.

Prevention of accidents involving lifeboats

The MSC adopted an amendment to SOLAS regulation III/19.3.3.4 concerning provisions for the launch of free-fall lifeboats during abandon-ship drills. The amendment will allow, during the abandon-ship drill, for the lifeboat to either be free-fall launched with only the required operating crew on board, or lowered into the water by way of the secondary means of launching without the operating crew on board, and then manoeuvred in the water by the operating crew. The aim is to prevent accidents with lifeboats occurring during abandon-ship drills. The amendment is expected to enter into force on 1 July 2008.

Protective coatings

The MSC adopted the performance standard for protective coatings of dedicated seawater ballast tanks on all new ships and of double-side skin spaces of bulk carriers, which will be made mandatory by way of amendments to SOLAS regulations II-1/3-2, also adopted at the session.

The SOLAS amendments are expected to enter into force on 1 July 2008 and the performance standard will apply to ships for which the building contract is placed on or after 1 July 2008; or, in the absence of a building contract, the keels of which are laid on or after 1 January 2009, or the delivery of which is on or after 1 July 2012.

Other amendments

The MSC also adopted a number of other amendments:

- Amendments to the FSS Code relating to fire extinguishers, specifically portable foam applicators; fixed foam fire-





extinguishing systems; fixed-pressure water-spraying and water-mist fire-extinguishing systems, fixed fire detection and fire alarm systems for cabin balconies. Entry into force on 1 July 2008.

- Amendments to the International Life-Saving Appliance Code (LSA Code), including those related to life rafts, life boats and rescue boats, particularly in relation to stowage and release mechanisms. Entry into force on 1 July 2008.
- Amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code), relating to fire protection and fire extinction, and the revised chapters 17 (Summary of minimum requirements), 18 (List of products to which the code does not apply) and 19 (Index of products carried in bulk). Entry into force on 1 January 2009.
- Amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code), to update the references to SOLAS regulations and to add two more chemicals to the list of products in chapter 19 (Summary of minimum requirements). Entry into force on 1 July 2008.
- Amendments to the International Codes of Safety for High-Speed Craft (1994 HSC Code and the 2000 HSC Code), to update them in line with relevant SOLAS amendments and, in the case of the 2000 HSC Code, to revise requirements relating to testing and calculations for buoyancy, stability and subdivision. Entry into force on 1 July 2008.
- Amendments to the Protocol of 1988, relating to the International Convention for the Safety of Life at Sea, 1974, to

include in the Record of equipment for the relevant safety certificate an entry regarding the long-range identification and tracking system. Entry into force on 1 July 2008.

- Amendments to the Protocol of 1988 relating to the International Convention on Load Lines, 1966, including amendments of a reference in regulation 22 (Scuppers, inlets and discharges) and an amendment in regulation 39 (Minimum bow height and reserve buoyancy). Entry into force on 1 July 2008.
- Amendments to the Dynamically Supported Craft (DSC) Code to update it in line with relevant amendments to SOLAS. Will become effective on 1 July 2008.
- Amendments to the Gas Carrier (GC) Code, to update it in line with certain fire safety requirements in SOLAS. Will become effective on 1 July 2008.

IMSO appointed to oversee new satellite providers

- The Committee agreed that the International Mobile Satellite Organization (IMSO) was the appropriate Organization to undertake the oversight of future satellite service providers in the global maritime distress and safety system (GMDSS), and invited IMSO to undertake that role forthwith.

In essence, the MSC would determine the criteria, procedures and arrangements for evaluating and recognising satellite services for participation in the GMDSS, while services recognised by the Committee would be subject to oversight by IMSO.

- The MSC instructed the Sub-Committee on Radio communications, Search and Rescue (COMSAR 11) to redraft resolution A.888(21) Criteria for the provision of mobile-satellite communication systems in the GMDSS,



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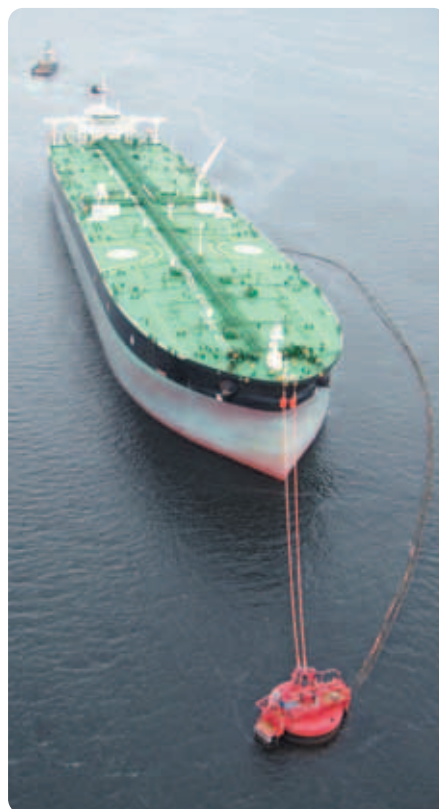
to reflect the decisions and to submit it to MSC 83 with a view to adoption by the 25th IMO Assembly. COMSAR 11 was also invited to finalise any corresponding amendments to SOLAS chapter IV.

