

Oil Companies International Marine Forum

OCIMF



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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.

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

2008 was a year of significant change for OCIMF: the Secretariat grew to 15 people, and a new milestone was reached with the addition of nine new members, taking the total membership to 72.

New Year 2008 saw not only the beginning of our 38th year but also the move to our new offices at 29 Queen Anne's Gate. This move has allowed us for the first time to host OCIMF's main committees in our own premises. The additional space has also allowed for expansion of the secretariat to meet the demands placed upon us by the continuing pace of change at both international and national levels. The opening ceremony for the new offices took place on 13 February 2008, and we thank the Secretary General of the IMO, Admiral Efthimios E. Mitropoulos for his kind words commemorating the occasion.

2008 has been a year of considerable change in the Secretariat, not least with the dedication of the Deputy Director position as Chief Representative to the IMO. This fundamental change in our organisation has allowed OCIMF to expand its role as a technical organisation at IMO and to focus its core strengths of providing sound advice and counsel in all debates. This included some 22 weeks of meetings at the IMO in 2008.

This year also saw a new milestone reached as we gained nine new members taking our membership to 72. The new members have strengthened the diversity of our organisation, in terms of both its geography and technical focus, and we welcome their involvement in our activities.

In addition to the IMO, the Secretariat has continued its involvement with many other international and regional parties, including the International Oil Pollution Compensation Funds, European Union, US Coast Guard and a number of other bodies worldwide. We have increased our engagement in China and expanded our connectivity with governments worldwide, both on technical issues and in the quest to resolve the current problem of piracy.

This year, we recognised the work of the OCIMF Legal Committee which celebrated

its 50th meeting in London. High on the agenda at both the 1st and 50th meetings, though nearly 30 years apart, was the HNS Convention; we are hopeful that this much needed legislation will find its way to ratification in 2010.

IMO returned to its headquarters on Albert Embankment this year following a major programme of refurbishment. The building now offers a high degree of technology to delegates. Our work programme included the revision of Annex VI: OCIMF supports the approach chosen by the IMO when amending the MARPOL Convention, Annex VI, on the prevention of air pollution from ships. With the adoption of the amendments to Annex VI the focus now turns to greenhouse gases (GHGs) and the reduction of shipping emissions. OCIMF welcomes the IMO commitment to adopt, by 2009, an international binding framework aimed at reducing GHG emissions from shipping operations.

In Europe, the 3rd Maritime Safety package, which introduces an important range of developments, was adopted in March 2009. OCIMF continues to work closely with our European and industry counterparts on issues related to the Ship Source Pollution Directive and the Green paper on future European Maritime policy.

In mid-2008 we saw a major escalation of piracy in the Gulf of Aden and off the east coast of Africa. The OCIMF Secretariat has been heavily engaged in efforts to encourage Naval support to the area. We have seen a significant international response and thank all the international groups who have contributed to the response, including NATO, the European Union, the IMO and the UN who set up a Contact Group of nations to develop solutions to the issue. In support of efforts to reduce piracy attacks, OCIMF, in conjunction with other industry groups, has produced a booklet entitled *Piracy: The East Africa/Somalia Situation—Practical*

Measures to Avoid, Deter or Delay Piracy Attacks. In December, OCIMF successfully hosted a workshop which, for the first time, brought together the key governments, international organisations and maritime partners. Early 2009 also saw the OCIMF Director give testimony on piracy before the US House of Representatives Sub-Committee on Coastguard & Maritime Transportation.

Joint industry efforts continue and, in addition to piracy work, have covered areas of maritime safety and environmental protection, including the publication *Survival Craft—A Seafarer's Guide*.

Late September saw the formal launch of the latest addition of the *Mooring Equipment Guidelines*. The launch took place, appropriately, afloat on the HQS Wellington. At the event, the contributors from the Secretariat, members and industry partners were recognised for their efforts. *Mooring Equipment Guidelines* is the industry's primary text in this area and has now been completely revised. We were pleased to recognise Captain Bill Crabbs who manoeuvred the revision through its sometimes tempestuous voyage.

In addition to changes in the Secretariat we also witnessed changes to the Executive Committee, including the departure of David Baldry of BP, one of our Vice-Chairmen. We thank David for his wise counsel and many contributions to the work of OCIMF and wish him well in his future endeavours.

I would like to thank those many members from around the world who contribute to our committees and to our various work programmes, as we look forward to continuing our mission in 2009 and beyond. Their energy and dedication has been unstinting and central to our role in promoting best practice in the shipping environment.



Director's review

Key to all our activities remains our work as a consultative organisation at the IMO, and 2008 saw continued focus through the newly created position of Chief Representative to the IMO.

2008 was a year of significant growth in our organisation, which was reflected in many areas. Our Secretariat increased as a result of the plans put in place in late 2007 when selecting our new premises. In addition to the increase in Secretariat personnel, we have also seen a 15 per cent increase in the number of OCIMF members, many of whom are now actively participating within our committees.

The Ship Inspection Report (SIRE) Programme and the Tanker Management and Self-Assessment (TMSA) Programme continue to grow. TMSA2 was launched on 1 July, and more than 900 companies are now registered within the TMSA database. The SIRE system saw the monthly report withdrawals consistently pass 5,000. Although we are seeing continued increased usage by members, we remain disappointed that more Port State control bodies are not taking advantage of the SIRE reports.

As is reflected in other areas of this report, 2008 saw a continued increase in the scope and depth of activities addressed by the Forum. Key to all our activities remains our work as a consultative organisation at the IMO, and this year has seen continuous focus through the newly created position of Chief Representative to the IMO, and its incumbent Captain Mike Sitts. OCIMF has been represented at all key IMO meetings this year, where issues have included: Annex VI; greenhouse gases; ship to ship transfer; ballast water; safety data sheets; lifeboat safety; piracy; and goal-based standards. Many of these issues will move to conclusion in 2009 and, in particular, the Ship-Recycling Convention will go to Diplomatic Conference.

We continue to have strong links to other industry bodies, particularly SIGTTO, ICS and Intertanko, and have worked closely on key safety issues affecting our industry at both international and regional levels.

All of our committees have continued to be well attended, and we have been able to complete several publications and papers in 2008 with perhaps the most important being the *Mooring Equipment Guidelines*. Other publications have included the *FPSO Marine Competency Assessment Guidelines*, *TMSA2* and the *Survival Craft* guide.

Expansion of the Secretariat in 2008 initiated a number of changes, including additional personnel on secondment: Shaikh Rahim (IMT) joined the Secretariat as Technical Adviser, Nautical; Ian Soady (BP) as Technical Adviser, Offshore; and Cliff Proctor (Mærsk) as Technical Adviser, Engineering. In addition, we saw growth and changes in our permanent staff: Captain Oliver Pointon joined in the newly created role of SIRE Compliance Manager; and Aziz Benbelkacem joined as Technical Advisers' administrator. In 2008, Ken Reid

returned to Shell after completing his assignment, and Katie Williams departed at the end of the year. We wish both Ken and Katie well, though fortunately we continue to work closely with both in their new positions.

The additional secondees have led to a re-focusing around the technical personnel to better manage the committee/sub-committee/task force activities and provide improved technical support for, and better forum integration into, IMO activities.

No doubt 2009 will offer new opportunities, and we look forward to these as we continue in our 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.





Secretariat (to 30 June 2009)

The day-to-day administration of OCIMF is carried out by a full-time Secretariat of 15 people. For recent Secretariat changes please visit the OCIMF website at: www.ocimf.com



Phil Davies
Director



Mike Sitts
Deputy Director and Chief Representative to the IMO



Bill Crabbs
Senior Technical Adviser



Shaikh Rahim
Technical Adviser (Nautical)



Ian Soady
Technical Adviser (Offshore)



Cliff Proctor
Technical Adviser (Engineering)



Philip Pascoe
General Counsel



Geoff Snow
OCIMF Programme Manager



David Savage
SIRE Training and Development Manager



Oliver Pointon
SIRE Compliance Manager



Rebecca Harrison
SIRE Inspector Accreditation Administrator



Jane Fairweather
Executive Assistant



Pauline Gilbert
Accounts Administrator



Aziz Benbelkacem
OCIMF and IT Systems Administrator



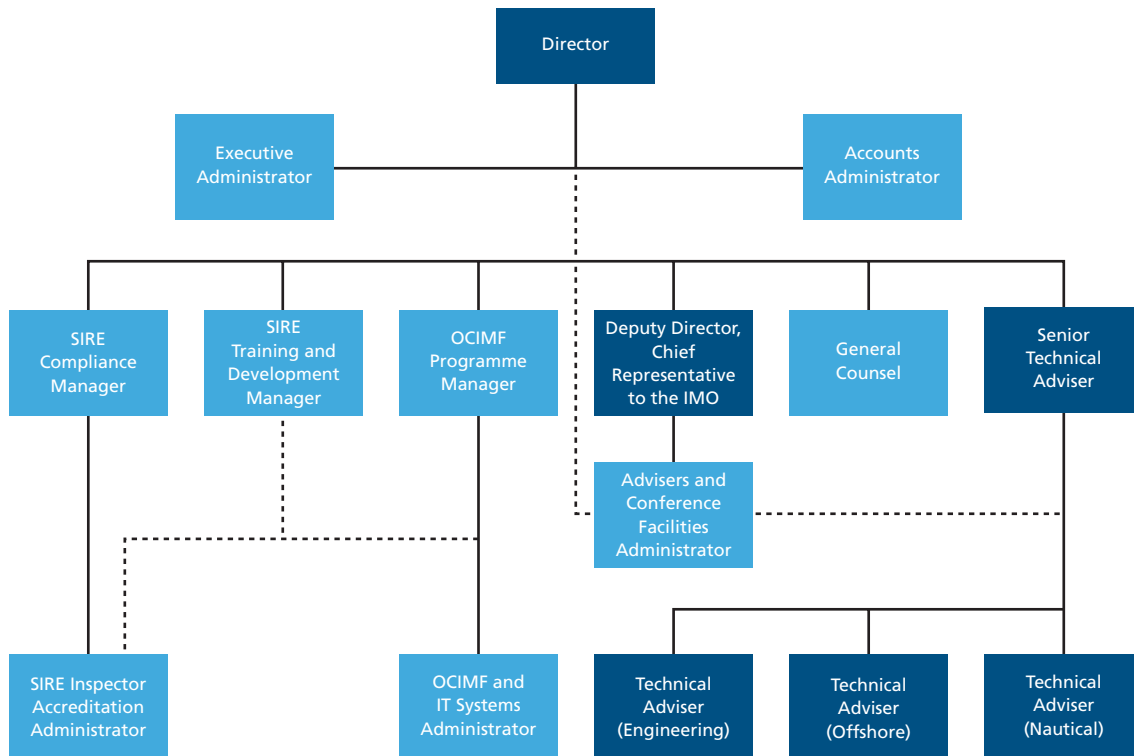
Lauren McGee
Advisers' and Conference Facilities Administrator



Christine Green (part time)
HR Adviser

Organisational chart (to 30 June 2009)

For the current organisational chart please visit the OCIMF website at:
www.ocimf.com





OCIMF membership

*The current membership of OCIMF comprises 72 companies worldwide.
(Details below are as of 30 June 2009.)*

Abu Dhabi Company for Onshore Oil Operations	Nigeria LNG Limited
Abu Dhabi Marine Operating Company	Occidental Energy Marketing Inc
Abu Dhabi National Oil Company	OMV Refining & Marketing GmbH
Addax Oryx Group	PDV Marina SA
Administración Nacional de Combustibles Alcohol y Portland	Petro-Canada
Bakri International Energy Company Limited	Petróleo Brasileiro SA
BG LNG Services LLC	Petróleos de Portugal
BHP Billiton Limited	Petróleos Mexicanos
BP Shipping Limited	Petroleum Industry Marine Association of Japan
Cargill Ocean Transportation	Petron Corporation
Centrica PLC	Petronas Sungai Udang Port Sdn Bhd
Chevron Shipping Company LLC	Preem Petroleum AB
Compagnie de Distribution des Hydrocarbures	Primorsk Oil Terminal
Compañía Española de Petróleos SA	Qatar General Petroleum Corporation
ConocoPhillips	Qatar International Petroleum Marketing Co Limited ('Tasweeq')
Emirates National Oil Company	Reliance Industries Limited
EnCana Corporation	Repsol YPF Trading Y Transporte SA
Enel Trade SpA	SARAS SpA
Engen Petroleum Limited	Saudi Arabian Oil Company
Eni SpA	Sempra LNG
Erg Med SpA	Shell International Trading and Shipping Company Limited
Essar Oil Limited	Sonangol USA
Excelerate Energy LLC	Sonatrach SpA
Greater Nile Petroleum Operating Co Limited	StatoilHydro ASA
Hess Corporation	Sunoco Logistics Partners LP
Husky Energy	Talisman Energy UK Limited
Indian Oil Corporation Limited	Tesoro Maritime Company
Ineos Manufacturing Scotland Limited	Total SA
International Marine Transportation Limited	Valero Marketing & Supply Co
Koch Shipping Inc	Vermillion Energy Resources
Kuwait Oil Company	
LUKOIL Oil Company	
Mærsk Oil	<i>Japanese Companies represented by Petroleum Industry Marine Association (PIMA) of Japan:</i>
Marathon Petroleum Co LLC	Idemitsu Kosan Co Limited
Marquard & Bahls AG	Nippon Petroleum Refining Co Limited
Motor Oil (Hellas) Corinth Refineries SA	Showa Shell Sekiyu KK
Murco Petroleum Limited	
National Iranian Tanker Company	
Neste Oil Corporation	
Nexen Inc	



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 the 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.

