

# OCIMF

Oil Companies International Marine Forum



# 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.

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

# Objectives



## **Standards**

To identify safety and environmental issues facing 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 Programme (SIRE).

## **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

"2005 has been an eventful year with significant new developments at both the international and regional level.

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."



*Jan Kopernicki*

**Jan M. Kopernicki**  
Chairman

2005 has been an eventful year with significant new developments at both the international and regional level. The Secretariat has continued its involvement with the International Maritime Organization and also in Brussels and Washington with a series of key meetings with officials. In addition contact has been maintained with a range of governments worldwide on developing issues.

We continue to develop safety standards through the work of our various committees, and in so doing influence legislation and the development of international standards.

With reform of the International Oil Pollution Compensation (IOPC) Fund and Civil Liability Convention (CLC) finally set aside by the IOPC Fund Assembly in October, we worked together with the International Group of P&I Clubs to formulate the STOPIA and TOPIA agreements that entered into force on 20 February 2006.

The SIRE team continued its development work through 2005 and I am encouraged by the growing use of the Small Vessels and Barges Inspection System and the continued uptake of the Tanker Management Self Assessment guide. We continue to encourage government bodies to use these tools for their own quality assurance purposes and for targeting vessels for inspection by Port State Control officials.

OCIMF has worked closely with the inter-industry working group on the safety of chemical carriers, with considerable involvement from the shipowner community in this important area.

A number of our technical guides have been under revision during the year. 2005 saw the publication of the 4th edition of the Ship to Ship (STS) Transfer Guide and, after a number of consultations with our co-authors, ICS and IAPH, 2006 will see the publication of the 5th edition of the International Safety Guide for Oil Tankers and Terminals (ISGOTT). We have also commenced 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 who contribute to our Committees and to our various work programmes, and who make OCIMF the success it is today.

# Director's review

"2005 has been exceptionally busy, with the Secretariat active on many fronts.

A major success has been the growth of the OCIMF Tanker Management and Self Assessment Guide (TMSA) to which more than 600 ship operators have now signed up."



A handwritten signature in blue ink that reads "Paul B. Markides".

**Paul B. Markides**  
Director

2005 has been exceptionally busy, with the Secretariat active on many fronts. Key activities have been 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 as well as continuing major development activities within SIRE, including the expansion into small vessels and barge inspections. A major success has been the growth of the OCIMF Tanker Management and Self Assessment Guide (TMSA) to which more than 600 ship operators have now signed up.

During the course of the year the Secretariat attended all the key IMO committees and has been particularly active in the various Working Groups looking at issues such as ballast water management, coating standards, goal-based standards and ship recycling.

Members of the Secretariat have been engaged in a number of consultation meetings with the European Commission and Parliament on issues ranging from criminal sanctions to the Third Maritime Safety Package. This consultation process will continue during 2006 and onwards while the various components of the Safety Package are finalised.

In parallel we have briefed the US Coast Guard on OCIMF developments including the SIRE programme and the range of committee activities. Contact has also been maintained with national governments

worldwide as part of the IOPC Funds discussion, providing a helpful platform for wider interchange on maritime safety matters.

In December our Deputy Director Andy Dogherty left the Secretariat to return to his parent company, ExxonMobil, and was replaced by one of our former colleagues John Vercoe on an interim basis until other resources become available. During October the role of Technical Adviser—previously covered by Henriette de Boer—was filled by Ken Reid, on assignment from Shell.

We have achieved a great deal in 2005 and, looking ahead, I am sure that 2006 will be just as challenging. I am confident that, within the Secretariat and within our membership, we have the skills and enthusiasm to make the next 12 months a success.

# Secretariat

1. **Paul Markides**  
Director
2. **Andy Dogherty**  
Deputy Director
3. **Martin Kelly**  
Legal Counsel
4. **Ken Reid**  
Technical Adviser
5. **Mark Fortnum**  
Technical Adviser
6. **Jane Fairweather**  
Executive Secretary
7. **Pauline Gilbert**  
Accountant
8. **David Savage**  
SIRE Training and  
Development Manager
9. **Geoffey Snow**  
SIRE Manager
10. **Katie Window**  
SIRE Systems Administrator
11. **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)  
Administracion Nacional de Combustibles Alcohol y Portland (ANCAP)  
Amerada Hess Corporation  
Bakri International Energy Co Ltd  
BG LNG Services LLC  
BHP Billiton Limited  
BP Shipping  
Cargill Ocean Transportation  
Chevron Shipping Company LLC  
Compania Espanola de Petroleos SA (CEPSA)  
ConocoPhillips  
Enel Trade FTL  
Eni SpA  
Erg Med SpA  
Greater Nile Petroleum Operating Co Ltd  
Indian Oil Corporation  
International Marine Transportation Ltd  
Koch Supply & Trading LP  
Kuwait Oil Company (KOC)  
Louis Dreyfus Energy Holdings Limited  
LUKOIL Oil Company  
Marathon Petroleum Co LLC  
Marquard & Bahls AG  
Motor Oil (Hellas) Corinth Refineries SA  
National Iranian Tanker Company

Neste Oil Corporation  
Norsk Hydro AS  
Oil Terminal SA  
OMV AG  
PDV Marina SA  
Petro-Canada  
Petroleo Brasileiro SA (PETROBRAS)  
Petroleos de Portugal PETROGAL SA  
Petroleos Mexicanos (PEMEX)  
Petroleum Industry Marine Association of Japan (PIMA)  
• Idemitsu Kosan Co Ltd  
• Nippon Petroleum Refining Co Ltd  
• Showa Shell Sekiyu KK  
Petronas Sungai Udang Port Sdn Bhd  
Petron Corporation  
Preem Petroleum AB  
Qatar Petroleum Corporation  
Reliance Industries Ltd  
Repsol YPF Trading Y Transporte SA  
SARAS SpA  
Saudi Arabian Oil Company (Saudi Aramco)  
Shell International Trading and Shipping Co Ltd  
Sonangol USA  
Statoil ASA  
Sunoco Logistics Partners LP  
Talisman Energy UK Ltd  
Total SA  
Valero Marketing & Supply Co

# Brief history

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

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



industry could play its part by making its expertise available and its views known to governmental and intergovernmental bodies.

The Oil Companies International Marine Forum was formed at a meeting in London in April 1970, was granted consultative status at IMO in 1971 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—the third maritime safety package and the Green Paper on European Maritime Strategy.