Goal-based standards (GBS) for new ship construction

- The MSC re-established the Working Group on Goal-based Standards and further progressed the work on the issue.
- The Committee has worked on the basis of a prescriptive approach for GBS for provisions for hull construction for bulk carriers and oil tankers, and of a safety level approach for all other ship types.
- With regard to the GBS for bulk carriers and oil tankers, the MSC has already agreed on a five-tier system, consisting of goals (Tier I), functional requirements (Tier II), verification of compliance criteria (Tier III), technical procedures and guidelines, classification rules and industry standards (Tier IV), and codes of practice and safety and quality systems for shipbuilding, ship operation, maintenance, training, manning, etc. (Tier V). Tier I goals and Tier II functional requirements have already been agreed in principle.
- Following consideration of the matter, the MSC approved the Plan for the pilot project on trial application of the Tier III verification process using the IACS Common Structural Rules (CSR) and agreed that the nomination of candidates for the Pilot Panel should be open to all, while the selection of members by the MSC Chairman, in consultation with the Secretariat, would assure that the Panel would be balanced. The objective of the pilot project is to conduct a trial application of Tier III for oil tankers and bulk carriers

with the intention of validating the Tier III verification framework, identifying shortcomings and making proposals for improvement.

- The MSC agreed to include ergonomic principles as functional requirements in Tier II, and the Group prepared revised Tier II functional requirements.
- The MSC noted that the Group agreed on a revised version of the Ship Construction File (SCF) and that the SCF, as a result of GBS, could become an independent mandatory requirement under SOLAS chapter II-1 and not part of the classification rules. However, most of the content in the file would emerge from the application of classification rules.



- A Correspondence Group on GBS for oil tankers and bulk carriers was established, to monitor the pilot project and disseminate information on its progress and to develop draft SOLAS amendments for the incorporation of GBS for oil tankers and bulk carriers in SOLAS chapter II-1.
- A Correspondence Group on the Safety Level Approach was established, to progress work to determine the current safety level in a holistic high-level manner, divided by ship types, in order to develop Tier I goals by: distinguishing ship types in a clear manner resulting in definitions of generic ship types for the purpose of statistical analysis; determining time windows to be used for historical data when establishing statistics for risk categories; and reviewing available statistical data. The Group will also consider the linkage between formal safety assessment (FSA) and GBS and consider the tier structure so far agreed for GBS for oil tankers and bulk carriers for use in the safety level approach.
- Both Correspondence groups will submit a report to MSC 83, scheduled for October 2007, which will also consider the report of the pilot project with the IACS CSR.

Measures to enhance maritime security

- The MSC approved a circular on Interim Guidance on voluntary self assessment by companies and company security officers (CSOs) for ship security.
- The Committee also approved amendments to the Revised recommendations on the safe transport of dangerous cargoes and related activities in port areas (MSC/Circ.675), to include provisions intended to address the security of the transport of dangerous goods by sea.



- The MSC also approved amendments to the IMO/ILO/UNECE Guidelines for packing of cargo transport units (MSC/Circ.787) to broaden the scope of the guidelines to address the need for vigilance and the need for security procedures to be developed and followed by all concerned. The latter amendments will be forwarded to the ILO and the UNECE for their consideration and approval.

Security of ships which do not fall within the scope of SOLAS chapter XI-2 and the ISPS Code

- The MSC began consideration of issues relating to the security aspects of the operation of ships which do not fall within the scope of SOLAS chapter XI-2 and the ISPS Code (including cargo ships of less than 500 gross tonnage which travel on international routes).
- The Committee agreed that non-SOLAS vessels shared the same operational environment as ships which fall within the scope of application of SOLAS



chapter XI-2 and the ISPS Code and the operations of the former affect the security of the latter. Thus, it was necessary to address the security aspects of the operation of non-SOLAS ships in a systematic and analytical manner, so as to achieve a tangible enhancement of the global security net which the provisions of SOLAS chapter XI-2 and the ISPS Code were seeking to establish.

- It was agreed also that any guidelines developed should be non mandatory and that their application should be under the purview of the individual Contracting Governments concerned and proportionate to the assessed levels of threat and risk.
- A correspondence group was established to undertake a study to determine the scope of the issues and threats involved and to develop recommendatory guidelines on measures to enhance maritime security to complement measures required by SOLAS chapter XI-2 and the ISPS Code, which could be utilised by Contracting Governments and/or Administrations at their own discretion.

Long Range Identification and Tracking—technical specifications and guidelines

- The MSC made progress on: the development of the technical specifications of the components of the Long Range Identification and Tracking (LRIT) System, including the technical specifications for the International LRIT Data Exchange, the International LRIT Data Centre, and for communication within the LRIT System network; protocols for the development and testing of the LRIT System and for the testing of the

integration into the system of new LRIT data centres; and guidance on setting up and maintaining the Data Distribution Plan.

- In considering the role of performance review and audit of certain aspects of the LRIT system, the MSC appointed the International Mobile Satellite Organization (IMSO) as the LRIT Co-ordinator.
- The new regulation on LRIT, which is included in SOLAS chapter V on Safety of Navigation, was adopted at the last MSC session in May, along with related performance standards. LRIT will be introduced as a mandatory requirement for the following ships on international voyages: passenger ships, including high-speed craft; cargo ships, including high-speed craft, of 300 gross tonnage and upwards; and mobile offshore drilling units. If accepted by 1 July 2007, the regulation is expected to enter into force on 1 January 2008 and will apply to ships constructed on or after 31 December 2008 with a phased-in implementation schedule for ships constructed before 31 December 2008. LRIT is intended to be operational with respect to the transmission of LRIT information by ships as from 31 December 2008.

Role of the human element

The Joint MSC/MEPC Working Group on Human Element met during the session to consider human element issues.