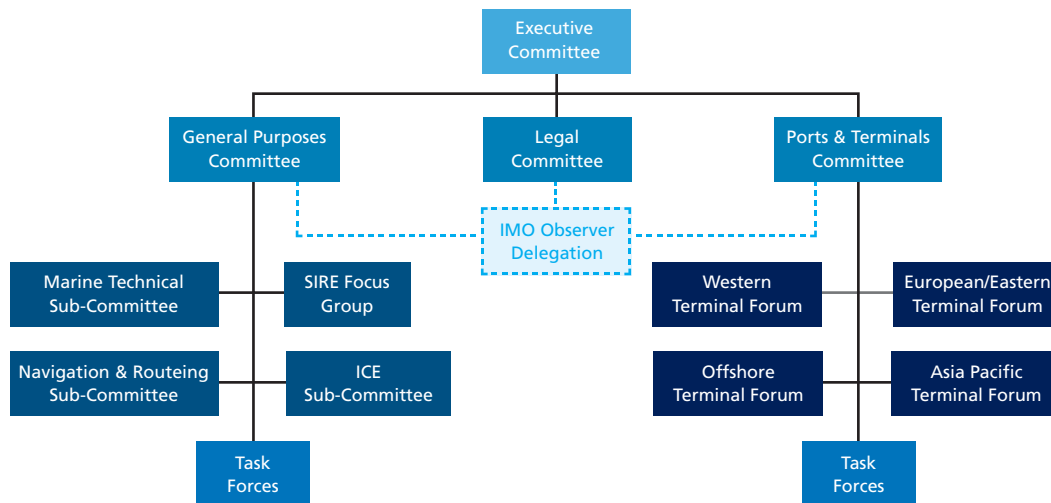
The Ship Inspection Report (SIRE) Programme is now the industry standard for vessel reports. OCIMF's Committee structure has adapted to reflect the worldwide distribution of member companies, enabling it to assist with a wide variety of regional and international issues.

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



OCIMF 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 61st Executive Committee Meeting took place on 30 May 2008 in London and was hosted by Shell. The 62nd Executive Committee Meeting and 30th Annual General Meeting were held in Lisbon on 13 November 2008 and hosted by BP. The

Chairman, Jan Kopernicki (Shell) and Vice-Chairmen Mike Carthew (Chevron) and Will Jenkins (ExxonMobil) were re-elected for a further 12 months. Vice-Chairman David Baldry stepped down from the Executive Committee and from his role as a Vice-Chairman.

In addition to discussing the issues set out below, the Executive Committee reviewed the three-year budget and high-level strategic review undertaken by the Director with assistance from external experts.

As in previous years the Executive Committee discussed a wide range of topics including the following key issues:

- Developments at the International Maritime Organization
- Proposed revision to MARPOL Annex VI
- Greenhouse gas emissions from ships
- European developments and forthcoming legislation
- Regional regulatory developments
- Lifeboats
- Piracy
- Publications
- SIRE programme performance and developments
- International Oil Pollution Compensation Fund activities



The 61st Executive Committee meeting was held in London on 30 May 2008.



Legal Committee

Chairman: **John Glennon, ExxonMobil**

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

The Legal Committee held their 49th meeting on 30 April 2008 in San Francisco, hosted by Chevron. The 50th meeting was held on 8 October 2008 at the new OCIMF offices in London and was hosted by ExxonMobil. The Committee discussed a wide range of legal issues during their meetings, including:

- HNS Convention
- IOPC Funds
- 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 Directive on ship source pollution and the introduction of sanctions, including criminal sanctions
- SIRE and TMSA2 issues
- OCIMF publications and translations

General Purposes Committee (GPC)

Chairman: **David Cotterell, Shell**

The 66th meeting of the General Purposes Committee was held in Singapore on 9–10 April 2008 and was hosted by KOCH. The 67th meeting of the Committee was held on 17–18 September 2008 at the new OCIMF offices in London and was hosted by Shell.

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, Inspector training and conferences.

Other items discussed by the GPC were:

- IOPC Funds including the HNS Convention
- European legislation around the 3rd Maritime Safety Package
- Finalising the Best Practices paper for hot work and enclosed space entry
- SIRE and TMSA2 programme developments
- Piracy
- Mercury in cargo
- IMO work programme, including:
 - Material Safety Data Sheets (MSDS)
 - Revisions to MARPOL Annex VI
 - Ballast Water Convention
 - Lifeboat safety
 - Ship-to-ship (STS) operations





Ports and Terminals Committee (PTC)

Chairman: **Tony Fantauzzi, Chevron**

The 68th meeting of the Ports and Terminals Committee (PTC 68) was held in Rio de Janeiro, Brazil on 23–24 April 2008 and hosted by Petrobras. The 69th meeting (PTC 69) was held in Geneva, Switzerland on 1–2 October 2008 and hosted by Total. Delegates from member companies BP Shipping, Chevron, ConocoPhillips, Emirates National Oil Company, ENI, ENOC, ExxonMobil/IMT, INEOS, Marquard & Bahls AG, Petrobras, Shell and Total actively participated in, and contributed to, the work of the Committee.

The Committee continues to manage a busy agenda focused on safety and environmental protection in the ship/shore, or tanker and marine terminal, interface. This agenda is extended through four reporting subcommittees and a range of task force/working group activities. The subcommittees include the Offshore Terminal Forum (OTF) for the offshore issues, and the Asia Pacific Terminal Forum (APTF), European and Eastern Terminal Forum (EETF, with delegates from Europe, Scandinavia, Africa and the Asia/Indian Ocean region) and Western Terminal Forum (WTF, with delegates from the Americas) for regional issues.

The following summarises the major PTC work activities completed or in progress during 2008–09:

- Work was completed by the Emergency Towing Off Pennants (ETOPs) Working Group on an OCIMF-commissioned study summarised in the report *Lloyd's Register Risk Assessment of Emergency Tow-off Pennant Systems*. This was followed by an OCIMF position paper *Emergency Towing-Off Pennants (ETOPs): Continue or Discontinue Use?* It is expected that the documents will be published in 2009 as OCIMF information papers.
Chairman: Bob Levine, ConocoPhillips.
- The first edition of the joint SIGTTO/OCIMF publication *Jetty Maintenance and Inspection Guide* was completed, published and launched at Gastech 2008, in March 2008.
- The OCIMF Information Paper *Marine Breakaway Couplings*, developed by the Marine Breakaway Coupling Correspondence Group, was completed and published on the OCIMF website in November 2008.
Chairman: Phil Jameson, Shell.

- The OCIMF *Mooring Equipment Guidelines*, 3rd edition, or MEG3, was published and launched in October 2008. MEG3 is the work of the MEG Working Group, which incorporates, revises and supersedes the OCIMF titles *Guidelines on the Use of High-Modulus Synthetic Fibre Ropes as Mooring Lines on Large Tankers*, *Recommendations for Ships' Fittings for Use with Tugs* and *Prediction of Wind and Current Loads on VLCCs*, and the joint OCIMF/SIGTTO publication *Prediction of Wind Loads on Large Liquefied Gas Carriers*.
Chairman: Shaikh Rahim, IMT/ExxonMobil.
- The Wind and Current Drag Coefficient Task Force continued project development work focused on defining and enhancing areas where additional wind and current drag coefficient information could be studied and quantified.
Chairman: Bertrand Lanquetin, Total.
- The ad hoc Ship-to-Ship Working Group met through the year, completing work on the OCIMF Information Paper on *Reverse Lightering* which is expected to be published on the OCIMF website during 2009. Technical support was provided for IMO's development of amendments to MARPOL Annex I and a new Chapter VIII, *Prevention of Pollution during Transfer of Oil between Oil Tankers at Sea*, to be considered at MEPC 59 in 2009.
Chairman: Mike Sitts, Chevron.
- The OCIMF *Guide to Purchasing and Manufacturing Hoses for Offshore Moorings including Considerations Relating to Hose System Design*, 5th edition, was completed by the Offshore



The Ports and Terminals Committee in Rio de Janeiro for the 68th PTC meeting held on 23–24 April 2008.

Hose Working Group and is expected to be published in the third quarter of 2009. The new edition incorporates, revises and supersedes the OCIMF publication *SPM Hose System Design Commentary*.

Chairman: Rob West, ConocoPhillips

- The Design, Operation and Maintenance of Multi-Buoy Moorings Working Group continued its work on the development of the first edition of the OCIMF *Guidelines for the Design, Operation and Maintenance of Multi-Buoy Moorings*. The Working Group expects the guidelines to be completed in the third quarter of 2009 and published later in the year.

Chairman: Bill Asante, ExxonMobil.

- OCIMF is represented on the drafting/review committee for BS 6349 Code of Practice for Maritime Structures. Part 2: *Design of Quay Walls, Jetties and Dolphins*, was recently completed and is expected to be issued in the final quarter of 2009. Work will continue in 2009 and 2010 on Part 1: *Code of Practice and General Criteria* and Part 4: *Code of Practice for Design of Fendering and Mooring Systems*.

OCIMF Representative: Jan De Waal, Shell.

- OCIMF is represented on the PIANC MarCom WG55 (Permanent International Association of Navigation Congresses Maritime Navigation Commission Work Group 55), developing guidelines on safety aspects for the berthing operations of oil and gas tankers. An OCIMF Task Force is providing input and review for the PIANC activity. Specific areas covered include: Chapter 6, *Safety Aspects Affecting the Berthing Operations of Tankers at Oil and Gas Terminals*; Chapter 7, *Environmental Conditions*; Chapter 8, *Approach from Open Seas*; and Chapter 9, *Maximum Acceptable Wind Speed for Berthing*. Work is expected to be completed in 2009.

Task Force Chairman: Andy Dogherty, IMT/ExxonMobil.



The Ports and Terminals Committee in Geneva, Switzerland for the 69th PTC meeting held on 1–2 October 2008.

- PTC initiated, at the request of the Executive Committee, the Terminal Policy Review Group (TPRG). The TPRG was instructed to perform a high-level review of OCIMF terminal guidance and systems with the view of developing a plan to revise and/or create, as necessary and in a coordinated manner, existing guidance and systems that will further encourage compatibility, safety and environmental protection at marine terminals and in the

ship/shore interface. The resulting plan is expected to provide a three- to five-year phased project. The TPRG expects to complete its work and plan in the second quarter of 2009.

Chairman: Tony Pollock, INEOS.

- The OCIMF Information Paper *Manning at Conventional Marine Terminals and Sea Islands* was published on the OCIMF website in June 2008.





... OCIMF Committees

Navigation and Routing Sub-Committee (NaRSuC)

Chairman: **Phil Truscott, IMT**

The 32nd, 33rd and 34th meetings of NaRSuC were held on 29 April, 5 August and 2 December 2008, respectively. The 2nd meeting of NaRSuC's Competencies of Watchkeepers Work Group was held in June 2008. Members from BP, Chevron, IMT/ExxonMobil, Shell and Total participated in, and contributed to, the work of the Sub-Committee.

