



Oil Companies International Marine Forum

OCIMF

Annual Report 2011



Contents

Mission and Objectives	1	OCIMF 40th Anniversary	20
Chairman's Statement	2	Maritime Security	22
Director's Review	4	International Maritime Organization (IMO)	23
Brief History	5	Programme of IMO Meetings in 2011	39
Secretariat	6	International Oil Pollution Compensation Funds (IOPC Funds)	40
Organisational Chart	7	Ship Inspection Report (SIRE) Programme	41
OCIMF Membership	8	SIRE Compliance	41
OCIMF Committees	9	SIRE Focus Group Meetings	41
Executive Committee	10	OCIMF Technical Focus Group Meetings	42
<i>Carbon Task Force</i>	10	SIRE Inspector Accreditation	42
Legal Committee	10	SIRE User Group Meetings	43
General Purposes Committee (GPC)	11	Offshore Vessel Inspection Database (OVID)	44
Marine Technical Sub-Committee (MTSC)	11	OCIMF Publications	45
Ice Sub-Committee (ICE SC)	12	OCIMF Information Papers	46
Navigation and Routing Sub-Committee (NaRSuC)	12		
Ports and Terminals Committee (PTC)	14		
<i>Consolidated OCIMF Marine Terminal System: Terminal Policy Review Group (TPRG)/ Terminal Policy Steering Group (TPSG)</i>	15		
Asia Pacific Terminal Forum (APTF)	17		
European/Eastern Terminal Forum (EETF)	17		
Western Terminal Forum (WTF)	18		
Offshore Terminal Forum (OTF) / Offshore Marine Committee (OMC)	19		

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



As Chairman of OCIMF for the past nine years, I have seen many changes: a significant broadening of the Forum's activities; an encouraging growth in membership; a strengthening of our influence on the wider stage; and a parallel increase in the advisory and Secretariat staff. I have been privileged to play a role in these developments, and look forward with excitement to the future.

Thanks to steady growth, OCIMF membership now stands at 83—a genuinely diverse organisation in terms of culture and geography, with a broad pool of specialist marine expertise ranging from Arctic shipping operations to offshore support craft.

In the 40 years since OCIMF was founded, the Forum has stayed true to its purpose: the promotion of safety and prevention of pollution from oil tankers and terminals. As we move into the future, these objectives—and OCIMF's work to attain them, through active engagement, publications and events—remain as vital as ever.

I am pleased to point to the progress that has been made in the major change projects by OCIMF Committees. The Ports and Terminals Committee has been heavily engaged in delivery of the terminal review programme, containing many complex elements. This ambitious five-year programme is aimed at providing vital tools to raise safety and operational standards at marine terminals. 2010 was also a year when we focused on safety of marine operations in the offshore environment. The launch of OVID (Offshore Vessel Inspection Database) in January 2010 represented a sea change in the way marine assurance is provided in this complex field. As the year closed, the Executive Committee was impressed by the progress made with OVID; and I was personally encouraged to see so many members actively embrace the system, thus influencing standards for the better in the offshore sector. Also during 2010, the Offshore Marine Committee was formed; this is now firmly established and engaged in a wide range of priorities.

The work of the IMO remains a key focus in the OCIMF work programme, so it was good to see the IMO unveil a busy and ambitious agenda in 2010. OCIMF applauds the IMO commitment to the reduction of greenhouse gas (GHG) emissions from shipping; this focus has remained resolute despite vigorous debate and the diverse views expressed in plenary sessions of the Marine Environmental Protection Committee. As with any global issue of great complexity, there will be no overnight solution for emissions—but progress is being made: efficiency indices have been defined, and the work of the expert group assessing market-based measures has produced a firm foundation for future evaluation and identification of an effective instrument. The reduction in GHG emissions from shipping remains a primary objective of the Forum.

2010 saw a further escalation in piracy on a global scale. During the year we have seen piracy off the coast of Somalia expand its theatre of operation, reaching the approaches to the Arabian Gulf in the north, eastwards across the Arabian Sea to the shipping lanes off the west coast of India, and southward encompassing the Seychelles and the coastal waters of Kenya and Tanzania. OCIMF was instrumental during 2010 in co-producing a third edition of *Best Management Practices to Deter Piracy off the Coast of Somalia and in the Arabian*





Sea Area. This edition provides practical advice and guidance to seafarers on the preparations and action to be taken in order to avoid, deter or delay a pirate attack in the Gulf of Aden and Arabian Sea. We continue to lobby for more active resolution of immediate threats to seafarers while longer term land-based initiatives continue, all under the aegis of the UN Contact Group.

OCIMF's role as a producer of technical guidance and recommendations also continued to expand during 2010. The portfolio was increased through the production of several first editions, including *The Safe Transfer of Liquefied Gas in an Offshore Environment*—a publication overseen by the newly formed Offshore Marine Committee—and *The Use of Large Tankers in Seasonal First-Year Ice and Severe Sub-Zero Conditions*, amongst others.