Explosions on chemical and product carriers

- The Group reviewed the report of the Inter-Industry Working Group (IIWG) and the Human Factors Task Group (HFTG), established to study the reported incidents of explosions on chemical and product carriers, and

International Maritime Organization (continued)



agreed that it was difficult to draw conclusive analysis from existing casualty reports due to the lack of human element considerations during these investigations, such as investigators asking the relevant questions to determine if the human element was a contributing factor in the casualty. Nonetheless, the industry's review of its procedures and guidelines was a positive step towards addressing the issue. Member States were urged to provide reports of casualty investigations to the Sub Committee on Flag State Implementation (FSI) expeditiously, with a view to arriving at constant and consistent analysis to ensure that such accidents and incidents do not recur.

- It was agreed that there was a need to review and strengthen requirements for Dangerous Cargo Endorsements (DCEs) and proposals were invited with regards to the need for extending the requirements for DCEs to operational shore staff including terminal personnel and cargo surveyors. The Sub-Committee on Standards of Training and

Watchkeeping (STW) was invited to review the requirements leading to DCEs for seafarers, under its agenda item 'Comprehensive review of the STCW Convention and the STCW Code'.

Impact of ISM Code

- The Human Element Working Group also considered the report of the Group of Independent Experts (GIE) established by the Secretary-General to analyse the impact of the ISM Code and its effectiveness in the enhancement of safety of life at sea and protection of the marine environment.
- The Committee agreed with the recommendations made by the GIE, in particular that: guidelines for Administrations should be revised to make them more effective and user-friendly; and guidelines and associated training should be developed to assist companies and seafarers in improving the implementation of the Code. It also agreed that the results of the study should be given wide publicity across the industry.

- In discussing the GIE's conclusions, the MSC agreed that the paperwork that supports ISM compliance should be: proportionate to the size, type and operation of the company; concise and user-friendly; and relevant to the operations related to safety and environmental protection.
- The Committee noted that the industry had identified common areas between the ISM and ISPS Codes and that resolution A.852(20) on Guidelines for a structure of an integrated system of contingency planning for shipboard emergencies may provide guidance to handle or manage common areas of the ISM and ISPS Codes.
- It was noted that, in order to properly motivate seafarers, companies should take into account feedback from shipboard personnel, including the outcome of shipboard safety committees to improve their operations and procedures relating to safety and environmental protection, and it was essential for the company to respond in a constructive and timely fashion to any feedback received from seafarers operating the safety management system (SMS). Since seafarers are integral to the effective operation of the SMS, they should, therefore, be involved in the development and improvement of the system in order to ensure that the manuals are proportionate, concise and relevant.

Near misses

- The MSC agreed there was a need to encourage companies and seafarers to document and record information on near misses and hazardous situations in order to understand the precursors to events that were detrimental to safety and the marine environment. It invited





Member Governments, and intergovernmental and non-governmental organisations in consultative status to submit proposals to the next session of the Joint MSC/MEPC Working Group on the Human Element, which is scheduled to be reconvened at MEPC 56 (9–13 July 2007).

Implementation of the revised STCW Convention

The list of Parties deemed to be giving full and complete effect to the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, was updated when the Secretary-General submitted his report on those countries whose reports of independent evaluations had been completed since the previous MSC meeting.



Other issues

The MSC considered other issues arising from the reports of Sub-Committees and other bodies, and adopted:

- new and amended traffic separation schemes, including new and amended routing measures other than traffic separation schemes, as well as new and amended mandatory ship reporting systems;
- revised performance standards for Electronic Chart Display and Information Systems (ECDIS). The aim behind the revision is to ensure the operational reliability of such equipment, taking into account technological progress and experience gained. The revised performance standards are more detailed than the current version and include references to newer equipment such as automatic identification systems. It is expected that the new revised performance standards would apply to ECDIS equipment installed on or after 1 January 2009;
- *Performance Standards for Shipborne Galileo Equipment Receiver* valid for equipment installed on or after 1 January 2009;
- revised *Guidelines for the design and construction of offshore supply vessels*;
- amendments to the *Guidelines for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels* (LHNS Guidelines);
- amendments to the *Code of safe carriage of cargoes and persons by offshore supply vessels* (OSV Code);
- amendments to the *Code of safe practice for the safe loading and unloading of bulk carriers* (BLU Code); and
- revised *Guidelines for the prevention and suppression of the smuggling of*

drugs, psychotropic substances and precursor chemicals on ships (previously resolution A.872(20)).

Marine Environment Protection Committee

The Marine Environment Protection Committee (MEPC) held its 55th session on 9–13 October 2006.

- The designation of the **Southern South Africa waters as a Special Area under Annex I** (*Regulations for the prevention of pollution by oil from ships*) of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78), will provide measures to protect wildlife and the marine environment in an ecologically important region used intensively by shipping.
- In an Annex I Special Area, any discharge into the sea of oil or oily mixtures from ships of 400 gross tonnage and above is prohibited except when certain conditions apply.
- Other Special Areas designated under MARPOL Annex I are: the Mediterranean Sea, Baltic Sea, Black Sea, Red Sea, 'Gulfs' Area, Gulf of Aden, Antarctic, North West European Waters and the Oman area of the Arabian Sea.
- The MEPC also agreed a Circular which requests Member Governments and industry groups to comply with the Special Area requirements immediately on a voluntary basis and, in particular, requests them to urge oil tankers to refrain from washing their cargo tanks in the new Special Area, pending the entry into force of the amendment, which will take effect from March 2008.