The Sub-Committee has been addressing the following work items:

- Danish Pilotage:
 - Remained engaged with Joint Pilotage Users Group (JPUG) activities. The 4th JPUG meeting (JPUG 4) was attended by the Secretariat on 17 September 2008.
 - Monitoring the status of non-complying vessels that have not followed the IMO *Recommendation on Navigation through the Entrances to the Baltic Sea*, which recommends the use of pilots for vessels with drafts of 11 metres or more.
 - New Danish Pilotage Act.
- Competency of Watchkeepers:
 - The 2nd meeting of the Competency of Watchkeepers Working Group (CWWG) was held in June 2008 at OCIMF's offices in London. CWWG identified methodologies for measuring competency of watchkeepers, and reviewed the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention). Following a review, an Information Paper on ongoing competence assurance and standards for *Master and Officers in Charge Of A Navigation Watch* was prepared by the Working Group. The outcome from this Information Paper

- resulted in an OCIMF submission to the 40th session of the IMO Sub-Committee on Standards of Training and Watchkeeping (STW 40), held in February 2009.
- STCW Task Group:
 - The Task Group was formulated to review the proposed amendments to the STCW Convention and Code. The Group conducted a detailed review of proposed amendments, and its work has resulted in a number of OCIMF submissions to IMO STW 40.
- Anchoring incidents review:
 - The review revealed that the current OCIMF publication on *Anchoring System and Procedures for Large Tankers* needs updating with regard to anchoring practices and technical data relating to modern anchoring equipment. The terms of reference for this revision work are being

- formulated, and work on this publication will begin during 2009.
- Other issues worked on included:
 - Continued involvement in Cooperative Mechanism activities for Straits of Malacca and Singapore
 - Piracy
 - E-Navigation
 - IMO Sub-Committee on Safety of Navigation (NAV) activity
 - Pilot-related claims and pilot issues
 - Depth survey and navigation aid issue at approaches to Basra Iraq Navigation Channel
 - Maracaibo Navigation Channel issues
 - Incident review
 - Review of OCIMF Briefing Paper: *Guidelines for Transiting the Straits of Magellan/Cape Horn*.
 - The last NaRSuC Sub-Committee meeting, number 35, was held on 22 April 2009.





Ice Sub-Committee (ICE SC)

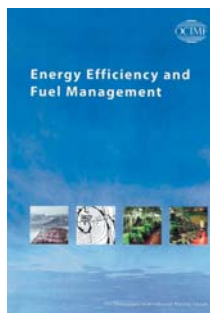
Chairman: **Garry Hallett, BP / Vesa Penttila, Neste Oil**

The Ice Sub-Committee held its 6th and 7th meetings on 22 May and 3 September 2008, respectively. Members from BP, IMT/ExxonMobil, IACS, Shell, Total, Neste Oil, Svitzer, and Unicom participated in, and contributed to, the work of ICE.

The Sub-Committee worked on the revision and further development of a 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). The Sub-Committee completed the revision work in September and a revised information paper has been released on the OCIMF website for members ahead of the 2008 winter season.

The Sub-Committee also discussed development of a Briefing Paper for the Arctic region, similar in structure to the briefing document for non-Arctic regions, which would involve a review of Arctic regulatory and operational information. The terms of reference for this task has been formulated for PTC approval. It is expected that work will commence on this document in the second quarter of 2009.

The last meeting of the Ice Sub-Committee was held on 20 May 2009 at OCIMF's offices in London.



Marine Technical Sub-Committee (MTSC)

Chairman: **Ron Jamieson, Shell**

The 16th meeting of the Marine Technical Sub-Committee was held at Dubai on 4–5 June 2008, and was hosted by Vela. The 17th meeting was held in Copenhagen on 10–11 December 2008 and was hosted by Mærsk Tankers.

During 2008 the MTSC was involved in the publication of two OCIMF best practice guides: *Survival Craft, A Seafarers Guide* deals with making best/safest use of existing lifesaving equipment, and *Energy Efficiency and Fuel Management* complements the work at the IMO on reducing CO₂ emissions from ships.

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

The Marine Technical Sub-Committee, right: in Dubai for MTSC 16 in June 2008; and below: in Copenhagen for MTSC 17 in December 2008.

The MTSC has continued to sponsor working groups on:

- Oily water separator equipment
- On-shore power supply
- Lifeboat safety

In addition, the Sub-Committee formed a working group to look at:

- Dynamic loading of cranes in exposed waters

The Sub-Committee has been actively engaged in supporting the Secretariat on GHG issues at the IMO, as well as the other issues being discussed by the MTSC, including:

- Material Safety Data Sheets (MSDS)
- Damage stability
- Emergency towing off pennants
- Elevator accidents
- Marpol Annex VI
- Fuel switching



Survival Craft—A Seafarer's Guide, and Energy Efficiency and Fuel Management—two best practice guides published by the MTSC in 2008.



... OCIMF Committees

Asia Pacific Terminal Forum (APTF)

Chairman: **Bernard Lesegrain, Total/Terry Luke, Chevron**

The 13th meeting of the Asia Pacific Terminal Forum was held in Port Dickson, Malaysia in September 2008 and was hosted by Shell.

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:

- Cargo Inspectors Safe Working Practices (Work Group).
Chairman: *Phil Hickey, Caltex.*
(Draft Information Paper is ready for APTF review at the next meeting.)
- Spares for SPM Terminals (Work Group).
Chairman: *Siva Kumar, Shell.*
(Work Paper is ready for APTF review at the next meeting.)



The Asia Pacific Terminal Forum in Port Dickson for the 13th APTF meeting in September 2008.

- Ship/Shore Interface Training (Work Group).
Chairmen: *Leo Vincent, BP and Terry Luke, Chevron.*
(The work on this item is progressing through the Singapore WHS Council Ship/Shore Interface Sub-Committee.)

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

- 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
- Regional Navigational Issues—Littoral States Cooperative Mechanism Forum
- Member Operating Experiences—Roundtable

The 14th meeting of the Asia Pacific Terminal Forum (APTF 14) was held in February 2009 in Wellington, New Zealand and was hosted by New Zealand Refining Co.

Offshore Terminal Forum (OTF)

Chairman: **Tony Fantauzzi, Chevron/John Gipson, BP**

The 10th Meeting of the Offshore Terminal Forum, hosted by Chevron in San Francisco, marked the 25th anniversary of OTF and the Deep Water Forum (DWF). It also marked the end of an era, with Tony Fantauzzi passing on the baton of chairmanship to John Gipson after 25 years' dedicated service, with the past 6 years as Chairman providing outstanding leadership and drive. Tony, despite suffering from illness, clearly enjoyed his

final OTF meeting acting as host and Chairman, and has now taken up the Chair of OTF's parent committee, the Ports and Terminals Committee (PTC).

2008 saw the completion of two major pieces of work, with the publishing of the *Competence Assurance Guidelines for F(P)SOs* and *Tandem Mooring and Offloading Guidelines for Conventional Tankers at F(P)SO Facilities*. Both these projects were

completed after years of hard work under the Chairmanship of Tony Fantauzzi and Phil Jameson (Shell), respectively.

Activities with which OTF continues to remain engaged include:

- Safe Transfer of Liquefied Gases in an Offshore Environment.
Chairman: *Mark Newby, ConocoPhillips*
- Codes of Practice (Work Group).
Coordinator: *Hielke Brugts, Bluewater.*

- Offshore Vessel Inspection Database (Steering Group led by OCIMF Director Phil Davies)
- Lifting of offshore hoses—dynamic loads: issue referred via PTC to the Marine Technical Sub-Committee

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

- Qualification of DP (Dynamic Positioning) operatives
- DP failure mode effect analysis (FMEA)
- Offshore assurance management and organisation
- Experience of hawser life and retirement
- Security of offshore installations
- Cooperation with UK Hydrographic Office

The 11th meeting of the Forum, OTF 11, was held on 11–12 March 2009 in Southampton UK and was hosted by BP.



The Offshore Terminal Forum in San Francisco for the 10th OTF meeting which also marked the 25th anniversary of OTF and the Deep Water Forum.

Western Terminal Forum (WTF)

Chairman: **Ed Barsingerhorn, Shell/Seamus O'Connor, ConocoPhillips**

The 44th meeting of the Western Terminal Forum took place in Galveston on 11–12 March 2008 and was hosted by SeaRiver Maritime. The 45th meeting took place in Philadelphia on 15–16 October and was hosted by ConocoPhillips.

The committee is supported by members from BG, BP, Chevron, ConocoPhillips, Koch, LOOP, Marathon, Petro-Canada, PMI, SeaRiver, Shell, Tesoro and Valero. The Chairman, Mr Ed Barsingerhorn, announced that he would have to step down as Chairman of the Forum and Seamus O'Connor formally assumed the Chair at WTF 45.

The committee sponsors the Barge Safety Working Group who are working on updating the *Barge Safety Manual*.

Other issues under discussion by WTF are:

- International Ship and Port Facility Security Code (ISPS)
- Mercury in crude oil
- Ship Shore Safety Checklist
- Jetty topsides maintenance
- Oil spill response plans
- Manning at conventional terminals



The Western Terminal Forum in Galveston, for the 44th WTF meeting in March 2008.

European/Eastern Terminal Forum (EETF)

Chairman: **Tony Pollock, Innovene**

The 54th meeting of the European/Eastern Terminal Forum was hosted by BP and held at OCIMF's offices in London on 8–9 July 2008. The 55th meeting of the Forum was hosted by Emirates National Oil Company (ENOC) in Dubai on 13–14 January 2009. Both meetings were well attended with more than 20 delegates from 15 companies.

Topics discussed included:

- Maritime security
- Safety v. security
- Remote emergency shut-down systems
- Safe access to ships
- Terminal personnel competence and training
- Multi-user berths and the issue of maintaining a common standard of operation and vessel acceptance
- Dangers of working at the manifold (raised manifolds)
- Hose handling crane failures



The European/Eastern Terminal Forum in London for the 54th EETF meeting in July 2008.





Picture courtesy of NATO (2008)

Piracy



OCIMF continues to play a leading role in trying to improve co-ordination between governments, Navies and industry in tackling piracy off the coast of Somalia.

With the increasing threat of pirate attack in the Gulf of Aden and off the coast of Somalia, OCIMF sought to raise awareness of the issue within governments and Naval forces, including with the EU and Nato. In December 2008 OCIMF organised a successful one-day private Piracy Workshop in London attended by senior representatives from participating Naval forces including EUNAVFOR, NATO, and Coalition Forces, together with representation from a number of other Navies including the Yemen Coast Guard. To assist Member companies and other invited tanker operators, OCIMF commenced regular telephone conference meetings involving 10–12 different companies sharing experiences of operating vessels in the region with the aim of increasing awareness and improving safety.

OCIMF Member companies have supplied a number of mariners to EUNAVFOR operational Headquarters at Northwood (North London) to act as Merchant Navy Liaison Officers (MNLOs).

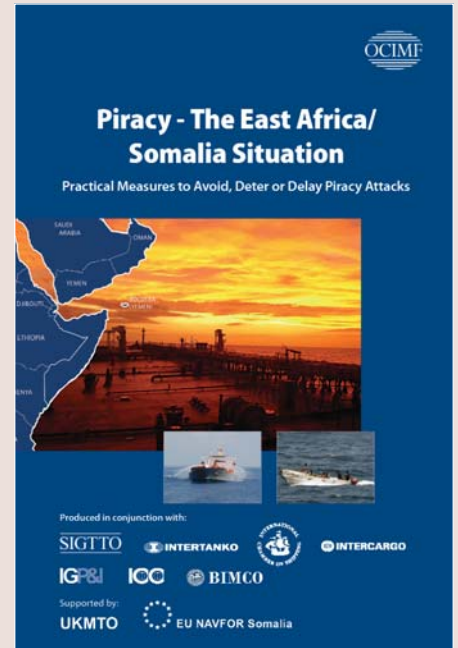
In January 2009, supported by other industry organisations, OCIMF produced and published *Piracy: The East Africa/Somalia Situation—Practical Measures to Avoid, Deter or Delay Piracy Attacks*, a free handbook to assist shipowners and



Well-constructed dummies placed at strategic locations around the vessel can give an impression of greater numbers of people on watch.

operators preparing for a transit through the region. A total of 30,000 copies of the booklet have now been printed, with the booklet now being supported by EUNAVFOR and UKMTO. OCIMF has also participated with other industry bodies in contributing to the Best Management Practices document on piracy.