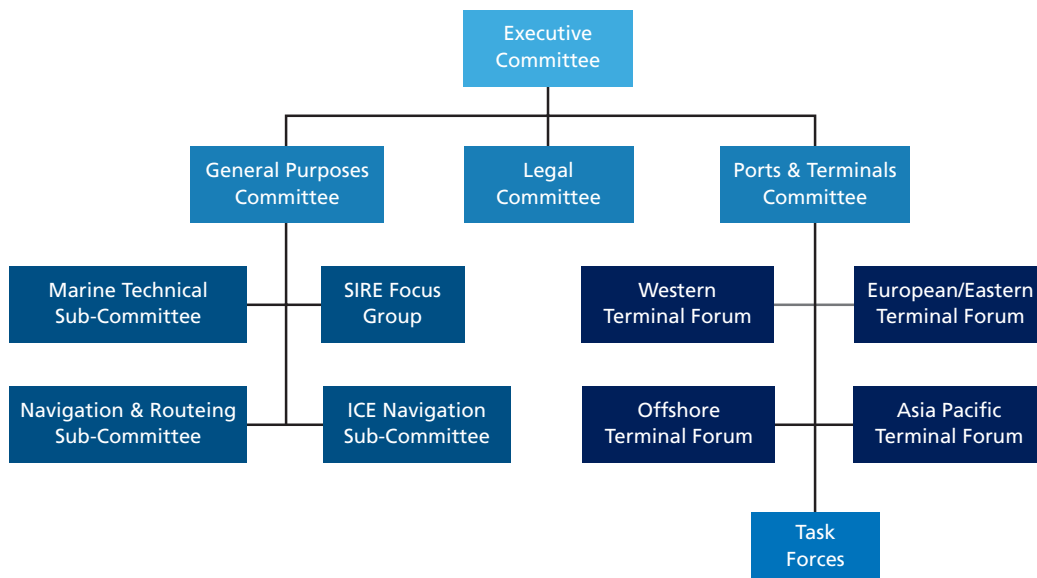
The SIRE ship inspection system, expanded in 2005 to include small vessels and barges, has become the industry standard for vessel reports.

OCIMF's Committee structure has adapted to reflect the worldwide distribution of member companies, enabling it to assist with a wide variety of regional and international issues.

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



# Committees



## Executive Committee

The 55th Executive Committee Meeting took place on 21 April 2005 in Caracas, Venezuela and was hosted by PDV Marina SA.

OCIMF's 56th Executive Committee Meeting and 27th Annual General Meeting were held in Shanghai on 6 December 2005, where the Chairman, Jan Kopernicki (Shell), and Vice-Chairmen Mike Carthew (ChevronTexaco), Will Jenkins (ExxonMobil) and Bob Malone (BP) were re-elected for a further 12 months.

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

- Revision of CLC and Fund
- SIRE management and development
- ISGOTT revision
- Forthcoming European legislation
- IMO developments
- Common Structural Rules
- Regional regulatory developments



From left to right: Will Jenkins (Vice-Chairman), Bob Malone (Vice-Chairman), Jan Kopernicki (Chairman), Mike Carthew (Vice-Chairman) and Paul Markides (Director), at OCIMF's 55th Executive Committee meeting, Caracas, Venezuela, April 2005



## Legal Committee

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

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

In the review period, the Legal Committee met for their 43rd and 44th meetings in April and October 2005 in Paris and Washington respectively.

On the recommendation of the Legal Committee OCIMF members agreed to a change of corporate status to become a company limited by guarantee. This change



was approved by the Bermudan Parliament and became effective in April 2005. Following this change, the Legal Committee reviewed and recommended changes to the OCIMF Constitution in order to update it and bring it into line more closely with the constitution of a company limited by guarantee.

The Committee continued to discuss the ongoing review within the IOPC Funds of the liability and compensation regime for oil pollution damage. It supported and advised on the OCIMF position papers and latterly gave advice on the contractual provisions of the voluntary proposals put forward by the International Group of P&I Clubs (STOPIA and TOPIA).

A close look at regional legislative developments is always part of the Committee's agenda and remained the case during this review period. The Committee discussed a number of developments relating to safety at sea, oil pollution, criminal sanctions and atmospheric emissions from ships. The Committee also advised on OCIMF's position paper prepared for the recent US legislation on the Oil Spill Liability Trust Fund.

At the request of the Ports and Terminals Committee (PTC), the Legal Committee considered legal issues that may be raised if OCIMF were to develop an assessment programme for terminals on the same basis as SIRE for ships or Tanker Management and Self Assessment (TMSA) for shipowners. The Committee gave guidance

to the PTC and is awaiting a detailed proposal before conducting a thorough legal review.

The Committee also produced checklist guidance cards giving competition/anti-trust law guidance for use at all OCIMF meetings.

Also discussed by the Committee were proposals for a barge version of TMSA and a barge version of the International Safety Guide for Oil Tankers and Terminals (ISGOTT).

Finally, other items on the agendas included:

- ISGOTT, including the tank cleaning section
- Guide to Peril at Sea and Salvage
- Ship to Ship Transfer Guide
- Inclusion of barges in SIRE
- IMO Legal Committee
- Terms of reference and conditions of attendance for OCIMF forums and work groups
- AIS Live
- OECD Maritime Transport Committee
- Electronic publishing of OCIMF guides
- Lobbying registration in USA



## General Purposes Committee

Chairman: **John Dudley, Koch**

The 60th General Purposes Committee (GPC) meeting was held in New Orleans on 9–10 March 2005 and hosted by Marathon Ashland Petroleum. The 61st GPC meeting was held on 12–13 October 2005 in Paris and was hosted by Total.

High on the agenda of both meetings was the issue of secondary venting systems and crew expertise and human error—both areas for the Secretariat to do further work in 2006.

Concerns over the large number of incidents in the Suez Canal were also discussed, and these concerns were

subsequently reviewed with the Suez Canal Authority by members of the Secretariat.