International Maritime Organization (continued)



Revised MARPOL Annex III adopted

The MEPC adopted the revised MARPOL Annex III *Regulations for the prevention of pollution by harmful substances carried by sea in packaged form*. The Annex has been revised to harmonise the regulations with the criteria for defining marine pollutants which have been adopted by the UN Transport of Dangerous Goods (TDG) Sub-Committee, based on the *United Nations Globally Harmonized System of Classification and Labelling of Chemicals (GHS)*.

Amendments to the Condition Assessment Scheme

The MEPC adopted amendments to the Condition Assessment Scheme (CAS) clarifying the validity of the Statement of Compliance where there is a change of ownership of the ship, change of recognised organisation or change of flag, and giving the procedures to follow in these cases.

Amendments to the LHNS Guidelines

The MEPC adopted amendments to the *Guidelines for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore supply vessels* (LHNS Guidelines) consequent upon the entry into force of the revised MARPOL Annex II and the amended IBC Code on 1 January 2007.

Revised sewage standards

- The MEPC adopted revised *Guidelines on implementation of effluent standards and performance tests for sewage treatment plants*. The revised guidelines, which will apply to sewage treatment plants installed onboard on or after 1 January 2010, replace the *Recommendation on international effluent standards and guidelines for performance tests for sewage treatment plants* adopted by resolution MEPC.2(VI) in 1976.

- The MEPC also adopted a standard for the maximum rate of discharge of untreated sewage from holding tanks when at a distance equal to, or greater than, 12 nautical miles from the nearest land.

Recycling of ships

The MEPC Working Group on Ship Recycling further developed the text of the draft Convention providing globally applicable ship recycling regulations for international shipping and for recycling activities, and it agreed to request the IMO Council, at its 98th session (in June 2007), to consider the allocation of a five-day international conference in the 2008–09 biennium to adopt it.

It is intended that the Convention will provide regulations for:

- the design, construction, operation and preparation of ships so as to facilitate safe and environmentally sound recycling, without compromising the safety and operational efficiency of ships;
- the operation of ship recycling facilities in a safe and environmentally sound manner; and
- the establishment of an appropriate enforcement mechanism for ship recycling, incorporating certification and reporting requirements.

A correspondence group was established to continue developing the draft Convention and related guidelines and it was agreed to hold an intersessional meeting of the Ship Recycling Working Group, ahead of the next MEPC session scheduled for July 2007.





Harmful aquatic organisms in ballast water

- The MEPC adopted the following guidelines, which are part of a series developed to assist in the implementation of the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention) adopted in February 2004:
 - ballast water exchange design and control standards;
 - design and construction to facilitate sediment control on ships;
 - designation of areas for ballast water exchange;
 - sediment reception facilities; and
 - ballast water reception facilities.
- Six other guidelines in the series have already been adopted during the last two sessions of the MEPC. The Sub-Committee on Bulk Liquids and Gases (BLG) was instructed to finalise guidelines on additional measures including emergency situations (G13).
- Meanwhile, following consideration of the report of the second meeting of the GESAMP1 Ballast Water Working Group, which met in May 2006, the MEPC granted Basic Approval to two BWM systems proposed by Japan (the Special Pipe Ballast Water Management System (combined with Ozone treatment)) and Sweden (the EctoSys™ electrochemical system).
- The Ballast Water Review Group met during the session to evaluate the latest information on ballast water treatment technologies and to determine whether appropriate technologies are available to achieve the ballast water performance standard required under regulation D-2 of the BWM Convention by 2009, the first date specified in the Convention under which new ships must comply

with the performance standard. Based on the Review Group's conclusions, the MEPC noted that type-approved ballast water management systems would probably be available for installation prior to the first application date of the BWM Convention. However, the installation of type-approved ballast water management systems on ships already contracted to be built in or after 2009 may not be feasible or only possible at excessive cost and/or delivery delay.

- The MEPC noted two options as suggested in the report of the Review Group: (1) to amend the first application date specified in the BWM Convention; or (2) to develop an exemption procedure for the first set of vessels.

In response to the above suggested options, the Chairman of the MEPC stated that the amendment procedure of the BWM Convention (described in Article 19) could not be applied until the Convention is in force. The Committee strongly urged all Member Governments to ratify the Convention at their earliest convenience so that either amendments or exemptions could be considered by the MEPC as soon as the conditions for entry into force are satisfied.
- In order to address the concerns related to the availability of appropriate technologies, the Committee invited: Administrations to develop recommendations to ensure that owners allow for technology to be included in ship design; Administrations with land-based testing facilities to supply information to the next session of the Committee (in July 2007) on the existence, utilisation, capacity, accreditation and capabilities of their facilities; and

Member States and observers to submit information on the estimated number of vessels in the first category to which the Convention may apply.

- The MEPC noted that, to date, only six countries representing 0.62 per cent of the world tonnage had become contracting States to the BWM Convention and once again urged Member States to ratify it at the earliest possible opportunity.

Prevention of air pollution from ships

The MEPC agreed a work plan, with a timetable, to identify and develop the mechanisms needed to achieve the limitation or reduction of carbon dioxide (CO₂) emissions from ships, noting that climate change caused by greenhouse gas emissions from the burning of fossil fuel is



International Maritime Organization (continued)



a steadily growing concern for most countries. The MEPC noted that shipping, although an environmentally friendly and fuel-efficient mode of transport, nevertheless needs to take action on greenhouse gases (GHGs).