OCIMF continues to play a leading role in trying to improve co-ordination between governments, Navies and industry in tackling piracy off the coast of Somalia.



OCIMF's jointly published handbook on piracy in the East African/Somalian region is available for free download from the OCIMF website; printed copies are also available via OCIMF.





International Maritime Organization (IMO)

'Safe, secure and efficient shipping on clean oceans'

IMO is the United Nations' specialised agency with 168 Member States responsible for improving maritime safety and preventing pollution from ships. The IMO's main task has been to develop and maintain a comprehensive regulatory framework for shipping, and its remit today includes safety, environmental concerns, legal matters, technical co-operation, maritime security and the efficiency of shipping.

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

Maritime Safety Committee (MSC)—85th Session

Piracy and armed robbery off the coast of Somalia, the Long-Range Identification and Tracking (LRIT) system, the development of goal-based standards for new ship construction and the adoption of amendments to the International Convention for the Safety of Life at Sea (SOLAS) were among the items at the top of the agenda during an eight-day meeting of the IMO's Maritime Safety Committee. The MSC held its 85th session at the Organization's London Headquarters, from 26 November to 5 December 2008.

Piracy and armed robbery against ships

A lengthy discussion was held on the escalation in reported acts of piracy and armed robbery against ships off the coast of Somalia. The MSC expressed its support for various initiatives being undertaken, including action by the United Nations Security Council (UNSC), in particular the

adoption of UNSC Resolution 1846, extending for another twelve months, from 2 December 2008, which authorises States and regional organisations to enter Somalia's territorial waters and to use 'all necessary means' to repress acts of piracy and armed robbery in these waters.

The Committee also welcomed information regarding the high-level meeting on Somalia, convened by the Special Representative of the Secretary-General of the United Nations, in Nairobi on 10–11 December. The IMO-led high-level meeting of 17 States from the Western Indian Ocean, Gulf of Aden and Red Sea areas, convened in Djibouti from 26–29 January 2009, adopted a Code of Conduct concerning the Repression of Piracy and Armed Robbery against Ships in the Western Indian Ocean and the Gulf of Aden (the Code of Conduct).

The Committee expressed its thanks to those governments which had provided warships to protect World Food Programme (WFP) ships and patrol the waters off the

coast of Somalia, and to their crews, and to those other governments which are considering similar actions.

The Committee instructed a correspondence group, tasked with the revision of guidance on the prevention and suppression of acts of piracy and armed robbery against ships, to consider the need for guidance to seafarers should they be attacked, fired upon, kidnapped or held hostage. The group was also instructed to discuss proposals on practical measures to enhance the safety and security of merchant ships against attack, and to examine the carriage of firearms or armed personnel on board such vessels.

It was noted that the number of acts of piracy and armed robbery against ships reported to the Organization in the first nine months of 2008 (1 January to 30 September) was 214, compared with 213 in the first nine months of 2007. Although the overall number of reported acts of piracy and armed robbery against ships during the period under review was



Jan Kopernicki (OCIMF Chairman) greets UN Secretary General Ban Ki-moon, with IMO Secretary General Efthimios Mitropoulos and UK Transport Secretary Ruth Kelly, at a reception during the 100th Session of the IMO Council in June 2008.



virtually unchanged, the decrease in the number of incidents in most areas of the world had been negated by the sharp increase in both number and severity of attacks in waters off the coast of Somalia.

During the period under review, seven crew members were killed, 20 crew members were reportedly injured or assaulted, more than 430 crew members were reportedly taken hostage or kidnapped and 29 ships were hijacked, largely off the coast of Somalia. The Committee urged all governments and the shipping industry to intensify and coordinate their efforts to eradicate these unlawful acts.

Long-Range Identification and Tracking (LRIT)

The MSC reviewed progress on the implementation of the LRIT system, which became operational, with respect to the transmission of LRIT information by ships, from 30 December 2008.



Two resolutions were adopted, one appointing the International Mobile Satellite Organization (IMSO) as the LRIT Coordinator and one on Operation of the International LRIT Data Exchange, which agrees that the United States should continue to provide the International LRIT Data Exchange on an interim basis until 31 December 2011, while a permanent solution is sought.

The Committee approved an MSC Circular providing guidance on the application of the mandatory SOLAS provisions concerning the global LRIT system, from 31 December 2008, as well as a number of other circulars relating to the technical specifications of the LRIT system and its establishment and utilisation, such as for search and rescue purposes.

SOLAS regulation V/19-1 on LRIT entered into force on 1 January 2008 and will apply to ships constructed on or after 31 December 2008, with a phased implementation schedule for ships constructed before 31 December 2008.

Goal-based new ship construction standards

Substantial progress was made in developing goal-based standards (GBS) for the construction of new bulk carriers and oil tankers. Draft SOLAS amendments to make GBS mandatory for such new ships were agreed, as were the draft international goal-based ship construction standards for bulk carriers and oil tankers, with a view to approval at MSC 86, in May 2009, and eventual adoption at MSC 87 in 2010.

The MSC also further developed the proposed draft *Guidelines for the verification of compliance with GBS* and draft *Guidelines for the information to be included in a ship construction file*, and agreed to work towards finalising them at MSC 86.

Measures to enhance maritime security

The MSC approved an MSC circular on Non-mandatory guidelines on security aspects of the operation of vessels that do not fall within the scope of SOLAS chapter XI-2 and the ISPS Code.

International Code on Intact Stability, 2008 (2008 IS Code)

The International Code on Intact Stability, 2008 (2008 IS Code), and amendments to the SOLAS Convention and to the 1988 Load Lines Protocol to make the Code mandatory, were adopted, and an MSC circular on *Early application of the International Code on Intact Stability, 2008 (2008 IS Code)*, to encourage its implementation, was approved. The amendments are expected to enter into force on 1 July 2010.

Marine Environment Protection Committee (MEPC)—58th Session

Major progress was made on reducing emissions from ships, in achieving safer and more environmentally friendly recycling of ships, and in facilitating ballast water management, when the IMO MEPC met for its 58th session at the IMO's London headquarters on 6–10 October 2008. The MEPC unanimously adopted amendments to the MARPOL Annex VI regulations to reduce harmful emissions of air pollutants from ships even further; approved the draft Ship Recycling Convention for adoption at a conference in 2009; approved a number of systems to help implement the Ballast Water Management Convention; and made substantial progress in developing technical and operational measures to reduce or limit greenhouse gas emissions from ships.



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Emissions from ships

The main changes to MARPOL Annex VI would see a progressive reduction in emissions of sulphur oxide (SO_x), nitrogen oxide (NO_x) and particulate matter from ships. The revised Annex VI, and the associated NO_x Technical Code, will enter into force on 1 July 2010, under the tacit acceptance amendment procedure.

Greenhouse gases from ships

In the context of the ongoing efforts of the international community to address the phenomena of climate change and global warming (in particular through the mechanisms of the United Nations Framework Convention on Climate Change (UNFCCC)), and in the light of the mandate given to the IMO in the Kyoto Protocol to address the limitation or reduction of greenhouse gas emissions from ships, the MEPC maintained momentum on the issue and made substantive progress in developing:

- technical and operational measures to address such emissions, including the development of an energy efficiency design index for new ships and an energy efficiency operational index, with associated guidelines for both;
- an efficiency management plan suitable for all ships; and
- a voluntary code on best practice in energy efficient ship operations.

The Committee approved the usage of the draft *Interim Guidelines on the method of calculation of the energy efficiency design index for new ships*, for calculation/trial purposes with a view to further refinement and improvement. The MEPC also held a discussion on market-based measures, and agreed to further discuss such measures at MEPC 59 which will take place on 13–17 July 2009.

Further work on the limitation and reduction of GHGs from ships continued at

an intersessional meeting on 9–13 March 2009, for presentation to MEPC 59 in July, which will benefit from the findings of the second and final part of the update of the 2000 IMO study. The outcome of MEPC 59 will, in accordance with the Committee's established action plan, be presented to the United Nations conference on climate change to be held in Copenhagen in December of 2009.

Harmful aquatic organisms in ballast water

The MEPC adopted guidelines for ballast water sampling, and revised guidelines for approval of ballast water management systems, intended to assist in the effective implementation of the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention), bringing to 14 the package of finalised guidelines required by the Convention. One final set of guidelines, on port State control, is being developed by the IMO's Sub-Committee on Flag State Implementation, and is to be adopted before the Convention's entry into force.

The MEPC gave final approval to two ballast water management systems that make use of active substances, bringing to four the total number of systems having received final approval to date. So far, 18 States have ratified the BWM Convention, adopted in February 2004, representing less than 15 per cent of the world's merchant shipping. In accordance with article 18 of the BWM Convention, the treaty will enter into force twelve months after the date on which not less than thirty States, the combined merchant fleets of which constitute not less than thirty-five per cent of the gross tonnage of the world's merchant shipping, have become Parties to it. The Committee urged other States to ratify the Convention at the earliest opportunity.

Recycling of ships

The MEPC conducted an article-by-article and regulation-by-regulation review of the draft new Convention providing globally applicable regulations for ship recycling. The text was circulated for consideration and adoption by a diplomatic conference held in Hong Kong, China, on 11–15 May 2009.

Minimising the risk of ship strikes with cetaceans

The MEPC agreed a guidance document on minimising the risk of ship strikes with cetaceans.

OPRC-HNS implementation

The MEPC considered the report of the eighth meeting of the OPRC HNS Technical Group, which was held in the week prior to the Committee's session, and approved the Manual on assessment of oil spill risks and preparedness and the IMO/UNEP Manual on the assessment and restoration of environmental damage following marine oil spills.

Sub-Committee on Standards of Training and Watchkeeping (STW)—40th session

Comprehensive review of the STCW Convention

Significant progress was made with the draft text for comprehensive review of the STCW Convention and Code, when the STW met for its 40th session on 2–6 February 2009. Further work will continue at STW 41 in January 2010, with a view to adopting the amendments at a Diplomatic Conference of STCW Parties in the Philippines in June 2010.



Enhancement of seafarers' awareness of counter-piracy measures

The Sub-Committee agreed that there was an urgent need to include appropriate provisions in the STCW Convention to ensure that seafarers are properly educated and trained to face situations that may arise if their ships are attacked by pirates. Member governments and international organisations were invited to submit proposals for consideration to STW 41, to be held on 11–15 January 2010.

Review of the principles for establishing the safe manning levels of ships

The STW approved a draft framework for determining minimum safe manning for inclusion in the draft revised resolution on Principles of Safe Manning (resolution A.890(21)). The proposed draft framework, intended to assist Administrations and companies in determining minimum safe manning, is based on four main steps that would involve:

- submission from the company;
- evaluation by the Administration;
- maintenance of minimum safe manning; and
- compliance monitoring.

The Sub-Committee prepared a preliminary draft revised text of resolution A.890(21), which will be reviewed by the Sub-Committee on Safety of Navigation (NAV) at its 56th session in 2010, for consideration in relation to operational aspects.

Sub-Committee on Bulk Liquids and Gases (BLG)—13th session

Draft MARPOL amendments to protect the Antarctic

Draft amendments to MARPOL Annex I providing for Special requirements for the use or carriage of oils in the Antarctic area, were agreed by the BLG when it met for its 13th session on 2–6 March 2009. The draft amendments will be submitted to the Marine Environment Protection Committee in July (MEPC 59), for approval with a view to adoption. The draft amendments would add a new Chapter 9 to MARPOL Annex I with a new Regulation 43 which would prohibit the carriage in bulk as cargo, or carriage and use as fuel, of: crude oils having a density at 15° C higher than 900 kg/m³; oils, other than crude oils, having a density at 15° C higher than

900 kg/m³ or a kinematic viscosity at 50° C higher than 180 mm²/s; or bitumen, tar and their emulsions.

An exception is envisaged for vessels engaged in securing the safety of ships, or in a search and rescue operation.

MSDS for MARPOL Annex I type oils as cargoes and oil fuels

The Sub-Committee approved a draft MSC resolution on Recommendations for Material Safety Data Sheets (MSDS) for MARPOL Annex I type cargoes and oil fuels, for submission to MSC 86 in May 2009 for adoption. The MSDS are intended to inform seafarers of the possible dangers associated with the handling of specific cargoes.