Other items discussed by the GPC were:

- Definition of heavy grades of oil
- IOPC Funds
- European legislation
- OCIMF publications
- Turkish Straits update
- Incidents on small chemical and product tankers
- IMO developments in particular the flag state audit scheme and marine accident investigation
- SIRE System developments
- Marine Safety Data Sheets (MSDS)

## Ports & Terminals Committee

Chairman: **Peter Gill, Shell (PTC 62)**  
**Robert Frankland, IMT/ExxonMobil (PTC63)**

The 62nd meeting of the Ports and Terminals Committee (PTC 62) was held at Shepperton, UK on 27–28 April 2005 and was hosted by IMT/ExxonMobil. The 63rd PTC meeting (PTC 63) took place in Kuala Lumpur, Malaysia on 19–20 September 2005, and was hosted by Petronas.

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), from OCIMF members direct, or via feedback from one of the four forums namely: 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)*. Completion of this work was postponed, pending a review of the tank cleaning sections to ensure alignment with the conclusions of the inter-industry reviews on chemical and product tanker incidents. All technical issues having been resolved, the final





draft was sent to the publishers before year-end with a view to publication during the first quarter of 2006.

- 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 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 any proposals forthcoming from the IMO and EC on STS operations.
- An OCIMF working group is undertaking a feasibility study with rope

manufacturers on the possible use of synthetic fibre materials in the design of 'emergency towing off pennants'. A major issue under consideration is the effectiveness of these new materials to withstand heat and flame and their comparative advantages and disadvantages versus wire rope.

- Development of a manual in conjunction with SIGTTO for providing guidance on 'Jetty Top-Sides Maintenance' is nearing its final stages with an anticipated completion in late 2006.
- The new edition of OCIMF *Effective Mooring* guide booklet was issued in July 2005. The 2005 revision brings the subject up to date particularly with respect to new materials for mooring ropes.
- Revision of the OCIMF *SPM Equipment Guidelines* was resumed in 2005

following development, by MARIN, of a computer tool to simulate loads on ships' deck fittings under test scenario conditions. The tests were completed towards the end of 2005 and the results will be reviewed by the Working Group. Publication is scheduled for the end of 2006 at the latest.

- Revision of the OCIMF *Mooring Equipment Guidelines* was put on hold during 2005 pending completion of the *Ship to Ship Transfer Guide* and ISGOTT. Those activities having been completed or nearly completed during 2005, work to revise *Mooring Equipment Guidelines* will be a priority activity in 2006. Publication is scheduled for the third quarter of 2007.





*The Western Terminal Forum (WTF) in Houston for the 40th WTF Meeting, April 2005*

## Western Terminal Forum

Chairman: **Ed Barsingerhorn, Shell**

The 40th meeting of the Western Terminal Forum was held on 12–13 April 2005 in Houston, USA. Nineteen delegates attended from 15 different companies, with guest speakers, James Prezak from The Dow Chemical Company, and Commander Tom Marian from the USCG.

Topics discussed included:

- Ship-shore safety checklist
- 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

The 41st meeting was held on 12–13 February 2006 in Veracruz, Mexico and was hosted by PEMEX.

## Asia Pacific Terminal Forum

Roy Igglesden of Chevron chaired the 8th meeting of the Asia Pacific Terminals Forum (pictured below) in Perth, Australia on 5–6 April 2005. The meeting was hosted by Woodside/Chevron.

A total of 29 delegates attended the meeting and the full agenda ensured there was an extensive discussion over a wide range of subjects. These included:

- Additives and the process of handling for oil tankers
- Maritime Security and Australian requirements
- Ship/shore electrical bonding
- Cargo sampling difficulties on some ships
- Latest draft text of ISGOTT

The 9th meeting was held on 11–12 January 2006 in Singapore and was hosted by BP.

*Delegates at the 8th meeting of the Asia Pacific Terminals Forum, held on 5–6 April 2005 in Perth, Australia*



... Committees



## European/Eastern Terminal Forum

Chairman: **Rob West, ConocoPhillips**

The 49th meeting (EETF 49) was held on 17–18 January 2006, in New Delhi, India, and was hosted by The Indian Oil Corporation. There were 29 attendees from 14 different companies. Topics discussed included:

- Material Safety Data Sheets
- Oil spill exercise
- Maritime safety
- H<sub>2</sub>S
- SBM maintenance
- Mooring equipment
- Vessel vetting
- SBM hose life

EETF 50 will be held in Kirkwall Orkneys on 12–13 June 2006, hosted by Talisman Energy.

*Below: the 'lighting of the lamp' at the 49th meeting of the European/Eastern Terminal Forum*



*Attendees at the third Offshore Terminals Forum meeting, held on March 2005 in Rio de Janeiro*

## Offshore Terminals Forum

The Offshore Terminals Forum (OTF) met twice during 2005: OTF 3 was held in Rio de Janeiro, in March and was hosted by Petrobras; and OTF 4 was held in London in October and hosted by Shell. Both meetings were held under the Chairmanship of Tony Fantauzzi of Chevron.

The following items were amongst the extensive list of issues on the agenda:

- A report on the progress of the Competency Assurance working groups
- The MARIN Joint Industry Project: Offloading Operability
- Recommendations for equipment employed in the mooring of ships at SPM's
- Camlock failures
- Maximum environmental operating conditions
- Methanol supply at FPSOs

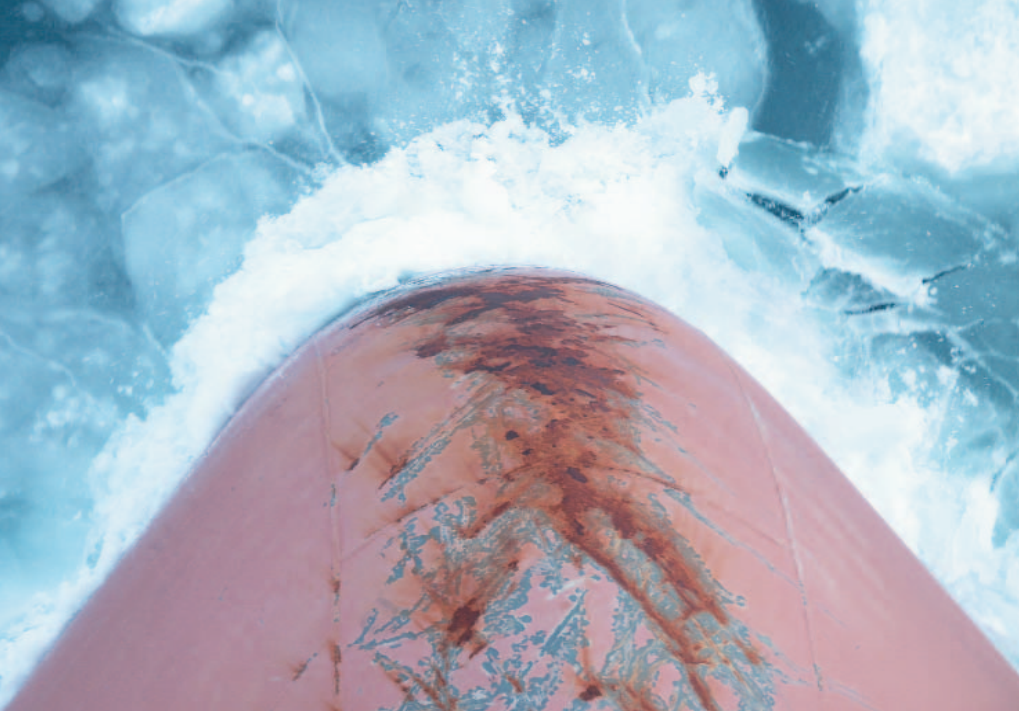
The 5th meeting was held on 15–16 March 2006 in China and was hosted by CACT.