The work plan provides for the further development of the CO₂ Emission Indexing Scheme, with Member States and the industry asked to continue to carry out trials in accordance with the Interim Guidelines for Voluntary Ship CO₂ Emission Indexing for Use in Trials (MEPC/Circ.471, issued in 2005); the consideration and evaluation of methodology for CO₂ emission baseline(s); and the consideration of technical, operational and market-based methods for dealing with GHG emissions. The aim is to complete the work by 2008/09.



Following discussions in the Working Group on Air Pollution, the MEPC moved forward with other issues relating to air pollution:

- it agreed eight unified interpretations relating to the implementation and enforcement of MARPOL Annex VI, the NO_x Technical Code and related guidelines;
- it approved the standard form of the Sulphur Emissions Control Area (SECA) Compliance Certificate to facilitate uniform enforcement and port State control;
- it approved the establishment of a correspondence group to develop washwater discharge criteria for exhaust gas SO_x cleaning systems;
- regarding standardisation of on-shore power supply connections with ships, it agreed that a global standard would benefit the shipping industry but agreed to await the finalisation of such a standard before taking any decision on its possible inclusion in the revised MARPOL Annex VI, noting that the International Organization for Standardization (ISO) and the International Electrotechnical Commission (IEC) have established a working group on standardisation of on-shore power supply for ships at berth; and
- it agreed that that co-operation between the secretariats of the International Civil Aviation Organization (ICAO) and IMO should be strengthened and that developments related to GHG emissions in both organisations should be communicated to each other.

The Sub-Committee on Bulk Liquids and Gases (BLG) is currently undertaking a comprehensive review of MARPOL Annex VI and the NO_x Technical Code, and an intersessional meeting of the BLG Air

Pollution Working Group will be held from 13–17 November 2006 in Oslo, Norway, to progress the work further.

Sulphur monitoring

The MEPC noted the results of monitoring of the worldwide average of sulphur content of residual fuel oils, which indicated that in 2005, almost 90 per cent of the samples had sulphur contents between 1.5 and 4 per cent m/m. Almost 50 per cent was between 2 and 3 per cent m/m. 219 out of 79,592 (0.3 per cent of the samples) were over 4.5 per cent m/m sulphur, and 5 samples contained more than 5 per cent sulphur (compared to 7 samples in 2004). The sulphur content of residual fuel measured for 2003, 2004 and 2005 gave a three-year rolling average for the period of 2.7 per cent. The rolling average for 2002–04 was 2.67 per cent.

Inadequacy of shoreside reception facilities

The MEPC approved an Action Plan to tackle the alleged inadequacy of port reception facilities—seen as a major hurdle to overcome in order to achieve full compliance with MARPOL. The Plan was developed by the Sub-Committee on Flag State Implementation (FSI) and it is hoped that its outcome will contribute to the effective implementation of the MARPOL Convention and promote quality and environmental consciousness among administrations and shipping.

The Plan contains a list of proposed work items to be undertaken by IMO with the aim of improving the provision and use of adequate port reception facilities, including: items relating to reporting requirements; provision of information on port reception facilities; identification of



any technical problems encountered during the transfer of waste between ship and shore, and the standardisation of garbage segregation requirements and containment identification; review of the type and amount of wastes generated on board, and the type and capacity of port reception facilities; revision of the *IMO Comprehensive Manual on Port Reception Facilities*; and development of a Guide to Good Practice on Port Reception Facilities. With regard to regional arrangements, the Committee agreed to recognise them as a means to provide reception facilities in light of the MARPOL requirements, taking into account the benefit of having such regional arrangements in place.

Review of MARPOL Annex V

The MEPC established an intersessional correspondence group to develop the framework, method of work and timetable for a comprehensive review of MARPOL Annex V *Regulations for the prevention of pollution by garbage from ships and the associated Revised Guidelines for the implementation of MARPOL Annex V*. The review will take into account resolution 60/30 of the UN General Assembly, which invited IMO to review MARPOL Annex V, in consultation with relevant organisations and bodies, and to assess its effectiveness in addressing sea-based sources of marine debris.

Transport of bio-fuels and bio-fuel blends

The MEPC agreed to address the increasing transport by sea of bio-fuels and bio-fuel blends as cargo, in order to clarify the regulations which apply. Bio-fuels are considered to fall under MARPOL Annex II when transported as products intended for blending with petroleum or mineral products but, when carried as blended

products, it becomes unclear whether their carriage should be in accordance with MARPOL Annex I or Annex II. The MEPC instructed the Sub-Committee on Bulk Liquids and Gases (BLG) to include on its agenda a new high-priority item on 'Application of requirements for the carriage of bio-fuels and bio-fuel blends', with a target completion date of 2008.

Technical Co-operation

- The Committee was provided with an update on the marine environment protection-related technical co-operation activities under IMO's Integrated Technical Co-operation Programme (ITCP), the purpose of which is to assist countries in building up their human and institutional capacities for uniform and effective compliance with the Organization's regulatory framework. This covered activities carried out with IMO and

donor financing, including the following programmes funded by the Global Environment Facility:

- Building Partnerships for Environmental Protection and Management of the Seas of East Asia (PEMSEA);
 - Building Partnerships to Assist Developing Countries to Reduce the Transfer of Harmful Aquatic Organisms in Ships' Ballast Water (GloBallast Partnerships);
 - Development of a Regional Marine Electronic Highway (MEH) in the East Asian Seas; and
 - the IMO/UNEP/UNIDO Guinea Current Large Marine Ecosystem (GCLME) Project.
- Information was also provided on the EC/MEDA financed project on EUROMED Co-operation on Maritime Safety and Prevention of Pollution from Ships (SAFEMED).



