

# OCIMF

Oil Companies International Marine Forum

Annual Report 2008



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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.*

# 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.*



# OCIMF's 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

Jan M. Kopernicki



In late 2007 I was fortunate to host a dinner appropriately titled 'Changing the Watch' which recognised the contributions made over a number of years by a significant number of people associated with OCIMF who are now moving into retirement or into other positions. This theme is important as we look back on 2007 and forward into the future as the strength of OCIMF remains its membership and their commitment to safety and a sustainable marine environment.

OCIMF has continued to play a significant role in a number of developments at both the international and regional level during 2007. Our role as a technical organisation providing sound advice and counsel at all levels continues to be a core strength. The Secretariat has continued its involvement with the International Maritime Organization and the International Oil Pollution Compensation Funds, together with the EU, the US Coast Guard, Chinese organisations, the Japanese government and many other governments and international bodies worldwide.

Work through the IOPC funds has seen our industry move closer to the implementation

of the HNS Convention with progress towards a resolution anticipated for 2008.

At IMO we have had another year of travelling around the globe as IMO has taken the opportunity to host meetings in member countries while its own home undergoes refurbishment. Central to our work at IMO this year has been the revision of MARPOL Annex VI and we anticipate that this will be completed during 2008.

In Europe work continues on the Third European Marine Safety Package, which brings together an important range of developments. 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 technical safety standards and guidelines through the work of our various committees, thereby influencing legislation and the development of regional and international standards.

A new development in 2007 was our entry into China—in October we hosted a dinner in Beijing that was well attended by government and industry figures. OCIMF also hosted conferences and provided training and familiarisation of SIRE to officials at the Maritime Safety Administration of the People's Republic of China (China MSA) in Shanghai. Through a coordinated approach OCIMF will be continuing to develop its presence in China in 2008 through its national work group as we move towards welcoming our first member from China.

The SIRE system has continued to develop through continued enhancements taking

advantage of web technologies. The Tanker Management Self Assessment programme has been extensively revised and we anticipate the publication of TMSA II in 2008. We continue to encourage governments and shipping authorities to use SIRE for their own quality assurance purposes and for targeting vessels for inspection by Port State Control officials.

OCIMF has continued to work closely with other industry groups on areas of maritime safety and environmental protection. We expect this work to continue as the industry works on issues such as lifeboats, inert gas and greenhouse gas emissions in 2008.

As always, we have continued our work on revising a number of our technical guides, including *Mooring Equipment Guidelines* which is planned for publication during 2008. After more than 30 years 2007 also saw a change in our publishers with Witherby Publishing merging into Witherby Seamanship. We wish them well in the new endeavour.

In July 2007 we bade farewell to Paul Markides who led OCIMF with distinction in his four years as Director. We wish Paul well in his new role at IMT and welcome his return as a member of the GPC. We welcome Phil Davies, who joins as Director from Chevron, and is well recognised in the shipping community. As 2007 drew to a close perhaps the most significant change occurred with our move from 27 to 29 Queen Anne's Gate. The new offices offer a modern work environment and meeting facilities to further enhance our ability in serving members' needs.

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.

# Director's review

Phil Davies



2007 was a year of change and it gives me great pleasure to be completing my first annual review as Director of OCIMF. In addition to bidding farewell to Paul Markides after four successful years as Director we also saw significant changes in many other committees, all changes that reflect a strong and effective organisation.

As appears to be the new reality, 2007 was no exception in regard to the amount of activity witnessed by the Secretariat. Key activities continue to be representing our members' views at the International Maritime Organization, the European Commission and Parliament, the IOPC Funds and with the US Coast Guard in Washington.

Work continues on the revision of a number of core publications, and 2007 saw the publishing of *Mooring Equipment Guidelines and Recommendations for Equipment Employed in the Mooring of Ships at Single Point Moorings*. In 2008 we expect the revision of *Mooring Equipment Guidelines* will be completed along with *TMSA II*, *FPSO Marine Competency Guidelines* and *Offshore Hose Guidelines*.

I realised as I was preparing this review that although we have made significant progress on many issues in 2007 many also remain open. It is hoped that, in the course of 2008, issues surrounding the HNS and Ballast Water Conventions will be resolved. 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 ship-to-ship transfer, Material Safety Data Sheets for MARPOL Annex 1 cargoes and marine fuels, ballast water management, coating standards, goal-based standards, ship recycling and the MARPOL Annex VI revision.

We continue to work closely on issues within Europe, and 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.

The SIRE Focus Group continues to work closely with the SIRE team within the Secretariat in developing enhancements to the SIRE system. SIRE continues to play an important role for our members. Work has also continued on the revision and development of TMSA II. This system has been expanded to allow its use by barge and small tanker operators and we expect its roll-out during the second quarter of 2008.

In addition to the change of Director, 2007 saw the position of General Counsel filled in April with the addition of Philip Pascoe to the team. Looking forward our work continues to expand and in recognition of this in December the Executive Committee supported the expansion of the Secretariat. In early 2008 we anticipate adding two Technical adviser positions. The addition of

these positions will enable us to cover the IMO more comprehensively, and consequently Mike Sitts will be taking a position as Chief Representative to the IMO. The additional advisers will allow us to provide coverage of offshore marine activities, which we recognise are becoming a significant area of focus for our members.

As we close 2007 we can be proud of the successes OCIMF has achieved in the past 12 months and look forward to building from this heritage in 2008. With an expanded secretariat and the opportunities offered by our new facilities we look forward to continuing to meet new challenges and continued excellence in executing our mission in 2008.

# Secretariat

The day to day administration of OCIMF is carried out by a full-time Secretariat of 15 people.



**Phil Davies**  
Director



**Mike Sitts**  
Deputy Director/Chief Representative to IMO



**Bill Crabbs**  
Senior Technical Adviser



**Ken Reid**  
Technical Adviser



**Philip Pascoe**  
General Counsel



**Jane Fairweather**  
Executive Assistant



**Geoff Snow**  
SIRE Programme Manager



**David Savage**  
SIRE Training and Development Manager



**Katie Window**  
SIRE System Administrator and Conference Facilities Manager



**Rebecca Harrison**  
SIRE Inspector Accreditation Administrator



**Pauline Gilbert**  
Financial Administrator

## 2008



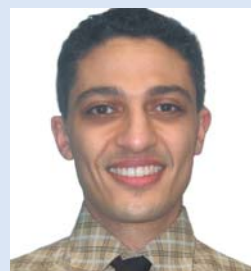
**Cliff Proctor**  
Technical Adviser (Engineering)



**Shaikh Rahim**  
Technical Adviser (Nautical)



**Ian Soady**  
Technical Adviser (Offshore)



**Aziz Benbelkacem**  
Technical Advisers' Assistant



# The office move

*From 27 Queen Anne's Gate to 29 Queen Anne's Gate*



After a careful review of the current and projected future requirements for office space given the approaching end of its current 10-year lease, the Secretariat investigated new and larger offices. After a busy four-month period including office viewings, lease negotiations, design and office fit-out the Secretariat moved into its new offices on the fifth floor of 29 Queen Anne's Gate ready to commence work on Monday 10 December 2007.

The new offices, being next door to the previous offices, retain the benefits of having good transport links and being within walking distance from the IMO building.

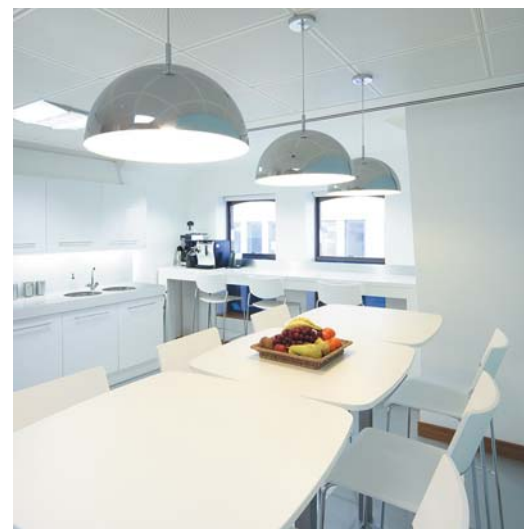
The Secretariat's new home provides a 50 per cent increase in space. This enables the new offices to incorporate greatly improved meeting space and the facilities, including catering, information technology and audio visual, to support the many meetings that are hosted in London. The new office allows for more desk spaces to accommodate the growth in the Secretariat staff numbers. The office design also incorporates a short-term 'hot desk' area for Members use during their visits to London.

The design incorporates a designated cycle storage area and shower as provision for Secretariat staff who wish to cycle or run



to the office. The lighting and appliances have been chosen for their energy efficiency and a power consumption monitor openly displays energy use.

Members are encouraged to visit the Secretariat's new home at 29 Queen Anne's Gate



# Brief history

*OCIMF was formed in 1970, in response to increasing public awareness of marine pollution. The organisation was incorporated in Bermuda in 1977 and a branch office was established in London.*

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.



