



Oil Companies International Marine Forum

OCIMF

Annual Report 2010



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

Mission

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



Objectives



Standards

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

Regulatory

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

Enforcement

To encourage flag States, port States and classification societies in their enforcement of international conventions and regulations.

Promulgation

To facilitate access by charterers and authorities to data on tankers relating to safety and environmental protection, through the Ship Inspection Report (SIRE) Programme.

Consultation

To promote ratification and implementation of international compensation conventions.

Promotion

To actively promote OCIMF's role in the development of safety and environmental guidelines and recommendations, harnessing the skills and experience of OCIMF members and holding industry events addressing the issues.

Chairman's statement

Jan M. Kopernicki



We can reflect on another successful year for OCIMF, not only in meeting its members' interests, but more importantly in advancing safety and environmental issues at national, regional and international levels. As we approach our 40th Anniversary in 2010, there continues to be an active interest from oil companies in joining OCIMF and supporting its activities. The OCIMF membership currently stands at 81 companies worldwide.

The membership participated actively in the work of the Forum in 2009, and our committees have continued to grow, both in the number of members and in their scope. Of particular note was the decision taken at our 64th Executive Committee meeting in November 2009 to establish the Offshore Marine Committee as a senior committee with responsibilities for OCIMF's work in the offshore marine environment. As our members require support for marine activities in the upstream sector, this change will allow more focused support, evidenced not least by the Offshore Vessel Inspection Database (OVID), which was launched on 6 January 2010.

In late 2008, OCIMF undertook a limited strategic review. This led to recommendations related to offshore activities, and also tasked the Secretariat

with improving participation with our members in South America. The latter was a key focus during 2009, which culminated with our Executive Committee meeting in Rio De Janeiro in November, kindly hosted by Petrobras. OCIMF will continue to focus on key issues in South America and we look forward to working with regional members and organisations there in 2010, while continuing to engage with existing partners worldwide.

IMO continues to be a critical focus for OCIMF, and we have continued to provide sound advice and counsel in all debates. We congratulate the IMO on another successful year, which saw the adoption of the revised text to MARPOL Annex VI and their moving towards completion of the revised Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention) at a diplomatic conference towards the end of June 2010. OCIMF has played a significant technical role in relation to the IMO's work on climate change and the reduction of greenhouse gases (GHGs) from shipping, and has supported the technical work on the

Design Index and Operational Indices for ships. OCIMF has taken a practical approach in evaluating the options presented in relation to market-based instruments (MBIs), and this work will continue in 2010.

OCIMF followed the work of the United Nations Framework Convention on Climate Change (UNFCCC) and, in particular, the 15th meeting of the Conference of Parties (COP 15) held in Copenhagen in December 2009. It would appear that there was no clear outcome for shipping, and therefore the door is open for IMO to consolidate its vital position as the focus of activity in the pursuit and governance of further reductions in emissions from the shipping sector. OCIMF remains committed to this work through its Carbon Task Force and other committees to ensure we achieve an international binding framework aimed at reducing GHG emissions from shipping operations.

In addition to its work with the IMO, the Secretariat has continued its involvement with many other international and regional parties, including the International Oil



Pollution Compensation Funds, the European Union, the 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.

The IOPC meetings have focused on the protocol to the HNS Convention, which was ratified through a Diplomatic Conference in April 2010.

In Europe, the Third Maritime Safety Package, which introduced 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. Of particular note was the work on the introduction of the EU Sulphur Directive, (Article 4b of Directive 1999/32/EC as amended by Directive 2005/33/EC), completed with Intertanko and SIGTTO. The industry advocated for a delay in the

implementation of this Directive due to the safety issues associated with switching to distillates in boilers. As a result, the Commission has accepted the industry case and recognised the need for an eight-month introductory 'phase in' of the requirement.

In 2009 we saw a continued and major escalation of piracy in the Gulf of Aden, and this has now also extended into the Somali Basin. The OCIMF Secretariat has been heavily engaged in efforts to encourage naval support to the area together with an enhanced dialogue regarding solutions to Somali re-development. We have seen a significant international response, and we thank all the international groups and the many countries who continue to contribute to these efforts, 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 has produced a booklet related to the 'hardening' of merchant vessels, which is particularly relevant for the Somali Basin. In November 2009, OCIMF hosted a dinner for Captain Richard Farrington in recognition of

his work at EU NAVFOR and his support to the industry. We wish Richard well in his new assignment and welcome Captain Paul Chivers as his successor. In December 2009, OCIMF was invited to a celebration recognising the anniversary of Operation Atalanta, and we look forward to a continued strong relationship with EU NAVFOR in 2010.

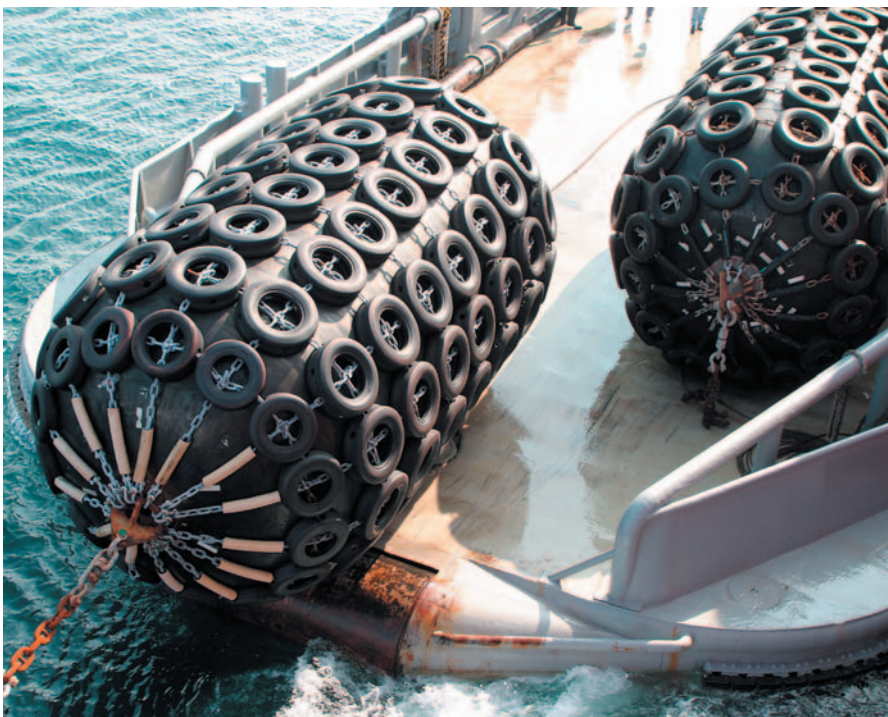
OCIMF publications in 2009 included several key industry guidelines related to offshore moorings and hoses. OCIMF has also recognised the increasing number of incidents involving anchors, and an updated version of the *Guide to Anchoring* document will be published in the third quarter of 2010.

In addition to a number of changes in the Secretariat, we also witnessed changes to the Executive Committee, including the appointment of John Ridgway as one of the Vice-Chairmen. We welcome John, as well as all the incoming directors, and we thank those who have left the Committee for their wise counsel and valued contributions to the work of OCIMF.

As we look forward to continuing our mission in 2010 and beyond, I would like to thank those many members from around the world who contribute to our committees and to our various work programmes. Their energy and dedication has been unstinting and central to our role in promoting best practice in the shipping environment.

I would also note our appreciation to the many international organisations, governments and navies who continue to promote solutions for the safety of mariners, and I thank them for their highly constructive cooperation with us as we work together to restore the safety of the international sea lanes.

Jan Kopevich



Director's review

Phil Davies



This year's review will most likely be my final review as OCIMF Director. As my three years come to a close there has been no slowing down within the programme of the organisation. 2009 has again seen a significant increase in membership, including both full members and those accessing the SIRE system. New members joining the Forum have already added significantly to the breadth and diversity of our committees. Most of our committees are as active now as they have been at any time in the 40-year history of OCIMF. Though all would welcome further membership, I would particularly recognise the Navigation and Routing Sub-Committee and Marine Technical Sub-Committee as needing further member support.

The Ship Inspection Report (SIRE) Programme and the Tanker Management and Self-Assessment (TMSA) Programme continue to grow, with the number of SIRE reports requested now regularly exceeding 8,000 per month. A further positive measure of the SIRE system's success is the number of inspections per vessel, which remains around 2.6 per year. 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. Perhaps the biggest change in 2009 came with the retirement of Captain Dave Savage

from the SIRE Training and Accreditation position, though perhaps not Dave's first retirement; we wish both Maria and Dave well for the future. Captain Oliver Pointon has assumed the role of Training and Accreditation manager, with Rob Collier (Shell) seconded to the Compliance Manager position.

As is reflected in other areas of this report, 2009 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 continued focus on this work through the position of Chief Representative to the IMO. This position, created in 2008 saw its first change in 2009 with Captain Garry Hallett (BP) relieving Captain Mike Sitts. Mike fulfilled a significant role during his time at OCIMF and we wish him well on his return to Chevron. OCIMF was represented at all key IMO meetings during 2009, where issues have included: MARPOL 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 2010 and, in particular, the STCW Convention will go to Diplomatic Conference in June 2010.

OCIMF continues to maintain strong links with other industry bodies, particularly SIGTTO, ICS, BIMCO and Intertanko, and has worked closely on key safety issues affecting our industry at both international and regional levels.

All of our committees continued to be well attended, and we have been able to complete several publications and papers in 2009. We continue to receive strong support from our membership in developing publications and have been pleased with the continued support of our publishers, Witherby Seamanship.

As in previous years, the Secretariat has seen a number of changes as advisers

return to their parent companies and the organisation changes to meet its members' needs. At the end of 2008, Aziz Benbelkacem took up the position of OCIMF and IT Systems Administrator within the SIRE team; Aziz was replaced as Technical Advisers' Administrator by Lauren McGee. In September we welcomed Captain Bernard Lesegretain (Total) as Senior Technical Adviser. Bill Crabbs has remained with the Secretariat to complete several publications and, more importantly, to ensure the Terminals Project gets off to a successful start. This Project will update various OCIMF terminals publications and develop a TMSA-type product for terminals.

A final item of note has been the development of the Offshore Vessel Inspection Database. Based upon SIRE architecture, this system will enable the sharing of inspection reports and vessel data similar to SIRE. All who have been involved with this project, through the Offshore Terminal Forum or directly, deserve recognition both for the quality of the final product and the speed of delivery.

I would like to personally thank all of the team at OCIMF, our members and those with whom we work closely, for all their support given during my time at OCIMF. I look forward to supporting the continued success of the Forum and its members.

No doubt 2010 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.

Brief history

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

There was at that time an uncoordinated approach within the oil shipping industry, with decisions being taken in a number of international forums without any input from those who would be most affected by those decisions. It was clear that something needed to be done to ensure that the oil industry could play its part by making its expertise available and its views known to governmental and intergovernmental bodies.