## Navigation & Routing Sub-Committee (NaRSuC)

NaRSuC met once during 2005, in August under the Chairmanship of Vela's Brian Course, with other attendees coming from Shell, Chevron, IMT and BP.

The Sub-Committee completed work on a briefing paper on transits through the Straits of Magellan. The original scope of the paper was extended to include brief commentary on transits around Cape Horn. This was subsequently approved by GPC at their meeting in September 2005, and is now available to OCIMF Members via the website.

Also on the agenda was a discussion on pilots and their integration into the bridge team.



## Marine Technical Sub-Committee

Chairman: **Archie Churcher,**  
**ConocoPhillips**

The 11th Meeting was held on 14–15 September 2005 in San Ramon. Topics discussed included:

- Cargo tank deckhead experience
- EU approach to P/Vs
- Overboard pipes
- Hydrazine
- Portable gas detector calibration
- Manifold valves
- Benzene
- FPSO cargo tank deck head corrosion
- Emergency towing off arrangements
- Maintenance of generators
- SPM arrangements
- Green passports
- Joint structural rules
- Cold ironing
- Secondary venting
- Low sulphur fuels

The 12th meeting was held on 6–7 March 2006 in Paris and was hosted by TOTAL.

## Ice Navigation Sub-Committee

The Ice Navigation Sub-Committee had previously produced a 'Briefing Paper for OCIMF Member Chartering and Vetting Groups on the use of Large Tankers in Ice (Baltic)'. This document is available for members to download free via the OCIMF website.

The Sub-Committee is due to reconvene in 2006 to discuss extending the scope of the above document to include sections on engine power requirements and training in ice navigation.



# Regional legislative developments



## US Oil Spill Liability Trust Fund

Following a US Coast Guard report predicting significant depletion of the Oil Spill Liability Trust Fund (OSLTF), Congress passed legislation in August 2005 to increase the OSLTF balance. The specific provisions were incorporated into the Energy Act (s. 1361) and re-introduce the financing rate of 5 cents per barrel on receivers of oil from 1 April 2006. The levy will apply until the balance in the OSLTF reaches US\$ 2.7 billion and will be re-instated if the balance falls below US\$ 2 billion.

## Increased pollution liability for shipowners in the USA

The same US Coast Guard report that predicted depletion of the OSLTF also raised concerns that the shipowners' liability limit for oil spills had not been raised since the Oil Pollution Act of 1990 (OPA 90) had been passed. Congress is currently considering draft legislation to increase shipowners' liability limits in line with inflation since 1990. The draft proposals also allow the President to issue Regulations to allow future adjustments of liability limits in line with the Consumer Prices Index.



## Taiwan Marine Pollution Control Act

Under this legislation the shipowner is liable for damage caused by pollution of the sea from its ship. There are no defences and liability is not limited. From July 2005 it became compulsory for shipowners within Taiwanese waters to carry insurance for pollution liabilities at the same level as CLC 92. It is not yet clear whether a certificate of entry in a P&I Club will be satisfactory evidence of insurance.

In mainland China there was a report in *China Daily* (July 2005) that the Maritime Safety Administration would soon establish an oil pollution fund. The report said that this was due to an increase of collision incidents in Chinese waters leading to oil spills. It was suggested that the pollution fund would be financed by levying a charge on shipowners and cargo consignors. We have yet to hear any further information on progress of the fund.

## EU Maritime Safety Package

The long-awaited third European safety package was released by the Commission on 23 November 2005. The package contains the following seven legislative proposals:

1. A draft Directive on the civil liability and financial securities of shipowners
2. A draft Directive on inspection and survey organisations
3. A draft Directive on vessel traffic monitoring and information systems
4. A draft Directive on compliance with flag State requirements
5. A draft Directive on port State control
6. A draft Directive on investigation of accidents
7. A draft Regulation on the liability of carriers of passengers by sea and inland waterway in the event of accidents (Athens Convention).

On the basis of a preliminary review OCIMF is generally supportive of the legislative proposals.



## EU Maritime Policy Task Force

In the summer of 2005 OCIMF had an initial exchange of views with the task force that is developing an EU maritime policy covering a broad spectrum of marine issues, including marine safety. It is expected that the Commission will release its 'Green Paper' in early Summer 2006 for consultation with all stakeholders.

## EU Directive 2005/33 on sulphur content of marine fuels

This Directive entered into force in July 2005 and implements the Sulphur Emission Control Areas (SECAs) of MARPOL Annex VI. It also includes additional restrictions on the sulphur content of marine fuels used by vessels at berth in EU ports. From January 2010 vessels must not use marine fuels with a sulphur content exceeding 0.1%. From this date, marine gas oils cannot be sold in the EU with a sulphur content above 0.1%.

## Canadian Bill C-15—amendment to Migratory Birds Convention Act 1994 and the Canadian Environment Protection Act 1999

This legislation became law on 28 June 2005 and prohibits persons or vessels from depositing harmful substances in waters or areas frequented by migratory birds. It imposes an obligation on the master, chief engineer, owner and operator of a vessel (including directors and officers who are able to influence activities) to take reasonable steps to ensure a vessel's compliance. An accused will be automatically assumed guilty unless they can show they acted with due diligence before the offence took place. Breach of this law may result in a fine up to CAN\$ 1 million and/or 3 years imprisonment. The law's application extends to Canada's Exclusive Economic Zone.