The SIRE system has continued to advance, with several online developments being unveiled during the course of the year. The online crew matrix now enables live data, reflecting current manning, to be displayed and updated efficiently. The new website aligns both the tanker inspection and offshore inspection databases with a single look and feel. The SIRE Focus Group also completed work on the revision of the Vessel Inspection Questionnaire, the fifth

version of which was released on 10 January 2011.

In April 2010 we bade farewell to Phil Davies as he completed three successful years as Director of OCIMF. We wish Phil success in his new role in Chevron. We welcome David Cotterell who joins as Director from Shell and is well recognised in the wider shipping community.

By any standards, 2010 was a productive year. I would especially like to thank those members from many countries who have provided resources for our various work programmes and enriched the membership of our committees; without them, it would

be impossible for the Forum to contribute as it does to resolving the broad spectrum of challenges faced by our industry today.

I wish John Ridgway every success as he succeeds me as Chairman on my retirement in 2011, and I personally thank all those on the Executive Committee for their guidance, insights and friendship. I know that I leave OCIMF in good hands.

Jan Kopenich



Director's Review

David Cotterell



As I compose my first annual review as Director I am reminded of the broad spectrum of issues and activities that the Forum is involved in. 2010 has been memorable for many reasons, not least reaching the milestone of our 40th anniversary. OCIMF was formed to provide a cohesive voice to the oil industry, providing expertise in the safe and environmentally responsible transport and handling of hydrocarbons in ships and terminals, and setting standards for continuous improvement. Although the role of OCIMF has broadened significantly over the past four decades, these core values remain as important today as they were in 1970. The 40th anniversary celebrations also provided the Secretariat with the ideal opportunity to bid a fond farewell to Phil Davies on completion of his successful three-year term in the Director's chair. Phil returns to California as the Fleet Manager of Chevron Shipping LLC, and we wish him every success.

Representing members views at the IMO remains a primary function of the Forum, and 2010 was a particularly busy year in this respect. OCIMF participated in 32 meetings, 2 diplomatic conferences and 3 intersessional working groups, submitting 8 papers and working issues in 22

correspondence groups over the course of the year. OCIMF also gave two well-received presentations to the Marine Environment Protection Committee, introducing the 'virtual arrival' concept and our CO₂ trajectory modelling project, as initiatives to reduce greenhouse gas emissions from ships. Such a busy programme could not have been delivered successfully without the efforts and organisational skills of Captain Garry Hallett, our Deputy Director and Chief Representative to the IMO.

Tanker inspection has continued to develop, both in capability and usage, and it is encouraging to see increased usage of the SIRE system. Whilst it is pleasing to note that an increasing number of port State control organisations have registered for free access to SIRE, usage remains disappointingly low.

Our committees have enjoyed superb support from the membership throughout 2010 and have made great progress in delivering against an ambitious project plan. Our five-year terminal assurance project has moved ahead apace, with the first element, the Terminal Particulars Questionnaire (TPQ), completed and development work on all other elements of this complex project proceeding to plan. 2010 also saw the newly formed Offshore Marine Committee establish a long-term work plan. Publications produced this year include both a number of new titles and new editions of earlier works: *The Use of Large Tankers in Seasonal First-year Ice and Severe Sub-Zero Conditions*; *Safe Transfer of Liquefied Gas in an Offshore Environment*; *Anchoring Systems and Procedures*; the *International Safety Guide for Inland Navigation Tank-barges and Terminals* (ISGINNT); and the *Guidelines for the Design, Operation and Maintenance of Multi-Buoy Moorings* join other titles providing invaluable guidance to our industry. None of this work would be possible without the deep expertise provided from member companies to whom I extend my thanks and appreciation.

Piracy has continued to threaten ships and seafarers and, despite the best efforts of governments, military forces and industry, has continued to grow. In the northern Indian Ocean and Arabian Sea, piracy has expanded rapidly, both in geographical extent and in the number of increasingly violent attacks. Much of the effort in 2010 has gone into a programme of engagement, seeking greater support for counterparty activities. A principal reference for ships providing guidance on self-protection measures has been the publication, *Best Management Practices to Deter Piracy off the Coast of Somalia and the Arabian Sea Area (BMP3)*; the third edition of this publication was produced in June, and 45,000 copies were distributed during the latter half of the year. This invaluable document was produced jointly by OCIMF and Intertanko, and has been widely endorsed by the industry and those involved in providing counter-piracy efforts. My personal thanks go to our General Counsel, Philip Pascoe, who championed production of *BMP3* and was the author of much of its content. I fear the global threat of modern piracy will not be short-lived, and will occupy a place in the work of the Forum for some time to come.

The OCIMF Secretariat also saw some changes during 2010. Jane Fairweather, our Executive Assistant, retired. Rebecca Harrison moved roles into the newly-created position of Office Manager and was succeeded as OCIMF Inspector Accreditation Administrator by Anita Borsberry. Our Offshore Adviser, Ian Soady, returned to BP, eventually to be replaced by Sean Nicholson (Chevron), and we are now in good shape to make the best of new opportunities in 2011, continuing to promote the sustained improvement of marine safety and environmental standards.