The Oil Companies International Marine Forum (OCIMF) 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 membership

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

Secretariat

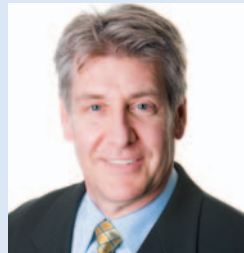
For recent Secretariat changes please visit the OCIMF website at www.ocimf.com



Phil Davies Director



Garry Hallett Deputy Director and Chief Representative to the IMO



Bill Crabbs Senior Technical Adviser



Bernard Lesegretain Senior Technical Adviser (effective from Sept. 2009)



Shaikh Rahim Technical Adviser (Nautical)



Ian Soady Technical Adviser (Offshore)



Cliff Proctor Technical Adviser (Engineering)



Philip Pascoe General Counsel



Geoff Snow OCIMF Programme Manager



Oliver Pointon OCIMF Training and Accreditation Manager



Rob Collier OCIMF Compliance Manager



Rebecca Harrison OCIMF Inspector Accreditation Administrator (Office Manager, effective from April 2010)



Aziz Benbelkacem OCIMF and IT Systems Administrator



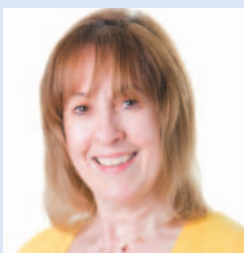
Jane Fairweather Executive Assistant



Pauline Gilbert Accounts Administrator



Lauren McGee Advisers' and Conference Facilities Administrator



Christine Green (part time) HR Adviser

2010



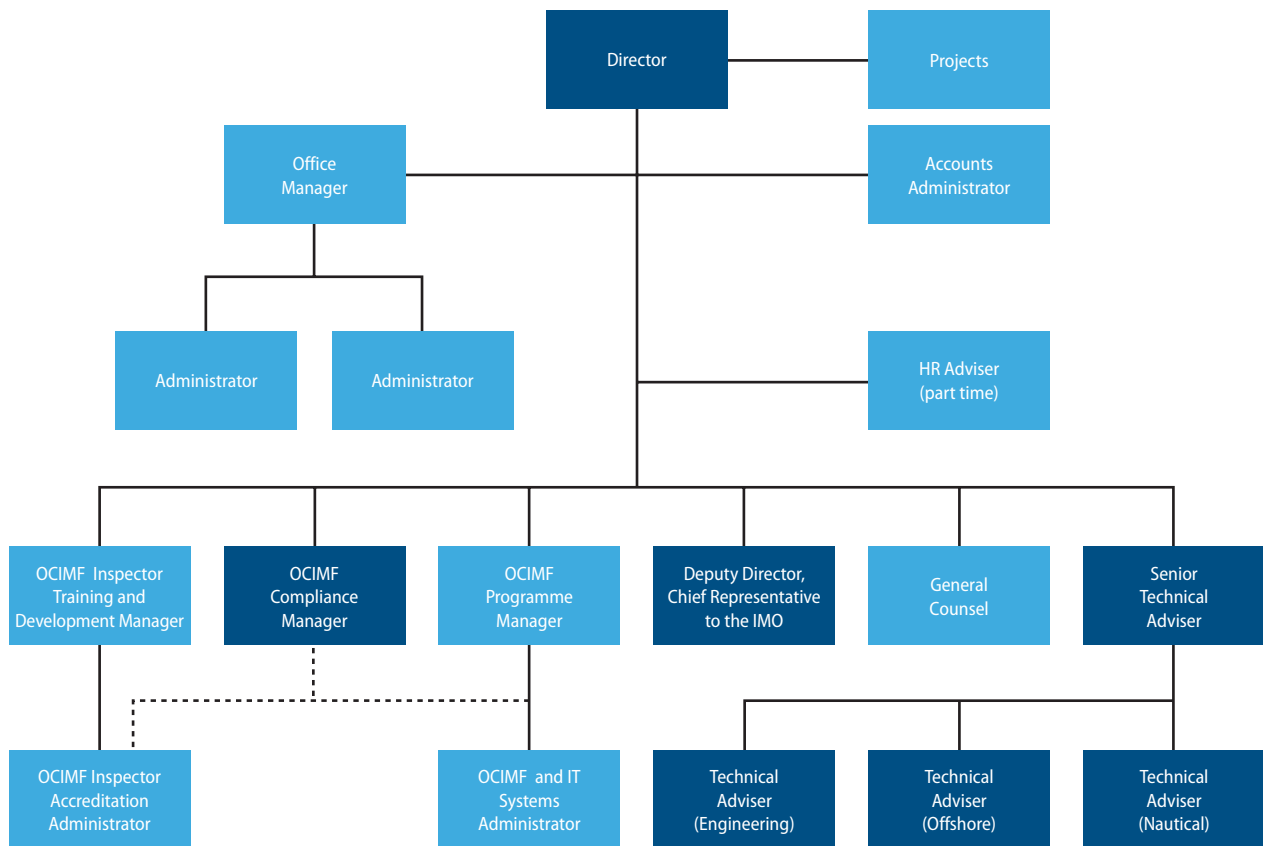
David Cotterell Director (effective from April 2010)



Rachael Davidson OCIMF Inspector Accreditation Administrator (effective from June 2010)

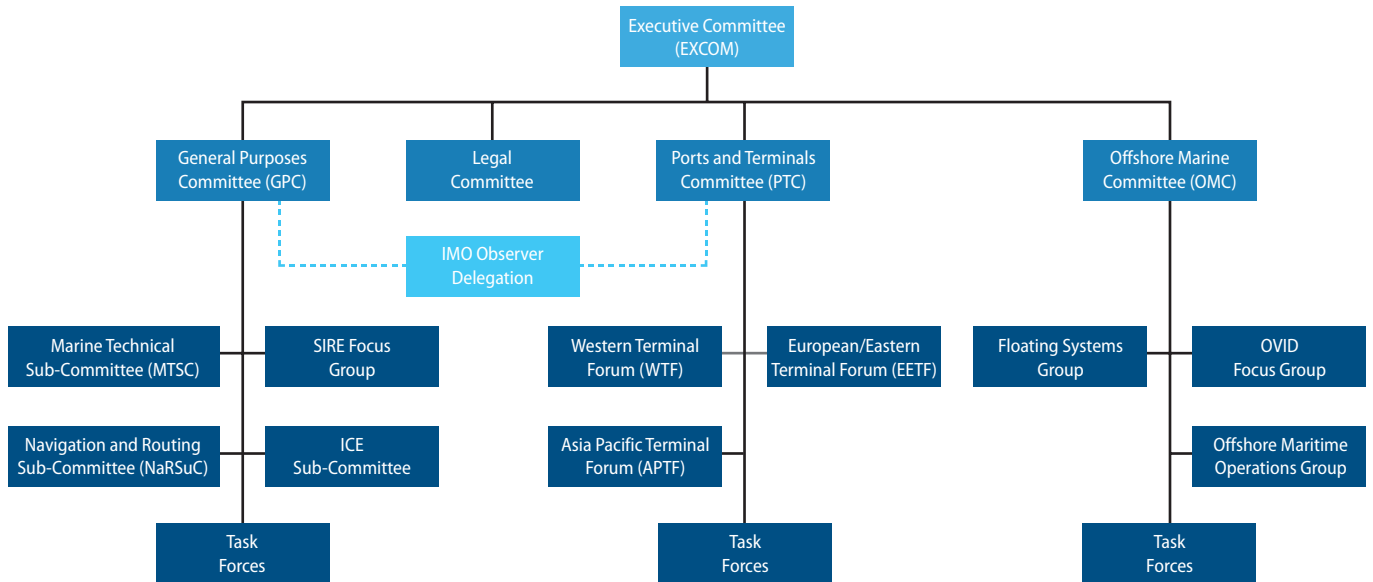
Organisational chart

New OCIMF structure effective from April 2010.



OCIMF Committees

A committee structure with the Executive Committee at its head and four 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 63rd Executive Committee Meeting took place on 1 July 2009 in Singapore and was hosted by Chevron (see photograph). The 64th Executive Committee Meeting and 31st Annual General Meeting were held in Rio de Janeiro, Brazil on 18 November 2009 and hosted by Petrobras. The Chairman, Jan Kopernicki (Shell) and Vice-Chairmen Mike Carthew (Chevron), Will Jenkins (ExxonMobil) and John Ridgway were elected for a further 12 months.

In addition to discussing the issues set out below, the Executive Committee reviewed the accounts, budget and high-level strategic review undertaken by the Director.

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
- Offshore Vessel Inspection Database
- International Oil Pollution Compensation Fund activities



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 51st meeting on 6 May 2009 in Geneva, Switzerland, hosted by Total. The 52nd meeting was held on 28 October 2009 in Kyoto, Japan and hosted by PIMA. The Committee discussed a wide range of legal issues during their meetings, including:

- HNS Convention
- IOPC Funds
- International Convention for the Safe and Environmentally Sound Recycling of Ships
- MARPOL Annex VI
- OCIMF trade mark protection
- EU Third Maritime Safety Package
- EU Directive on ship-source pollution and the introduction of sanctions, including criminal sanctions
- SIRE and TMSA issues:
 - Offshore Vessel Inspection Database
 - Terminal Programme Review Group
- OCIMF publications and translations



General Purposes Committee (GPC)

Chairman: David Cotterell, Shell

The 68th meeting of the General Purposes Committee was held in Tampa, Florida on 31 March–1 April 2009 and was hosted by Marathon. The 69th meeting of the Committee was held on 14–15 October 2009 in Dubai, UAE and hosted by Vela.

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 relating to the Third Maritime Safety Package

- Finalising the Best Practices paper on *Hot Work and Enclosed Space Entry*
- SIRE and TMSA programme developments
- Piracy
- Mercury in cargoes
- IMO work programme, including:
 - Material Safety Data Sheets (MSDS)
 - Revisions to MARPOL Annex VI
 - Ballast Water Convention
 - Lifeboat safety
 - Ship-to-ship (STS) operations
- Offshore Vessel Inspection Database
- Terminal Programme Review Group

OCIMF Committees ...

Ports and Terminals Committee (PTC)

Chairman: Andy Dogherty, IMT/ExxonMobil

The 70th meeting of the Ports and Terminal Committee (PTC 70) was held in Fairfax, Virginia USA on 1–2 April 2009 and hosted by ExxonMobil. The 71st meeting was held in Egham, UK on 7–8 October 2009 and hosted by BP Shipping.

Delegates from BP Shipping, Chevron, ConocoPhillips, ENI, ENOC, ExxonMobil/IMT, INEOS, Kuwait Oil Company, Marquard & Bahl, Nigeria LNG, Petrobras, PMI, Shell and Total actively participated in, and contributed to, the work of this Committee.

The PTC membership continues to direct its efforts towards issues affecting safe operations at the tanker and terminal interface. These matters arise from legislative changes (e.g. at the IMO), from OCIMF members directly or via feedback from one of the three forums, namely the European and Eastern Terminal Forum (EETF), the Asia Pacific Terminal Forum (APTF) and the Western Terminal Forum

(WTF). Delegates are from Europe, America, Scandinavia, Africa and Asia.