# Membership

*Members of the Oil Companies International Marine Forum  
(current as at March 2008)*

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)  
Bakri International Energy Company Ltd  
BG LNG Services LLC  
BHP Billiton Ltd  
BP Shipping  
Cargill Ocean Transportation  
Chevron Shipping Company LLC  
Compañía Española de Petróleos SA (CEPSA)  
ConocoPhillips Shipping LLC  
Emirates National Oil Company  
EnCana Corporation  
Enel Trade FTL  
Eni SpA  
Erg Med SpA  
Essar Oil Ltd  
Greater Nile Petroleum Operating Co Ltd  
Hess Corporation  
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  
OMV Refining & Marketing GmbH  
PDV Marina SA  
Petro-Canada  
Petróleo Brasileiro SA (PETROBRAS)  
Petróleos de Portugal PETROGAL SA  
Petróleos Mexicanos (PEMEX)



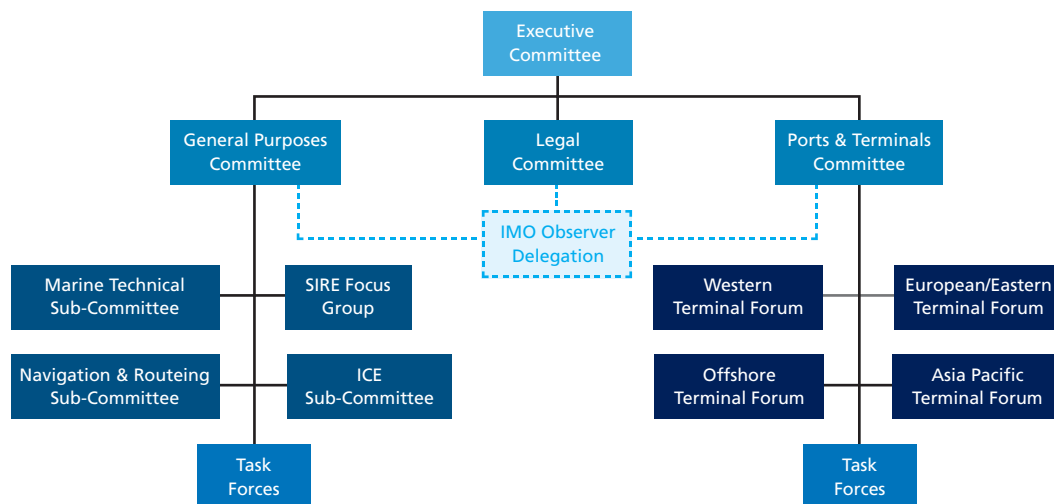
Petroleum Industry Marine Association of Japan (PIMA)  
Petronas Sungai Udang Port Sdn Bhd  
Petron Corporation  
Preem Petroleum AB  
Qatar General Petroleum Corporation  
Reliance Industries Ltd  
Repsol YPF Trading y Transporte SA  
SARAS SpA  
Saudi Arabian Oil Company (Saudi Aramco)  
Sempra LNG  
Shell International Trading and Shipping Company Ltd  
Sonangol USA  
StatoilHydro ASA  
Sunoco Logistics Partners LP  
Talisman Energy UK Ltd  
Tesoro Maritime Company  
Total SA  
Valero Marketing & Supply Co  
Vermillion Energy Resources

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

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

# Committees

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



## Executive Committee (ExCom)

Chairman: **Jan Kopernicki, Shell**

The 59th Executive Committee Meeting took place on 13 June 2007 in Rome, and was hosted by Eni. The 60th Executive Committee Meeting and 29th Annual General Meeting were held in Houston on

4 December 2007, hosted by SeaRiver. The Chairman, Jan Kopernicki (Shell) and Vice-Chairmen Mike Carthew (Chevron) and Will Jenkins (ExxonMobil) were re-elected for a further 12 months. David Baldry (BP) was elected to fill the vacant position of Vice-Chairman.

With the expiration of the lease on our previous property at 27 Queen Anne's Gate the Executive Committee was involved in the selection and discussion surrounding our new premises at 29 Queen Anne's Gate, and in the future direction and growth within the Secretariat.

As in previous years 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 60th Executive Committee meeting was held in Houston on 4 December 2007.*





## General Purposes Committee (GPC)

Chairman: **Phil Davies, Chevron /David Cotterell, Shell**

The 63rd meeting of the General Purposes Committee was held in Istanbul, Turkey on 3–4 April 2007 and was hosted by IMT. The 64th meeting of the Committee was held on 19–20 September 2007 in Long Beach and hosted by Chevron.

The 63rd meeting included discussions with Coastal Safety and the Turkish authorities on the important issue of safety of navigation in the Straits. These discussions involved the OCIMF briefing document *Guidelines for Transiting the Turkish Straits*, which was published as a members-only document in 2007.

The GPC task force in China continued its work to promote OCIMF and its support for enhancing shipping standards in China. This

work included workshops on SIRE, conferences and organising a high level executive dinner event.

Other items discussed by the GPC were:

- IOPC Funds including the HNS Convention
- European legislation around the 3rd Maritime Safety Package
- Incidents on small chemical and product tankers, including human element issues
- Development of a Best Practices paper for hot work and enclosed space entry
- SIRE and TMSA programme developments
- IMO work programme, including:
  - Material Safety Data Sheets (MSDSs)
  - Revisions to MARPOL Annex VI
  - Ballast Water Convention
  - Lifeboat safety
  - Ship to ship (STS) operations

## Legal Committee

Chairman: **Harry Allan, Shell**

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

The Legal Committee met for their 47th meeting in May 2007 in London, and for the 48th meeting in October 2007 in Dubai. The Committee discussed a wide range of legal issues during their meetings, including:

- HNS Convention
- IOPC Funds
- Wreck Removal Convention
- Draft International Convention for the Safe and Environmentally Sound Recycling of Ships
- Cooperation Agreement—Straits of Malacca
- MARPOL Annex VI
- OCIMF trade mark protection
- EU 3rd Maritime Safety Package
- EU Green Paper on Maritime Policy
- EU Directive on ship source pollution and the introduction of sanctions, including criminal sanctions
- OCIMF publications and translations

At the end of 2007 Harry Allan (Shell) successfully completed his three-year tenure as Chairman and has been replaced by John Glennon (ExxonMobil).



## Ports and Terminals Committee (PTC)

Chairman: **Robert Frankland, IMT/ExxonMobil**

The 66th meeting of the Ports and Terminals Committee (PTC 66) was held in Hamburg, Germany on 3–4 April 2007 and was hosted by Marquard and Bahls AG. The 67th PTC meeting (PTC 67) was held in Kuwait on 6–7 November 2007 and was hosted by Kuwait Oil Company.

The PTC membership continues to direct its efforts towards issues affecting safe operations at the tanker and terminal interface. These matters arise from legislative changes (e.g. from the IMO), from OCIMF members directly, or via feedback from one of the four forums namely: Offshore Terminals 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:

- Work on the new edition of the publication *Mooring Equipment Guidelines* has been completed and is under final editorial review with for publication mid 2008. A related technical paper entitled *Brake Band Design* was completed and is available on the OCIMF website.
- Development of a manual in conjunction with SIGTTO for providing guidance on *Jetty Top-Sides Inspection and Maintenance* has been completed and is now available from the publishers.
- *Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at SPMs* has been completed and is available at the publishers.
- The ad hoc STS Working Group considers issues that are currently outside the scope of the existing STS guide (for example, reverse lightering) and maintains a core technical review

group, on behalf of the PTC, for regulatory proposals forthcoming from the IMO regarding the new chapter VIII in MARPOL Annex I for regulations of ship to ship oil cargo transfers.

- An OCIMF working group is continuing work with a detailed risk assessment on the effectiveness of 'emergency towing off pennants' and possible use of synthetic fibre materials and improved design.
- The OCIMF working group continues with the work on updating 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 in the 2nd quarter of 2008. 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 new 5th edition will cover technical requirements for prototype hose approval, technical requirements for commercial hose, 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. Work is on schedule to publish the first revised hose document during the third quarter of 2008.
- OCIMF has established a working group to produce a new publication entitled *Guidelines for the Design, Operations and Maintenance of Multi-buoy Berths*.

*The Ports and Terminals Committee in Hamburg for the 66th PTC meeting held on 3–4 April 2007.*





## Navigation and Routing Sub-Committee (NaRSuC)

Chairman: **Neil McNeil, BP**

- A task force working group was established under the PTC in response to the PIANC (Permanent International Association of Navigational Congresses) Working Group 55 that has been chartered to develop industry guidelines on the safety aspects of berthing/unberthing tankers and gas carriers at port facilities. The scope of the PIANC WG is to prepare a document that will highlight the safety aspects affecting the berthing and unberthing operations of oil and gas tankers at port facilities. The OCIMF task force was put together to ensure its members have a single concerted voice on the guidelines to be produced. Several OCIMF task force members are also on the PIANC WG committees.
- An OCIMF Working Group was established to address issues relating to marine breakaway coupling (MBC) design, fitment, operation and maintenance to provide functional guidance for terminals equipped with MBCs, and for a possible technical paper and 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 has been posted on the OCIMF website.

Tony Fantauzzi (Chevron) took over as Chairman from Robert Frankland at PTC 68 in April 2008.

*The Ports and Terminals Committee in Kuwait for the 67th PTC meeting held on 6–7 November 2007.*

The 29th, 30th and 31st meetings of NaRSuC were held in March, May and November 2007, respectively. The first meeting of NaRSuC's Competencies of Watchkeepers Work Group, chaired by Neil McNeil, was held in February 2008. All meetings took place at OCIMF London. Members from BP, Chevron, ExxonMobil, Lukoil, Saudi Aramco, Shell and Total participated in, and contributed to, the work of the Sub-Committee.

The Sub-Committee has been addressing the following work items assigned it by the General Purposes Committee:

- Watchkeeping at anchor
- Danish Pilotage
  - JPUG—contributed input to the 3rd Meeting of the Joint Pilotage Users Group in Copenhagen.
  - Flag State Letter—monitors this information as provided by the Danish government.
  - New Danish Pilotage Act.

- Competency of Watchkeepers
  - Establishment of a work group to identify methodologies for measuring competency of watchkeepers and review the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention). The product will be an information paper and possible input to IMO.

Other issues include:

- eNavigation
- PSSAs
- Straits of Malacca and Singapore and the newly developed Co-operative Mechanism
- Piracy
- Pilot-related claims and pilot issues
- Incident review
- OCIMF Briefing Papers: *Guidelines for Transiting the Turkish Straits and the Straits of Magellan/Cape Horn*

NaRSuC 32 was held on 29 April 2008 at OCIMF London.