International Maritime Organization (continued)



- The Committee acknowledged and expressed gratitude to IMO and its partners for their financial and/or in-kind contributions to the ITCP and invited Member States, international organisations and the shipping and oil industry to continue and, if possible, increase their support.

OPRC-HNS implementation

- The MEPC considered the report of the fifth meeting of the OPRC-HNS Technical Group, which met in the week prior to the Committee's session and approved an MEPC circular on Briefing package for senior government officials and high-level executives in the event of major oil spills, which is intended to facilitate the preparation of a comprehensive but concise brief for senior government officials and high-level executives, as well as a revision of the *Manual on oil pollution Section I—Prevention*.
- The MEPC also approved the *Guidance document on planning and response to chemical releases in the marine environment* that was prepared by the OPRC-HNS Technical Group and agreed at its fourth session.



Oil spill in Lebanon

The MEPC was provided with a status report on the response to the Lebanon oil spill and agreed that the OPRC-HNS Technical Group should look into any lessons learned. What was reportedly one of the worst oil spills ever suffered in the Mediterranean resulted in an estimated 15,000 tonnes of oil escaping into the marine environment and affecting more than 150 km of shoreline, primarily in Lebanon, but also with some impact to the coast of southern Syria. IMO initiated numerous actions—within the framework of UNCLOS and the OPRC and Barcelona Conventions—and REMPEC, the Malta-based Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea, which is jointly administered by IMO and UNEP, was activated at the earliest stages of the incident to: mobilise and co-ordinate regional and international assistance; co-ordinate the development of an action plan with the participation of other technical and scientific experts and organisations; and deploy various experts to support the Government of Lebanon in managing the response to the spill.

IMO Legal Committee

The IMO Legal Committee (LEG) held its 92nd session on 16–20 October 2006 at the UNESCO headquarters in Paris, France.

Approval of draft wreck removal convention

A draft convention on the removal of wrecks was approved by the IMO's Legal Committee at its 92nd session held in Paris, France.

The draft text will now be forwarded to a Diplomatic Conference, scheduled to be

held from 14–18 May 2007 at the United Nations Office in Nairobi, Kenya.

Once adopted and in force, the new convention will provide the legal basis for States to remove, or have removed, from their exclusive economic zones (EEZs), wrecks that may pose a hazard to navigation or, because of the nature of their cargo, to the marine and coastal environments, or to both. The new convention will also require shipowners to take out insurance to cover costs of removal and provide States with a right of direct action against insurers.

Proposals to extend the scope of the new convention to the territorial sea of States Parties are still under consideration and will be the subject of consultations by interested delegations before the Diplomatic Conference.

Athens 2002—reservation and guidelines adopted

The Legal Committee adopted the text of a reservation, intended for use as a standard reservation, to the 2002 Protocol to the Athens Convention Relating to the Carriage of Passengers and Their Luggage by Sea (2002 Athens Protocol) and *Guidelines for the implementation of the Athens Convention*, to allow limitation of liability in respect of claims relating to war or terrorism.

Fair treatment of seafarers

The *Guidelines on fair treatment of seafarers in the event of a maritime accident* were adopted by the Legal Committee at its last session and by the Governing Body of the ILO at its 296th session on 12 June this year.

The Legal Committee, at this session, discussed submissions relating to possible



changes, but decided, at this point in time, that it would be premature to amend the Guidelines. The Committee agreed, however, that review and monitoring of the Guidelines should be kept on its agenda.

Claims for death, personal injury and abandonment of seafarers

The Committee invited the Joint IMO/ILO Ad Hoc Expert Working Group on Liability and Compensation regarding Claims for Death, Personal Injury and Abandonment of Seafarers to make arrangements to hold a seventh session, with a view to developing a standard and guidelines in relation to such claims.

This invitation was extended, in part, following a resolution adopted by the ILO International Labour Conference which, at its 94th session in February 2006, adopted the 2006 Maritime Labour Convention. The

ILO Resolution notes that the text in the Convention does not address many of the provisions set out in the *Guidelines on Shipowners' Responsibilities in respect of Contractual Claims for Personal Injury to or Death of Seafarers* and the *Guidelines on Provision of Financial Security in Cases of Abandonment of Seafarers*, which have been adopted by both the IMO Assembly and the ILO Governing Body. The resolution, therefore, recommends to both Organisations that the way forward would be for the Working Group to develop a standard accompanied by guidelines, which could be included in the Maritime Labour Convention or another existing instrument, at a later date.

The Committee was also updated on the Database on Abandonment of Seafarers which can be viewed on the ILO website (www.ilo.org/dyn/seafarers/seafarersbrowse.home). The database currently includes 40 reported cases, 22 of which had been agreed as resolved.

HNS Convention

The Committee was updated on the status of the 1996 International Convention on Liability and Compensation for Damage in connection with the Carriage of Hazardous and Noxious Substances by Sea (the HNS Convention).

The HNS Convention currently has eight Contracting States (Angola, Cyprus, Morocco, Russian Federation, Saint Kitts and Nevis, Samoa, Slovenia and Tonga). Entry into force will occur 18 months after 12 States have accepted the Convention, four of which have not less than two million units of gross tonnage, provided that persons in these States who would be responsible to pay contributions to the general account have received a total

quantity of at least 40 million tonnes of contributing cargo in the preceding calendar year.