The following items summarise the major PTC work activities completed, or in progress, during 2009.

- Publication of the OCIMF Position Paper introducing the Lloyd's Register Risk Assessment regarding Emergency Tow-off Pennant Systems, *Lloyd's Register Risk Assessment of Emergency Tow-off Pennant Systems (ETOPS) Onboard Tank Vessels*. (*Chairman: Bob Levine, ConocoPhillips*)
- 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 Hose Working Group and was published at the end of 2009. (*Chairman: Rob West (retired), ConocoPhillips*)
- The Design, Operation and Maintenance of Multi-Buoy Moorings Working Group continued its work on the development of the 1st edition of the OCIMF

Guidelines for the Design, Operation and Maintenance of Multi-Buoy Moorings. The publication is scheduled for completion towards the middle of 2010. (*Chairman: Bill Assante, ExxonMobil*)

- After publication of the *Moorings Equipment Guideline*, 3rd edition (MEG3), some elements of confusion were noted between MEG2, MEG3 and ISO 3913. A clarification paper is in preparation and is scheduled to be published in the first quarter of 2010. (*Chairman: James Colett, BP*)
- OCIMF is represented on the drafting/review committee for BS 6349 Code of Practice for Maritime Structures. This work and OCIMF representation will continue in 2010 on Part 1: *Code of Practice and General Criteria* and on Part 4: *Code of Practice for Design of Fendering and Mooring Systems*. (*OCIMF Representative: Jan de Waal, Shell*)
- The Wind and Current Drag Coefficient Task Force continued project development work focused on defining

Terminal Policy Review Group (TPRG)/Terminal Policy Steering Group (TPSG)

At the request of the Executive Committee, the PTC initiated the Terminal Policy Review Group (TPRG).

The TPRG was instructed to perform a high-level review of OCIMF terminal guidelines and systems. The aim is to further encourage compatibility, safety and environmental protection at marine terminals and in the ship/shore interface. To manage TPRG activities, the Terminal Policy Steering Group (TPSG) was established. The ExCom endorsed the project proposals and agreed to the establishment of the TPSG, which will report to the Ports and Terminals Committee. The PTC will oversee the project activities.

The proposed outcome would be a high-level direction in the form of a 3–5 year plan for the development of a consolidated OCIMF marine terminal health, safety, security, environmental and quality package.

The TPSG objective is to manage the development of a consolidated OCIMF Marine Terminal System to raise the standards for safe berths, safe ships and safe ship/shore interfacing.

The project will involve five stages:

- Development of a Terminal Particulars Questionnaire (TPQ) and associated web-based infrastructure.

- Review of existing guidelines relating to management of the ship/shore interface (by the newly formed Guidance Review Work Group—GR WG).
- Development of Marine Terminal Baseline Criteria into Marine Terminal Self Assessment and associated IT required to support a Marine Terminal Assessment System.
- Development of a Marine Terminal Operator Training System.
- Development of a Marine Terminal Assessor Training Programme and associated accreditation processes.

The TPQ and GR WG have been launched with members identified and activities initiated.

and enhancing areas where additional wind and current drag coefficient could be studied and quantified. (**Chairman: Bertrand Lanquetin, Total**)

- The PTC established a task group to review the *International Safety Guide for Inland Navigation Tank-Barges and Terminals* (ISGINTT), *International Safety Guide for Oil Tankers and Terminals* (ISGOTT) and the US Barge document. This task group will conduct a gap analysis and will ensure that there are no inconsistencies in the information from ISGOTT.
- OCIMF is represented on the PIANC (Permanent International Association of Navigation Congress) through a dedicated Task Force providing input to, and review of, PIANC activities. The PIANC MarCom55 working group was created to develop industry guidelines and documents regarding the safety aspects of berthing/unberthing tankers and gas carriers at port facilities. OCIMF represented its members at the PIANC



Terminal Particulars Questionnaire

The TPRG agreed that a TPQ Working Group (TPQ WG) should be convened to develop the TPQ subcomponent of the Marine Terminal Database and Marine Terminal Assessment System. The expected outcome will be an accurate repository of marine particulars data needed for assessing suitability of the ship/shore interface. The TPQ WG will consider adopting the model established in the OCIMF Vessel Particulars Questionnaire (VPQ) as used in the SIRE system. The TPQ will be an electronic database (TPQ, data collection, data reporting).

The TPQ WG has already started to initiate the early stage of the activity through a review of different sets of marine terminal particulars used by members. A draft compilation has been produced.

Guidance review

The TPRG determined that a review of relevant guidance as given (current guidance), including a gap analysis appropriate to the OCIMF Marine Terminal Baseline Criteria (MTBLC), should be an initial step in developing the consolidated OCIMF marine terminal system. To achieve this, it was agreed that a Guidance Review Working Group (GR WG) should be convened to first

consider the available guidance for marine terminals, and whether everything is captured in the OCIMF publication *Marine Terminal Baseline Criteria (MTBLC)*. The list of relevant guidance documents should be complete in its coverage of marine terminals and 'how to do them'.

The TPRG decided that, once the GR WG completes its work, a Marine Terminal Baseline Criteria Working Group (MTBLC WG) will convene. MTBLC WG will build upon the work of the GR WG, where accuracy of the list of current guidance has been verified and gaps identified with relevant external standards, regulations and topics not covered by OCIMF.

OCIMF Committees ...

working group, in particular with regard to *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*.

(Chairman: Andy Dogherty, IMT/ExxonMobil)

- In 2007, OCIMF's Executive Committee made a decision to raise the awareness of OCIMF within the Chinese Government and oil industry, and amongst tanker operators based in China. Consequently, the China Focus Group (CFG) was launched. Considerable interest in OCIMF was generated and many new working relationships were developed. In 2009 OCIMF, through the CFG, attended a number of events, both as host and participant, including: the Barge Safety seminars in Shanghai (April) and Zuhai (September); the pre-conference seminar at the Shipping China Event (SCE 09) in Shanghai (April); the 1st OCIMF Terminal Safety Operation workshop in Nanjing (May); the CCS training course in Beijing (September); the MSA Gas and Chemical Training Course in Shanghai (September); and the Shanghai International Marine Forum in Shanghai (September).

The Chinese translation of the *Effective mooring* OCIMF booklet has been completed and the ISGOTT Chinese translation is in progress. **(Chairman: Zhang Bo, Chevron)**

- The OCIMF document *Guidelines on Safety Management Systems for Hot Work and Entry into Enclosed Spaces* was published in the third quarter of 2009 and is available to members via the OCIMF website at www.ocimf.com.

Navigation and Routing Sub-Committee (NaRSuC)

Chairman: Phil Truscott, IMT

The 35th and 36th meetings of NaRSuC were held on 22 April and 17 September 2009, respectively. Members from BP, Chevron, IMT/ExxonMobil, Shell, Total and Mærsk participated in, and contributed to, the work of the Sub-Committee.

The Sub-Committee addressed the following work items:

- Revision of the OCIMF publication, *Anchoring Systems and Procedures for Large Tankers*:
 - The Sub-Committee's review of anchoring incidents revealed that the current OCIMF publication on *Anchoring Systems and Procedures for Large Tankers* was in need of revision, particularly with regard to anchoring practices and technical data relating to modern anchoring equipment. Work on the revision of the publication commenced in June 2009, and completion of the draft text is expected by the end of the second quarter of 2010 with the aim of publishing the document during the third quarter. The title of the revised publication has been amended slightly by removing the reference to 'Large Tankers', as the revised document will be applicable to all types of vessels.
 - The 3rd meeting of NaRSuC's Anchoring Work Group was held on 9–10 November 2009.
- Danish Pilotage:
 - The Sub-Committee continued to engage with the Joint Pilotage Users Group (JPUG). The 5th JPUG meeting (JPUG 5) was attended by the Secretariat on 29 September 2009.
 - Actions initiated by the JPUG have helped in improving the compliance with the IMO *Recommendation on Navigation through the Entrances to the Baltic Sea* which recommends the use of pilotage for vessels with a draft of 11 metres or more.
 - New Danish Pilotage Act.

- STCW Task Group:
 - The Task Group continued to provide support for the review of the proposed amendments to the STCW Convention and Code. The Group conducted a detailed review of the proposed amendments, and its work resulted in a number of OCIMF submissions to the 40th meeting of the IMO Sub-Committee on Standards of Training and Watchkeeping (STW 40) on 2–6 February 2009. The Task Group provided support to STW 41 in January 2010 and continues to monitor the proposed amendments.

Other issues worked on included:

- Continued involvement in the Cooperative Mechanism activities for the 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 issues at approaches to the Basra Iraq Navigation Channel
- Maracaibo Navigation Channel issues
- Incident review
- Review of the OCIMF Briefing Paper on *Guidelines for Transiting the Straits of Magellan/Cape Horn*
- The 37th NaRSuC meeting was held on 11 March 2010.



Ice Sub-Committee (ICE SC)

Chairman: Vesa Penttila, Neste Oil

The Ice Sub-Committee held its 8th and 9th meetings on 20 May and 23 September 2009, 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 the 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 2009 and a revised information paper was released to members in October 2009 on the OCIMF website, ahead of the 2009 winter season.

In June 2009, the Sub-Committee commenced work on the development of a



The ICE Sub-Committee in London for the 10th ICE SC meeting held on 27 January 2010.

Briefing Paper for OCIMF member chartering and vetting groups, on *Shipping Operations in the Arctic Region*, similar in structure to the briefing document for non-Arctic regions. It is anticipated that the work on the Arctic Briefing Paper will be

completed during the second quarter of 2010.

The 10th meeting of the Ice Sub-Committee was held on 27 January 2010 at OCIMF's offices in London.

Marine Technical Sub-Committee (MTSC)

Chairman: Ron Jamieson, Shell

The 18th meeting of the Marine Technical Sub-Committee was held in Houston on 24–25 June 2009, and was hosted by SeaRiver. The 19th meeting was held in London on 9–10 December 2009 and was hosted by Shell.

The Sub-Committee is supported by members from BP, Chevron, ConocoPhillips, Mærsk, SeaRiver, Shell, Total and Vela, and sponsors working groups on:

- Oily water separator (OWS) equipment:
 - The OWS Working Group was disbanded at MTSC 19 after it became apparent that guidance published by other organisations on oily water separators had led to a dramatic drop in incidents, thereby removing the need for the OCIMF work to continue.
- Fuel Switching:
 - The implementation of MARPOL Annex VI Emission Control Areas (ECAs) and regional legislation such as CARB in California and the EU 0.1 per cent limit on fuel sulphur at berth in EU ports has created the need for robust procedures for managing switching between fuel types safely. The MTSC has been working on guidance that will assist tanker operators by identifying the points of concern that should be considered when developing such procedures.
- Dynamic loading of cranes in exposed waters:
 - With many offshore terminals changing to double-carcass hoses, the increase in weight of the hose now



OCIMF Committees ...