## Ice Sub-Committee (ICE)

Chairman: **Garry Hallett, BP**

The Ice Sub-Committee held its 4th and 5th meetings in March and September 2007, respectively, at OCIMF London. Members from BP, ExxonMobil, IACS, Lukoil, Neste Oil, PetroCanada, Shell, Statoil, Svitzer, Total and Unicom participated in, and contributed to, the work of ICE. The Sub-Committee welcomed new OCIMF members Neste Oil, PetroCanada and Svitzer, and IACS (International Association of Classification Societies), a non-OCIMF member. Subsequent meetings were held and correspondence was conducted through the year to complete document revision work.

The Sub-Committee worked on the revision and further development of *Briefing Paper for OCIMF Member Chartering and Vetting Groups on the Use of Large Tankers in Ice (Baltic and Eastern Canada excluding Arctic Regions)* following lessons learned during Winter 2007. This revision incorporates a new section on Sakhalin and was ready for winter 2008 under the revised title *Briefing Paper for OCIMF Member Chartering and Vetting Groups on the use of Large Tankers in Ice and Severe Sub-Zero Conditions (excluding Arctic Regions)*.

Work also started on development of an Arctic document similar in structure to the briefing document for non-Arctic regions with the review of Arctic regulatory and operational material.

ICE 6, the next meeting of the Sub-Committee, is scheduled for May 2008 at OCIMF London.

## Marine Technical Sub-Committee

Chairman: **Ron Jamieson, Shell**

The 14th meeting of the Marine Technical Sub-Committee was held on 21–22 March 2007 in London and hosted by Shell. The 15th meeting was held in Houston on 6–7 November 2007 and hosted by BP.

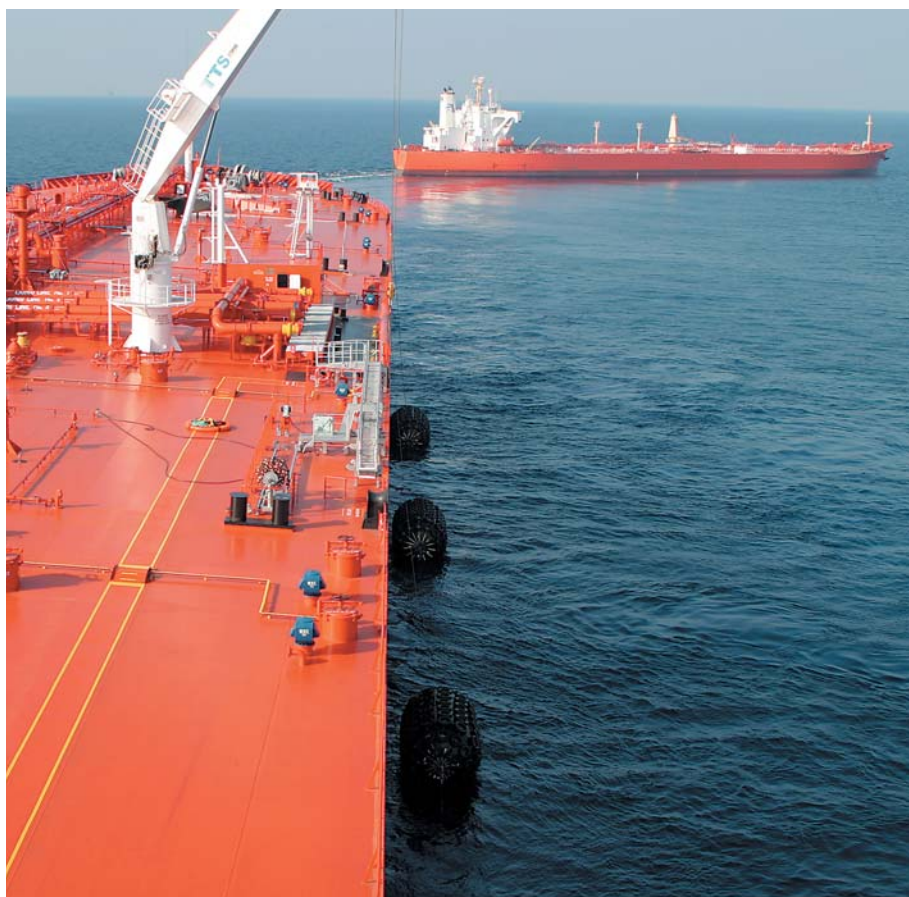
The Committee continues to sponsor three workgroups on:

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

Other items discussed included:

- Portable gas detector calibration
- Emergency towing off arrangements
- IMO goal-based standards
- Secondary venting
- Low-sulphur fuels/MARPOL Annex VI
- VOC controls
- Damage stability
- Service life

The next meeting will be held in Dubai on 4–5 June 2008, hosted by VELA.





## Asia Pacific Terminal Forum (APTF)

Chairman: **Bernard Lesegratain, Total**

The 11th meeting of the Asia Pacific Terminal Forum was held in Sydney in June 2007 and hosted by Caltex. The 12th meeting of the Forum (APTF 12) was held in Beijing in February 2008 and hosted by Chevron. APTF 12 was a coordinated effort with the OCIMF China Focus Group, and was attended by China MSA and the China Classification Society (CCS), with both making presentations to the Forum.

The following companies participated in, and contributed to, the work of the

regional Forum: Alliance Refining Company; BP; Caltex; Chevron; ConocoPhillips; ExxonMobil; New Zealand Refining Company; Petroleum Industry Marine Association of Japan; Petronas; Shell; Singapore Petroleum Company; Singapore Refining Company; and Total.

The Asia Pacific Terminal Forum is working on a number of projects including:

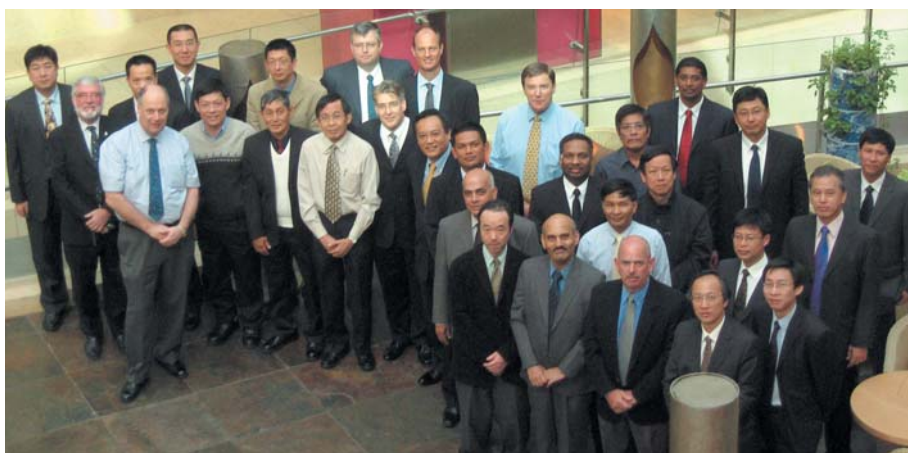
- Manning Levels at Conventional Terminals and Sea Islands (Work Group)—Chairman: Roy Igglesden, Chevron
- Cargo Inspectors Safe Working Practices (Work Group)—Chairman: Phil Hickey, Caltex

- Spares for SPM Terminals (Work Group)—Chairman: Siva Kumar, Shell
- Ship/Shore Interface Training (Work Group)—Chairmen: Leo Vincent, BP and Terry Luke, Chevron

A wide range of offshore of subjects were considered by the Forum including the following:

- Recommendations and/or guidelines for air conditioning units employed at terminal CCRs and operator sheds
- Fire hazard and emergency management and training for marine facilities
- Raising shipping standards in China
- Pacific Island terminal operations
- Cargo tanks sounding pipe design on barges
- Design capabilities of pressurised tanks aboard LPG tankers
- Incident and Injury-Free Programme
- Member Operating Experiences—Roundtable

APTF 13 is scheduled for September 2008 in Port Dickson, Malaysia, hosted by Shell.



*The Asia Pacific Terminals Forum, top: in Sydney for APTF 11 in June 2007; and bottom: in Beijing for APTF 12 in February 2008.*

## European/Eastern Terminal Forum (EETF)

Chairman: **Rob West, ConocoPhillips/Tony Pollock, Innovene**

The 52nd meeting of the European/Eastern Terminal Forum was held on 5–6 June 2007 in Copenhagen Denmark and hosted by Svitzer. The 53rd meeting was held on 8–9 January 2008 in Dubai and hosted by Shell. There were, on average 20 attendees from 16 different companies.

At the Copenhagen meeting we said farewell to the outgoing Chairman Rob West, who had served on the Forum since EETF 23 in 1990 hosted by Conoco in Grimsby and has chaired the meetings since 1998. Rob continues to represent ConocoPhillips at PTC and chairs the Hose Working Group. We welcome Tony Pollock to the Chairmanship.

Topics discussed included:

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

The 53rd meeting (EETF 53) will be held in London, England in June 2008, hosted by BP.



*The European/Eastern Terminal Forum, top: in Copenhagen for the 52nd meeting held in June 2007; and bottom: in Abu Dhabi for the 53rd meeting held in January 2008.*



## Offshore Terminals Forum (OTF)

Chairman: **Tony Fantauzzi, Chevron**

The 7th meeting of the Offshore Terminals Forum was held in Houston in March 2007 and hosted by MODEC International. The 8th meeting was held in Monaco in October 2007 and hosted by SBM, and the 9th meeting was held in Amsterdam in March 2008 and hosted by Bluewater.

The following companies and organisations participated in, and contributed to, the work of the Forum: OCIMF members—BP, Chevron, ConocoPhillips, ExxonMobil, Hess, PEMEX, Petrobras, Saipem ENI, Shell, StatoilHydro, Tesoro and Total; and non-OCIMF members—Bluewater, BW Offshore, Modec, OGP, SBM, SIGTTO, and Teekay.