Brief History

Helping to improve the safe and environmentally responsible operation of oil tankers and terminals since 1970

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

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

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

The Oil Companies International Marine Forum (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 during the intervening period, taking into account the changing maritime activities of our membership. OCIMF has embarked upon the terminal project, applying the same successful architecture as the Ship Inspection Report (SIRE) system, including standard information details, a standard inspection questionnaire and best practices on training and inspection to terminals. In a similar fashion, the Offshore Vessel Inspection Database (OVID) was launched in 2010, offering an objective independent inspection protocol to the offshore support industry.

The 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 overriding goal has remained—to improve the safe and environmentally responsible operation of oil tankers and terminals.



Secretariat

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



David Cotterell Director
(effective from April 2010)



Garry Hallett Deputy Director and
Chief Representative to the IMO



Bernard Lesegretain Senior
Technical Adviser



Shaikh Rahim Technical Adviser
(Nautical)



Cliff Proctor Technical Adviser
(Engineering)



Sean Nicholson Technical
Adviser (Offshore) (effective
from January 2011)



Ian Shields Technical Adviser
(Maritime Security) (effective
from February 2011)



Philip Pascoe
General Counsel



Rebecca Harrison
Office Manager (effective from
April 2010)



Lauren McGee
Administrator



Michelle Ruttledge
Administrator (effective from
July 2010)



Geoff Snow
OCIMF Programme Manager



Oliver Pointon OCIMF Training
and Accreditation Manager



Rob Collier
OCIMF Compliance Manager



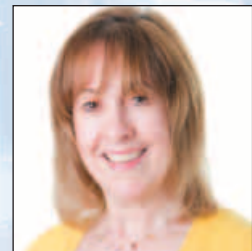
Aziz Benbelkacem OCIMF and IT
Systems Administrator



Anita Borsberry OCIMF Inspector
Accreditation Administrator
(effective from September 2010)