The Marine Technical Sub-Committee, left: in Houston, for the 18th MTSC meeting in June 2009; and right: in London, for the 19th MTSC meeting in December 2009.

brings it close to the rated capacity of vessel hose cranes. When this is coupled with the dynamic loading caused by vessel movement due to the motion of the sea, the loading can exceed the specified working load (SWL) of the crane. The Crane Working Group has been developing best practice recommendations for existing vessels and undertaking a review of the recommendations for the SWL of new hose cranes.

- The scope of the Working Group was also expanded to include development of guidance for cranes which are used for personnel transfer.

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

- Material Safety Data Sheets (MSDS)
- Damage stability
- MARPOL Annex VI
- Industry Lifeboat Group
- ISO 13613—Critical Maintenance

Asia Pacific Terminal Forum (APTF)

Chairman: Terry Luke, Chevron

The 14th and 15th meetings of the Asia Pacific Terminal Forum were held on 11–12 February and 10–11 September 2009, respectively.

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; Tesoro, PTT, SPRC and Total.

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

- Cargo Inspectors Safe Working Practices (Work Group).

Chairman: Phil Hickey, Caltex

- The Information Paper on *Cargo Inspectors Safe Working Practices* has been completed and was released on the OCIMF website in October 2009.
- Spares for Single-Point Mooring (SPM) Terminals (Work Group). Chairman: Siva Kumar, Shell
- A Work Paper on *Spares for SPM Terminals* has been completed with the



The Asia Pacific Terminal Forum at the 15th APTF meeting in September 2009.

view that this information should be considered for inclusion in the future revision of the *Single Point Mooring Maintenance and Operations Guide*.

- The Work Group also completed work on the compilation of best practices for SPM terminals in the Asia/Pacific region. This information has been shared with other terminal forums to further build on this work.
- Ship/Shore Interface Training (Work Group). *Chairman: Terry Luke, Chevron* (The work on this item is progressing through the Singapore Workplace Health and Safety (WHS) Council Ship/Shore Interface Sub-Committee.)

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

- Development of APTF
- Raising shipping standards in China
- Reports of ships with exposed deck structures
- Cargo tanks sounding pipe design on certain small tankers
- Regional Navigational Issues—Littoral States Cooperative Mechanism Forum
- Member Operating Experiences—Roundtable

The 16th meeting of the APTF was held on 18–19 February 2010 in Singapore.



The Offshore Terminal Forum in Southampton, UK for the 11th OTF meeting in March 2009.

Offshore Terminal Forum (OTF)

Chairman: John Gipson, BP

The 11th Meeting of the Offshore Terminal Forum; hosted by new Chairman John Gipson of BP, was held in Southampton UK on 11–12 March 2009. As always, turnout was good, and the Forum was pleased to welcome new participants Mærsk FPSOs and BG.

The 12th meeting of the OTF was held on 9–10 September 2009 in Stavanger, Norway and hosted by Statoil. The meeting was attended by 22 participants, including Husky Energy for the first time.

Two major pieces of work were completed in 2009, with publication of the *Tandem Mooring and Offloading Guidelines for Conventional Tankers at F(P)SO Facilities* and the development of the Offshore Vessel Inspection Database.

In addition, the text for the document on *Safe Transfer of Liquefied Gases in an Offshore Environment (STOLGOE)* was completed, with publication expected in the second quarter of 2010.

Significantly in 2009, the increasing importance to our members of offshore activities, and the high work output from the



The Offshore Terminal Forum in Stavanger, Norway for the 12th OTF meeting in September 2009.

OTF, were recognised by the EXCOM with the creation of the Offshore Marine Committee (OMC). The OMC will replace the Offshore Terminal Forum in 2010, and will embrace all aspects of operations in the E&P environment whilst maintaining the OTF's grounding in floating production, storage and offloading (FPSO) operations. The first meeting of the OMC will be held in Aberdeen in Autumn 2010, and hosted by ConocoPhillips.

In the meantime, the OTF continues to remain engaged in activities including:

- Codes of Practice (Work Group).
Coordinator: Hielke Brugs, Bluewater

A wide range of offshore subjects was 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
- Update for the Safety Loading Guidelines (with special relevance to harsh environments)—for worldwide application

The 13th meeting of the Forum (OTF 13) was held on 28–29 January 2010 in Mexico and was hosted by PEMEX.

OCIMF Committees ...

Western Terminal Forum (WTF)

Chairman: Seamus O'Connor, ConocoPhillips/Max Cordova, PEMEX

The 46th meeting of the Western Terminal Forum (WTF 46) took place in New Orleans on 10–11 February 2009 and was hosted by Marathon Oil. The 47th meeting took place in Houston on 9–10 September 2009 and was hosted by BP.

The Forum is supported by members from BG, BP, Chevron, ConocoPhillips, Koch, LOOP, Marathon, Petro-Canada, Pemex, SeaRiver, Shell, Tesoro and Valero. Seamus O'Connor stood down as Chairman of the Forum, and Max Cordova formally assumed the Chair at WTF 47.

In conjunction with its parent committee, the PTC, the Forum is actively seeking to increase the participation of OCIMF members from South and Central America in order to more fully represent the region.



The Western Terminal Forum in New Orleans for the 47th WTF meeting in September 2009.

As a part of this initiative, the Chairman of the Latinoamericana de Operadores de Monoboyas was invited to participate at WTF 47.

The Forum sponsors the Barge Safety Working Group which is working on updating the *Barge Safety Manual*.

Other issues under discussion by the 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

European/Eastern Terminal Forum (EETF)

Chairman: Tony Pollock, INEOS

The 56th meeting of the European/Eastern Terminal Forum was held at OCIMF's offices in London on 30 June–1 July 2009 and was hosted by IMT ExxonMobil. The 57th meeting of the EETF was held in

Doha on 2–3 February 2010 and was jointly hosted by Qatar Petroleum and Tasweeq. Both meetings were well supported with more than 20 delegates from 15 companies in attendance.

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)

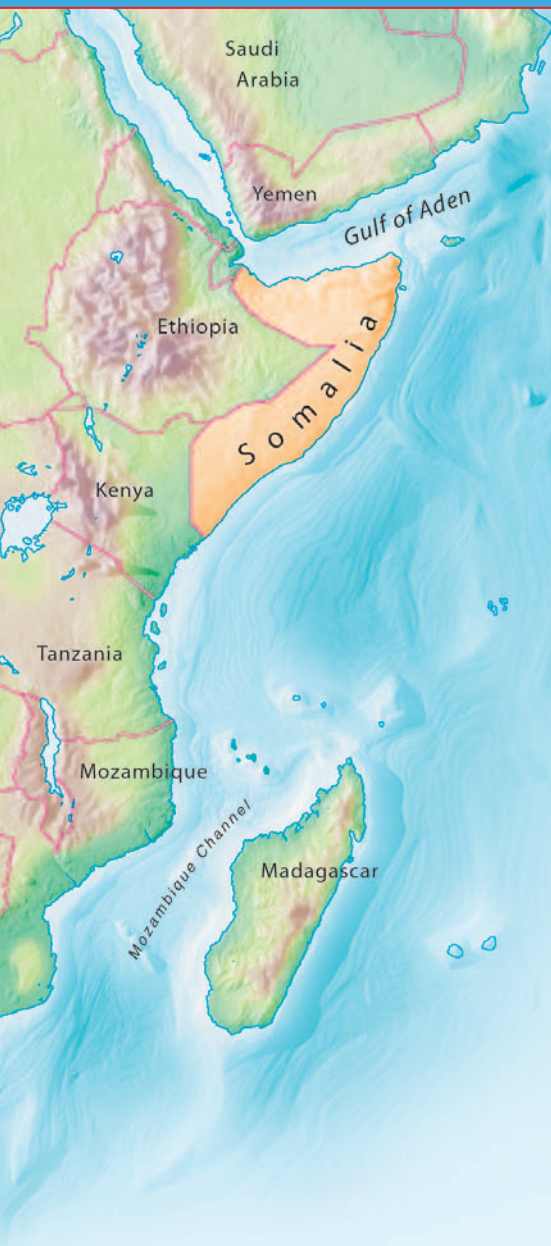


The European/Eastern Terminal Forum in Doha for the 56th EETF meeting in February 2010.

The EETF currently has one active working group which was established to develop an information paper on Emergency Shutdown (ESD) Systems. The Working Group first met on 21 October under the direction of Chairman Rob Atkins of BP.

Piracy

The problem of piracy off the coast of Somalia and in the Arabian Sea area has continued to be a significant focus for OCIMF



The geographic area at risk of piracy attacks has dramatically increased during 2009. Initially centred on the Gulf of Aden, attacks have spread across a large area of the Arabian Sea, up to 1,000 nm from the Somali coast. This change in the area of attack was, in part, related to the success of multinational naval forces within the Gulf of Aden, forcing the Somali pirates to move to other areas.

To assist member companies, OCIMF continues to have regular telephone conference meetings to increase awareness and improve the safety of operating vessels in the region.

OCIMF member companies have continued to supply a number of mariners to EU NAVFOR Operational Headquarters at Northwood (North London) to act as Merchant Navy Liaison Officers (MNLOs), a role which is regarded as essential by the Headquarters.

OCIMF has actively participated in the Contact Group on Piracy off the Coast of Somalia (CGPCS) where much of the political activity on addressing the piracy issue is focused.

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 operators preparing for a transit through

the region. A total of 40,000 copies of the booklet have now been printed, with the booklet being supported by EU NAVFOR and UKMTO.

OCIMF has also participated actively with other industry bodies in contributing to, and updating, the Best Management Practices document on piracy. In October 2009, OCIMF presented its views on Somali-based piracy to a military workshop at the NATO School in Oberammergau, Germany.

OCIMF continues to work closely with EU NAVFOR, UKMTO, NATO, Combined Maritime Forces and Government Departments in the UK and the USA in relation to piracy issues.

OCIMF is very aware that piracy is, unfortunately, taking place in many other areas of the world, and is particularly concerned about the incidents of piracy and armed robbery off the coast of West Africa.



International Maritime Organization (IMO)

'Safe, secure and efficient shipping on clean oceans'



The 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.

IMO Assembly: 26th Session

The Assembly of the IMO held its 26th Session at the Organisation's London Headquarters, from 23 November to 4 December 2009 to complete the work of the Organization's biennium encompassing 2008–2009, and to establish the high level work plan for the next biennium, 2010–2011, leading to the 27th meeting of the Assembly in the Autumn of 2011.

The achievements of the Organisation over the preceding two years were discussed. Topics included:

- climate change, and the wish for the organisation to remain the competent authority to deal with emissions from shipping;
- piracy and acts of armed robbery from ships (as of 10 May, 19 ships and 403 seafarers were held hostage in Somalia);
- the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships; and
- goal-based standards for ship construction.

During the biennium the following NGOs had been granted consultative status: Global MET; Hot Briquetted Iron Association (HBIA); the World Shipping Council (WSC); NACE International; the International Association of Airport and Seaport Police (IAASP); and the Nautical Institute.