The Offshore Terminals Forum is working on a number of projects including:

- Guidelines for the Conventional Tankers Berthing in Tandem at Offshore Facilities (Work Group)—Chairman: Phil Jameson, Shell
- F(P)SO Competency Assessment Guidelines (Work Group)—Chairman: Tony Fantauzzi
- Safe Transfer of Liquefied Gas in an Offshore Environment (STOLGOE) (Work Group)—Chairman: Mark Newby, ConocoPhillips
- Codes of Practice (Work Group)—Coordinator: Hielke Brughts, Bluewater

*The Offshore Terminals Forum in Monaco for the OTF 8 held in October 2007.*



A wide range of offshore of subjects were considered by the Forum including the following:

- Recovery of VOCs
- Competency assessment guidelines for loading masters, mooring masters and pilots
- Offshore assurance management and organization
- Issues around marine competencies or certification of Offshore Installation Managers

- Need for guidance around qualifications for DP operations including appropriate certification
- Marine breakaway couplings
- Offshore terminal survey
- Hose flushing stations

*(continued overleaf...)*

*Right: the Offshore Terminals Forum in Houston for the 7th meeting of the OTF held in March 2007.*





*The Offshore Terminals Forum in Amsterdam for the 9th meeting of the OTF, held in March 2008.*

- Offshore hose lifting
- Security requirements at offshore facilities
- Offloading Operability Joint Industry Project (JIP)
- SAFETUG JIP
- Member operating experiences—roundtable

October 2008 marks the 25th anniversary of the Offshore Terminals Forum, formerly the Deep Water Forum. The next meeting of the Forum, OTF 10, will be held in October in San Ramon, California and hosted by Chevron, where John Gipson (BP) will take over as Chairman.

## Western Terminal Forum (WTF)

Chairman: **Ed Barsingerhorn, Shell**

The 43rd meeting of the Western Terminal Forum was held on 13–14 June 2007 in Honolulu, Hawaii and hosted by Tesoro. The 44th meeting was held on 11–12 March 2008 in Galveston, Texas and was hosted by SeaRiver Maritime. Both meetings were well attended, averaging more than 25 attendees from 15 different companies.

Topics discussed included:

- Ship Shore Safety Checklist
- International Ship and Port Facility Security Code (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 45th meeting is provisionally scheduled for autumn 2008, hosted by ConocoPhillips.

# International Oil Pollution Compensation Funds (IOPC Funds)

OCIMF attended the IOPC Funds meetings in March (London), June (Montreal) and October (London) 2007.

## Membership of the Funds and submission of oil reports

At the end of 2007 there were 98 States in the 1992 Fund and 20 States in the Supplementary Fund Protocol. As at the October meeting 30 states in the 1992 Fund had outstanding oil reports; there were no outstanding oil reports for the Supplementary Fund Protocol.

## Major Incidents

**Erika:** In August a total of £85.1 million had been paid to claimants of which £76.5 million had paid by the 1992 Fund.

**Prestige:** The Spanish Government had submitted claims totalling £455.9 million.

Claims in France totalled some £86.3 million. The claims in Portugal totalled £2.9 million.

**Solar 1:** An incident took place in the Philippines where the owner of the 998-GT tanker was party to the Small Tanker Oil Pollution Indemnification Agreement (STOPIA 2006) which raised the applicable limitation figure from £3.6 million to £15.8 million.

## HNS Convention

The three IOPC Funds meeting during the year have been dominated by discussions on the HNS Convention. Some 11 years after the Convention was opened for signature only 9 States have ratified. A number of significant practical difficulties with the Convention have prevented it from coming into force. The IOPC Funds meeting in Montreal considered many

papers trying to address a number of these difficulties. At the October meeting an HNS Focus Group was formed under the Chairmanship of Mr Alfred Popp QC of Canada to try to facilitate the rapid introduction of the Convention through the drafting of a Protocol to the Convention. The three principle issues inhibiting widespread ratification of the Convention were identified as:

- which party should contribute to the LNG Account;
- the concept of receiver, particularly in relation to packaged goods; and
- non-submission of contributing cargo reports both on ratification of the Convention and annually thereafter.

The HNS Focus group was tasked with reporting in early 2008 to enable its conclusions to be discussed at the March 2008 meeting.



# International Maritime Organization

*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.*

## Introduction to the IMO

Shipping is perhaps the most international of the world's industries, serving more than 90 per cent of global trade by carrying huge quantities of cargo cost-effectively, cleanly and safely.

The ownership and management chain surrounding any ship can embrace many countries, and ships spend their economic life moving between different jurisdictions, often far from the country of registry. There is, therefore, a need for international standards to regulate shipping—which can be adopted and accepted by all. The first maritime treaties date back to the 19th century. Later, the *Titanic* disaster of 1912 spawned the first international safety of life at sea (SOLAS) convention—still the most important treaty addressing maritime safety.



The Convention establishing the International Maritime Organization (IMO) was adopted in Geneva in 1948 and IMO first met in 1959. IMO's main task has been to develop and maintain a comprehensive regulatory framework for shipping, and its remit today includes safety, environmental concerns, legal matters, technical co-operation, Maritime Security and the efficiency of shipping.

A specialised agency of the United Nations with 167 Member States and three Associate Members, IMO is based in the United Kingdom with around 300 international staff.

IMO's specialised committees and sub-committees are the focus for the technical work to update existing legislation or develop and adopt new regulations, with meetings attended by maritime experts from Member Governments, together with those from interested intergovernmental and non-governmental organisations.

The result is a comprehensive body of international conventions, supported by hundreds of recommendations governing every facet of shipping. There are, firstly, measures aimed at the prevention of accidents, including standards for ship design, construction, equipment, operation and manning; key treaties include SOLAS, the MARPOL convention for the prevention of pollution by ships and the STCW convention on standards of training for seafarers.

Then there are measures which recognise that accidents do happen, including rules concerning distress and safety communications, the International Convention on Search and Rescue and the International Convention on Oil Pollution Preparedness, Response and Co-operation.

Thirdly, there are conventions which establish compensation and liability regimes; these include the International Convention on Civil Liability for Oil Pollution Damage, the convention establishing the International Fund for Compensation for Oil Pollution Damage, and the Athens Convention covering liability and compensation for passengers at sea.

Today, we live in a society which is supported by a global economy, which simply could not function if it were not for shipping. IMO plays a key role in ensuring that lives at sea are not put at risk and that the marine environment is not polluted by shipping—as summed up in IMO's mission statement: *Safe, Secure and Efficient Shipping on Clean Oceans.*

## World Maritime Day 2008—IMO: 60 years in the service of shipping

World Maritime Day 2008 will be celebrated, at the Organization's refurbished Headquarters, on Thursday 25 September, with various relevant events being planned to be held on that day. The theme for World Maritime Day 2008, as approved by the Council and endorsed by the Assembly, is 'IMO: 60 years in the service of shipping'. This theme was chosen as an appropriate way in which to celebrate the 60th anniversary of the adoption of the IMO Convention (1948) and the 50th anniversary of its entry into force (1958). The celebrations will coincide with the 100th session of the Council, which will be held from 16 to 20 June 2008 and, at the same time, with the Organization's return to its refurbished Headquarters building.



## Assembly—25th session: 19–30 November 2007

IMO's Strategic Plan for the next six years and High-level Action Plan for the next two years were updated by the Organization's highest governing body, the Assembly, when it met for its 25th regular session from 19–30 November, 2007. The Assembly also approved the Organization's budget for the next two years, elected a new Council, confirmed the re-appointment of Secretary-General Efthimios E. Mitropoulos for a further term, and adopted a wide range of technical and other resolutions.

IMO's high-level action plan sets out in detail the planned 'outputs' for the biennium and links them to the six-year strategic plan. The new strategic plan supersedes the previous version, and identifies strategic directions that will enable IMO to achieve its mission objectives in the years ahead. Among the new challenges for IMO in the updated

plan are to place a greater emphasis on contributing to international efforts to reduce atmospheric pollution and address global warming, and to contribute to the achievement of the Millennium Development Goals (MDGs).

The decision of the Organization's Council to extend the appointment of Secretary-General Mitropoulos for a further term of four years, for the period 1 January 2008 to 31 December 2011, was unanimously confirmed.

### Adoption of a wide range of resolutions

Altogether, 22 resolutions were adopted by the Assembly, which was attended by some 1,000 delegates from IMO Member States as well as international and non-governmental organizations. They covered a broad spectrum of topics, including piracy in waters off the coast of Somalia, technical co-operation, ballast water management, fishing vessel safety and voyage planning in remote areas.

### Implementation of Mandatory IMO Instruments

The Assembly adopted a revised Code for the Implementation of Mandatory IMO Instruments, 2007, which serves as the audit standard for the Voluntary IMO Member State Audit Scheme. The revised Code updates that adopted in 2005, to take into account amendments to mandatory IMO instruments which have entered into force or become effective since then.

### Ballast water management

Resolution A.1005(25) Application of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 was adopted to provide certainty and confidence in the application of the BWM Convention, thereby assisting shipping companies, ship owners, managers and operators, as well as the shipbuilding and equipment manufacturing industries, in the timely planning of their operations.

The resolution addresses concerns over implementation of the Convention for vessels constructed in 2009, given the uncertainties as to whether type-approved technology would be immediately available for these ships. It allows for certain new ships built in 2009 to be exempted, if such technologies are not available, and calls on States, which have not yet done so, to ratify, accept, approve or accede to the Convention as soon as possible.

### Voyage planning in remote areas

A resolution on Guidelines on Voyage Planning for Passenger Ships Operating in Remote Areas, was adopted, in response to the growing popularity of cruise ships sailing to new destinations, some of which are at considerable distances from search and rescue facilities.