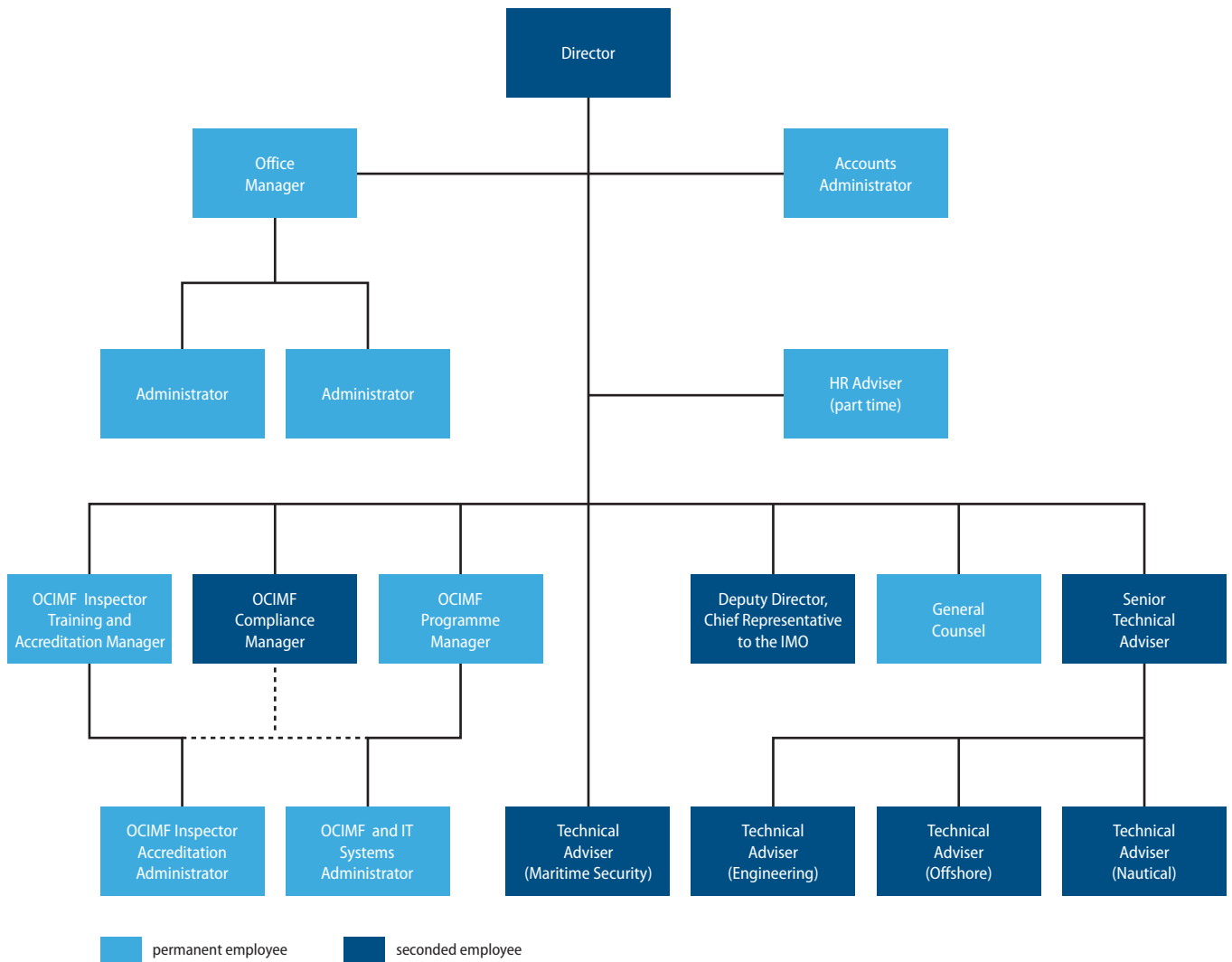
Pauline Gilbert
Accounts Administrator



Christine Green (part time)
HR Adviser

Organisational Chart

New OCIMF structure effective from January 2011



OCIMF Membership

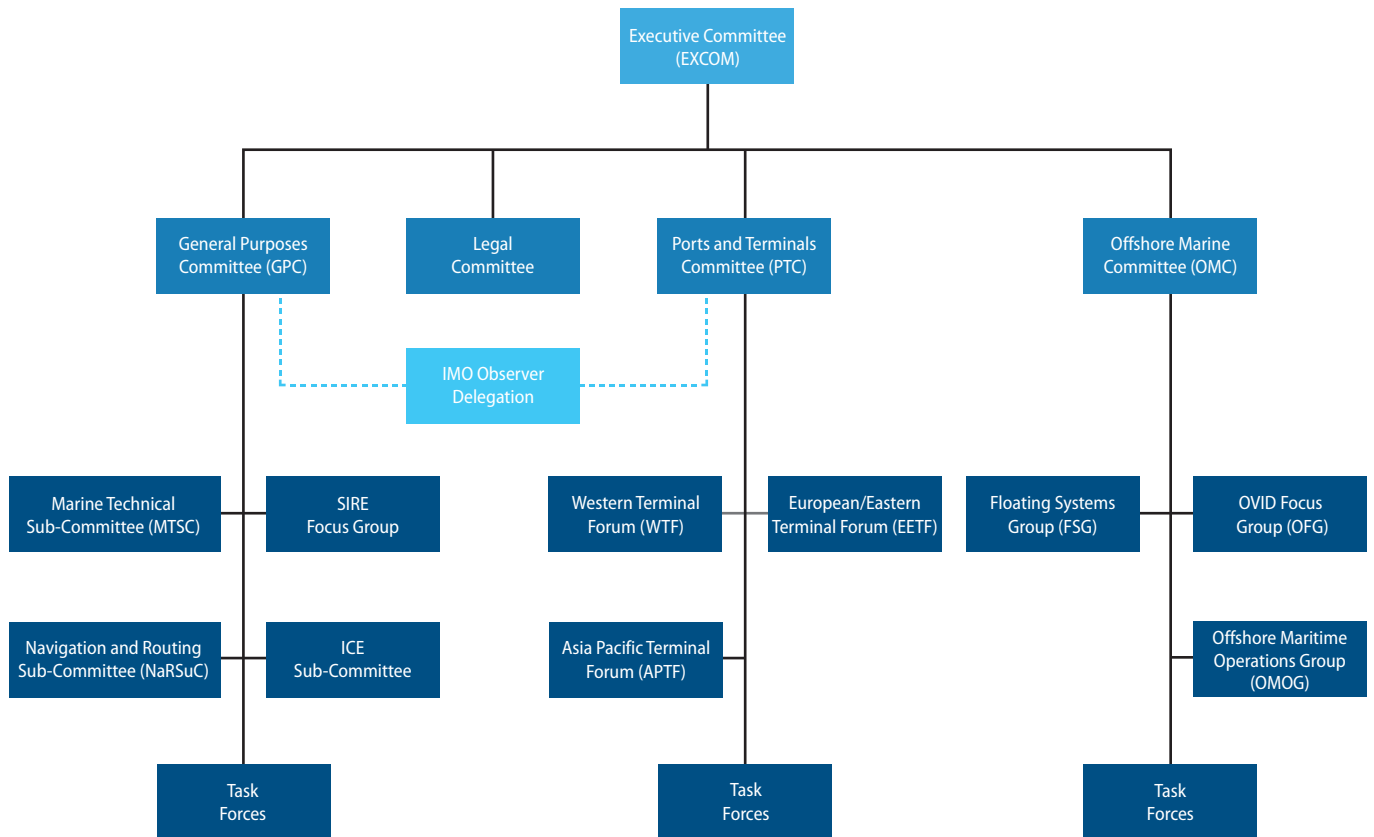
(Current as at March 2011)

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

* The Petroleum Industry Marine Association of Japan (PIMA) is counted as three OCIMF Members; a full list of PIMA companies is held at the OCIMF Secretariat.