## EU Directive on ship-source pollution and the introduction of sanctions, including criminal sanctions

This Directive entered into force on 1 November 2005 and EU States must implement it in their national law by 1 March 2007. It provides that any discharge of polluting substances is a criminal offence if committed with intent, recklessly or by serious negligence. Serious negligence is not defined. Any person responsible (including the shipowner, cargo owner, classification society, port authority, etc.) will be subject to sanctions. The sanctions include imprisonment up to 10 years, fines up to € 1.5 million, temporary or permanent disqualification from engaging in commercial activities and judicial winding up.



# IOPC Funds

OCIMF attended the IOPC Funds meetings in March, June and October 2005.

## Review of liability and compensation regime

The Working Group set up to review the liability and compensation regime for oil pollution damage held its final meeting in February 2005. Its Chairman then reported on its work to the Assembly meeting in October.

At the February meeting of the Working Group, the Chairman presented a paper in which he split the issues into three categories, namely (i) those items which the Working Group can recommend for revision of the Conventions; (ii) those items which should not be revised; and (iii) those items on which further guidance from the Assembly is necessary.

Items in category (i) above were:

1. Level of shipowners limitation amount
2. Compulsory insurance for vessels of 2,000 tons or below
3. Non-submission of oil reports by States
4. Quorum for Assembly meetings
5. Definition of 'ship'

Items in category (ii) were:

1. Breaking of limitation of shipowners' liability
2. Cargo owner liability
3. Minimum contribution of IOPC Funds' States
4. Contributions by those receiving oil on behalf of others e.g. oil storage companies

Items in category (iii) were:

1. Substandard transportation of oil
2. Uniform application of the Conventions

Most States agreed that the decisive issue that would determine whether a revision would take place was the level of shipowners' liability. On this issue 22 States were in favour of revising the Conventions whereas 22 States were against. Those against favoured the voluntary proposals from the International Group of P&I Clubs. These proposals involved an offer to accept higher shipowner liability for certain ships without amendment to the conventions.

Those States in favour provided approximately 80% of the financing for the IOPC Funds during 2004. Those States against revision comprised largely flag States and those with traditional shipowner interests. Because the Working Group was evenly divided it could not make a recommendation to the Assembly and the Assembly had to reconsider the issue in October.

Unfortunately, the October 2005 meeting of the IOPC Funds Assembly decided not to revise the international Conventions. A paper sponsored by a group of eleven States recommended revision of the Conventions and was supported by OCIMF. Whilst the paper received the support of 23 States it did not achieve a consensus, necessary to take revision forward. Instead, the Assembly agreed to consider the proposals from the marine insurers to increase the financial responsibility of the shipowner for oil pollution damage by way of voluntary contractually binding arrangements.





The fact that revision did not go ahead is disappointing, despite the fact that a substantial majority of those States that have suffered large pollution incidents, and those States whose oil receivers finance the IOPC Funds, supported a revision.

Despite this, the proposals from the marine insurers to voluntarily (i) increase the shipowner's minimum liability in CLC to 20 million SDR and (ii) increase the shipowner stake in the third tier of compensation (the Supplementary Fund) from 0% to 50% will in effect give substantially the same result that OCIMF proposed on the issue of shipowner liability. The voluntary contractual arrangements put forward by the insurers have been called STOPIA (Small Tanker Owners Pollution Indemnification Agreement) and TOPIA (Tanker Owners Indemnification Agreement). For OCIMF's part, it believes such an increased stake on the part of the shipowner is commensurate with its responsibility for operating safe and pollution-free ships. This can only have a positive effect on safety and pollution prevention.

Because revision will not go ahead there will be no solution on other important issues such as: (i) compulsory insurance for ships at or below 2,000 tons; (ii) non-submission of oil reports by some member States; (iii) definition of 'ship'; and (iv) uniform application of the Conventions etc. Unfortunately, these issues cannot be dealt with until there is a future revision of the Conventions.

The Assembly meeting concluded by instructing OCIMF and the marine insurers

to consult in conjunction with the IOPC Fund Director in order to finalise the insurer's proposals so that they are acceptable to the oil receivers and to the IOPC Funds. The detailed proposals were approved by the Assembly during its Spring 2006 meeting.

## Supplementary Fund

On 3 March 2005, the Supplementary Fund came into force. This is an optional third tier of compensation for those States that need it. It will provide up to US\$ 1.1 billion compensation for the costs of pollution damage. At the time of going to print, 15 States have joined the Supplementary Fund. Many more are expected in the near future.

## Prestige

The *Prestige* incident continues to dominate much of the work during the IOPC Funds meetings. At the Assembly meeting in October a novel proposal was presented in order to advance significant further monies to the claimants in this case. The Spanish government will receive a further € 57 million, Portuguese claimants will receive € 740,000 and French claimants will receive 30% of their admissible claims (an increase from the current level of 15%). The payments to the Spanish and Portuguese claimants are made on the basis of interim assessments because all the claims have not yet been fully assessed.

The Assembly also considered whether the costs of recovering the oil from the wreck of the *Prestige* (€ 109 million) are admissible, i.e. whether these can be recovered from the IOPC Funds. The Director of the IOPC Funds concluded that the costs are not admissible. However, the Assembly has deferred its decision pending further details on the costs of the recovery operations.

## FSUs and STS operations

The Assembly was asked to consider whether ships acting as floating storage units (FSUs) and engaged in STS (ship to ship transfer) operations should be bound by the provisions of the CLC and Fund Conventions. In other words, do such ships fall within the definition of 'ship' in the conventions and become obliged to carry insurance for oil pollution under CLC. In addition, do such ships also act as an installation for the purposes of receipt when receiving oil during STS operations? If so, they would be required to make payments to the IOPC Funds like any other oil receiver. There was insufficient time to consider the matter in detail and the Assembly will look at it again at its next meeting.

# International Maritime Organization (IMO)

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.

## 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% 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.





## 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; that any plans for committing such acts are abandoned; that any hijacked ships are immediately and unconditionally released; and that 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; to investigate maritime accidents expeditiously to avoid any unfair treatment of seafarers; and to 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)). (Please see separate report on MEPC 53).
- 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)).