... International Maritime Organization



This new IMO initiative comes in the aftermath of the adoption, by the Organization's Maritime Safety and Marine Environment Protection Committees, in December 2002, of Guidelines for ships operating in Arctic ice covered waters.

## Maritime Safety Committee (MSC), 83rd session: 3–12 October 2007

Key decisions relating to the implementation of the Long Range Identification and Tracking (LRIT) System were made by IMO's Maritime Safety Committee (MSC), when it met in Copenhagen, Denmark, for its 83rd session from 3–12 October.

Other important issues on the MSC agenda included the adoption of proposed amendments to SOLAS relating to the provision of mobile satellite communication services in the Global Maritime Distress and Safety System (GMDSS), further development of goal-based standards for new ship construction and discussion of maritime security issues.

The meeting was held under the chairmanship of Neil Ferrer (Philippines), who was elected as Chairman for 2007 at the opening of the session.

### Long-range identification and tracking

The MSC made a number of decisions to ensure the timely implementation of the LRIT system.

### International LRIT Data Exchange (IDE)

The MSC accepted the contingency offer of the United States to host, build and operate, on an interim and temporary basis, the International LRIT Data Exchange (IDE), agreeing that a permanent home should be found for the IDE as soon as possible (within two years from 1 January 2008, subject to a further review by the Committee). An MSC resolution on Establishment of the IDE on an Interim Basis was adopted.

The LRIT system will consist of the shipborne LRIT information transmitting equipment, the Communication Service Provider(s), the Application Service Provider(s), the LRIT Data Centre(s), including any related Vessel Monitoring

System(s), the LRIT Data Distribution Plan and the IDE. The LRIT Data Centres communicate with each other and exchange information and data through the IDE and thus the IDE has a key and pivotal role in the establishment and functioning of the system.

LRIT information will be provided to contracting governments, and search and rescue services entitled to receive the information, upon request, through a system of National, Regional, Co-operative and International LRIT Data Centres, using where necessary, the IDE.

### Schedule for implementation of the LRIT system

The schedule for the implementation of the LRIT system, which was agreed during MSC 81, remains in effect. However, the MSC, with a view to ensuring the timely establishment of the LRIT system and bearing in mind that its next session will be in May 2008, established an ad hoc LRIT Group and authorised it, if the need arises during the design, establishment and testing of the LRIT system, to consider and agree on behalf of the MSC, *inter alia*, amendments to technical specification and standards it has approved. As this is an exceptional arrangement, the ad hoc LRIT Group has been instructed to provide detailed reports of its actions and clear justifications for its decisions so as to enable the MSC to approve or endorse or accept, as the case may be, the Group's decisions in retrospect.

### Use of LRIT information for safety and environmental protection purposes

The MSC adopted a resolution on Use of Long-range Identification and Tracking Information for Safety and Environmental Purposes, which notes that such use of LRIT information would add significant





value to existing systems by improving knowledge of ships' positions and identity. The resolution states that MSC agrees that Contracting Governments may request, receive and use LRIT information for safety and environmental protection purposes.

SOLAS regulation V/19-1 on LRIT will 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. The LRIT system is intended to be operational with respect to the transmission of LRIT information by ships from 30 December 2008.

### Amendments to SOLAS

The MSC adopted the following amendments to SOLAS chapters IV and VI, SOLAS appendix, the INF Code, which is mandatory under SOLAS chapter VII, and the 1988 SOLAS Protocol:

- Amendment to SOLAS chapter IV, to add a new regulation 4-1 on GMDSS satellite providers. The new regulation provides for the MSC to determine the criteria, procedures and arrangements for the evaluation, recognition, review and oversight of the provision of mobile satellite communication services in the Global Maritime Distress and Safety System (GMDSS). The amendment is expected to enter into force on 1 July 2009.

The MSC also approved the related draft revised Criteria for the Provision of Mobile-satellite Communication Systems in the GMDSS (resolution A.888(21)), for submission to, and adoption by, the IMO Assembly at its 25th session in November this year.

- Amendment to SOLAS chapter VI, to add a new regulation 5-1 on Material Safety Data Sheets (MSDS), to require

ships carrying MARPOL Annex I cargoes (oil) and marine fuel oils to be provided with a material safety data sheet prior to loading such cargoes. The regulation refers to the Recommendation for Material Safety Data Sheets (MSDS) for MARPOL Annex I Cargoes and Marine Fuel Oils, adopted by the Organization through resolution MSC.150(77). The amendment is expected to enter into force on 1 July 2009.

- Amendments to forms contained in the appendix to the Annex to the 1988 SOLAS Protocol to add a section to cover alternative design and arrangements (Passenger Ship Safety Certificate, Cargo Ship Safety Certificate, Cargo Ship Safety Construction Certificate and Cargo Ship Safety Equipment Certificate). Also, similar amendments to the forms for the Nuclear Passenger Safety Certificate and the Nuclear Cargo Ship Safety Certificate contained in the appendix to the Annex to the 1974 SOLAS Convention. The amendments are expected to enter into force on 1 July 2009.

### Goal-based new ship construction standards

The MSC re-established the Working Group on Goal-based Standards (GBS) for New Ship Construction and further progressed the work on the issue.

A work plan for the further development of GBS was agreed, with both the prescriptive and the safety level approach included as integral elements of IMO GBS. The plan includes:

- clarification of the work to be done to develop a generic GBS framework;
- identification and compilation of the elements of the framework that have already been agreed to or proposed in previous MSC submissions, working

group reports or other IMO instruments (e.g., FSA Guidelines, HEAP process guidelines) and identification of existing gaps; and

- development of a prioritised plan to close the gaps and provide a unified framework that ensures consistent development of GBS, i.e. both the prescriptive and safety level approaches.

The MSC also agreed a short-term plan, which would lead to finalisation of the GBS for bulk carriers and oil tankers, including Tier III and the associated SOLAS amendments, with adoption of relevant SOLAS amendments and associated guidelines at MSC 86, scheduled for 2009. A correspondence group on GBS was established to report to MSC 84, in May 2008.

The reports of two correspondence groups were reviewed, namely the Correspondence Group on GBS for oil tankers and bulk carriers and the Correspondence Group on GBS based on the safety level approach.





The MSC also considered the report of the Pilot Panel on the Pilot project on trial application of the GBS Tier III verification process using the IACS Common Structural Rules.

The Working Group reviewed draft *Guidelines for the verification of compliance with GBS*, prepared by the Pilot Panel, following which the Committee agreed that a second trial application of the Guidelines using the IACS CSR for oil tankers would be necessary in order to finalise the draft *Guidelines* and approve the project plan for a second trial application.

The MSC noted that the GBS Working Group had discussed a draft MSC circular on *Guidelines for the information to be included in a Ship Construction File* and that this would be further considered at MSC 85, when the GBS Working Group would finalize the draft SOLAS amendments on GBS for bulk carriers and oil tankers.

With regard to 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.

#### **Security arrangements for non-SOLAS vessels**

Following discussions in the working group, the MSC established a correspondence group on security arrangements for vessels which do not fall within the scope of SOLAS chapter XI-2 and the ISPS Code (non-SOLAS vessels). The correspondence group was instructed to develop recommendatory guidelines 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. The aim is to address security measures for possible application by non-SOLAS vessels in order to protect non-SOLAS vessels against security threats, and prevent non-SOLAS vessels from posing a security threat to other vessels and port facilities.

#### **Security-related training**

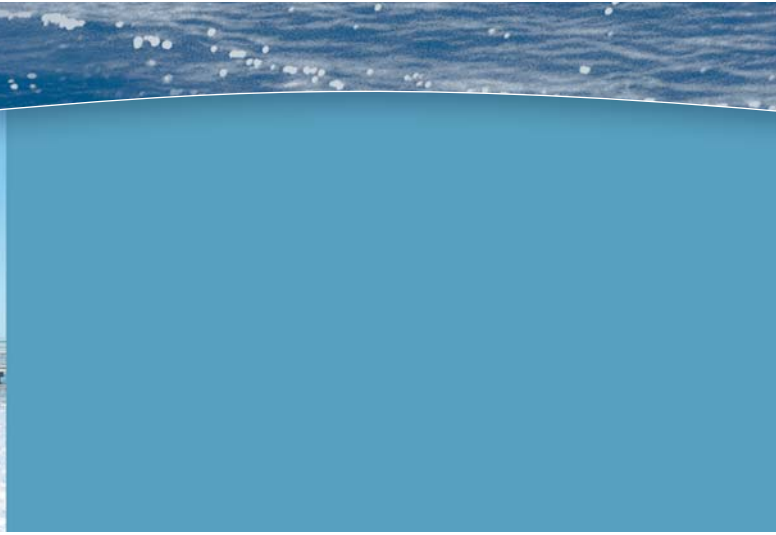
The MSC endorsed proposed draft amendments to the STCW Convention. The proposed amendments relate to regulation VI/1 and sections A-VI/1 and B-VI/1, addressing the basic security-related training, and security-related familiarization training, for seafarers without designated security-related duties and for all shipboard personnel, respectively; and propose a new regulation VI/6 and new sections A-VI/6 and B VI/6, addressing the standards of competency, and security-related familiarisation training, for seafarers with designated security-related duties.

The intention is that the draft amendments will be reviewed by the Sub-Committee on Standards of Training and Watchkeeping (STW), in conjunction with the comprehensive review of the STCW Convention and the STCW Code, being carried out by the STW Sub-Committee.

The MSC also decided that seafarers serving on ships which are not required to comply with SOLAS chapter XI-2 and the ISPS Code should be required to undertake basic security-related training or instruction.

Meanwhile, the MSC approved a draft MSC.1 circular on *Guidelines on security-related training and familiarization training for shipboard personnel*.





### **Ships' routing systems, ship reporting and other relevant measures**

The MSC adopted 22 proposals on ships' routing systems, ship reporting and other relevant measures all aimed at enhancing the safety of navigation in areas of identified navigational hazards and environmentally sensitive sea areas, which had been approved by the Sub-Committee on Safety of Navigation (NAV).