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.



OCIMF Committees ...

Executive Committee (ExCom)

Chairman: Jan Kopernicki, Shell

The 65th meeting of the Executive Committee was held on 16 June 2010 in Paris, and was hosted by Total. The 66th Executive Committee Meeting and the 32nd Annual General Meeting of the Forum were held in Vancouver, Canada on 18 November 2010, coinciding with events celebrating the Year of the Seafarer in North America. The Chairman, Jan Kopernicki (Shell) and Vice-Chairmen, Mike Carthew (Chevron), Will Jenkins (Exxon Mobil) and John Ridgway (BP), were elected for a further 12 months.

Agenda items discussed are listed below. Additionally, the Executive Committee reviewed the accounts, budget proposals and progress against the strategic review as presented by the Director. The Executive Committee debated a wide range of topics including the following key issues:

- Regulatory developments at the International Maritime Organisation
- Progress in the implementation of MARPOL Annex VI
- Regulatory initiatives to reduce greenhouse gas emissions from ships
- The work of the OCIMF Carbon Task Force

- European and regional regulatory developments and forthcoming legislation
- Lifeboat safety
- Piracy and maritime security
- OCIMF publications
- SIRE and OVID programme performance and developments
- IOPC Funds and HNS Convention activities.

Carbon Task Force

The Carbon Task Force was created to oversee and enact the policy decisions of the Executive Committee with regard to greenhouse gas emissions, to support the work of the IMO and to monitor the work of other bodies which affect shipping. The issues under the purview of the Task Force are:

- Market-based measures (MBMs) to reduce CO₂ emissions from ships
- CO₂ Trajectory Model project
- Evaluation of CO₂ reduction predictions made by external organisations in association with the expanded Round Table organisations.

The Task Force, chaired by Sophie Fallou of Shell, met on Friday 24 September. The group reviewed the 10 proposed market-based measures (MBMs) which had been further developed by the IMO Expert Group. At this meeting, the group were of the

opinion that no one MBM stood out and that further development was required.

The Task Force also took the opportunity to review the work of the CO₂ Trajectory Model project and, in particular, to review the report from the OCIMF workshop to assess the effectiveness and expected take-up of CO₂ mitigating technologies. It was the decision of the Task Force that it would be premature to publish the report at this time as the work would be used by both the CO₂ Trajectory Prediction project and the evaluation of the CO₂ reduction predictions from other organisations.

Legal Committee

*Chairman: John Glennon, ExxonMobil;
Vice-Chairman: Richard Keigwin, Total*

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 53rd meeting on 26 May 2010 at the American Petroleum Institute in Washington DC, USA, hosted by BP. The 54th meeting was held on 4 November 2010 in London and hosted by Shell. The Committee discussed a wide range of legal issues during their meetings, including:

- HNS Convention and Protocol
- IOPC Funds
- International Convention for the Safe and Environmentally Sound Recycling of Ships
- MARPOL Annex VI
- OCIMF trade mark protection
- EU Directive on ship-source pollution and the introduction of sanctions, including criminal sanctions
- Piracy
- SIRE and TMSA2 issues
- Offshore Vessel Inspection Database (OVID)
- Terminal Programme Review Group
- OCIMF publications and translations.



Members of the Executive Committee at the 66th meeting held in Vancouver, Canada, on 18 November 2010

General Purposes Committee (GPC)

Chairman: Steffen Jacobsen, Mærsk

The 70th meeting of the General Purposes Committee was held in Rio de Janeiro, Brazil on 13–14 April 2010, and was hosted by Petrobras. The 71st meeting of the Committee was held on 5–6 October 2010 in Helsinki, Finland and hosted by Neste.

The GPC reviewed the work undertaken by its sub-committees, work groups and focus groups, and noted that significant progress had been made in all areas of the work programme. Of particular interest was the progress made in the development of the OVID programme since its launch earlier in the year. Other items discussed by the GPC included:

- SIRE, OVID and TMSA programme developments
- Piracy, including detailed discussion on the development of *BMP3* and the most effective way to distribute it to shipping
- Lifeboat safety including development of recommendations in the joint industry working group
- Review of the draft information paper on the hazards of mercury in cargoes
- Review of the information paper on safe navigation in the Straits of Magellan



- OCIMF's work at the IMO, and review of the forward programme
- Forthcoming European legislation
- Publications update and planning.

Marine Technical Sub-Committee (MTSC)

Chairman: Ken Reid, Shell

The 20th meeting of the Marine Technical Sub-Committee was held in Houston on 26–27 May 2010, and was hosted by ConocoPhillips. The 21st meeting was held in Paris on 15–16 September 2010 and was hosted by Total.