Interim guidelines on gas-fuelled engines

The BLG agreed draft *Interim guidelines on safety for gas fuelled engine installations in ships* for submission to MSC 86 for adoption. It also agreed a work plan, scope and framework for the development of the International Code of Safety for Gas-fuelled Ships (IGF Code), and instructed a correspondence group to work on the Code. It is anticipated that such engines will have a beneficial impact on the volume of emissions of harmful gases released into the atmosphere from ships.

Guidelines for carriage of biofuels and biofuel blends

The Sub-Committee agreed to extend the existing interim guidelines on the carriage of biofuel blends for a further 24 months, from 1 July 2009, to permit the continued carriage of blends with up to 15 per cent biofuel on Annex I ships (applicable to blends using fatty acid methyl ester (FAME), ethanol (ethyl alcohol) and vegetable oil). The interim guidelines apply only to biofuel *blends*; biofuels are carried under MARPOL Annex II regulations. It was agreed that, when carrying biofuel blends





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as Annex I cargoes under the extended interim guidelines, any residues and tank washings should be pumped ashore unless the oil discharge monitoring equipment is approved/certified for the blend.

The Sub-Committee agreed that there was a need for further work on this subject, including the development of appropriate hazard profiles for petroleum fuels; the development of guidance on the operational aspects of blending on board; and the discussion of issues surrounding blending in port.

BWM Convention Guidance

The Sub-Committee agreed a draft technical circular on *Guidance to ensure safe handling and storage of chemicals used to treat ballast water and the development of safety procedures for risks to the ship's crew resulting from the treatment process*, for submission to the MEPC for approval.

The Sub-Committee also agreed, for submission to the MEPC for approval, a draft technical circular containing an engineering questionnaire on ballast water management systems, which is intended to provide a source of reference in order to assist in: selecting and acquiring a BWM system; developing technical specifications for their purchase and installation; designing their installation for a ship or a group of ships; enabling comparison between different systems; and obtaining assistance in other related technical matters.

The draft circulars are aimed at assisting governments in the effective and uniform implementation of the 2004 Ballast Water Management Convention.

A correspondence group was established to continue the development of the guidance document on the *Framework for determining when a basic approval granted*

to one ballast water management system may be applied to another system that uses the same active substances or preparation; and a guidance document on conducting type approval of ballast water management systems.

Revised IGC code

The Sub-Committee was informed that a draft revised text of the *International Code for the Construction and Equipment of Ships carrying Liquefied Gases in Bulk* (IGC Code) would be presented to the next BLG session, following ongoing work by a steering group which is working in close cooperation with several bodies, in particular with the Society of International Gas Tanker and Terminal Operators (SIGTTO). SIGTTO is acting as secretariat, coordinator and focal point for a number of working groups, which have been set up to examine different sections of the Code and revise them as necessary.

Guidelines on bio-fouling to minimise invasive species

The BLG agreed to develop *Guidelines for the control and management of ships' bio-fouling to minimise the transfer of invasive aquatic species* and requested an intersessional correspondence group on bio-fouling to work on them.

There is currently no international measure in place to address the risks of introduction of invasive aquatic species through bio-fouling of ships—i.e. the adherence of sea life such as algae and molluscs to ships' hulls. The International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001, which entered into force on 17 September 2008, prohibits the use of harmful organotins in anti-fouling paints used on ships and establishes a mechanism to prevent the potential future use of other harmful substances in anti-fouling systems. However, it does not address the actual issue of bio-fouling and transfer of species.

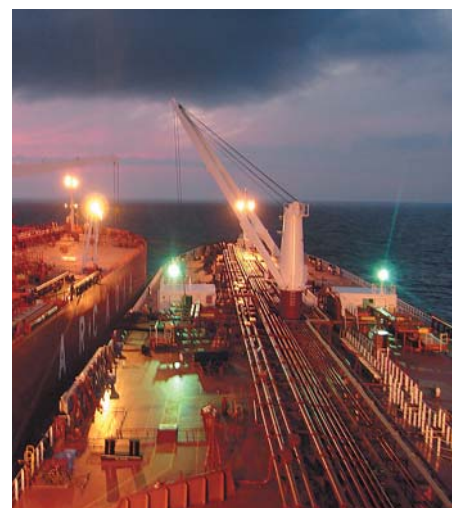
Other instruments such as MARPOL and the BWM Convention also do not directly address the issue.

Natural gas hydrate pellet carriers—safety requirements

A correspondence group was established to identify the hazards involved in the carriage of natural gas hydrate pellet vessels, review relevant safety requirements and develop guidelines for the construction and equipment of ships carrying natural gas hydrate pellets in bulk. Natural gas hydrate pellets are artificially formed pellets of 'natural gas hydrate', which is a crystalline solid consisting of molecules of natural gas (mainly methane), each surrounded by a cage of water molecules. They do not require as low a temperature as liquefied natural gas (LNG) for transportation and storage (LNG requires minus 160° C, gas hydrate pellets require minus 20° C).

Guidelines to be amended in line with the revised MARPOL Annex VI and NO_x Technical Code

The Sub-Committee agreed draft revisions to a number of guidelines to update them in line with the revised MARPOL Annex VI





and NO_x Technical Code, which were adopted in October 2008 and are expected to enter into force in July 2010. The draft revisions include: amended survey guidelines under the Harmonised System of Survey and Certification; amended *Guidelines for port State control under MARPOL Annex VI*; amended guidelines for monitoring the worldwide average of sulphur in fuel; amendments to the *Guidelines for the sampling of fuel oil for determination of compliance with Annex VI of MARPOL 73/78*; amendments to the *Guidelines for exhaust gas cleaning systems*; as well as draft *Guidelines for the development of a Volatile Organic Compounds (VOC) management plan*.

The drafts will be submitted to MEPC for approval and/or adoption, following input from the Sub-Committee on Flag State Implementation (FSI), where necessary.

Devices to prevent passage of flame into cargo tanks

The Sub-Committee agreed a draft MSC circular on *Amendments to the Revised Standards for the design, testing and locating of devices to prevent the passage of flame into cargo tanks in tankers* (MSC/Circ.677, as amended by MSC/Circ.1009), intended to provide clarification on the procedures to be used when testing such devices.

Sub-Committee on Fire Protection—53rd session, 16–20 February 2009

Inert gas systems would minimise risk of tanker explosions

The Sub-Committee continued its discussions on measures to prevent explosions on oil and chemical tankers transporting low flash-point cargoes, taking into account the different operational demands on chemical tankers

and essential data submitted by Member Governments and international organisations on this matter.

It was agreed that the fitting of appropriate inert gas systems (IGS) to new oil tankers below 20,000 dwt and new chemical tankers carrying low flash-point cargoes would minimise the risk of fires and explosions, and that draft amendments to SOLAS should be developed to address this, taking into account that, since chemical tankers presented much more complex problems than oil tankers, separate requirements may need to be developed to cover them. The lower size limit for new oil tankers, to which any new regulations would apply, needed further consideration.

The Sub-Committee noted that any tank entry is always hazardous, whether or not tanks have been inerted, and that an empty tank does not equal a safe tank. The importance of following established procedures for entering enclosed spaces was stressed. Industry guidance is readily available—but it is not always complied with.

The Sub-Committee agreed that further debate on measures to prevent explosions on oil and chemical tankers was needed, and invited the Committee to extend the target completion date of the work programme item to 2011.

Draft SOLAS and FSS Code amendments agreed

The Sub-Committee agreed to the following draft amendments to SOLAS chapter II-2 and to the International Fire Safety Systems (FSS) Code, for submission to the MSC for approval and subsequent adoption:

- SOLAS regulation II-2/4.5.7 to require fixed hydrocarbon gas detection systems to be installed in ballast tanks and void spaces adjacent to cargo tanks located

outside the oil tanker's cargo block area, such as forepeak tanks, and a new related draft chapter 16 to the FSS code, to give the specifications for fixed hydrocarbon gas detection systems; and

- SOLAS regulation II-2/7.4.1 to add a new sub-paragraph to require a fixed fire detection and fire alarm system to be installed 'in enclosed spaces containing incinerators', as well as in specified machinery spaces, and draft amendments to the FSS Code to replace the existing chapter 9 (Fixed fire detection and fire alarm systems) and the current chapter 10 (Sample extraction smoke detection systems), with updated and revised chapters.

Sub-Committee on Safety of Navigation (NAV)—54th session

Mandatory carriage requirements for ECDIS and Bridge Navigational Watch Alarm System

Draft regulations to make mandatory the carriage of Electronic Chart Display and Information Systems (ECDIS) and Bridge Navigational Watch Alarm Systems (BNWAS), under SOLAS chapter V Safety of Navigation, were agreed by the Sub-Committee on Safety of Navigation (NAV) when it met for its, 54th session on 30 June–4 July 2008. The proposed new regulations were approved by the MSC at its 85th session in November–December 2008, with a view to adoption by MSC 86 in May 2009.

The Sub-Committee also agreed on an amendment of existing regulation V/19.2.1.4 to reflect that ECDIS is an acceptable alternative to nautical charts and nautical publications, yet retaining the proviso that in a number of cases (for example ships not on international voyages, ships exempt from the carriage



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requirements because they were to be taken out of service permanently and cargo ships on international voyages but below the agreed tonnage limit) it could be appropriate to use only nautical charts and nautical publications. The Sub-Committee also noted progress made in the availability of electronic navigational charts, a prerequisite for introducing mandatory ECDIS carriage requirements.

Bridge navigational watch alarm system regulation

The draft amendment to SOLAS regulation V/19 will require carriage of a BNWAS, complying with IMO performance standards, on ships of 150 gross tonnage and upwards and passenger ships irrespective of size, with a phased carriage requirement for existing ships. The bridge navigational watch alarm system is required to be in operation whenever the ship is under way at sea.

E-navigation strategy completed

The Sub-Committee agreed a draft strategy for the development and implementation of e-navigation, including a draft framework for the implementation process for the e-navigation strategy along with a

timeframe, for submission to MSC, with a view to approval together with a policy decision on its implementation. The draft strategy defines e-navigation as the harmonised collection, integration, exchange, presentation and analysis of marine information onboard and ashore by electronic means to enhance berth to berth navigation and related services for safety and security at sea and protection of the marine environment.

Guidelines for Integrated Bridge Systems (IBS)

Draft guidelines for Integrated Bridge Systems (IBS) and draft performance standards for bridge alert management were reviewed and the Sub-Committee agreed to broaden the scope of the proposed guidelines to *Guidelines for bridge equipment and systems, their arrangement and integration*. A correspondence group was re-established to finalise the draft guidelines and draft performance standards for submission to the next session, and to liaise with the Sub-Committee on Ship Design and Equipment (DE) to ensure consistent treatment of alerts, including alarms and indicators.

Pilot transfer arrangements

A correspondence group was established to develop amendments to SOLAS regulation V/23 and resolution A.889(21) on pilot transfer arrangements, to improve the safety aspects for pilot transfer. The correspondence group presented an interim report to DE 52 (see below) and comments from DE will be incorporated into the draft that will be reviewed again at NAV 55.

Sub-Committee on Ship Design and Equipment (DE)—52nd session

Guidelines for ships operating in Polar waters

Draft *Guidelines for ships operating in Polar waters* were agreed by the Sub-Committee on Ship Design and Equipment (DE) when it met for its 52nd session on 16–20 March 2009. The guidelines are based on the *Guidelines for ships operating in Arctic ice-covered waters*, which have been substantially updated and extended to also cover the sea area off the Antarctic. The draft guidelines will be submitted to MSC and MEPC for approval, and then forwarded to the IMO Assembly, at its 26th session to be held in late 2009, for adoption.

The earlier Guidelines (MSC/Circ.1056–MEPC/Circ.399) were approved in 2002. Since then, the sea area off Antarctica has become an attractive destination for a growing number of cruise ships. Ships operating in both the Arctic and Antarctic environments are exposed to a number of unique risks, with poor weather conditions and the relative lack of good charts, communication systems and other navigational aids posing challenges for mariners. The remoteness of the areas makes rescue or clean up operations difficult and costly. Cold temperatures may





reduce the effectiveness of numerous components of the ship, ranging from deck machinery and emergency equipment to sea suction and, when ice is present, it can impose additional loads on the hull, propulsion system and appendages.