### **Other issues**

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

- adopted revised performance standards for Integrated Navigation Systems (INS);
- adopted performance standards for navigation lights, navigation light controllers and associated equipment;
- adopted a performance standard for protective coatings for void spaces on bulk carriers and oil tankers;
- approved guidelines for the control of ships in an emergency, which cover the responsibilities of all parties in a maritime emergency;
- approved revised performance testing and approval standards for fire safety systems, submitted as draft amendments to the International Code for Fire Safety Systems (FSS Code), for future adoption;
- approved, for adoption at MSC 84, draft amendments to SOLAS regulation II-2/10, to require all carbon dioxide fire extinguishing systems to have two separate releasing controls;
- approved, for adoption at MSC 84, a draft new Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident, revoking resolution A.849(20) on the Code for the Investigation of Marine Casualties and Incidents. Relevant amendments to SOLAS

Chapter IX 1 were also approved with a view to subsequent adoption at MSC 84;

- approved, for adoption at MSC 84, draft new SOLAS regulation II-1/3-9 (Means of embarkation on and disembarkation from ships), to require ships built after its adoption and entry into force to be provided with means of embarkation on and disembarkation from ships, such as gangways and accommodation ladders. The MSC also approved, in principle, a draft MSC circular on *Guidelines for construction, maintenance and inspection of accommodation ladders and gangways*;
- approved, for adoption at MSC 84, a draft new SOLAS regulation and draft amendments to SOLAS regulation II-1/3-4 (Emergency towing arrangements on tankers), to extend the regulation to ships other than tankers. The proposed amendments would change the title of the regulation to *Emergency towing arrangements and procedures*; retain the requirements for tankers, which require emergency towing arrangements to be fitted at

both ends on board every tanker of not less than 20,000 tonnes deadweight; and include a new paragraph 2 on *Emergency towing procedures on ships*, to require all ships to be provided with an emergency towing procedure. The MSC also approved, in principle, an associated draft MSC circular on *Guidelines for owners/operators on emergency towing procedures*;

- approved, for adoption at MSC 84, draft amendments to the *Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers* (resolution A.744(18)) (ESP Guidelines), including a new part B on *Survey guidelines for double skin bulk carriers* in Annex A (*Guidelines on the enhanced programme of inspections during surveys of bulk carriers*) of the ESP Guidelines, applicable to bulk carriers of 500 gross tonnage and over having double-side skin construction;
- approved a list of areas of the STCW Convention and the STCW Code to be considered under the comprehensive review of the Convention and Code;





- approved the draft International Code on Intact Stability, 2008 (2008 IS Code) and the associated draft amendments to the 1988 LL Protocol and 1974 SOLAS Convention to make the 2008 IS Code mandatory, for adoption at MSC 85;
- approved the report of the Joint MSC/MEPC Working Group on the Human Element and approved circulars on *Guidelines for the operational implementation of the International Safety Management (ISM) Code by Companies*; and *Guidance on the qualification, training and experience necessary for undertaking the role of designated person under the provisions of the International Safety Management (ISM) Code* (the circulars had already been approved by MEPC 56).

## Marine Environment Protection Committee (MEPC), 56th session: 9–13 July 2007

The Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO) made progress on a packed agenda when it met for its 56th session from 9–13 July in London.

Among a series of important decisions, it agreed to commission a study into the impact of proposed measures to reduce air pollution from ships. The Committee also further developed the proposed Ship Recycling Convention, discussed issues relating to the implementation of the 2004 Ballast Water Management Convention and adopted a number of amendments to the MARPOL Convention.

### Prevention of air pollution from ships

The MEPC endorsed a proposal by Secretary-General Mitropoulos to commission a comprehensive study, by an informal cross government/industry scientific group of experts, to review the impact on the environment, on human health and on the shipping and petroleum industries, of applying any of the proposed fuel options to reduce SO<sub>x</sub> and particulate matter generated by shipping and the consequential impact such fuel options could have on other emissions, including CO<sub>2</sub> emissions from ships and refineries, taking into account the availability of CO<sub>2</sub> abatement technologies.

The study will be funded by donations from Member States and non-governmental organisations. An initial contribution from IMO of US \$20,000 will come from the balance of funds from the Onassis Foundation Prize for the Environment, which was awarded to the Organization in 1997.

The group has already begun its work with a view to reporting to the twelfth session

of the Sub-Committee on Bulk Liquids and Gases (BLG) in February 2008 and the MEPC in March-April 2008.

The MEPC working group on air pollution continued work on reviewing MARPOL Annex VI and the NO<sub>x</sub> Technical Code, following the April 2007 session of the BLG Sub-Committee, which developed a number of options for revising the regulations in relation to the emissions of NO<sub>x</sub>, SO<sub>x</sub>, volatile organic compounds and particulate matter.

BLG 12 is expected to finalise the preparation of draft amendments to MARPOL Annex VI, taking into account the report of the aforementioned scientific study. The aim is to have the draft amendments approved at MEPC 57, in the Spring of 2008, and to adopt them at MEPC 58, in the Autumn of 2008. The amendments to MARPOL Annex VI could then enter into force 16 months after adoption, in accordance with the tacit acceptance procedure stipulated in Article 16 of the MARPOL Convention.





### ***Ships' fuel sulphur content continues downward trend***

The Committee noted the results of the ships' fuel sulphur monitoring programme for 2006. It revealed the average sulphur content for the year was 2.59 per cent, a reduction from the 2005 average of 2.70 per cent. The three-year (2004–06) rolling average was 2.66 per cent, a slight reduction from the previous year's rolling average of 2.70 per cent.

### ***Update of the 2000 IMO Greenhouse Gas (GHG) Study***

The MEPC confirmed the need to update the 2000 IMO GHG Study, and agreed a timeframe, scope and terms of reference for that purpose. The study, it agreed, should: cover current global inventories of GHGs and relevant substances emitted from ships engaged in international transport; cover any methodological aspects and future emission scenarios; identify progress made to date in reducing GHG emissions and other substances; identify possible future measures to reduce emissions of GHGs; and undertake a cost-



benefit analysis, including environmental and public health impacts, of options for current and future reductions in GHG emissions and other relevant substances from international shipping. Finally, it should identify the impact of emissions from shipping on climate change. The aim is to submit the updated study to the 59th session of the MEPC.

Meanwhile, the MEPC established an Intersessional Correspondence Group on GHG-related Issues to discuss and compile possible approaches on technical, operational and market based measures to address GHG emissions from ships and present a written report to MEPC 57.

### **Recycling of ships**

The MEPC considered further the draft text of a new convention to provide globally applicable ship recycling regulations for international shipping and for recycling activities. The aim is to complete the draft convention in time for its final consideration and adoption by a diplomatic conference, possibly in April 2009.

The Committee considered the report of the second session of the intersessional Working Group on Ship Recycling, which had met from 7–11 May 2007, following work done by a correspondence group. The former has further developed the draft convention, along with associated draft guidelines. The new 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.

The Committee agreed to a third intersessional meeting of the Working Group on Ship Recycling, prior to MEPC 57, in order to facilitate the finalization of the draft text of the Convention in good time for it to be circulated for the diplomatic conference planned for the 2008-09 biennium. The Committee accepted, with appreciation, the offer of France to host the meeting, which took place in January 2008.

The MEPC also agreed on the need for a further (third) session of the Joint International Labour Organisation (ILO)/IMO/Basel Convention Working Group on Ship Scrapping, and invited ILO to consider convening the meeting in Geneva, probably in 2008. The MEPC noted that it would be important to include on the agenda discussion of joint technical co-operation activities and a coordinated approach to interim measures to be taken pending entry into force of the new IMO Convention.

### **Adoption of amendments to MARPOL**

The MEPC adopted amendments to the MARPOL Convention, as follows:

- An amendment to MARPOL Annex I (Regulations for the prevention of pollution by oil from ships) to include in regulation 38.2.5, on Reception facilities outside Special Areas, mention of the obligation to provide facilities in respect of oily mixtures from cargo areas of oil tankers, by referencing regulation 34 on discharge requirements from those cargo areas.
- An amendment to MARPOL Annex IV (Regulations for the prevention of



pollution by sewage from ships) to include in regulation 11.1.1, on the requirements for discharge of sewage into the sea, the phrase 'or sewage originating from spaces containing living animals'. The amendment makes clear that animal effluent shall be discharged into the sea, not instantaneously, but at a moderate rate, as is currently the requirement for the discharge of untreated sewage from holding tanks.

Both amendments are expected to enter into force on 1 December 2008.

#### **Amendments to the IBC Code**

The Committee also adopted amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code), relating to chapter 11 (fire protection and fire extinction), and 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). The amendments were adopted by the

Maritime Safety Committee (MSC) at its 82nd session in December 2006. Both the SOLAS and the MARPOL Conventions make the IBC Code mandatory, so amendments to the IBC Code have to be adopted by both Committees. The amendments are expected to enter into force on 1 January 2009.

#### **Amendments to the Intervention Protocol**

The MEPC also adopted amendments to the Protocol relating to Intervention on the High Seas in Cases of Pollution by Substances other than Oil, 1973, relating to the revised list of substances to which the Protocol applies, to take account of the revised MARPOL Annex II classification of noxious liquid substances.

#### **Gulfs area Special Area from 1 August 2008**

The Committee adopted a resolution setting a date of 1 August 2008 for the discharge requirements in 'the Gulfs area' (a Special Area under MARPOL Annexes I and V) to take effect. The area was

established as a Special Area in 1973, when the Convention was adopted, but the discharge requirements therein could not take effect until States in the area had ratified the Convention and provided adequate reception facilities.