The Sub-Committee is supported by members from BP, Chevron, ConocoPhillips, IMT, Mærsk, SeaRiver, Shell, Total and Vela, and during 2010 welcomed new members from Petrovietnam, Sonangol and Statoil.

The MTSC sponsors working groups on:

- Engineering Competencies:
 - The Working Group will investigate the current standards of engineering practices in the context of such factors as advancing technology, reduced manning and changes in operating culture. Based upon that investigation, it will identify possible improvements to existing engineering practices, and develop new guidance that will result in a positive contribution to the safety and reliability of vessel operations.
- 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 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.

OCIMF Committees ...



The Marine Technical Sub-Committee at the 20th MTSC meeting held in Houston on 26–27 May 2010

The Sub-Committee has been actively engaged in supporting the Secretariat on greenhouse gas 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
- Hydrogen sulphide in bunker fuels.

Ice Sub-Committee (ICE SC)

Chairman: Vesa Penttila, Neste Oil

The Ice Sub-Committee held its 10th, 11th and 12th meetings on 27 January, 24 March and 16 September 2010, respectively. Members from BP, IMT/ExxonMobil, Shell, Total, ConocoPhillips, Neste Oil, Primorsk Oil, Lukoil, Svitzer, Unicom and IACS participated in, and contributed to, the work of Sub-Committee.

- Briefing Paper for OCIMF member chartering and vetting groups, on *Shipping Operations in the Arctic Region*:
 - In June 2009, the Sub-Committee commenced work on the development of a 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. The work on the Arctic paper was completed and the paper was

released for members on the OCIMF website in August 2010. The paper was scheduled to be reviewed at the March 2011 meeting, and updated with any new information if necessary.

- The use of large tankers in ice and severe sub-zero conditions (excluding Arctic regions):
 - During its meeting in October 2009, the GPC expressed interest in the content of an existing 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) being made available as a publication for third parties outside the OCIMF membership. The Sub-Committee commenced a review of the content of the Briefing Paper in January 2010 with a view to re-structuring it for wider publication. In undertaking this review, members considered that the content should be relevant for at least five

years, this being a typical publication review cycle. Subsequently the review and re-structuring of the paper into a publication was completed, and the new document was published in December 2010.

Other issues discussed/monitored include:

- The ICE SC task group continues to provide input to the IMO Polar Code correspondence group working on the Mandatory Code for Ships Operating in Polar Waters.
- A proposal for the development of an Arctic Briefing Paper on *Offshore Vessels*
- Personnel Training and Competency Assessment Guidance for Ice Operation
- Operations at terminals impacted by ice or severe sub-zero temperatures
- Sharing of Members' experiences of the 2010 trip to the Arctic Northern Sea Route.

The 13th meeting of the Ice Sub-Committee was held in March 2011.

Navigation and Routing Sub-Committee (NaRSuC)

Chairman: Phil Truscott, IMT

The 37th and 38th meetings of NaRSuC were held on 11 March and 10 September 2010, respectively. Members from BP, Chevron, IMT/ExxonMobil, Shell, Total, Statoil, PetroVietnam 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 revision work on the publication, now titled *Anchoring Systems and Procedures*, was completed in 2010. 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, irrespective of their size. The revised publication was published in October 2010.
 - The information paper, *Estimating The Environmental Loads on Anchoring Systems*, was developed in support of the 'Anchoring Systems' publication, and was published on the OCIMF website along with the environmental force calculation tool in October 2010. The paper provides general guidance on the assumptions made and methodology used in estimating the forces, and includes an interactive calculation sheet and a separate calculator to assist Masters in the estimation of forces. Plots and graphs used in support of the calculation process are included as an appendix.
- Revision of OCIMF briefing paper for OCIMF Member Companies, *Guidelines for Transiting the Straits of Magellan*:
 - Full review and updating of the paper was conducted. The revision work was completed and the revised paper released on the OCIMF website in November 2010.
- Danish Pilotage:
 - The Sub-Committee continued to engage with the Joint Pilotage Users Group (JPUG). The 6th JPUG meeting (JPUG 6) was attended by the Secretariat on 15 September 2009.
 - Actions initiated by the JPUG continue to improve the compliance with the IMO *Recommendation on Navigation through the Entrances to the Baltic Sea* which recommends the use of pilots for vessels with a draft of 11 metres or



more. It was stated that the work needs to be continued to further improve and align some vessels and operators in the use of pilotage service. Danish pilotage fees have been increased in 2010 by 20% to meet with improved provision of services.

- New Danish Pilotage Act.
- STCW Task Group:
 - The Task Group completed the review of the proposed amendments to the STCW Convention and Code, which resulted in a number of OCIMF submissions to the 40th Session of the IMO Sub-Committee on Standards of Training and Watchkeeping (STW 40) in February 2009. Some of the Task Group's proposals have been incorporated in the revised STCW Convention and Code. The Task Group provided support to STW 41 in January 2010 and continued to monitor the proposed amendments. The Secretariat attended the Diplomatic Conference on the STCW Convention 1978, as amended in 1995 and in 2010, held in Manila, in the Philippines in June 2010. The amendments adopted at this Conference will be known as the 'Manila 2010 Amendments'.