During this biennium, OCIMF attended 36 IMO meetings and submitted papers at 16 of them. In the first sector of the next biennium (i.e. during 2010), 31 IMO meetings will take place. It was formally announced at the Assembly that 2010 would be designated, '2010: Year of the Seafarer'. 2009 was designated 'Climate Change, a Challenge for the IMO too'.

Twenty-two IMO Resolutions were adopted at the Assembly, of which 12 were ship- or ship-administration related. A summary of the most relevant resolutions appears below:

1. A.1018(26): Further development of the voluntary IMO member state audit scheme.
2. A.1019(26): Amendments to the code for the implementation of mandatory IMO instruments, 2007.
3. A.1020(26): Amendments to the survey guidelines under the harmonised system of survey and certification, 2007.
4. A.1021(26): Code on alerts and indicators, 2009.
5. A.1022(26): Guidelines on the implementation of the international safety management (ISM) code by administrations.
6. A.1023(26): Code for the construction and equipment of mobile offshore drilling units, 2009 (2009 MODU Code).
7. A.1024(26): Guidelines for ships operating in polar waters.
8. A.1025(26): Code of practice for the investigation of the crimes of piracy and armed robbery against ships.
9. A.1026(26): Piracy and armed robbery against ships in waters off the coast of Somalia.
10. A.1027(26): Application and revision of the guidelines on the allocation of responsibilities to seek the successful resolution of stowaway cases (Resolution A.871(20)).
11. A.1028(26): Issuing of bunker certificates to bareboat-registered vessels.
12. A.1029(26) global integrated shipping information system (GISIS).

Elections to Council were held for the 2010–2011 biennium, in three Categories, as follows:

- Category (a) members elected: China, Greece, Italy, Japan, Norway, Panama, Republic of Korea, Russian Federation, United Kingdom and the United States. (Unfortunately on this occasion, Liberia was unsuccessful in its bid for Council.)

- Category (b) members elected: Argentina, Bangladesh, Brazil, Canada, France, Germany, India, the Netherlands, Spain and Sweden.
- Category (c) members elected: Australia, Bahamas, Belgium, Chile, Cyprus, Denmark, Egypt, Indonesia, Jamaica, Kenya, Malaysia, Malta, Mexico, Nigeria, the Philippines, Saudi Arabia, Singapore, South Africa, Thailand and Turkey. (Unfortunately on this occasion, Cook Islands, the Islamic Republic of Iran, Kuwait, Marshall Islands, Pakistan and the United Arab Emirates were unsuccessful in their bid for council).

Two Committees were established at the 26th Assembly, and charged to review the following agenda items:

- Committee 1:
 - Item 8: Strategy and Planning
 - Item 11: Report of the Legal Committee (LEG)
 - Item 13: Report from the Technical Co-operation Committee (TCC)
 - Item 17: Resource Management.
- Committee 2:
 - Item 8: Strategy and Planning (addendum only)
 - Item 9: Member Audit Scheme
 - Item 10: Report of the Marine Safety Committee (MSC)
 - Item 12: Report of the Marine Environment Protection Committee (MEPC)
 - Item 14: Report of the Facilitation Committee (FAL)
 - Item 16: Report of the London Convention.

Committee 1 considered the draft High-level Action Plan of the Organisation, the priorities for the 2010–11 biennium and the associated draft Assembly Resolution, insofar as the high-level actions and biennial priorities proposed therein relate to the Assembly, the Council, the Legal Committee, the Technical Co-operation Committee and, as applicable, the Secretariat.

Committee 2 approved, from its perspective, the draft High-level Action Plan and associated draft Assembly resolution, and agreed to recommend to Member States the approval and adoption of the High-level Action Plan of the Organization, priorities for the 2010–11 biennium and the associated Assembly resolution.

Report of the Legal Committee to the Assembly

The Legal Committee considered, in general, the outcome of the work of the 94th, 95th and 96th Legal Committee Sessions, and took action as indicated in the following highlights:

- Monitoring of the HNS convention will continue with the diplomatic conference due to take place on 26–30 April 2010.
- The ad hoc Working Group on Compensation Regarding Claims for Death, Personal Injury and Abandonment of Seafarers will continue.
- The review of national legislation will continue.

The Assembly noted that the Legal Committee, at its 96th session, had approved a draft resolution on the issuing of bunker certificates to bareboat-registered vessels. The draft resolution proposes a flexible approach that takes into account differing interpretations of the question of entitlement to issue the insurance certificate



as regulated in the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001, and is aimed at facilitating the implementation of the Convention.

Report of the MEPC to the Assembly

A summary of the three MEPC meetings held during 2008–09 was made by the Chairman of the MEPC. The achievements on reducing GHG emissions from ships and the route map for the next biennium was a cornerstone of the address, and was supported by the achievements of the MEPC in the previous biennium. Also mentioned were the revisions to MARPOL Annex VI, the North American ECA, EU fuel requirements in port, ballast water treatment technologies and ship recycling.



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The summary was followed by a keynote speech from the Secretary General, and then by the UNFCCC regarding the great progress made to date and the work ahead of the MEPC in the next biennium.

Report of the MSC to the Assembly

The Assembly was invited to consider the proposed amendments to SOLAS Chapter V, Regulation 19: *Carriage requirements for shipborne navigational systems and equipment*. In consideration of the proposed amendments relating to the mandatory carriage requirements for electronic chart display and information systems (ECDIS), the Committee noted the views expressed by the delegation from China that it could not presently support the mandatory carriage requirements for ECDIS because the existing electronic navigational chart (ENC) database was not sufficiently comprehensive. It was noted that the Russian Federation and Cuba held similar views, however the majority of delegations agreed to approve the proposed amendments in favour of the mandatory carriage requirements.

In light of the above, and having considered the proposed amendments, the

Committee agreed to the dates of application of the proposed amendments and referred them to the drafting group for appropriate action.

The Assembly was invited to consider the proposed amendments to SOLAS Chapter VI, Regulation VI/1 (Application) and Regulation VI/5-1 (Material Safety Data Sheets). As no comments had been received on the proposed amendments, the MSC proposal for adoption at the current session should be accepted on 1 July 2010. It was proposed that they enter into force on 1 January 2011.

The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships

The Hong Kong 'Ship Recycling Convention', adopted at a diplomatic conference in Hong Kong in May 2009, was discussed within the plenary by the member delegations. Three members made interventions in support of the Convention and in support of the Secretary General's statement. It was noted that the Convention was appreciated.

Maritime Safety Committee (MSC)—86th Session

The MSC held its 86th Session (MSC 86) at the Organization's London Headquarters, from 27 May to 5 June 2009. Priority items on the agenda for discussion during the eight-day Session included:

- Piracy and armed robbery off the coast of Somalia;
- Long-range identification and tracking (LRIT) systems;
- Development of goal-based standards for new ship construction;
- Adoption of amendments to the International Convention for the Safety of Life at Sea (SOLAS);
- The Hong Kong International Convention on the Safe and Environmentally Sound Recycling of Ships.

Piracy and armed robbery against ships

A lengthy discussion was held on the escalation of 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 extension of UNSC Resolution 1846 for a further 12 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 MSC noted the information provided on the actions taken at the United Nations to combat piracy and armed robbery against ships in waters off the coast of Somalia, in particular the adoption of United Nations Security Council resolutions 1816 (2008) and 1838 (2008). The Committee endorsed the action taken by the UN Secretary-General to ensure that appropriate action is taken at every possible level to that end, and expressed appreciation to the IMO Secretary-General and staff for their contributions.

Plenary was suspended at 16:00 on Wednesday 27 May, and three speakers were heard:

- the Commander of the EU task force;
- representatives from the International Maritime Bureau (IMB) of the International Chamber of Commerce (ICC); and
- representatives from the Institute of Chartered Shipbrokers (ICS) and the International Transport Workers' Federation (ITF).

The discussion on piracy continued with many supportive statements given by members prior to the discussion at the UN Security Council. A draft assembly resolution was prepared for submission to the 26th Assembly.

The Committee expressed its thanks to those governments that 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 other governments that are considering similar actions.



Goal-based standards (GBS) for new ship construction

The Committee adopted the draft MSC resolution on adoption of amendments to SOLAS which makes GBS for bulk carriers and oil tankers mandatory.

The verification of Tier 3 of the international goal-based ship construction standards would be carried out by a series of self assessments by the recognised organisations, supported by an initial audit by the GBS audit team, as appointed by the Secretary General. Rule amendments will be audited on an annual basis with 10 per cent of the aggregate amendments submitted being audited.

Work continued on the guidelines for the information to be included in a Ship Construction File.

Long-range identification and tracking (LRIT)

The MSC was advised that steady progress was made by the working group on LRIT. The US delegation stated that it expected to receive LRIT information from vessels calling at its ports within 1,000 miles of its coast, commencing 1 July 2009.

Training and watchkeeping

The Committee approved the progress work on the comprehensive review of the STCW Convention and Code and, in principle, the preliminary draft revised text of the STCW Convention and Code. The MSC authorised the Sub-Committee on

Standards of Training and Watchkeeping to finalise the draft revised text at its 41st Session in January 2010, with a view to circulation by the Secretary-General for consideration at the Diplomatic Conference in the Philippines from 21–26 June 2010.

Measures to prevent explosions on oil and chemical tankers transporting low-flashpoint cargoes

It was noted that it had been agreed that new oil tankers of below 20,000 tonnes deadweight (dwt) should be fitted with inert gas systems, and that the need for application of a lower limit should be



International Maritime Organization ...

further considered based on the current proposals of 8,000, 6,000 and 4,000 tonnes deadweight, recognising that such requirements could be introduced by suitably modifying the SOLAS Convention.

It was concluded that further intensive debate on the issue, at two more Sessions of the Fire Protection Sub-Committee, would be necessary.

Prohibition of blending operations on board at sea

Having considered the outcome of the BLG Sub-Committee meeting regarding the issues relating to blending on board at sea, the MSC agreed that such practice should be prohibited and that mandatory provisions should be developed. In the meantime, a joint draft MSC-MEPC circular concerning prohibition of blending operations on board at sea was issued.

Recommendations for material safety data sheets (MSDS) for MARPOL Annex I oil cargo and marine oil fuel

The Committee considered and approved the draft MSC resolution on *Recommendations for MSDS for MARPOL Annex I oil cargo and oil fuel*.

Fitting and use of fall preventer devices

The Committee approved the MSC circular on *Guidelines for the fitting and use of fall preventer devices (FPDs)*.

Guidelines for ships operating in Polar waters

The Committee approved, subject to a concurrent decision by the MEPC, the draft Assembly Resolution on Adoption of the Guidelines for Ships Operating in Polar Waters, with the amendment included to the definition of 'Arctic regions', for submission to the 26th Session of the Assembly, for adoption. In the context of this item, the Committee noted the justification prepared by the Sub-Committee on Ship Design and Equipment for a new work programme item for the development of a Code for ships operating in polar waters.