## Maritime Safety Committee

The Maritime Safety Committee (MSC) held its 80th Session from 11–20 May 2005. Topics covered included:

- **Goal-Based Standards (GBS)** for new ship construction. The five-tier system on which the development of GBS is being based consists 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). The MSC agreed in principle with the basic principles of goal-based standards and with the Tier I goals developed by the Working Group on Goal-based New Ship Construction Standards. The Working Group made progress towards developing Tier II functional requirements and the MSC agreed to a Correspondence Group to develop Tier III criteria for verification and Compliance.



- The revised SOLAS chapter II-1, intended to harmonise the provisions on **subdivision and damage stability for passenger and cargo ships**, was adopted. The revised provisions in parts A, B and B-1 will be applicable to new ships built after the expected entry into force date of 1 January 2009. The amendments, which have been intensively developed over the past decade, are based on the 'probabilistic' method of determining damage stability, which is itself based on the detailed study of data collected by IMO relating to collisions. Because it is based on statistical evidence concerning what actually happens when ships collide, the probabilistic concept is believed to be far more realistic than the previously-used 'deterministic' method.
- The MSC reviewed the report of the third session of the Working Group on the **Voluntary IMO Member State Audit Scheme** and approved the draft *Code for the implementation of mandatory IMO instruments*, which was developed by the Sub-Committee on Flag State Implementation (FSI) to be the audit standard under the Audit Scheme. The Audit Scheme and the Code was adopted by the IMO Assembly at its 24th Session in November 2005.
- The MSC agreed amendments to the *Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers (resolution A.744(18))*. The Guidelines incorporate some elements of the Condition Assessment Scheme (CAS) required for certain single-hull tankers

under the revised MARPOL regulation I/13G and include re-organisation of the guidelines to include a new section on survey guidelines for the inspection of double-hull tankers. The date for entry into force is 1 January 2007.

- The MSC considered issues relating to the implementation of the special measures to enhance **maritime security**, which were adopted in 2002 and entered into force on 1 July 2004. The MSC approved:
  - Draft amendments to the STCW (Standards of Training, Certification, and Watchkeeping) Convention on *Requirements for the issue of certificates of proficiency for ship security officers*; draft amendments to part A of the STCW Code on *Training requirements for issue of certificates of proficiency for ship security officers*; and related draft amendments to part B of the STCW Code on *Guidance regarding training*

*for ship security officers*. The drafts will be circulated with a view to adoption at MSC 81 in 2006. The proposed amendments to the STCW Convention and to parts A and B of the STCW Code require candidates for a certificate of proficiency as a ship security officer to demonstrate the knowledge to complete a range of tasks, duties and responsibilities, including: maintenance and supervision of the implementation of a ship security plan; assessment of security risk, threat and vulnerability; undertaking regular inspections of the ship to ensure that appropriate security measures are implemented and maintained; ensuring that security equipment and systems, if any, are properly operated, tested and calibrated; and encouraging security awareness and vigilance.

- For circulation as MSC circulars: *Guidelines on the training and*





certification of Company Security Officers (CSOs); Guidance on the access of public authorities, emergency response services and pilots onboard ships to which SOLAS chapter XI-2 and the ISPS Code apply; Guidance on the priority and testing of ship security alert system; and Interim scheme for the compliance of certain cargo ships with the special measures to enhance maritime security.

- Amendments to Resolution A.959(23) on *Format and guidelines for the maintenance of the continuous synopsis record* intended to update the CSR format to include the registered owner and the company identification numbers, and to address a number of practical difficulties encountered during the transfer of ships between flags.
- Noting that the Sub-Committee on Flag State Implementation (FSI) had expressed overwhelming support for the idea of making the **Code for the investigation of marine casualties and incidents** mandatory, in full or in part, the MSC instructed the FSI Sub-Committee to: develop a draft revised Code; determine whether the revised Code itself or parts thereof should be made mandatory; and provide recommendations as to how such a revised code should be made mandatory, in full or in part.
- The MSC strongly urged the relevant flag States to provide IMO with reports on the investigations into a number of **incidents of explosions on chemical and product carriers**, for analysis by

the Inter Industry Working Group (IIWG) which was established to study the reported incidents of explosions on chemical and product carriers. OCIMF is a Member of the IIWG and the OCIMF Director is the Chairman of the Steering Group.

## Marine Environment Protection Committee

The Marine Environment Protection Committee (MEPC) held its 53rd Session from 18–22 July 2005.

- MEPC adopted amendments to the **Regulations for the Prevention of Air Pollution from Ships in MARPOL Annex VI**, including one on the new North Sea SO<sub>x</sub> Emission Control Area (SECA). The entry into force date for the North Sea SECA amendment is expected to be 21 November 2006, with its full implementation 12 months later.
  - The Committee noted information gained from monitoring the worldwide sulphur content in fuel oils for 2004 which gave a three-year (2002–04) rolling average of sulphur content in fuel oil worldwide of 2.67% m/m.
- The Committee agreed on the need to undertake a review of **Annex VI and the NO<sub>x</sub> Technical Code** with a view to revising the regulations to take account of current technology and the need to further reduce emissions from ships. MEPC instructed the Sub-Committee on Bulk Liquids and Gases (BLG) to carry out the review by 2007.
- MEPC 53 agreed that the IMO should develop, as a high priority, a new

instrument on **recycling of ships** with a view to providing legally binding and globally applicable ship recycling regulations for international shipping and for recycling facilities. MEPC 53 approved a draft Assembly resolution and this was subsequently adopted by the IMO Assembly at its 24th Session in November 2005. The resolution sets out the IMO's commitment to develop this new IMO instrument. MEPC 53 also agreed that the new IMO instrument on ship recycling should include 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 (certification/reporting requirements). MEPC 53 further agreed that the above-mentioned instrument should be completed in time for its consideration and adoption in the biennium 2008–09.

- MEPC agreed to the designation of the following new **Particularly Sensitive Sea Areas (PSSAs)**, which were previously approved in principle:
  - Extension of the existing Great Barrier Reef PSSA to include the Torres Strait (proposed by Australia and Papua New Guinea);
  - Canary Islands (proposed by Spain);
  - The Galapagos Archipelago (proposed by Ecuador).

MEPC also finalised its review of the *Guidelines for the Identification and*



*Designation of Particularly Sensitive Sea Areas* and will submit the proposed revised guidelines to the 24th session of the Assembly for adoption.