Other issues worked on included:

- Continued involvement in the Cooperative Mechanism activities for the Straits of Malacca and Singapore

- Piracy
- IMO E-navigation strategy correspondence group
- IMO Sub-Committee on Safety of Navigation (NAV) activity
- Pilotage incidents and issues
- Review and discussion of Turkish Straits transit and Turkish government policy
- Incident review

The 39th NaRSuC meeting was held on 15 February 2011.



OCIMF Committees ...

Ports and Terminals Committee (PTC)

Chairman: Andy Dogherty, IMT/ExxonMobil;
Vice-Chairman: Phil Jameson, Shell

The 72nd meeting of the Ports and Terminals Committee (PTC 72) was held in Houston on 28–29 April 2010, and was hosted by ConocoPhillips. The 73rd PTC meeting was held in London on 13–14 October 2010 and was hosted by Shell.

Delegates from member companies BG, BP Shipping, Chevron, ConocoPhillips, ENI, ENOC, Excelerate, ExxonMobil/IMT, INEOS, Kuwait Oil Company, Marquard & Bahls, Nigeria LNG, PMI/PEMEX, Saudi Aramco/Vela, Shell, Total, PDVSA, Petrobras, Primorsk Oil Terminal, Reliance Industries Ltd., Statoil and Valero actively participated in, and contributed to, the work of the Committee.

The PTC continues to manage a busy agenda focused on safety and environmental protection in the ship/shore, or tanker and marine interface. These agenda matters arise from legislative changes (e.g. from the IMO), from OCIMF members directly, or via feedback from one of the three regional forums, i.e. the Asia Pacific Terminal Forum (APTF), European/Eastern Terminal forum (EETF) and the Western Terminal Forum (WTF). Delegates are from Europe, North and South America, Scandinavia, Africa and Asia.

The following summarises the major PTC work activities completed or in progress during 2010–11:

- After publication of the fifth edition of OCIMF's *Guide to Manufacturing and Purchasing Hoses for Offshore Moorings (GMPHOM) including Considerations relating to Hose System Design* towards the end of 2009, a working group was launched to review, and to compile into a single publication, the OCIMF

publications *Guidelines for the Handling, Storage, Inspection and Testing of Hoses in the Field* (2nd Edition, 1995), *SPM Hose Ancillary Equipment Guide* (3rd Edition, 1987) and *Single Point Mooring Maintenance and Operations Guide* (2nd Edition, 1995).

(Chairman: George Franklin, Shell)

- The Ship-to-Ship (STS) Steering Group was tasked with following all the issues, regulations and proposals forthcoming from the IMO and the EC dealing with STS issues. The Steering Group has prepared the OCIMF publication, *Ship to Ship Service Provider Management incorporating STS Service Provider Self Assessment*, which is scheduled to be published in the second quarter of quarter 2011.
(Chairman: Andrew Bickerdike, Chevron)
- A working group was established to review and update the joint ICS/OCIMF publication, *Ship to Ship Transfer Guide (Petroleum)*, 4th Edition, 2005.
(Chairman: Jim Chapman, BP)
- The *Guidelines for the Design, Operation and Maintenance of Multi-Buoy Mooring* was published in 2010.
(Chairman: Bill Assante, ExxonMobil)
- OCIMF was represented on the drafting/review committee for the British Standard BS 6349, *Code of Practice for Maritime Structure*. This work and OCIMF representation will continue in 2011 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: David Veale, Shell)**

- 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 OCIMF task force was put together to ensure its members have a single concerted voice on the guidelines to be produced. Several OCIMF task force members are also on the PIANC Working Group Committee.
 - The PIANC MarCom 55 Working Group was created to develop industry guidelines and documents regarding the safety aspects of berthing/unberthing tankers and gas carriers at port facilities. **(Chairman: Andy Dogherty IMT/ExxonMobil)**
 - The PIANC MarCom 145 Working Group was created to develop industry guidance regarding berthing velocities and fender design. **(OCIMF representative: David Veale, Shell)**
 - The PIANC MarCom 153 Working Group was created to develop recommendations for the design of marine oil terminals.
(OCIMF Representative: Bill Assante, ExxonMobil)



The Ports and Terminals Committee in London for the 73rd PTC meeting held on 13–14 October 2010