Revised MODU Code

The Sub-Committee agreed the text of the draft *Code for the Construction and Equipment of Mobile Offshore Drilling Units, 2009*, which revises and updates the MODU Code adopted in 1989 (resolution A.649(16)). The revised MODU Code will be submitted to MSC 86 for approval, prior to submission to the IMO Assembly for adoption.

Code on Alerts and Indicators, 2009

The draft *Code on Alerts and Indicators, 2009* was agreed, for submission to MSC 86 and MEPC 59 for approval and subsequent adoption by the IMO Assembly. The Code is intended to provide general

design guidance and to promote uniformity of type, location and priority for alerts and indicators required by the SOLAS Convention, including relevant performance standards, and by the MARPOL Convention, as well as by other associated instruments and codes. The Code, when adopted, will update, revise and replace the *Code on Alarms and Indicators, 1995* (resolution A.830(19)).

Measures to prevent accidents with lifeboats

The Sub-Committee continued its work on measures to prevent accidents with lifeboats, as the number of accidents during lifeboat drills and inspections continues to be high, often leading to serious injuries and fatalities.

Draft amendments to the International Life-Saving Appliances (LSA) Code and the Recommendation on testing of LSA were agreed, for submission to MSC 86 for

approval and subsequent adoption. The draft amendments add to and replace, as appropriate, the existing paragraphs relating to on-load release systems for survival craft, to ensure they are adequately secure and cannot be released inadvertently.

A related proposed draft amendment to SOLAS chapter III, to require the replacement of certain existing release hooks not complying with the new requirements, was also agreed for submission to MSC 86 for approval and subsequent adoption.

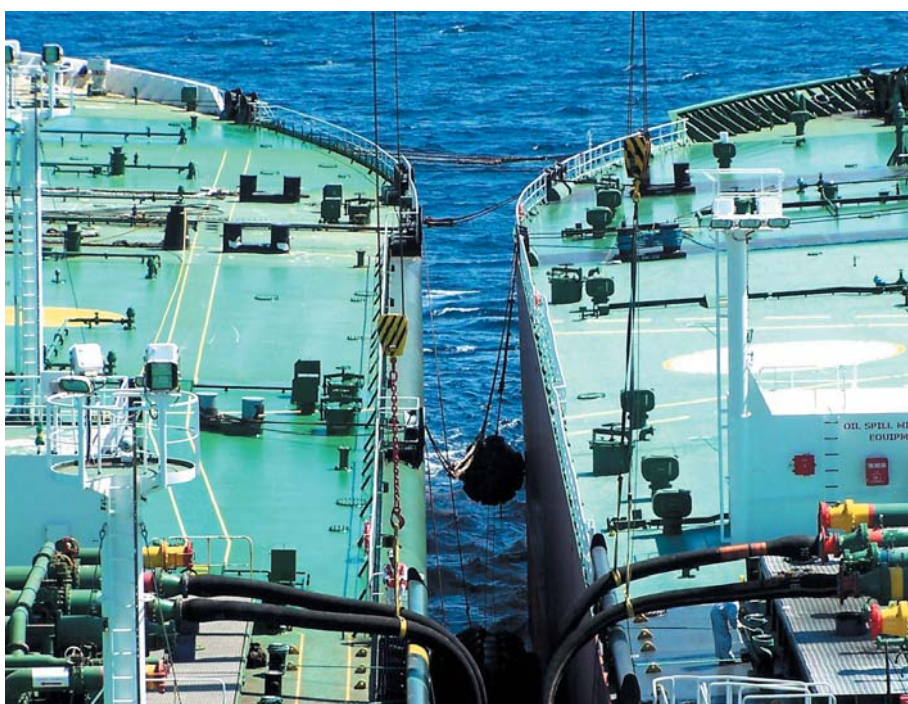
Draft *Guidelines for the fitting and use of fall preventer devices (FPDs)* were agreed for submission to MSC 86 for approval. An FPD can be used to minimise the risk of injury or death by providing a secondary alternate load path in the event of the failure of the on-load hook or its release mechanism, or of accidental release of the on-load hook, but should not be regarded as a substitute for a safe on-load release mechanism.

The Sub-Committee also agreed draft amendments to the *Guidelines for periodic servicing and maintenance of lifeboats, launching appliances and on-load release gear* (MSC.1/Circ.1206, annexes 1 and 2) for submission to MSC 86 for approval.

A correspondence group was instructed to continue the work on prevention of accidents involving lifeboats.

SOLAS amendments on tanker cargo tank corrosion protection

The Sub-Committee agreed a draft new SOLAS regulation on *Corrosion protection of cargo oil tanks of crude oil tankers* for submission to MSC 86 for approval and subsequent adoption. The regulation would require all cargo oil tanks of crude oil tankers to be protected against corrosion.





... International Maritime Organization

A correspondence group was established to finalise a draft *Performance standard for protective coatings for cargo oil tanks of crude oil tankers* and to develop draft *Test procedures for coating qualification for cargo oil tanks of crude oil tankers*; a draft *Performance standard for alternative means of corrosion protection for cargo oil tanks of crude oil tankers*; and draft *Guidelines on procedures for in-service maintenance and repair of coating systems for cargo oil tanks of crude oil tankers*.

Guidelines for the approval of inflatable liferafts

The Sub-Committee agreed to the draft *Guidelines for the approval of inflatable liferafts subject to extended service intervals not exceeding 30 months*, for submission to the MSC for approval. It recommends that if liferafts are approved and certified for extended service intervals, they should be serviced at an approved servicing station at intervals not exceeding 30 months for the first 10 years of their service lives.

Revision of SOLAS Chapter III and LSA Code

The ongoing review of SOLAS Chapter III and the LSA Code, using a goal-based approach which sets out goals (including escape, survival, notification of distress and rescue) and functional requirements (including communication, personal life saving, mass evacuation, and search and rescue) was progressed. The intention is to move towards pro-active identification and evaluation of risk, as distinct from the traditional, prescriptive approach to regulation.

Guidelines for ladders and gangways

Draft *Guidelines for construction, installation, maintenance and inspection/survey of accommodation ladders and gangways* were finalised for submission to MSC 86 for approval.

Phasing-out of existing pollution prevention equipment

The Sub-Committee discussed a number of submissions relating to the phasing-out of existing pollution prevention equipment that is unable to meet the requirements of resolution MEPC.107(49) on *Revised Guidelines for pollution prevention equipment for machinery space bilges of ships*, which was adopted in 2003 and amends earlier guidelines adopted in 1992. The 2003 requirements are far more stringent than the 1992 requirements. For example, the MEPC.107(49) oil content meter is designed to read oil-water emulsions, while the MEPC.60(33) oil content meter has no such requirement. Following debate, there was some support for requiring an upgrade of existing oily water separation equipment, although it was felt that further in-depth deliberation was needed. One of the issues raised was whether add-on equipment to supplement existing MEPC.60(33) equipment might be permitted to form the basis for a future mandatory upgrade of that equipment.

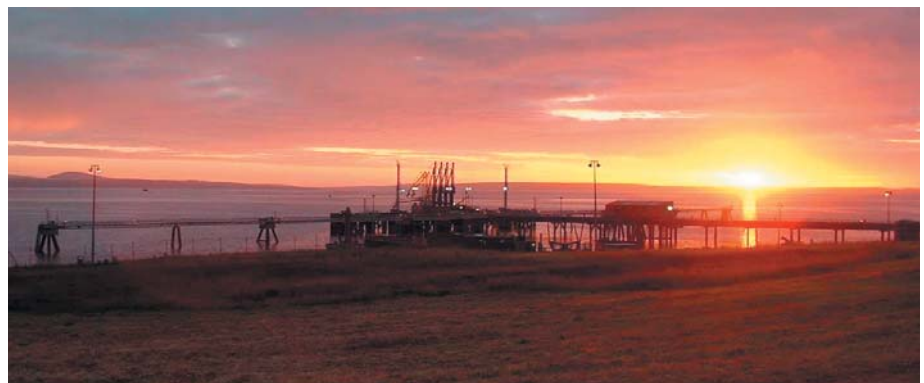
Recognising that further work was needed, interested parties were invited to submit relevant proposal(s) to the MEPC for the inclusion of a relevant new item in the work programme and agenda of the Sub-Committee, as the issue was currently being considered under 'Any other business'.

Recycling of ships

The MEPC approved the text of the draft ship recycling convention for adoption at a conference in 2009, when it met for its 58th session in July 2008. The Committee conducted an article-by-article and regulation-by-regulation review of the draft new convention providing globally applicable regulations for ship recycling and for recycling activities. The text has now been circulated for consideration and adoption by a diplomatic conference to be held in Hong Kong, China, from 11–15 May 2009.

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.

Ships to be sent for recycling will be required to carry an inventory of hazardous materials, specific to each ship, while an appendix to the convention will provide a list of hazardous materials whose installation or use in ships is prohibited or restricted in shipyards, ship repair yards, and ships of





parties to the future convention. Ships will have to have an initial survey to verify the inventory of hazardous materials, surveys during the life of the ship, and a final survey prior to recycling.

Ship recycling yards will be required to provide a 'Ship Recycling Plan', to specify the manner in which each ship will be recycled, depending on its particulars and its inventory. Parties will be required to take effective measures to ensure that ship recycling facilities under their jurisdiction comply with the convention.

IMO Legal Committee (LEG)—94th Session

The IMO Legal Committee, at its 94th meeting, discussed the implementation of the Hazardous and Noxious Substances (HNS) Convention through the use of Protocol to the Convention. The Committee noted that, despite being

adopted in 1996, to date only 13 States had ratified the Convention which had still not met its entry-into-force criteria.

The Committee discussed the difficulties with collecting data and reporting on packaged HNS and the proposal to be incorporated in a Protocol that packaged HNS would not contribute to the fund, but that damage caused by packaged HNS would be covered by the fund by a possible increase in shipowner liability. The Committee also discussed contributions to the LNG account and the proposal that the party liable for the contributions would normally be the receiver, however by agreement between the receiver and the titleholder, the titleholder would be liable. If the titleholder failed to make the contributions then the receiver would be required to make the contribution. The Committee further discussed remedies to ensure submissions of contributing cargo reports by States on ratification and annually thereafter. The LEG agreed to review the

draft Protocol further at its 95th meeting in April 2009 (where it recommended that a diplomatic conference should be convened early in 2010).

Liability and compensation regarding claims for death, personal injury and abandonment of seafarers

Delegations to the Legal Committee expressed their support for the development of draft mandatory provisions on abandonment of seafarers, with the form of such an instrument to be decided at a later stage.

It was emphasised that abandonment was a real problem, with humanitarian dimensions, and could become more frequent as a consequence of the negative impact on the shipping industry of the global financial crisis. It was important to find a solution, not only for humanitarian reasons, but also for the efficiency of the industry as a whole.

Draft single model insurance certificate

The Committee discussed the development of a model for a single insurance certificate, which may be issued by States Parties in respect of each and every ship under the relevant IMO liability and compensation conventions.

There was general consensus that a single insurance certificate would be desirable, since it could lead to a reduction in the administrative burden of States and shipowners/insurers when compared with the system prescribed by the various conventions.

The Committee decided to establish an informal correspondence group in order to progress intersessionally on the legal, technical and practical aspects of the consolidated model certificate, including issues relating to port State control and inspection.



IMO Meetings in 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	Date
Facilitation Committee (FAL)	35	12–16 Jan
Sub-Committee on Radiocommunications and Search and Rescue (COMSAR)	13	19–23 Jan
Sub-Committee on Standards of Training and Watchkeeping (STW)	40	2–6 Feb
Sub-Committee on Fire Protection (FP)	53	16–20 Feb
Sub-Committee on Bulk Liquids and Gases (BLG)	13	2–6 Mar
Sub-Committee on Ship Design and Equipment (DE)	52	16–20 Mar
IOPC Funds		23–27 Mar
Legal Committee (LEG)	95	30 Mar–3 Apr
Sub-Committee on Flag State Implementation (FSI)	17	20–24 Apr
Maritime Safety Committee (MSC)	86	27 May–5 June
IOPC Funds		15–19 Jun
Technical Co-Operation Committee (TC)	59	23–25 Jun
Council	102	29 Jun–3 Jul
Marine Environment Protection Committee (MEPC)	59	13–17 Jul
Sub-Committee on Safety of Navigation (NAV)	55	27–31 Jul
Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC)	14	21–25 Sept
Legal Committee (LEG)	96	5–9 Oct
IOPC Funds		12–16 Oct
Consultative Meeting of Contracting Parties to the London Convention 1972 (LC)	31	26–30 Oct
Council (extraordinary session)	25	19–20 Nov
Assembly	26	23 Nov–4 Dec
Council	103	4 Dec



International Oil Pollution Compensation Funds (IOPC Funds)

OCIMF attended the IOPC Funds meetings in June and October 2007, and again in March 2008, all at the IMO in London.