The Committee was reminded of the obligation, pursuant to Article 43 of the Convention, for States to submit information on contributing cargo received, or, in the case of LNG, discharged in that State, when depositing their instruments of ratification or acceptance with the Secretary-General, and annually thereafter, until the Convention has entered into force.

Should any OCIMF Members require any further information on the above issues please contact Mike Sitts at OCIMF.



SIRE Reports continued to grow in 2006, with 15,000 regular oil, chemical and gas tankers and 3,400 barge reports being available in the SIRE system.

Ship Inspection Report (SIRE) Programme

Introduction of the new WebSERM II website was a major SIRE milestone of 2005, and we continue to improve services for our users. This included implementation of the new VIQ4 SIRE Report Editor that contains inspection questionnaires specifically designed for 23 different vessel variants. The programme now also includes the special vessel variant designed for USA barge inspections.

Direct, on-line submission of Tanker Operator Comments to the WebSERM II site permits comments to be directly attached to the relevant inspection report. Both the Report Submitting Companies and the Operators themselves are assured that comments are successfully attached to each report. This was implemented in 2006 and has now been the main method of submitting comments. During 2006 direct submission of VPQs (Vessel Particulars Questionnaires) via the internet has been possible with the ship Operators having direct access to our website to view their own reports and VPQs/BPQs (Barge

Particulars Questionnaires), and manage their own vessel registration. This has helped to speed the vessel transfer registration process.

Several Report Submitting Companies are upgrading their internal computer systems to process the new file formats. Further automation is taking place; members can now receive reports automatically without having to use any SIRE front pages (Web Services). The member's own internal programme calls for the reports, which are automatically sent to them without the need for an operator to go through WebSERM II pages to receive a specific report from the index, saving time and personnel. Web Services is now fully implemented for one of our members with four others to follow.

The web servers for SIRE were completely replaced in 2006 to provide better reliability and performance. We now have two websites, one in the UK and the other in the USA. A third server will be placed in Hong Kong during 2007.

The Tanker Management Self-Assessment (TMSA) programme also continued to grow in 2006. 769 companies are now participating.

Inspector accreditation

The SIRE Inspector Accreditation Programme was introduced in September 2000 and was expanded during 2004–05 to include several differing vessel types, including barges, vessels utilised for towing of vessels carrying petroleum products and for vessels carrying packaged cargoes. Inspector qualifications, experience and accreditation appropriate for the inspection of these additional variants necessitated the introduction of new categories of inspector.

Currently 529 inspectors are accredited under the Programme—379 Category 1, 61 Category 2 and 89 Category 3.

The SIRE Inspector Training and Accreditation Programme requires each



| SIRE statistics | Jan–Dec 2006 | Jan–Dec 2005 | Difference |
|-------------------------------------|---------------------|---------------------|-------------------|
| Tanker reports submitted | 15,045 | 13,460 | +1,585 |
| Tanker reports requested | 44,150 | 31,010 | +13,140 |
| Total tanker vessels in the System | 5,829 | 5,352 | +477 |
| Reports per tanker vessel per annum | 2.62 | 2.53 | +0.09 |
| Barge reports submitted | 2,981 | 266 | +2,715 |
| Barge reports requested | 2,329 | 717 | +1,612 |



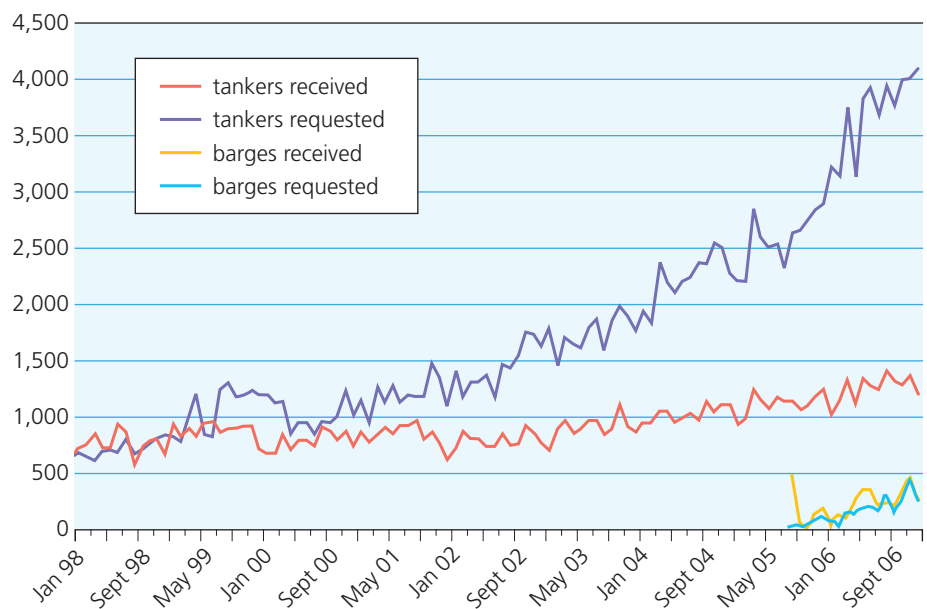
prospective Category 1 and Category 2 inspector to attend a four-day course and successfully pass a written examination. On-board inspection training and a successful initial audited inspection is required to complete the initial accreditation cycle that runs for three years. Thereafter, each inspector must submit a minimum number of inspection reports each year and attend a refresher course at least once within each three-year accreditation cycle.