New SOLAS Regulation on corrosion protection

The draft new SOLAS Regulation on Corrosion Protection of Cargo Oil Tanks of Crude Oil Tankers was agreed, and a request submitted to the Secretary-General to circulate the new draft Regulation in accordance with SOLAS Article VIII, for consideration at MSC 87 with a view to adoption together with the associated Performance Standards referred to below.

It was noted that the BLG Sub-Committee had agreed to finalise the draft Performance Standard for Protective Coatings for Cargo Oil Tanks of Crude Oil Tankers and the draft Performance Standard for Alternative Means of Corrosion Protection for Cargo Oil Tanks of Crude Oil Tankers, at the 53rd meeting of the Sub-Committee on Ship Design and Equipment (DE 53), so that they could be adopted at MSC 87 together with the draft new SOLAS Regulation on Corrosion Protection of Cargo Oil Tanks of Crude Oil Tankers, making them mandatory.

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)—59th Session

The IMO MEPC met for its 59th Session (MEPC 59) at the IMO's London headquarters on 13–17 July 2009. The meeting was, to a great extent, overshadowed by the GHG debate and the subject of vessel emissions. It was a notable achievement that progress was made on:

- reduction of emissions from ships;
- discussion of the:
 - draft Energy Efficiency Design Index (EEDI) for new ships;
 - Guidelines for voluntary use of the Ship Energy Efficiency Operational Index (EEOI) for new and existing ships;
 - Guidance on the development of a Ship Energy Efficiency Management Plan (SEEMP) for new and existing ships; and
- ballast water management.

The MEPC unanimously adopted and 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 GHG emissions from ships.

Main issues discussed were:

- the US/Canadian proposal for designation of emissions control areas (ECAs) for adoption at MEPC 60; and
- an interim ban on blending during the sea voyage of MARPOL cargos, with a joint MSC/MEPC circular to be issued and approved.

The draft MEPC circular on *Technical Information on Systems and Operations to Assist the Development of a VOC Management Plan* was approved.

Recycling of ships

Following on from the success of the Hong Kong 'Ship Recycling Convention', the Committee agreed to adopt, as proposed, the MEPC Resolution on Ship Recycling Capacity, for meeting the entry-into-force conditions of the Hong Kong Convention. Likewise, the Guidelines discussed at the Hong Kong conference propose an appropriate sequence for developing and adopting Guidelines associated with the Convention. An intercessional working group coordinated by the Japanese delegation was established to progress this item, and tasked to report back to MEPC 60. The guidelines

for the development of the inventory of hazardous materials were adopted, and will be issued as an MEPC circular.

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 GHG 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 the EEDI for new ships and the EEOI for new and existing ships, with associated guidelines for both;
- the Ship Energy Efficiency Management Plan (SEEMP) suitable for all ships; and
- a voluntary code on best practice in energy-efficient ship operations.

Emissions from ships

An in-depth discussion was held in Plenary on the use of market-based instruments (MBI) to reduce emissions from ships. This was supplemented by informal meetings to finalise a draft proposal for the road map forward on this topic area. After exhaustive

discussion, the Chairman's road map for MBIs was agreed, despite concern raised by four members that no decision should be made until the conclusion of COP 15.

There were three notable successes of the meeting:

- The draft text of an MEPC circular on *The Development of an Energy Efficiency Design Index (EEDI) for New Ships* was produced, with a recommendation for voluntary application to traditional tankers and bulk carriers.
- The Ship Energy Management Plan (SEMP) was renamed Ship Energy Efficiency Management Plan (SEEMP) to



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more accurately reflect its purpose. The Committee agreed to issue an MEPC circular on *Guidance for the Development of a Ship Energy Efficiency Management Plan*, with the request that Member States bring the guidance to the attention of their administrations, shipping companies and other relevant organisations, and promote the use of the guidance on a voluntary basis.

- The Committee agreed to issue an MEPC circular on *Guidelines for the Voluntary Use of the Ship Energy Efficiency Operational Indicator (EEOI)*. Again Member States administrations, shipping companies and other relevant organisations were encouraged to promote the use of the EEOI on a voluntary basis.



Carriage of bio-fuels and bio-fuel blends, and blending on board during the sea voyage

The carriage of biofuels and biofuels blends was discussed, this topic being an extension of the discussions held during the 12th session of the Bulk Liquids and Gases Sub-Committee (BLG 12) held in February 2008. The Committee agreed that there was a compelling need to discuss the blending of biofuels at sea, and a draft circular was produced which will be used as the basis for the text of a joint MSC/MEPC circular.

Harmful aquatic organisms in ballast water

The MEPC gave final approval to five ballast water management systems and base approval to three ballast water treatment systems.

So far, the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention) had been open for accession by any State and it was noted that two more States (Albania, and Antigua and Barbuda) had acceded to the Convention since the last MEPC session. This brought the number of contracting governments to 18, representing 15.27 per cent of the world's merchant fleet tonnage.

The Committee urged the other Member States to ratify the Convention at their earliest possible opportunity. In accordance with article 18 of the BWM Convention, the treaty will enter into force 12 months after the date on which not less than thirty States—the combined merchant fleets of which constitute not less than 35 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.

Minimising the risk of ship strikes with cetaceans

The MEPC agreed a guidance document on minimising the risk of ship strikes with cetaceans. It should be noted that the MSC had partially addressed the issues of ship strikes through the adoption of a mandatory reporting system and routing of ships for the protection of the North Atlantic right whale, and through the amendment to the International Code of Safety for High Speed Craft (the HSC Code).



OPRC-HNS implementation

The MEPC considered the report of the 9th meeting of the OPRC HNS Technical Group, which was held in the week prior to the Committee's session, and noted that the work on the finalisation of the text for identification and observation of spilled oil was completed. A draft oil spill waste management decision-making tool is to be developed, and the IMO/UNEP *Guidance Manual on the Assessment and Restoration of Environmental Damage following Marine Oil Spills* is complete.

During this agenda item, the training and accreditation of non-governmental oil and HNS spill response contractors was discussed, together with the plan regarding the development of a scheme for the training and accreditation of inland spill contractors by ISCO.

Noise from commercial shipping and its adverse impact on marine life

The Committee listened to the report from the US correspondence group which explained that the bulk of the work conducted during the intercessional period was focused on answering technical questions raised. The overarching goal of the group was to minimise the introduction of incidental noise to reduce the potential adverse impact on marine life.



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

Comprehensive review of the STCW Convention

The STW met for its 40th session on 2–6 February 2009. Significant progress was made with a comprehensive review of the draft amendments to the STCW Convention and Code. An Intersessional meeting of the STW was held at the IMO during September 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 21–26 June 2010.

Enhancement of seafarers' awareness of counter-piracy measures

It was 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 the Principles of Safe Manning. The proposed draft framework, intended to assist country administrations and companies in determining minimum safe manning levels, 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 text 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 were submitted to 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 cargoes and oil fuels

The Sub-Committee approved a draft MSC Resolution on Recommendations for MSDS for MARPOL Annex I type Cargoes and Oil Fuels, which was submitted to, and adopted at, MSC 86. The MSDS are intended to inform seafarers of the possible dangers associated with the handling of specific cargoes.

Guidelines for the 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,

International Maritime Organization ...

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 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:

- development of appropriate hazard profiles for petroleum fuels;
- development of guidance on the operational aspects of blending on board; and
- 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 and Preparations used to treat Ballast Water and*

the Development of Safety Procedures for Risks to the Ship and 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. The circular is intended to provide a source of reference 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.

These 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 the transfer of 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 the guidelines.





There are currently no international measures 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', 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 BLG 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; and
- draft guidelines for the development of management plan for volatile organic compounds (VOCs).

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

Devices to prevent the 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*, intended to provide clarification on the procedures to be used when testing such devices.

Sub-Committee on Fire Protection—53rd session

Use of inert gas systems to minimise the risk of tanker explosions

At its 53rd Session held on 16–20 February 2009, the Fire Protection (FP) 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 tonnes 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 more complex problems than oil tankers, separate requirements may need to be developed.

International Maritime Organization ...

The lower size limit for new oil tankers, to which any new regulations would apply, was deemed to require 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 MSC to extend the target completion date for this 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.
- 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.
- Draft amendments to the FSS Code to replace the existing Chapter 9 (Fixed fire detection and fire alarm systems) and Chapter 10 (Sample extraction smoke detection systems) with updated and revised chapters.



Sub-Committee on Safety of Navigation (NAV)—55th session

The Sub-Committee on Safety of Navigation (NAV) met for its 55th Session on 27–31 July 2009. Five new ship routing proposals were considered, together with ship routing in the Gulf of Aden and consideration of safety zones around man-made structures.

Ship routing

Five new traffic separation schemes (TSS) were proposed, of which three were accepted (off Aglergund and Slupska Banks, Baltic; off Gotland, Baltic; and Western Crimea, Black Sea), and two were returned for further work (the Lagos and the Bonny River schemes, Nigeria). Two amendments to existing schemes were agreed, and four other traffic management schemes were accepted (an area to be avoided off the Neptune Deep Water Port, USA; the deep water route to Jazan Economic City, Saudi Arabia; amendments to the deep water route to Ijmuiden, North Holland; and the change to GIBREP—the mandatory ship reporting system in the Strait of Gibraltar—to allow for inclusion of the Morocco vessel traffic service (VTS)).

Recommended route for ships transiting the Gulf of Aden

The adoption of an international recommended transit corridor (IRTC) as periodically amended, and the proposed *Safety of Navigation* Circular to support this was agreed.

Safety zones larger than 500 m around artificial structures in the Exclusive Economic Zone

The threat to safe navigation presented by high concentrations of artificial structures was acknowledged. Wind farms, the Campos Basin off Rio de Janeiro, and the Red Sea were cited as examples of potential significant hazards in this regard. It was agreed that the UK delegation would coordinate a correspondence group to consider the development of guidelines to respond to requests for safety zones larger than 500 m around artificial islands, installations and structures in the Exclusive Economic Zone. OCIMF was invited to be a member of the correspondence group.

E-navigation strategy completed

The establishment of the E-navigation Working Group at this Session of NAV was a ground-breaking milestone for the future of navigation on board ships. Topics identified for further discussion included:

- the agreement that there should be harmonisation between the ship and shore-based systems and procedures;
- the need for co-ordination of the inputs into e-navigation development from ship-board, shore-based and other relevant bodies; and
- greater development of shore-based user needs.

Guidelines for performance standards for voyage data recorders (VDRs) and simplified voyage data recorders (S-VDRs)

It was felt that the current 12-hour recording limit currently offered by the majority of these systems could be extended. Technology has moved on since the existing guidelines were established, and greater periods of data retention are now economically viable.

Pilot transfer arrangements

The finalisation of the review of the MSC *Guidelines for construction, installation maintenance and inspection/survey of means of embarkation and disembarkation* and of SOLAS regulation V/23 was completed during this session. The deletion of pilot hoists, the periodic testing of pilot ladders and the securing of the pilot ladder/accommodation ladder to the ships side when rigged as a combination ladder were of particular note.

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

The DE Sub-Committee met for its 52nd Session on 16–20 March 2009.