At the end of March 2009 there were 102 States in the 1992 Fund and 23 States in the Supplementary Fund Protocol.

Major/recent Incidents

Hebei Spirit

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

at 35 per cent of the established claims. In October 2008, the Executive Committee noted that the most recent estimate by the 1992 Fund's experts of the total amount of the losses caused by the spill was between KRW 566.3 billion and KRW 601.3 billion (£272–289 million) and, on the basis of this information, the Executive Committee (of the 1992 Fund) decided to maintain the level of the 1992 Fund's payments at 35 per cent of the established claims.

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

for £185.7 million, for which the Secretariat has requested further supporting evidence. The Fund had not authorised any payments as it felt further supporting evidence on the claims was required.

HNS Convention

The June meeting of the IOPC Funds was dominated by discussions on the HNS Convention. A number of major practical difficulties with the Convention have prevented it from coming into force. Following significant work and compromise of positions by a number of States, a draft Protocol to the HNS Convention was agreed and forwarded for consideration at the IMO Legal Committee in October 2008. With the work in relation to the HNS Convention having been passed to the IMO Legal Committee, the IOPC Fund meetings of October 2008 and March 2009 were significantly shorter.





OCIMF China Focus Group

In 2007, OCIMF's Executive Committee made a decision to raise the awareness of OCIMF to the Chinese Government and the oil industry and tanker operators based in China.



The OCIMF China Focus Group with the OCIMF Chairman and Vice-Chairman in Beijing

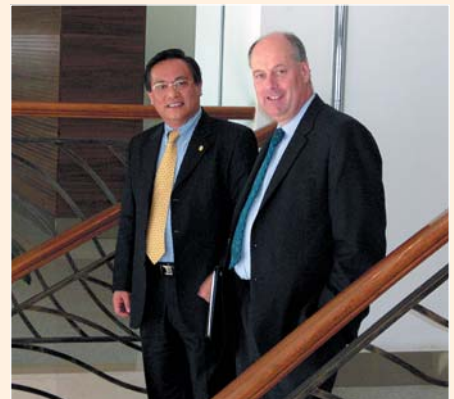
training to members of the Shanghai Maritime Safety Administration (MSA).

The OCIMF Asia Pacific Terminal Forum met in Beijing in February 2008. Through the coordinating efforts of the CFG, Mr Li Kejun, Chairman and President, China Classification Society (CCS), with CCS staff members, attended as principle guests along with representatives of the Shenzhen Maritime Safety Administration. Both CCS and MSA made presentations to the Forum.

Early in 2007, Deputy Director Mike Sitts, working with the newly formed OCIMF China Focus Group (CFG) under the Chairmanship of Franklin Zhen (BP Shipping) based in Shanghai, visited China to introduce important industry and government officials to OCIMF.

Also in 2007, OCIMF Director Phil Davies, together with several members of the China Focus Group, attended the annual World Shipping (China) Summit in Tianjin. The official Chinese version of the OCIMF booklet, *Effective Mooring*, was launched in conjunction with the event along with a translated version of the OCIMF corporate brochure.

Later that year, Director Phil Davies and Senior Technical Advisor Bill Crabbs attended Shanghai International Maritime Forum 2007 (SIMF 07). Phil Davies, SIRE Training and Development Manager David Savage and members of the CFG gave presentations on the different aspects of OCIMF to a large audience of international delegates. Considerable interest in OCIMF was generated and many working relationships were developed. In conjunction with the conference, Bill Crabbs, David Savage and CFG members Franklin Zhen, Zhang Bo (Chevron) and Tony Lian (BP Shipping) provided a day of ISGOTT (*International Safety Guide for Oil Tankers and Terminals*) tanker safety



Phil Davies and Li Kejun at the OCIMF Asia Pacific Terminal Forum in Beijing



Presenters at the Shanghai International Maritime Forum in Beijing

In April, the OCIMF Secretariat with the CFG organised and hosted a seminar for the Chinese and international maritime industry as part of the Shipping China Energy 2008 (SCE 08) pre-conference programme in Shanghai. Entitled *Shipping Safety and Environmental Management—Working with SIRE and TMSA*, the Seminar Panel included Bill Crabbs and David Savage from the Secretariat, CFG members Zhang Bo, Tony Lian and Terry Luke (Chevron). The shipowner's perspective was represented by Cong Jian and Zheng Jia Xu (both of Dalian Ocean Shipping Company). Preceding SCE 08, OCIMF was invited back



The panel at the Shanghai International Maritime Forum in Beijing

to MSA Shanghai to provide training for MSA surveyors. Bill Crabbs, Zhang Bo, Tony Lian and David Savage led the course held in the MSA offices and attended by more than 70 MSA staff. This training successfully used the ISGOTT Ship Shore Safety Checklist as its basis.

Zhang Bo assumed the Chairmanship of the China Focus Group in April. The CFG was created specifically to address issues affecting the region, and has met nine times since its formation. It reports to the OCIMF General Purposes Committee and has proven to be very effective in raising awareness of OCIMF in China. In addition to the training already mentioned, CFG

has also arranged and provided tanker safety training for CCS, and barge safety seminars for barge owners and operators, promoted interest in OCIMF membership, translated *Effective Mooring* and is developing arrangements to translate other OCIMF publications.

OCIMF was pleased to be invited to the Informal Tanker Operators Safety Forum that took place in Dalian immediately following the MSA training in April 2008. David Savage and CFG members attended this very popular event, together with more than 90 delegates representing tanker operators from China and the Pacific Rim.

The closer associations with the Chinese government, tanker, barge and terminal communities that are resulting from this focused engagement have provided considerable benefit to both the Chinese shipping community and OCIMF members. The events and continued focus on the Chinese maritime community has led to several expressions of interest from oil companies and terminals in joining the Forum. We will continue to support the growing Chinese industry in its quest to implement OCIMF and industry best practices for safety and environmentally sound operations through the work of the China Focus Group, and we look forward to welcoming the first Chinese member to OCIMF.





Ship Inspection Report (SIRE) Programme

The SIRE Programme continues to manage ever-increasing demands for tanker and barge reports.

The number of reports submitted remains steady but the number of purchases continues to increase, with more than 5,000 tanker reports currently being purchased each month. More than 17,000 tanker reports and 4,800 barge reports are now available in the SIRE system.

The Tanker Management Self-Assessment (TMSA) programme also continued to grow in 2008. A total of 987 companies are now participating.

Highlights for 2008 include the introduction of the new Harmonised Vessel Particulars Questionnaire (HVPQ4) and continual improvements to the Vessel Inspection Questionnaire (VIQ). The revised version of the Tanker Management and Self Assessment Programme (TMSA2) was also introduced.

SIRE statistics

	Jan–Dec 2007	Jan–Dec 2008	Difference
Tanker reports submitted	15,730	16,452	+722
Tanker reports requested	52,527	59,736	+7,209
Total tanker vessels in the System	6,222	6,553	+331
Reports per tanker vessel per annum	2.6	2.6	
Barge reports submitted	4,576	4,879	+303
Barge reports requested	5,786	8,164	+2,378

The number of tanker reports requested in 2008 was up by nearly 14 per cent compared with 2007, whilst the number of barge reports requested increased by more than 40 per cent.

SIRE Focus Group Meetings

12th SIRE Focus Group Meeting

Chairman: Arthur Batty, Total

Date: 23 January 2008

Location: Sunbury on Thames, UK

Host: BP

Topics discussed:

- Specific VIQ variant for articulated/integrated tug/barges
- Additional VIQ variant for ice navigation
- Updated VIQ guidance notes
- Revised SIRE Inspectors application form
- Presentation on Intertanko's Tanker Officer Training System (TOTS)
- Distribution of the new HVPQ4
- Report on the first Barge Inspection Accreditation courses held in the USA

13th SIRE Focus Group Meeting

Chairman: David George, Shell

Date: 25 June 2008

Location: 29 Queen Anne's Gate, OCIMF, UK

Host: OCIMF

Topics discussed:

- Inspector qualifications with regard to Dangerous Cargo Endorsement (DCE)
- Inspector feedback from Tanker Masters
- Seamanship Library
- Future VIQ revisions
- Auditor Inspectors meeting
- VIQ 2008 revisions and release

14th SIRE Focus Group Meeting

Chairman: David George, Shell

Date: 21 January 2009

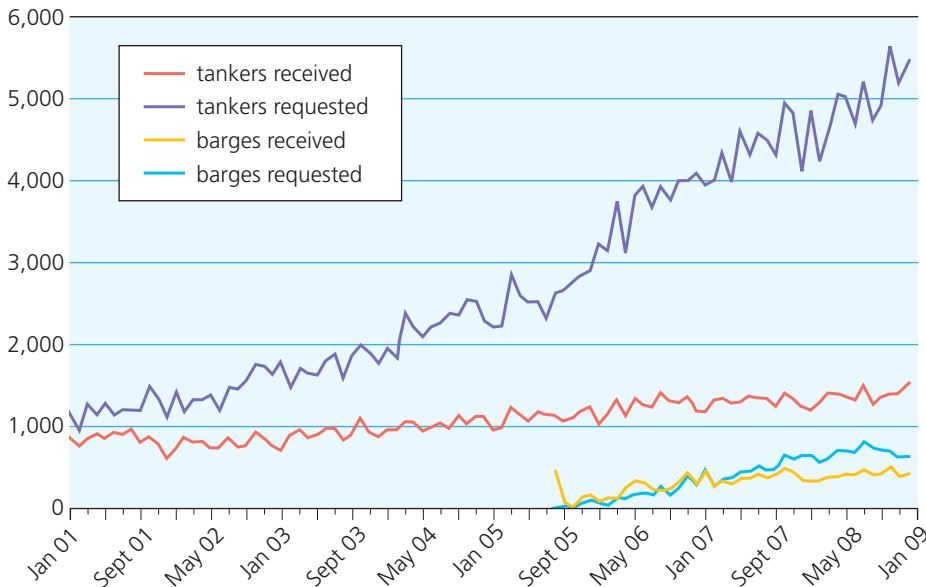
Location: San Ramon, USA

Host: Chevron

Topics discussed:

- Amendments to the training and accreditation guidelines
- Proposed changes to the Inspector examination question format
- SIRE staffing changes
- Changes to the inspector ethics declaration process
- Review of inspector numbers
- Requirements of inspections of vessels over 10 years of age

SIRE reports received and requested per month (January 2001 to December 2008)



The number of reports received and requested has continued to rise in 2008, with more than 5,000 tanker reports now being requested each month.

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 2008. Migration to the new ISO 9001:2008 standard will take place in 2009.

SIRE Technical Focus Group (STFG) Meetings

13th SIRE Technical Focus Group Meeting

Chairman: Les Morton, IMT
Date: 24 January 2008
Location: Sunbury on Thames, UK
Host: BP

The STFG meets the following day after the SIRE Focus Group meeting. IT support systems play an integral part in many member companies. Proposed changes in relation to IT are discussed plus an update on the current and future OCIMF suite of programmes.

Topics discussed:

- New HVPQ4 programme
- Security audit
- Possible restructuring of the SIRE vessel index
- Introduction of new DNS server addresses for auto fail.