- MEPC adopted *Guidelines for uniform implementation of the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention)*, which was adopted in February 2004. The guidelines adopted cover ballast water management equivalent compliance; approval of ballast water management systems; ballast water management and development of ballast water management plans; ballast water exchange and the Procedure for approval of ballast water management systems that make use of active substances.
- The Committee adopted amendments to the **Condition Assessment Scheme (CAS) for oil tankers**, to bring its cross-references into line with the revised MARPOL Annex I, which is expected to

enter into force in January 2007. (See also MSC above).

- MEPC approved for future adoption a new MARPOL Annex 1 regulation on **oil fuel tank protection**. The draft regulation is intended to apply to all ships with an aggregate oil fuel capacity of 600 m<sup>3</sup> and above delivered on or after 1 August 2010.

The draft regulation includes requirements for a maximum capacity limitation of 2,500 m<sup>3</sup> per oil fuel tank, their protected location and performance standards for accidental oil fuel outflow, as an alternative. The draft regulation also requires Administrations to consider general safety aspects, including the need for maintenance and inspection of wing and double bottom tanks or spaces, when approving the design and construction of ships in accordance with the regulation.

- The Committee agreed to consider the development of amendments to MARPOL to prevent the risk of pollution

during **oil transfer operations between ships at sea**. To assist the discussion, OCIMF and ICS jointly submitted a Paper providing technical responses to a number of issues arising from Papers submitted by some national delegations. The OCIMF/ICS position was that well-managed STS operations do not present any higher risk than in-port transfers of oil and that any regulation should be aimed at ensuring that all such operations are carried out to the same uniform high standard and in accordance with industry guidelines. OCIMF/ICS put forward the view that an arbitrary ban on STS operations in Particularly Sensitive Sea Areas, as suggested by two national delegations, was unnecessary; required careful consideration from both a legal and enforcement point of view, and needed to be considered on a case-by-case basis. In the discussion that followed, the Committee recognised that the technical and operational issues





pertaining to the potential risk of pollution during ship-to-ship transfer of oil cargoes at sea should take into account the principles of international maritime law, including UNCLOS, and the rights and obligations of coastal and flag States. The Committee agreed to include a high priority item on 'amendments to MARPOL Annex I for the Prevention of marine pollution during oil transfer operations between ships at sea' in the work programme of the Sub-committee on Bulk Liquids and Gases (BLG) with a target completion date of 2007.

- At its previous meeting, MEPC had recognised the urgent and important need for the Committee to tackle the long-standing problem of the **inadequacy of port waste reception facilities**, and invited submissions to this session with the aim of identifying problem areas and developing a future action plan. Together with BIMCO, IAPH, ICS, INTERCARGO and INTERTANKO, OCIMF submitted a Paper to MEPC 53 providing information on the formation of the Industry Reception Facilities Forum. The Forum's purpose is to gather information and propose solutions for increasing the availability and adequacy of port waste reception facilities at an international level and to encourage their use. The Forum had drawn up an action plan and had agreed that it would be worthwhile to inform the IMO of the existence of the Forum and its aims and objectives. The Committee noted the information. In this context, MEPC approved a Revised consolidated format for reporting

alleged inadequacy of port reception facilities and a MEPC circular on 'Waste reception facility reporting requirements'. The Committee also agreed to develop a port reception facility database (PRFD) as a module of the IMO Global Integrated Shipping Information System (GISIS).

## IMO Legal Committee

Current issues on the agenda of the IMO Legal Committee and considered during 2005 are:

- Draft wreck removal convention
- Fair treatment of seafarers
- Places of refuge
- Implementation of the HNS Convention
- Financial guarantees under Athens Convention

Following the September 11 Terrorist incidents, the IMO Legal Committee prepared draft text to amend and update the SUA Convention and Protocol (Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation, 1988, and its Protocol of 1988 relating to Fixed Platforms Located on the Continental Shelf). A Diplomatic Conference was held in October to adopt changes to the Convention and Protocol.

Should any OCIMF Members require any further information on the above issues please contact Martin Kelly at OCIMF.



# Ship Inspection Report Programme (SIRE)

The rollout of the expanded SIRE Programme for small tankers, barges, vessels used for the towage of barges, and vessels carrying packaged cargoes continued throughout 2005 with major industry launches in the USA and in Japan. Reports in the system continued to grow, with 14,000 regular oil, chemical and gas tankers and 1,150 barge reports being submitted.

Introduction of the new WebSERM II website has been the major SIRE milestone of 2005. This included implementation of the new VIQ4 SIRE Report Editor that contains inspection questionnaires specifically designed for 23 different vessel variants. Key SIRE-accredited inspectors assisted with the testing of the Editor, and many of their suggestions have been incorporated. The existing WebSERM I dial-up system and VIQ3 Questionnaires currently remain in operation but it is likely that these will close by mid 2006 because most report submitting companies have already switched to the VIQ4 Report Editor.

Direct, on-line submission of Tanker Operator Comments to the WebSERM II site permits comments to be attached to the relevant inspection report. Both the

SIRE statistics	Jan–Dec 2005	Jan–Dec 2004	Difference
Reports submitted	13,460	12,362	+1,098
Reports requested	31,010	27,005	+4,005
Total vessels in the System	9,122	8,519	+603
Reports per vessel per annum	2.53	2.4	

report submitting companies and the operators themselves are assured that comments are successfully attached to each report. Additional functions in the new System are included at the suggestion of numerous Programme Participants.