Guidelines for ships operating in Polar waters

Draft guidelines for ships operating in Polar waters were agreed. The guidelines are based on the existing *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 were submitted to the MSC and MEPC for approval, and subsequently adopted at the IMO 26th Assembly.

The earlier guidelines 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, and cold temperatures

may reduce the effectiveness of numerous components of the ship, ranging from deck machinery and emergency equipment to sea suction. 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. The revised MODU Code was submitted to MSC 86 for approval, and was subsequently adopted at the IMO 26th Assembly.

Code on Alerts and Indicators, 2009

The draft Code on Alerts and Indicators, 2009 was submitted to MSC 86 and MEPC 59 for approval, and was subsequently adopted at the IMO 26th 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.

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 LSAs 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.



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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 where they were approved and adopted. 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. An FPD should not, however, 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*, 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.

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.

Revision of SOLAS Chapter III and the 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 where they were approved.

Phasing-out of existing pollution prevention equipment

The DE 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 the revised *Guidelines for Pollution Prevention Equipment for Machinery Space Bilges of Ships*.

The guidelines were adopted in 2003 and amend the previous guidelines which were adopted in 1992. The 2003 requirements are more stringent than those specified in the 1992 guidelines. For example, under the 2003 requirements, oil content meters should be designed to read oil-water emulsions, while the 1992 guidelines specify no such requirement. Following debate, there was some support for introducing a requirement to upgrade existing oily water separation equipment, although it was felt that further in-depth deliberation was needed. One of the issues raised was whether the use of 'add-on' equipment (i.e. to upgrade existing equipment that would not otherwise meet the requirements of the revised guidelines) might be permitted and, if so, whether this could form the basis for the future mandatory upgrade of such equipment.

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

IMO Legal Committee (LEG)—96th Session

The 96th Session of the IMO Legal Committee was held on 5–9 October 2009. The Committee discussed the implementation of the Hazardous and Noxious Substances (HNS) Convention and the associated Protocol developed in 2008 to address practical problems that may



prevent States from ratifying 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.

Draft single model compulsory insurance certificate

After extensive debate over the development of a draft single model compulsory insurance certificate to reduce administrative burdens, it was noted that:

1. there was no urgent need for such an approach which, at the present time would be neither practical nor feasible;
2. to issue such certificates would not reduce the complexity of the insurance process; and
3. only three of the six Conventions covered by the proposal are currently in force.

Bunker certificates for bareboat registered vessels

A draft resolution on bunker certificates for bareboat registered vessels was produced and supported by the majority of delegations.

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. A decision on the form of such an instrument will be made at a later stage.



Programme of IMO meetings in 2010

The following is the list of meetings for the IMO Committees and Sub-Committees, plus IOPC meetings held at IMO headquarters

Date	Name of meeting	Session
11–15 January	Sub-Committee on Standards of Training and Watchkeeping (STW)	41
25–29 January	Sub-Committee on Stability and Load Lines and on Fishing Vessels' Safety (SLF)	52
8–12 February	Sub-Committee on Bulk Liquids and Gases (BLG)	14
22–26 February	Sub-Committee on Ship Design and Equipment (DE)	53
8–12 March	Sub-Committee on Radiocommunications and Search and Rescue (COMSAR)	14
22–26 March	Marine Environment Protection Committee (MEPC)	60
12–16 April	Sub-Committee on Fire Protection (FP)	54
19–23 April	IOPC Funds (cancelled due to volcanic ash)	
26–30 April	Diplomatic Conference to Revise the International Convention on Liability and Compensation for Damage in Connection With the Carriage of Hazardous and Noxious Substances by Sea, 1996	
12–21 May	Maritime Safety Committee (MSC)	87
1–3 June	Technical Co-operation Committee (TC)	60
7–11 June	Council	104
21–25 June	Diplomatic Conference to Amend the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978 and the Seafarers' Training, Certification and Watchkeeping (STCW) Code	
28 June–2 July	IOPC Funds	
5–9 July	Sub-Committee on Flag State Implementation (FSI)	18
26–30 July	Sub-Committee on Safety of Navigation (NAV)	56
6–10 September	Facilitation Committee (FAL)	36
13–17 September	Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC)	15
27 Sept–1 Oct	Marine Environment Protection Committee (MEPC)	61
11–15 October	32nd Consultative Meeting of Contracting Parties (London Convention 1972), 5th Meeting of Contracting Parties (London Protocol 1996)	
18–22 October	IOPC Funds	
25–29 October	Sub-Committee on Ship Design and Equipment (DE)	54
1–5 November	Council	105
15–19 November	Legal Committee (LEG)	97
24 Nov–3 Dec	Maritime Safety Committee (MSC)	88

Intersessional meetings as approved by the council*

1–5 March	Eighth Session of the Ad Hoc LRIT group
15–19 March	Tenth Session of the MEPC/OPRC-HNS Technical Group
7–9 April	Ad Hoc Council Working Group on the Organisation Strategic Plan (CWGSP)—11th session
14–16 April	Sixth Session of the Joint IMO/ITU Expert Group on Maritime Radiocommunications Matters
28 June–2 July	Intersessional Working Group (ISWG) on Greenhouse Gases
20–24 September	Ad Hoc Council Working Group on the Organisation Strategic Plan (CWGSP)—12th session and Council Risk Review, Management and Reporting Working Group (CWGRM)—5th session
27 Sept–1 Oct	17th Session of the Joint ICAO/IMO Working Group on SAR (Bremen, Germany)
18–22 October	BLG Working Group on the Evaluation of Safety and Pollution Hazards of Chemicals (ESPH 16)
20–22 October	Intersessional Working Group (ISWG) on lifeboat hooks

Intersessional meetings convened within the framework of the London Convention and Protocol*

1–5 March	Second meeting of the intersessional working group on ocean fertilisation
19–23 April	London Convention Scientific Group—33rd Session/London Protocol Scientific Group—4th Session
11–13 October	Compliance group—3rd Session (LP/CG 3)

Other meetings*

15–23 July	57th Session of UN Pension Board
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* meetings held without interpretation and with documentation in original language only

International Oil Pollution Compensation Funds (IOPC Funds)

OCIMF attended the IOPC Funds meetings throughout the year, all of which were held 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.

Claims totalling £517 million had been registered, and further claims of £228 million were in the process of being registered. Significant challenges were created by the unprecedented numbers of claims from small scale fishermen. Recourse action by the Fund against Samsung C&T Corporation

and Samsung Heavy Industry, the owners of *Samsung No. 1*, was commenced in Ningbo Maritime Court in China.

Volgoneft 139

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.

Total claims presented as at September 2009 were £165.1 million in respect of the incident. The Fund Secretariat advised the Russian authorities that the claim for £122.56 million in respect of environmental damage was not admissible without supporting evidence. The vessel's P&I insurer had submitted a defence in the Arbitration Court in Saint Petersburg arguing that the incident was wholly caused by a natural phenomenon of an exceptional, inevitable and irresistible character and that therefore no liability should attach to the owner of the *Volgoneft*. The effect of this would be that the Fund would have to answer the whole

claim up to the 1992 Fund limit. The Arbitration Court has indicated a preliminary view that the storm was not exceptional or unavoidable but a normal maritime risk. The Fund has yet to authorise any payments as further supporting evidence on the claims is required.

HNS Convention

The International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances (HNS Convention) was adopted by a Diplomatic Conference in May 1996. The Convention aims to ensure adequate, prompt and effective compensation for damage to persons and property, costs of clean-up and reinstatement measures, and economic losses caused by the maritime transport of hazardous and noxious substances.

At its 95th Session held on 30 March to 3 April 2009, the IMO Legal Committee agreed a new draft Protocol to the HNS Convention, which will address practical problems that have prevented many States from ratifying the Convention. The draft Protocol was considered at a Diplomatic Conference at the IMO on 26 April 2010, and was subsequently adopted.



Ship Inspection Report (SIRE) Programme

The SIRE Programme continues to manage the ever-increasing demand for tanker and barge reports

The number of reports submitted remains steady, but the number of purchases continues to increase with more than 8,000 reports being requested each month. Currently, more than 18,500 tanker reports and 5,000 barge reports are available.

The Tanker Management Self Assessment (TMSA) programme continued to grow, with more than 1,200 companies now registered to submit reports.

Highlights for 2009 included the ability to pay by credit/charge cards for TMSA, and the development and construction of the Offshore Vessel Inspection Database (OVID) for launch in 2010.

SIRE Compliance

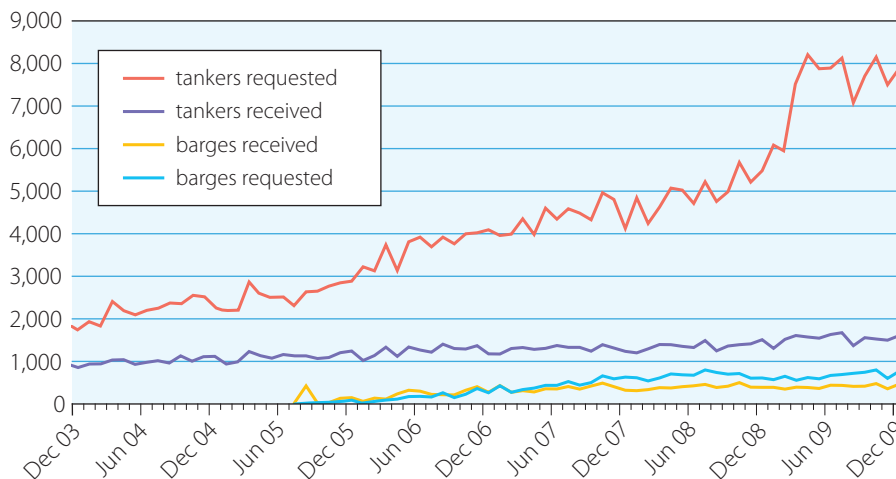
Recognising the importance of compliance by all of the entities who participate in SIRE—the inspectors themselves, the report submitting companies, the tanker operators and report recipients—a new Compliance Manager role was created at OCIMF in October 2009.

A number of compliance issues arose during 2009 including: a submitting company instructing their inspectors to respond to SIRE questions in a manner inconsistent with SIRE guidelines and protocol; third-party entities requesting the on-passing of SIRE reports from a submitting member; and reports of operators offering inducements to inspectors to reduce the number of observations within SIRE reports.

An investigation into an alleged case of inspector misconduct was commenced in the latter part of the year.

During 2009, an online system was developed for inspectors to declare potential conflicts of interest for review by the Secretariat. A clear record of all current and historic conflicts is maintained within the system.

SIRE reports received and requested per month (December 2003 to December 2009)



All SIRE inspectors were required to electronically sign an updated Ethics Agreement at the beginning of the year.

Compliance and ethics issues were presented and discussed at the various SIRE training courses held during the year.

SIRE report quality is monitored on an ongoing basis and a number of cases of below-standard reports were followed up with both the submitting members and inspectors concerned. All report recipients are encouraged to bring issues regarding SIRE report quality to the attention of the SIRE Compliance Manager.