14th SIRE Technical Focus Group Meeting

Chairman: Les Morton, IMT
Date: 26 June 2008
Location: 29 Queen Anne's Gate, OCIMF, UK
Host: OCIMF

Topics discussed:

- New version of the VIQ
- New VPQ utilising Adobe Flash
- Website—introduction of vessel self management programme
- TMSA2 testing
- Hardware management and changes to URLs
- Formalised change management process
- Proposed security changes and possible solutions

15th SIRE Technical Focus Group Meeting

Chairman: Les Morton, IMT
Date: 22 January 2009
Location: San Ramon, USA
Host: Chevron

Topics discussed:

- Web system performance
- Switch-off of HVPQ3
- Website access security audit
- VIQ modifications and coding
- TMSA2 implementation
- Introduction of a third server, in Hong Kong
- HVPQ5 software proposals
- Changes to the SIRE helpdesk



... Ship Inspection Report (SIRE) Programme

SIRE Inspector Accreditation

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

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

Currently 540 inspectors are accredited under the Programme (441 Category 1, 13 Category 2 and 86 Category 3).

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

From September 2008 onwards, Category 1 and Category 2 inspector courses were extended from four days to five days in order to provide additional training relating to the inspection of chemical tankers and gas carriers.

Inspector Accreditation courses held in 2008

New Inspector courses

11–14 February	Singapore
18–21 February	Singapore
7–11 April	London
29 July–1 August	London
8–12 September	London
20–24 October	Tokyo
17–21 November	London

Refresher courses

9–10 June	London
15–16 October	Houston
29 October	Tokyo
30 October	Tokyo

Category 3 courses

31 January–1 February	San Antonio
17 July	Houston
23–24 September	Buenos Aires

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

Regional Category 3 accreditation

Following the successful introduction of a formalised accreditation programme for Category 3 inspectors in the Americas in 2007, the region was re-aligned in 2008 to provide separate North America (USA and Canada) and South and Central American regions. Both of these regions are under the control of local SIRE Category 3 Accreditation Committees comprising OCIMF member affiliates whose specific regional Category 3 vessel inspection requirements are addressed. Both of these





regions report big improvements in the harmonising of inspection results and positive participation by Category 3 vessel operators. OCIMF is hopeful that other regional Category 3 inspector accreditation programmes will be developed.

In the case of Category 3 inspector accreditation, OCIMF is responsible only to administer the details of the inspectors and their attendance at initial or subsequent refresher courses, and for the issuance of accreditation documentation as instructed by the Regional Accreditation Committees.

Training courses

New inspector courses and refresher courses held during 2008 are shown in the table. Five-day courses for prospective Category 1 and Category 2 Inspectors are held on an as-needed basis, and refresher courses are timed and located to meet the requirements of those inspectors whose accreditation status needs to be maintained.

OCIMF Members are alerted to the dates when new inspector courses and refresher courses are scheduled. Courses for prospective Category 3 inspectors and periodic refresher training for Category 3 inspectors are organised by each of the Regional Category 3 Accreditation Committees.

SIRE compliance

Recognising the importance of compliance by all of the entities who participate in SIRE—the inspectors themselves, the report-submitting companies, the tanker operators and the report recipients—a new Compliance Manager role was created at OCIMF in October 2008.

SIRE Auditing Inspector Meeting

After a productive meeting of 12 NW European-based SIRE inspector auditors in 2007, OCIMF hosted a further event on 14 July 2008 at Barnsdale, Rutland UK.

The auditor is at the heart of the SIRE inspector accreditation programme and the

experiences of this group of highly experienced inspectors who collectively audit approximately 150 SIRE inspectors each year provided OCIMF with valuable feedback to further enhance SIRE.

On this last occasion, the entire global cadre of 28 auditors were invited, and of these, 19 were able to attend.

Several important suggestions were made, that have since been adopted into the Inspector Accreditation programme. These include improvements to the inspector 'appraisal of performance' report and requirements for all auditors to conduct a minimum number of inspections each year to retain auditor status.

Recreational activities included an early morning 18-mile cycle ride around Rutland Water prior to the meeting. A further meeting took place on 22 June 2009.



Delegates at the SIRE auditing inspector meeting held at Barnsdale, on 14 July 2008

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

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	Competence Assurance Guidelines for F(P)SOs	1st Edition 2008	OCIMF
5	A Contingency Planning and Crew Response Guide for Gas Carrier Damage at Sea and in Port Approaches	3rd Edition 1999	ICS/OCIMF/SIGTTO
6	Design and Construction Specification for Marine Loading Arms	3rd Edition 1999	OCIMF
7	Disabled Tankers—Report of Studies on Ship Drift and Towage	1st Edition 1981	OCIMF
8	Drift Characteristics of 50,000 to 70,000 DWT Tankers	1st Edition 1982	OCIMF
9	Effective Mooring	2nd Edition 2005	OCIMF
10	Effective Mooring (Chinese Edition)	2nd Edition 2005	OCIMF
11	A Guide to Contingency Planning for the Gas Carrier Alongside and Within Port Limits	2nd Edition 1999	ICS/OCIMF/SIGTTO
12	Guide to Purchasing and Manufacturing Hoses for Offshore Moorings including Considerations Relating to Hose System Design	5th Edition 2009	OCIMF
13	Guidelines for the Handling, Storage, Inspection and Testing of Hoses in the Field	2nd Edition 1995	OCIMF
14	Guidelines for the Purchasing and Testing of SPM Hawsers	1st Edition 2000	OCIMF
15	Hawser Test Report	1st Edition 1982	OCIMF
16	International Safety Guide for Oil Tankers and Terminals	5th Edition 2006	IAPH/ICS/OCIMF
17	Jetty Maintenance and Inspection Guide	1st Edition 2008	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 (MEG3)	3rd Edition 2008	OCIMF
21	Offshore Loading Safety Guidelines with Special Relevance to Harsh Weather Zones	1st Edition 1999	OCIMF
22	Peril at Sea and Salvage—A Guide for Masters	5th Edition 1998	ICS/OCIMF
23	Piracy and Armed Robbery Against Ships	1st Edition 2000	OCIMF
24	Prevention of Oil Spillages Through Cargo Pumproom Sea Valves	2nd Edition 1991	ICS/OCIMF
25	Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings	4th Edition 2007	OCIMF
26	Recommendations for Manifolds for Refrigerated Liquefied Gas Carriers for Cargoes from 0° C to Minus 104° C	2nd Edition 1987	OCIMF
27	Recommendations for Manifolds for Refrigerated Liquefied Natural Gas Carriers (LNG)	2nd Edition 1994	OCIMF/SIGTTO
28	Recommendations for Oil Tanker Manifolds and Associated Equipment	4th Edition 1991	OCIMF
29	Ship to Ship Transfer Guide (Liquefied Gases)	2nd Edition 1995	ICS/OCIMF/SIGTTO
30	Ship to Ship Transfer Guide (Petroleum)	4th Edition 2005	ICS/OCIMF
31	Single Point Mooring Maintenance and Operations Guide	2nd Edition 1995	OCIMF
32	SPM Hose Ancillary Equipment Guide	3rd Edition 1987	OCIMF
33	Survival Craft—A Seafarer's Guide	1st Edition 2008	OCIMF
34	Tanker Management and Self Assessment 2—A Best Practice Guide for Vessel Operations	2nd Edition 2008	OCIMF

Publications expected to come into print in 2009:

1	Effective Mooring	3rd Edition 2009	OCIMF
2	Effective Mooring (Chinese Edition)	3rd Edition 2009	OCIMF
3	Guidelines for the Design, Operation and Maintenance of Multi Buoy Moorings	1st Edition 2009	OCIMF
4	International Safety Guide for Inland Navigation Tank-Barges and Terminals (ISGINTT)	1st Edition 2009	CCNR/OCIMF
5	Tandem Mooring and Offloading Guidelines for Conventional Tankers at F(P)SO Facilities	1st Edition 2009	OCIMF

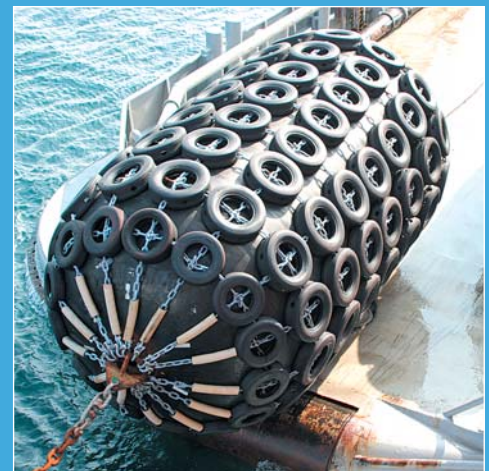
Current publications under review/revision in 2009:

1	Anchoring Systems and Procedures for Large Tankers	1st Edition 1982	OCIMF
2	Barge Safety (Liquefied Cargoes in Bulk)	1st Edition 1999	OCIMF
3	International Safety Guide for Oil Tankers and Terminals (Portuguese Edition)		IAPH/ICS/OCIMF
4	International Safety Guide for Oil Tankers and Terminals (Russian Edition)		IAPH/ICS/OCIMF
5	International Safety Guide for Oil Tankers and Terminals (Simple Mandarin Edition)		IAPH/ICS/OCIMF
6	Peril at Sea and Salvage—A Guide for Masters	5th Edition 1998	ICS/OCIMF
7	Piracy and Armed Robbery Against Ships	1st Edition 2000	OCIMF
8	Recommendations for Manifolds for Refrigerated Liquefied Gas Carriers for Cargoes from 0° C to Minus 104° C	2nd Edition 1987	OCIMF
9	Recommendations for Manifolds for Refrigerated Liquefied Natural Gas Carriers (LNG)	2nd Edition 1994	OCIMF/SIGTTO

OCIMF Information Papers

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

No.	Title	Date
1	A Guide to the International Oil Pollution Compensation Regimes	May 2000
2	An Extended Scope for the Enhanced Survey Programme (ESP)	Aug 1999
3	An Information Paper on Pumproom Safety	Sept 1995
4	Factors Influencing Accelerated Corrosion of Cargo Oil Tanks	Sept 1997
5	Guidance For Oil Terminal Operators On The International Maritime Organization (IMO) International Ship And Port Facility Security (ISPS) Code	Dec 2003
6	Guidelines for the Control of Drugs and Alcohol Onboard Ship	July 1995
7	Health, Safety and Environment at New-Building and Repair Shipyards and During Factory Acceptance Testing	July 2003
8	Hydrostatically Balanced Loading	Dec 1998
9	Industry Code of Practice on Ship Recycling	Aug 2001
10	Inert Gas Systems: Block and Bleed Valve Arrangements for Chemical Tankers Carrying Chemicals and Petroleum Products—Prevention of Inert Gas/Hydrocarbon Backflow	Jan 2000
11	Inert Gas Systems: Dry Type Deck Water Seals—Prevention of Inert Gas/Hydrocarbon Backflow	
12	Inert Gas Systems: Semi-dry Type Deck Water Seals—Prevention of Inert Gas/Hydrocarbon Backflow	
13	Lifeboat Incident Survey—2000	2000
14	Manning at Conventional Marine Terminals	June 2008
15	Marine Breakaway Couplings	Nov 2008
16	Marine Injury Reporting Guidelines	Feb 1997
17	Oily Water Separators	Feb 2006
18	Piracy: The East Africa/Somalia Situation—Practical Measures to Avoid, Deter or Delay Piracy Attacks	Jan 2009
19	Port and Terminal Information	Sept 1997
20	Recommendations for the Tagging/Labelling, Testing and Maintenance, Documentation/Certification for Ships' Lifting Equipment	May 2005
21	Results of a Survey into Lifeboat Safety	July 1994
22	Ship Measurement—Deadweight or Displacement?	
23	Summary of the Results of the MARIN Study to Validate the Adequacy of SPM Mooring Equipment Recommendations	May 2007
24	Vessel Inspection Questionnaire 2009 Edition	June 2009
<i>The following documents are available to members only:</i>		
25	Briefing Paper for OCIMF Member Chartering and Vetting Groups—The use of Large Tankers in Seasonal First-Year Ice or Severe Sub-Zero Conditions	Nov 2008
26	Briefing Paper for OCIMF Member Companies—Guidelines for Transiting the Straits of Magellan including Commentary on Passages around Cape Horn	Apr 2009
27	Briefing Paper for OCIMF Member Companies—Guidelines for Transiting the Turkish Straits	Aug 2007
28	Guidelines on Safety Management Systems for Hot Work and Entry into Enclosed Spaces	Sept 2008
29	Ship to Ship Transfer: Appendix 1—Operational/Safety Check Lists	
30	Specification Guidance for Dock Hoses	Aug 2006





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