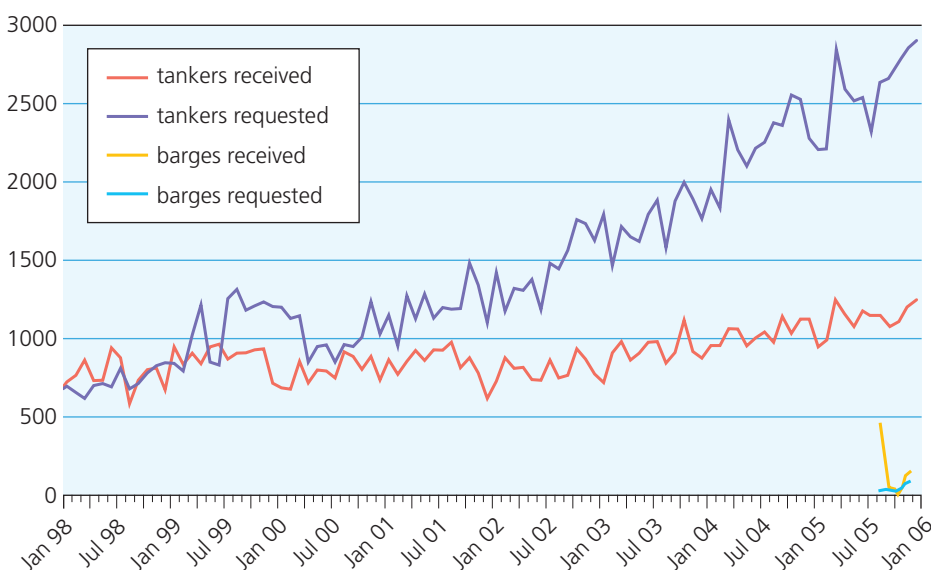
Several report submitting Companies have already upgraded their internal computer

systems to process the new file formats. Further automation is taking place. One OCIMF member now receives reports automatically with the use of an internal programme that periodically scans the SIRE system and accesses all new reports. These are automatically downloaded, thus providing significantly improved efficiency. This web services program will also be available to other members in 2006.

The Tanker Management Self-Assessment (TMSA) programme also continued to grow in 2005. Six hundred and forty companies are now participating.

SIRE computer reliability on six servers has been at 99.0% uptime during 2005.

**SIRE reports received and requested per month, January 1998 to January 2006**



## 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 471 inspectors are accredited under the Programme — 364 Category 1, 43 Category 2 and 64 Category 3.

The SIRE Inspector Training and Accreditation Programme requires each prospective 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.

During 2005 six four-day courses for new Inspectors were held, four in Greenwich and two in Tokyo, and seven refresher courses were held, one in Kuala Lumpur, two in Houston, one in Stavanger, one in Greenwich and two in Tokyo. Future courses will be arranged on a demand basis.

## 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 2005.



# OCIMF publications

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

No.	Title	Edition	Author
1	Anchoring Systems and Procedures for Large Tankers	1st Edition 1982	OCIMF
2	Barge Safety	1st Edition 1999	OCIMF
3	Clean Seas Guide for Oil Tankers	4th Edition 1994	ICS/OCIMF
4	Design and Construction Specification for Marine Loading Arms	3rd Edition 1999	OCIMF
5	Disabled Tankers—Report of Studies on Ship Drift and 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 VLCC's	2nd Edition 1994	OCIMF
24	Prediction of Wind Loads on Large Liquefied Gas Carriers	1st Edition 1985	OCIMF/SIGTTO
25	Prevention of Oil Spillage Through Pumproom Sea Valves	2nd Edition 1991	ICS/OCIMF
26	Recommendations for Equipment Employed in the Mooring of Ships at Single Point Moorings	3rd Edition 1993	OCIMF
27	Recommendations for Oil Tanker Manifolds and Associated Equipment	4th Edition 1991	OCIMF
28	Recommendations for Manifolds for Refrigerated Liquefied Gas Carriers for Cargoes from 0°C to Minus 104°C	2nd Edition 1987	OCIMF
29	Recommendations for Manifolds for Refrigerated Liquefied Natural Gas Carriers (LNG)	2nd Edition 1994	OCIMF/SIGTTO
30	Recommendations for Ships' Fittings for use with Tugs with particular reference to Escorting & Other High Load Operations	1st Edition 2002	OCIMF
31	Safety Guide for Terminals Handling Ships Carrying Liquefied Gases in Bulk	2nd Edition 1993	OCIMF
32	Ship Information Questionnaire for Gas Carriers	2nd Edition 1998	OCIMF/SIGTTO
33	Ship to Ship Transfer Guide (Liquefied Gases)	2nd Edition 1995	ICS/OCIMF/SIGTTO
34	Ship to Ship Transfer Guide (Petroleum)	4th Edition 2005	ICS/OCIMF
35	Single Point Mooring Maintenance and Operations Guide	2nd Edition 1995	OCIMF
36	SPM Hose Ancillary Equipment Guide	3rd Edition 1987	OCIMF
37	SPM Hose System Design Commentary	2nd Edition 1993	OCIMF
38	Tanker Management and Self Assessment Guide	1st Edition 2004	OCIMF

**This year will see the following publications come into print:**

International Safety Guide for Oil Tankers and Terminals	5th Edition 2006	IAPH/ICS/OCIMF
Recommendations for Equipment Employed in the Mooring of Ships at Single Point Moorings	4th Edition 2006	OCIMF

The interim VIQ is available from [www.ocimf.com](http://www.ocimf.com)

# Meetings and Information Papers



## Meetings of the IMO Committees and Sub-Committees, plus IOPC meetings at IMO HQ

Name of Meeting	Session	Date held
Sub-Committee on Fire Protection (FP)	50	9–13 Jan
Sub-Committee on Standards of Training and Watchkeeping (STW)	37	23–27 Jan
Sub-Committee on Ship Design and Equipment (DE)	49	20–24 Feb
IOPC Funds		27 Feb–3 Mar
Sub-Committee on Radiocommunications and Search and Rescue (COMSAR)	10	6–10 Mar
Marine Environment Protection Committee (MEPC)	54	20–24 Mar
Sub-Committee on Bulk Liquids and Gases (BLG)	10	3–7 Apr
Legal Committee (LEG)	91	24–28 Apr
Maritime Safety Committee (MSC)	81	10–19 May
IOPC Funds		22–26 May
Sub-Committee on Flag State Implementation (FSI)	14	5–9 Jun
Technical Co-operation Committee (TC)	56	13–15 Jun
Council	96	19–23 Jun
Facilitation Committee (FAL)	33	3–7 Jul
Sub-Committee on Safety of Navigation (NAV)	52	17–21 Jul
Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLF)	49	24–28 Jul
Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC)	11	11–15 Sept
Marine Environment Protection Committee (MEPC)	55	9–13 Oct
Legal Committee (LEG)	92	16–20 Oct
28th Consultative Meeting of Contracting Parties to the London Convention 1972 (LC)		30 Oct–3 Nov
Council	97	6–10 Nov
Maritime Safety Committee (MSC)	82	29 Nov–8 Dec

## OCIMF Information Papers

Copies can be downloaded from the OCIMF website at [www.ocimf.com](http://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
- 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?

Also available, for OCIMF Members only:

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







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