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 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 576 SIRE inspectors are accredited under the Programme (463 Category 1, 8 Category 2 and 105 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.

To complete the initial accreditation process, prospective inspectors who are successful in the written examinations must also be successfully audited during an inspection. 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 American (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



SIRE Focus Group Meetings

14th SIRE Focus Group Meeting

Chairman: David George

21 January 2009, San Ramon, USA

Hosted by 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

15th SIRE Focus Group Meeting

Chairman: David George

8 July 2009, London, UK

Hosted by ConocoPhillips

Topics discussed:

- Minor revisions to the *Training and Accreditation Guidelines* and the *Auditor Guidelines*
- Repeat inspections
- Viewing of TMSA audits
- Recommendations regarding repeat inspections of the same vessel (minimum period)
- Results of the GPC SIRE Holistic Review

Ship Inspection Report (SIRE) Programme ...

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 for administering 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 2009 are shown in the table below. 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 existing

Category 3 inspectors are organised by each of the Regional Category 3 Accreditation Committees.

SIRE auditing inspector meeting

The SIRE auditing inspectors are at the heart of the SIRE inspector accreditation programme. This group of highly experienced inspectors, who collectively audit approximately 150 SIRE inspectors

each year, provides OCIMF with valuable feedback to further enhance SIRE.

The 2009 auditing inspector meeting was held on 22 June at the Barnsdale Hall Hotel, Rutland, UK. Of the 28 auditors, 23 were able to attend. Several important suggestions were made, that have since been adopted into the Inspector Accreditation Programme.



SIRE auditing inspectors at the 2009 auditor inspector meeting on 22 June, Rutland, UK.

SIRE Inspector Accreditation courses held in 2009

New Inspector courses

23–27 March	London
17–21 August	London
21–25 September	Singapore
12–16 October	Pattaya
30 Nov–4 Dec	London

Refresher courses

16–17 February	Singapore
18–19 February	Singapore
16–17 June	London
15–16 July	London

Category 3 courses

22–23 April	Houston
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OCIMF Technical Focus Group Meetings

15th OCIMF Technical Focus Group Meeting *Chairman: Les Morton*

22 January 2009, San Ramon, USA
Hosted by 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

16th OCIMF Technical Focus Group Meeting *Chairman: Les Morton*

9 July 2009, London, UK
Hosted by ConocoPhillips

Topics discussed:

- Initial plans for OVID and OTMSA
- Introduction of the online crew matrix
- Remodelling the SIRE graphical interface in 2010, in line with OVID
- Introduction of Sharepoint

Migration to the new ISO 9001:2008 standard took place successfully this year. No major nonconformities were identified during 2009.

Offshore Vessel Inspection Database (OVID)

In June 2009, under the direction of the EXCOM, OCIMF started the development of an inspection programme for offshore vessels. This development came as the culmination of extensive consultation with OCIMF members, the International Association of Oil & Gas Producers (OGP) and other industry bodies.

The subject of offshore vessel assurance has been an agenda item of the Offshore Terminal Forum for a number of years. Consequently, the new Offshore Marine Committee will be responsible for the running of this new programme, which is now officially known as the Offshore Vessel Inspection Database (OVID).

The aim of OVID is to provide a robust web-based inspection tool and database of inspection reports on vessels engaged in upstream activities. OVID is broadly based on SIRE, with some key differences that reflect the different vessel types. OVID will be underpinned with professional, trained and accredited inspectors. There is a long-term aspiration that OVID will form a tool that is central to the selection and assurance of offshore vessels, and that this will be complimented by an Offshore Vessel Management Self Assessment (OVMSA) protocol that will inform oil company assurance teams of the capabilities of the ship operator.



Developing a new inspection protocol is not a common occurrence and it was therefore decided that a Steering Group be set up to manage the process. The Steering Group consisted of David Cotterell, Andy Dogherty and John Gipson (the Chairmen of the GPC, PTC and OTF, respectively), Phil Davies (OCIMF Director), with Ian Soady (OCIMF Offshore Technical Adviser) as Project Manager/Secretary to the Group. Two work groups were also formed to develop the programme: one to develop the inspection questionnaire (OVIQ) and vessel particulars questionnaire (OVPO) under the direction of Iain Chadwick of Chevron; and the second, led by John Gipson, to look at accreditation issues.

Inspector accreditation is an important part of OVID, just as it is with SIRE. Initially, inspectors are being selectively 'grandfathered' into the system in order to allow for inspections to take place during 2010. Potential inspectors are being screened for qualifications and experience, and then asked to attend a familiarisation course—a two-day acquaintance with OCIMF, OVID and its reporting structures.

OVID went live on 6 January 2010, with the first inspector familiarisation courses taking place at Greenwich in December 2009 and Aberdeen in January 2010.



OCIMF publications

Titles can be obtained directly from the publishers, Witherby Seamanship International Ltd., at www.witherbyseamanship.com

No.	Title (* also available for download from the OCIMF website)	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 Manufacturing and Purchasing Hoses for Offshore Moorings	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	Tandem Mooring and Offloading Guidelines for Conventional Tankers at F(P)SO Facilities	1st Edition 2009	OCIMF
35	Tanker Management and Self Assessment 2—A Best Practice Guide for Vessel Operation	2nd Edition 2008	OCIMF

Publications expected to come into print in 2010 (** web based only)

1	Guidelines for the Design, Operation and Maintenance of Multi Buoy Moorings	1st Edition 2010	OCIMF
2	** International Safety Guide for Inland Navigation Tank-barges and Terminals (ISGINTT)	1st Edition 2010	CCNR/OCIMF
3	Safe Transfer of Liquefied Gas in an Offshore Environment (STOLGOE)	1st Edition 2010	OCIMF

Current publications under review/revision in 2010

1	Anchoring Systems and Procedures for Large Tankers	1st Edition 1982	OCIMF
2	Barge Safety (Liquefied Cargoes in Bulk)	1st Edition 1999	OCIMF
3	Guidelines for the Handling, Storage, Inspection and Testing of Hoses in the Field	2nd Edition 1995	OCIMF
4	International Safety Guide for Inland Navigation Tank-barges and Terminals (ISGINTT)	1st Edition 2009	CCNR/OCIMF
5	International Safety Guide for Oil Tankers and Terminals (Portuguese Edition)		IAPH/ICS/OCIMF
6	International Safety Guide for Oil Tankers and Terminals (Russian Edition)		IAPH/ICS/OCIMF
7	International Safety Guide for Oil Tankers and Terminals (Simple Mandarin Edition)		IAPH/ICS/OCIMF
8	Peril at Sea and Salvage—A Guide For Masters	1st Edition 2000	OCIMF
9	Peril at Sea and Salvage—A Masters Guide	5th Edition 1998	ICS/OCIMF
10	Piracy and Armed Robbery Against Ships	1st Edition 2000	OCIMF
11	Recommendations for Manifolds for Refrigerated Liquefied Gas Carriers for Cargoes from 0°C to Minus 104°C	2nd Edition 1987	OCIMF/SIGTTO
12	Recommendations for Manifolds for Refrigerated Liquefied Natural Gas Carriers (LNG)	2nd Edition 1994	OCIMF/SIGTTO
13	Ship to Ship Transfer Guide (Liquefied Gases)	2nd Edition 1995	ICS/OCIMF/SIGTTO
14	SPM Hose Ancillary Equipment Guide	3rd Edition 1987	OCIMF
15	Effective Mooring	3rd Edition 2010	OCIMF
16	Effective Mooring (Chinese Edition)	3rd Edition 2010	OCIMF

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)	Sept 1997
3	An Information Paper on Pumproom Safety	Sept 1995
4	Cargo Inspectors—Safe Working Practices onboard Tankers	Oct 2009
5	Lloyd's Register Risk Assessment of Emergency Tow-off Pennant Systems (ETOPS) Onboard Tank Vessels	Oct 2009
6	Factors Influencing Accelerated Corrosion of Cargo Oil Tanks	Sept 1997
7	Guidance For Oil Terminal Operators On The International Maritime Organization (IMO) International Ship And Port Facility Security (ISPS) Code	Dec 2003
8	Guidelines for the Control of Drugs and Alcohol Onboard Ship	
9	Guidelines on Safety Management Systems for Hot Work and Entry into Enclosed Spaces	
10	Health, Safety and Environment at New-Building and Repair Shipyards and During Factory Acceptance Testing	July 2003
11	Hydrostatically Balanced Loading	Dec 1998
12	Industry Code of Practice on Ship Recycling	Aug 2001
13	Inert Gas Systems—Block and Bleed Valve Arrangements for Chemical Tankers Carrying Chemicals and Petroleum Products—Prevention of Inert Gas/Hydrocarbon Backflow	Jan 2000
14	Inert Gas Systems—Dry Type Deck Water Seals—Prevention of Inert Gas/Hydrocarbon Backflow	
15	Inert Gas Systems—Semi-dry Type Deck Water Seals—Prevention of Inert Gas/Hydrocarbon Backflow	
16	Lifeboat Incident Survey—2000	2000
17	Manning at Conventional Marine Terminals	Jun 2008
18	Marine Breakaway Couplings	Nov 2008
19	Marine Injury Reporting Guidelines	Feb 2007
20	Oily Water Separators	Feb 2006
21	Piracy—The East Africa/Somalia Situation—Practical Measures to Avoid, Deter or Delay Piracy Attacks	Jan 2009
22	Port and Terminal Information	Sep 2007
23	Recommendations for the Tagging/Labeling, Testing and Maintenance, Documentation/Certification for Ships' Lifting Equipment	May 2005
24	Results of a Survey into Lifeboat Safety	July 2004
25	Ship Measurement—Deadweight or Displacement?	
26	Ship to Ship Transfers—Considerations Applicable to Reverse Lightering Operations	Sept 2009
27	Summary of the Results of the MARIN Study to Validate the Adequacy of SPM Mooring Equipment Recommendations	May 2007
28	Vessel Inspection Questionnaire 2009 Edition	Jun 2006

The following documents are available to members only:

29	Briefing Paper for OCIMF Member Chartering and Vetting Groups—The use of Large Tankers in Seasonal First-Year Ice or Severe Sub-Zero Conditions
30	Briefing Paper for OCIMF Member Companies—Guidelines for Transiting the Straits of Magellan including Commentary on Passages around Cape Horn
31	Briefing Paper for OCIMF Member Companies—Guidelines for Transiting the Turkish Straits
32	Ship to Ship Transfer—Appendix 1—Operational/Safety Check Lists
33	Specification Guidance for Dock Hoses

In development or pending publication

34	Codes of Working Practice
35	ETOPS Position Paper
36	Dynamic Loading of Cranes Used in Exposed Waters
37	DP FMEA Guidance Paper
38	MEG 3 Information Paper
39	Safety and Design Issues of Tankers with Exposed Deck Structure and the Interface with Marine Terminals
40	The Use of Large Tankers in Seasonal First Year Ice and Severe Sub-Zero Conditions
41	Wind and Current Drag Coefficients





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