Following a 10-year regional project on the implementation of MARPOL, organised and administered by ROPME/MEMAC1, with support from IMO's technical co-operation programme, all the States in 'the Gulfs area' have now ratified MARPOL and have provided adequate reception and treatment facilities for Annex I and Annex V ship-generated wastes in ports, terminals and ship repair ports in the area.

#### **Southern South African waters Special Area to take effect on 1 August 2008**

The MEPC also adopted a resolution establishing 1 August 2008 as the date on which the discharge requirements shall take effect for the Southern South African waters Special Area under MARPOL Annex I.

#### **Harmful aquatic organisms in ballast water**

The Committee learnt that, since its previous session, four more States (Barbados, Egypt, Kiribati and Norway) had ratified the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention), adopted in February 2004, bringing the total number of contracting governments to 10 (joining the Maldives, Nigeria, Saint Kitts and Nevis, Spain, Syrian Arab Republic and Tuvalu). Together, the ten represent 3.42 per cent of the world merchant fleet's gross shipping tonnage, against an entry-into-force requirement of ratification by 30 States representing 35 per cent of world tonnage.





Bearing in mind the emphasis the international community places on the issue of invasive species in ships' ballast water, the Committee urged other States to ratify the Convention at the earliest opportunity.

The MEPC adopted guidelines for additional measures regarding ballast water management, including emergency situations (G13) and for risk assessment under regulation A-4 of the BWM Convention (G7). Both are part of a series developed to assist in the implementation of the BWM Convention.

A set of guidelines for ballast water exchange in the Antarctic Treaty area was also adopted. This raises the number of Guidelines adopted in connection with the BWM Convention to 14.

#### Particularly Sensitive Sea Areas

The Committee agreed to designate, in principle, the Papahānaumokuākea Marine National Monument (in the North-Western Hawaiian Islands, or NWHI), an approximately 1,200-mile stretch of small islands, atolls, banks, seamounts, pinnacles, shoals and other emergent features, as a Particularly Sensitive Sea Area (PSSA).

Proposed associated protective measures (APMs) were submitted to the Sub-Committee on Safety of Navigation (NAV) which met from 23–27 July 2007. The APMs were adopted by the Maritime Safety Committee (MSC) in October 2007; the proposed PSSA, with its associated protective measures, should be finally designated by MEPC 57.

The associated protective measures include proposed amendments to the six existing Areas To Be Avoided (ATBAs), which were adopted by IMO in 1981 to protect eight of the NWHI, and the adoption of additional

ATBAs around Kure Atoll and Midway Atoll as well as three other areas between islands. In addition, a ship reporting system will be proposed to provide critical alerts and other information to assist safe navigation in this area and to provide information on vessel traffic in transit through the proposed PSSA, to facilitate the ability to respond to maritime emergencies.

#### Review of MARPOL Annex V

The correspondence group on the review of MARPOL Annex V (Regulations for the prevention of pollution by garbage from ships) reported to the MEPC. The review takes into account resolution A/RES/60/30 of the UN General Assembly, which invites IMO to review MARPOL Annex V, in consultation with relevant organizations and bodies, and to assess its effectiveness in addressing sea-based sources of marine debris.

The MEPC invited the correspondence group to continue its work and endorsed the preference of the correspondence group for a holistic approach so that a complete revision of Annex V, and its Guidelines,

could be carried out without prejudice to a Party's right to bring proposed amendments to the attention of the Committee during the interim period. MARPOL Annex V, adopted in 1973, entered into force in December 1988. The aim is to complete the review by October 2008.

#### Human element

The Joint MSC/MEPC Working Group on the Human Element met during the session.

The Committee approved, subject to approval by MSC 83, an MSC-MEPC circular on *Guidelines for operational implementation of the ISM Code by Companies*, intended to assist companies in the effective and efficient operational implementation of the ISM Code. The MEPC also approved, subject to approval by MSC 83, an MSC-MEPC.7 circular on *Guidelines on qualifications, training and experience necessary for undertaking the role of the designated person (DP) under the provisions of the International Safety Management (ISM) Code*. Both circulars were approved by MSC 83 in October 2007.





The Committee agreed with the joint group that there was a need to provide guidance to encourage companies and seafarers to document and record information on near misses and hazardous situations in order to understand the factors leading up to events that threaten safety and the marine environment. The format for reporting near misses will be considered by the next session of the group.

#### **OPRC-HNS implementation**

The MEPC considered the report of the sixth meeting of the OPRC-HNS Technical Group, which met in the week prior to the Committee's session. The MEPC noted the agreement reached on hosting a Fourth R&D Forum in conjunction with the 2009 Interspill Conference, to be held in May 2009 in Marseille, France, on the theme of 'the identification of HNS in the marine environment'.

The MEPC noted progress made in developing the draft Manual on oil spill risk

evaluation and assessment of response preparedness; the draft IMO/UNEP Manual on the assessment and restoration of environmental damage following marine oil spills; the draft revised manual on oil pollution, Section I—Prevention; and the draft revised OPRC Train-the-Trainer course.

### **Legal Committee (LEG), 93rd session: 22–26 October, 2007**

#### **Single model insurance certificate to be developed**

The Legal Committee at its 93rd session requested the IMO Secretariat to prepare a model insurance certificate, which may be issued by States Parties in respect of each and every ship under the relevant IMO conventions, for consideration at its 94th session.

The decision followed the adoption of a resolution at the Conference, in May this

year, that adopted the Nairobi International Convention on the Removal of Wrecks, 2007, inviting IMO, specifically the Legal Committee, to develop a model for such a single insurance certificate.

The resolution also urged Member States to ensure the entry into force of liability and compensation conventions which have yet to be ratified by sufficient numbers of States, namely the International Convention on Liability and Compensation for Damage in connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996 (the HNS Convention), the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001, and the Protocol to the Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea, 2002.

#### **Seafarers' issues—work continues**

The Committee continued its revision of the implementation of three sets of IMO/ILO Guidelines, namely on Claims for Death and Personal Injury, Abandonment, and Fair Treatment of Seafarers. The first two sets of guidelines were elaborated by the Joint IMO/ILO Ad Hoc Expert Working Group on Liability and Compensation regarding Claims for Death, Personal Injury and Abandonment of Seafarers and adopted in 2001. The Committee noted with thanks the offer made by the representative of ILO to host the eight meeting of the Group at its premises in Geneva, in view of the ongoing refurbishment of the IMO Headquarters. The meeting will continue with its monitoring of the implementation of both sets of guidelines.

The Committee also considered issues related to the implementation of the Guidelines on Fair Treatment of Seafarers adopted in 2006, and agreed that it would





be appropriate to gain experience with the current Guidelines before considering any revisions. It was suggested that the Guidelines be widely disseminated and their application encouraged. In this regard, the Committee agreed that the Joint IMO/ILO Working Group should be reconvened to monitor the implementation of the Guidelines on the basis of the terms of reference approved by the ILO Governing Body, including the addition concerning the collection of information.

#### **Review of HNS Convention continues**

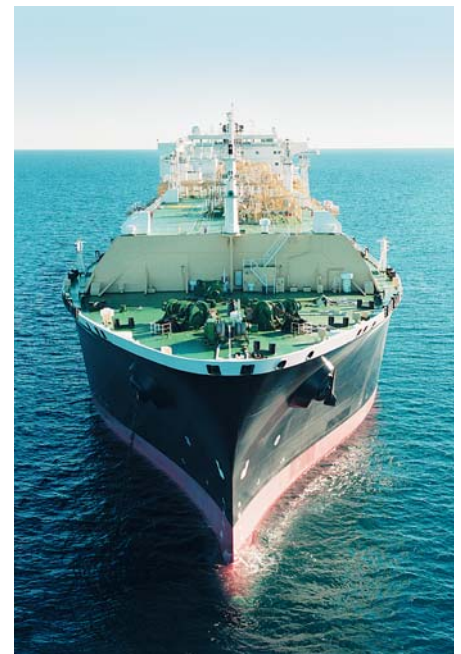
The Committee reviewed the status of the HNS Convention. The International Oil Pollution Compensation Funds advised the Committee that the Funds' Assembly, at its twelfth session (15–19 October 2007), had decided to establish an HNS Focus Group to develop a draft protocol which would provide legally binding solutions to the issues preventing entry into force, namely: contributions to the LNG account; the concept of receiver; and the non-submission of reports on contributing cargo. The Committee expressed its readiness to consider any proposals based

on the outcome of the deliberations of the Focus Group.

The HNS Convention currently has nine Contracting States. 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. States are obliged, pursuant to Article 43 of the Convention, 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.

#### **Legal committee celebrates its 40th anniversary in Panama**

The 93rd session of the Legal Committee became the first regular session of a standing IMO Committee being held in



Latin America. The session, held in Panama City also marked the 40th anniversary of the Legal Committee which held its first session in July 1967 to consider legal matters arising out of the grounding of the *Torrey Canyon* oil tanker.



In his opening speech, the Secretary-General noted the main achievements of the Legal Committee since then, notably the successful development of liability and compensation treaties to cover pollution damage caused by the spillage of oil and other hazardous and noxious substances at sea.

# Ship Inspection Report (SIRE) Programme

Reports submitted to SIRE continued to grow in 2007, with 16,000 regular oil, chemical and gas tankers and 4,600 barge reports being available in the SIRE system.

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 in 2007 upgrading the guidelines for inspectors for the VIQ4 SIRE Report Editor. The programme also includes the special vessel variant designed for USA barge inspections.

The new Harmonised Vessel Particulars Questionnaire was tested in 2007 and released on 2 January 2008. One hundred and eighty companies have migrated across to the new questionnaire format. The SIRE Focus Group formulated the questions in the new edition, some questions have been deleted if they were deemed of no further use and some general questions from the VIQ have been migrated across.

The technology behind the new VPQ is totally different. The programme does not need to be installed but uses Adobe Flash as the main engine. This has proved useful as it is no longer reliant upon Windows or their regional variations. It is intended that the Inspectors version of the VIQ will be using this technology in a future release of the VIQ.