Formalised training and accreditation procedures for Category 3 Inspectors will be introduced on a regional basis. For the Americas, it is expected that this will be operational by the middle of 2007.

The table below summarises the courses held in 2006, and those scheduled so far for 2007. Future courses will be arranged on a demand basis.

SIRE reports received and requested per month

(January 1998 to December 2006)



Inspector Accreditation Courses held in 2006, and scheduled so far for 2007

| Year | New Inspector Courses | Refresher Courses |
|------|--|----------------------------|
| 2006 | 16–19 January, Kuala Lumpur (specifically for Petronas Inspectors) | 27–28 June, Greenwich |
| | 3–6 April, OCIMF | 11–12 October, Singapore |
| | 30 May–2 June, Greenwich | 16–17 October, Singapore |
| | 18–21 September, Greenwich | |
| | 9–12 October, Singapore | |
| 2007 | 15–18 January, OCIMF | 6–7 February, Philadelphia |
| | 23–26 April, OCIMF | 27–28 March, Greenwich |
| | 2–5 July, Greenwich | |

ISO Status

The SIRE system continues to maintain its ISO 9001:2002 accreditation status, with half yearly audits conducted by OCIMF members and BSI. No major nonconformities were identified during 2006. SIRE was also subject to the ISO three-year Management Review; this was passed and new certification issued.

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

OCIMF publications

| 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 Towing | 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 2006 | 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 Pumphoom 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:

| | | | |
|---|--|------------------|--------------|
| 1 | Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings | 4th Edition 2007 | OCIMF |
| 2 | Jetty Inspection & Maintenance Guide | 1st Edition 2007 | OCIMF/SIGTTO |
| 3 | Mooring Equipment Guidelines | 3rd Edition 2007 | OCIMF |
| 4 | Competency Assurance Guidelines for F(P)SOS | 1st Edition 2007 | OCIMF |
| 5 | Tandem Mooring and Offloading Guidelines for Conventional Tankers at F(P)SO Facilities | 1st Edition 2007 | OCIMF |

The VIQ 4th Edition (pdf) is available from www.ocimf.com

Meetings and Information Papers



Programme of IMO meetings for 2007

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

| Name of Meeting | Session | Date held |
|---|---------|--------------|
| Sub-Committee on Standards of Training and Watchkeeping (STW) | 38 | 22–26 Jan |
| Sub-Committee on Fire Protection (FP) | 51 | 5–9 Feb |
| Sub-Committee on Radiocommunications and Search and Rescue (COMSAR) | 11 | 19–23 Feb |
| Sub-Committee on Ship Design and Equipment (DE) | 50 | 20–24 Feb |
| IOPC Funds | | 12–16 Mar |
| Facilitation Committee (FAL) | 34 | 26–30 Mar |
| Sub-Committee on Bulk Liquids and Gases (BLG) | 11 | 16–20 Apr |
| Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLF) | 50 | 30 Apr–4 May |
| Sub-Committee on Flag State Implementation (FSI) | 15 | 4–8 Jun |
| IOPC Funds | | 11–15 Jun |
| Technical Co-Operation Committee (TC) | 57 | 18–21 Jun |
| Council | 98 | 25–29 Jun |
| Marine Environment Protection Committee (MEPC) | 56 | 9–13 Jul |
| Sub-Committee on Safety Of Navigation (NAV) | 53 | 23–27 Jul |
| Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC) | 12 | 17–21 Sept |
| Maritime Safety Committee (MSC) | 83 | 3–12 Oct |
| IOPC Funds | | 15–19 Oct |
| Legal Committee (LEG) | 93 | 22–26 Oct |
| 29th Consultative Meeting of Contracting Parties to the London Convention 1972 (LC) | | 5–9 Nov |
| Council, extraordinary session | 24 | 29–30 Nov |
| Assembly | 25 | 3–14 Dec |
| Council | 99 | 14 Dec |

OCIMF Information Papers

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

- Accelerated Corrosion of Cargo Tanks
- Control of Drugs and Alcohol Onboard Ship
- Enhanced Survey Programme
- Exposure to Benzene Vapours
- Guidance for Oil Terminal Operators on The IMO International Ship and Port Facility Security (ISPS) Code
- Hazards Associated with Requests for Additional Mooring Lines
- Health, Safety and Environment at New-Building and Repair Shipyards and During Factory Acceptance Testing
- Hydrostatically Balanced Loading
- 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
- International Best Practices for Maritime Pilotage (2002; OCIMF, ICS, INTERTANKO)
- Lifeboat Incident Survey 2000
- Marine Injury Reporting Guidelines
- Oily Water Separators
- Port and Terminal Information
- Prevention of Over and Under Pressurisation of Cargo Tanks on Oil Tankers
- Pumproom Safety
- Recommendations for Ships' Lifting Equipment
- Results of A Survey Into Lifeboat Safety
- Ships' Lifting Equipment
- Ship Measurement—Deadweight or Displacement?
- Winch Brake Bands Design Considerations Impacting on Reeling Direction

Also available, for OCIMF Members only:

- Briefing Paper for OCIMF Member Chartering and Vetting Groups on the use of Large Tankers in Ice (Baltic and Eastern Canada excluding Arctic Regions)
- Briefing Paper for OCIMF Member Companies on Guidelines for Transiting the Straits of Magellan including Commentary on Passages around Cape Horn





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