## SIRE statistics

	Jan–Dec 2006	Jan–Dec 2007	Difference
Tanker reports submitted	15,045	15,730	+685
Tanker reports requested	44,150	52,527	+8,377
Total tanker vessels in the System	5,829	6,222	+393
Reports per tanker vessel per annum	2.62	2.61	
Barge reports submitted	2,981	4,576	+1,595
Barge reports requested	2,329	5,786	+3,457

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.

The Tanker Management Self-Assessment (TMSA) programme also continued to grow in 2007. A total of 875 companies are now participating.

## ISO Status

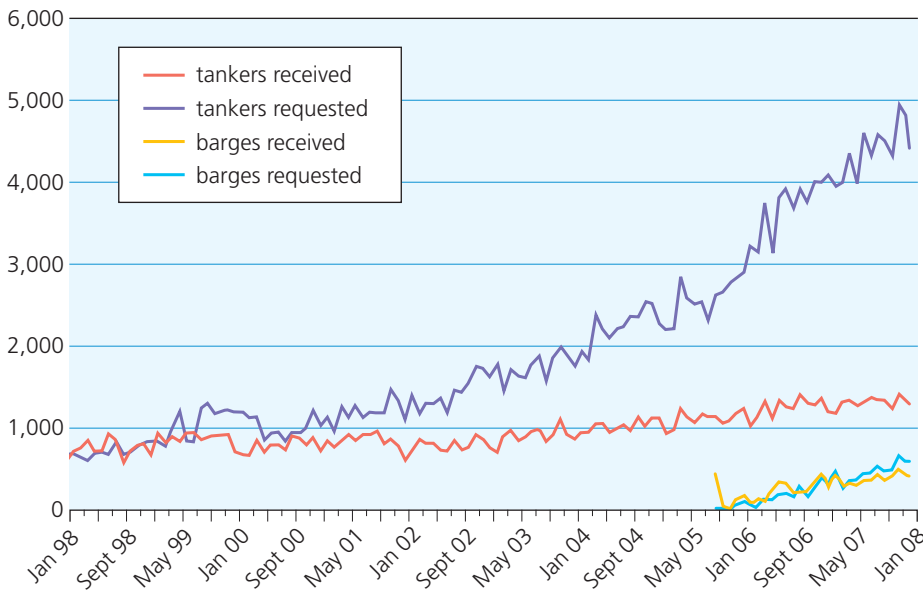
The SIRE system continues to maintain its ISO 9001:2002 accreditation status, with half-yearly audits conducted by OCIMF members and BSI. No major nonconformities were identified during 2007.

## SIRE Inspector accreditation

The SIRE Inspector Training and Accreditation Programme was introduced in September 2000 and was expanded during 2004–05 to include small tankers, 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. These categories are determined in accordance with each inspector's qualifications and experience.



**SIRE reports received and requested per month** (January 1998 to December 2007)



Currently 594 inspectors are accredited under the Programme—443 Category 1, 49 Category 2 and 102 Category 3.

The SIRE Inspector Training and Accreditation Programme requires each 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 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, attend a refresher course, and successfully complete an audited inspection at least once within each three-year accreditation cycle.

The training and accreditation process for Category 3 Inspectors is now up and

running in the Americas. The first two-day training course and examinations took place in Houston from 5–6 September 2007, hosted by Shell.

OCIMF Members in the South American countries are currently developing an accreditation system that will be tailored specifically for their region.

Courses held during 2007 are shown in the table on the right. Four-day courses for prospective Category 1 and Category 2 Inspectors are held on an as-needed basis and refresher courses are timed to meet the requirements of those inspectors whose accreditation status needs to be maintained. OCIMF's Members are alerted as to the dates when New Inspector courses and Refresher courses are scheduled.

**Inspector Accreditation courses held in 2007**

*New Inspector courses*

15–18 January	OCIMF
23–26 April	OCIMF
2–5 July	Greenwich
17–20 September	OCIMF
3–6 December	Greenwich

*Category 3 courses*

5–6 September	Houston
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*Refresher courses*

6–7 February	Philadelphia
27–28 March	Greenwich
15–16 November	Greenwich
28–29 November	Singapore

# 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 Seamanship International Ltd, at [www.witherbyseamanship.com](http://www.witherbyseamanship.com)

No.	Title	Edition	Author
1	Anchoring Systems and Procedures for Large Tankers	1st Edition 1982	OCIMF
2	Barge Safety (Liquefied Cargoes in Bulk)	1st Edition 1999	OCIMF
3	Clean Seas Guide for Oil Tankers	4th Edition 1994	ICS/OCIMF
4	Contingency Planning and Crew Response Guide for Gas Carrier Damage at Sea and in Port Approaches	3rd Edition 1999	ICS/OCIMF/SIGTTO
5	Design and Construction Specification for Marine Loading Arms	3rd Edition 1999	OCIMF
6	Disabled Tankers—Report of Studies on Ship Drift and Towing	1st Edition 1981	OCIMF
7	Drift Characteristics of 50,000 to 70,000 DWT Tankers	1st Edition 1982	OCIMF
8	Effective Mooring	2nd Edition 2005	OCIMF
9	Guide to Contingency Planning for the Gas Carrier Alongside and Within Port Limits	2nd 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	Jetty Inspection and Maintenance Guide	1st Edition 2007	OCIMF/SIGTTO
18	Marine Terminal Baseline Criteria and Assessment Questionnaire	1st Edition 2004	OCIMF
19	Marine Terminal Training and Competence Assessment Guidelines for Oil and Petroleum Products Terminals	1st Edition 2001	OCIMF
20	Mooring Equipment Guidelines	2nd Edition 1997	OCIMF
21	Offshore Loading Safety Guidelines with special relevance to harsh weather zones	1st Edition 1999	OCIMF
22	Peril at Sea and Salvage—A Masters Guide	5th Edition 1998	ICS/OCIMF
23	Piracy and Armed Robbery Against Ships	1st Edition 2000	OCIMF
24	Prediction of Wind and Current Loads on VLCCs	2nd Edition 1994	OCIMF
25	Prediction of Wind Loads on Large Liquefied Gas Carriers	1st Edition 1985	OCIMF/SIGTTO
26	Prevention of Oil Spillage Through Pumphoom Sea Valves	2nd Edition 1991	ICS/OCIMF
27	Recommendations for Equipment Employed in the Mooring of Ships at Single Point Moorings	4th Edition 2007	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 Oil Tanker Manifolds and Associated Equipment	4th Edition 1991	OCIMF
31	Recommendations for Ships' Fittings for use with Tugs with particular reference to Escorting and Other High Load Operations	1st Edition 2002	OCIMF
32	Safety Guide for Terminals Handling Ships Carrying Liquefied Gases in Bulk	2nd Edition 1993	OCIMF
33	Ship Information Questionnaire for Gas Carriers	2nd Edition 1998	OCIMF/SIGTTO
34	Ship to Ship Transfer Guide (Liquefied Gases)	2nd Edition 1995	ICS/OCIMF/SIGTTO
35	Ship to Ship Transfer Guide (Petroleum)	4th Edition 2005	ICS/OCIMF
36	Single Point Mooring Maintenance and Operations Guide	2nd Edition 1995	OCIMF
37	SPM Hose Ancillary Equipment Guide	3rd Edition 1987	OCIMF
38	SPM Hose System Design Commentary	2nd Edition 1993	OCIMF
39	Tanker Management and Self Assessment Guide	1st Edition 2004	OCIMF

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

1	Competency Assurance Guidelines for F(P)SOs	1st Edition 2008	OCIMF
2	Mooring Equipment Guidelines	3rd Edition 2008	OCIMF
3	Tanker Management and Self Assessment Guide	2nd Edition 2008	OCIMF
4	Tandem Mooring and Offloading Guidelines for Conventional Tankers at F(P)SO Facilities	1st Edition 2008	OCIMF

The VIQ 4th Edition (pdf) is available from [www.ocimf.com](http://www.ocimf.com)

# Meetings and Information Papers

## Programme of IMO meetings for 2008

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

Name of Meeting	Session	Scheduled
Sub-Committee On Fire Protection (FP)	52	14–18 Jan
Sub-Committee On Bulk Liquids And Gases (BLG)	12	4–8 Feb
Sub-Committee On Ship Design And Equipment (DE)	51	18–22 Feb
Sub-Committee On Standards Of Training And Watchkeeping (STW)	39	3–7 Mar
IOPC Funds		10–14 Mar
Marine Environment Protection Committee (MEPC)	57	31 Mar–4 Apr
Sub-Committee On Radiocommunications And Search And Rescue (COMSAR)	12	7–11 April
Maritime Safety Committee (MSC)	84	7–16 May
Sub-Committee On Flag State Implementation (FSI)	16	2–6 Jun
Technical Co-Operation Committee (TC)	58	10–12 Jun
Council	100	16–20 Jun
IOPC Funds		23–27 Jun
Sub-Committee On Safety Of Navigation (NAV)	54	30 Jun–4 Jul
Sub-Committee On Stability And Load Lines And On Fishing Vessels Safety (SLF)	51	14–18 Jul
Facilitation Committee (FAL)	35	8–12 Sept
Sub-Committee On Dangerous Goods, Solid Cargoes And Containers (DSC)	13	22–26 Sept
Marine Environment Protection Committee (MEPC)	58	6–10 Oct
IOPC Funds		13–17 Oct
Legal Committee (LEG)	94	20–24 Oct
Consultative Meeting Of Contracting Parties To The London Convention 1972 (LC)	30	27–30 Oct
Council	101	10–14 Nov
Maritime Safety Committee (MSC)	85	26 Nov–5 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
- 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
- Briefing Paper for OCIMF Member Companies on Guidelines for Transiting the Turkish Straits



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