- The PTC established a task group to conduct a gap analysis to ensure that there are no inconsistencies between the information contained in the *International Safety Guide for Inland Navigation Tank-Barges and Terminals* (ISGINTT), the *International Safety Guide for Oil Tankers and Terminals* (ISGOTT) and the *Barge Safety Guide*.
- The Wind and Current Drag Coefficient Task Force continued its project development work, focusing on:
 - establishing the current drag coefficient for 'very large crude carrier' (VLCC) tankers, post Marpol;
 - evaluating the validity of the OCIMF/SIGTTO wind drag coefficient data. (*Chairman: Alain Ledoux, Total*)
- OCIMF's Executive Committee is supporting the Latin America engagement through the Western Terminal Forum (WTF) covering 'North' and 'South' issues, and the PTC is in charge to understand better what should be done at the Secretariat level in order to federate, and benefit from the huge expertise of, this Latin American Continent. The PTC strongly supported the hosting of WTF 49 by ANCAP (Administración Nacional de Combustibles Alcohol y Portland) in Punta del Este, Uruguay on 29–30 October 2010; this was the first WTF meeting to be held in South America.
- 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. Every year, OCIMF—through the CFG—attends a number of events, both as host and participant. The translation into Mandarin of several OCIMF documents has been initiated.



Consolidated OCIMF Marine Terminal System: Terminal Policy Review Group (TPRG) / Terminal Policy Steering Group (TPSG)

Chairman: Tony Pollock: INEOS

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. 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 PTC.

Project launch, 2009

The goal of the review were as follows:

- To raise standards at marine terminals for safer berths and ship/shore interfacing.
- To develop, in 3–5 years, a consolidated system incorporating:
 - terminal particulars;
 - terminal assessment;
 - terminal operator training; and
 - terminal assessor training and accreditation.

Working Groups identified in the plan

Guidance Review (GR) Working Group

The review of all available industry guidance and best practices was considered to be an initial step in

developing the consolidated OCIMF marine terminal system.

The Guidance Review Working Group (GR WG) reviewed relevant guidance/best practices and provided details for consideration by the Marine Terminal Baseline Criteria (MTBLC) Working Group.

Terminal Particulars Questionnaire (TPQ) Working Group

Chairman: Kurt Hallier, ConocoPhillips

The TPQ Working Group was convened in November 2009 to develop the TPQ subcomponent of the Marine Terminal Database and Marine Terminal Assessment System. The expected outcome is an accurate repository of marine particulars data needed for assessing the suitability of the ship/shore interface.

Ongoing work and achievements to date include the following:

- A beta version of the TPQ editor software has been developed; Working Group members carried out testing of the software, which was updated following their feedback.
- Further testing continued, with the involvement of member terminal operators. Subsequently, a number of observations and comments were received, aimed at improving the system further, in particular with regard to its user-friendliness.
- Development of the complete TPQ system (beta version) is now in progress,

OCIMF Committees ...



including user guidance, user application agreement, access control system, etc. A soft launch of the system is planned with a small number of known terminals undertaking final testing prior to the main launch, scheduled to take place around mid 2011.

Marine Terminal Baseline Criteria (MTBLC) Working Group

Chairman: Rob Atkins, BP

The MTBLC Working Group was launched in March 2010 and has since held three meetings. Revision of the current OCIMF MTBLC publication, under a new format based on the TMSA format, is in progress. The title of the revised document will be *Marine Terminal Management and Self Assessment (MTMSA)*.

The following work is expected to be completed by mid 2011:

- Review, revise and further develop the OCIMF *Marine Terminal Baseline Criteria* into a Marine Terminal Self-assessment Questionnaire (TAQ) to serve as the base document of the OCIMF Marine Terminal Assessment system. The Working Group has adopted the model established in the OCIMF Tanker Management and Self Assessment (TMSA) programme.

- Recognising that the MTMSA component of the system will be an electronic database, the Working Group is working with the OCIMF information technology team, through concept, development and launch phases.
- Assess which key questions could be used as a basis for Performance Indicators for inclusion in the TAQ, and provide the draft texts.
- Review existing MTBLC guidance questions to assess whether they warrant stand-alone status as a Performance Indicator or whether they can be used for drafting the guidance text for primary Performance Indicators.
- Consider grouping the identified Performance Indicators into logical groups (sub-elements) with the aim of limiting the number in each sub-element.
- Review the content of the individual Section Guidance, to assess whether to use it as guidance for individual Performance Indicators or to support the drafting of narrative text introducing each element and sub-element of the MTMSA.

Marine Terminal Operator Training System (MTOTS) Working Group

Chairman: Branislav Beara, ENOC

The MTOTS Working Group was launched in June 2010 and has since held two meetings.

The purpose of the Working Group is to develop a training system for marine terminal operators, centred on training guidance based upon the interfacial aspects of ISGOTT and particularly the Ship/Shore Safety Check-List (SSSCL).

- The Working Group will review existing competence standards, including the OCIMF Marine Terminal Training and Competence Assessment Guidelines (MTTCA) and the SIGTTO model adopted in *Suggested Competency Standards for Ship's Staff*.
- Applicability, marketing, utilisation, accessibility, and relevance will be considered in reviewing existing training and competence assessment systems.
- The training system will incorporate a process to verify training transfer (learning) and the effectiveness of the training.
- The work is estimated to take from 12–18 months.

Marine Terminal Assessor and Accreditation Programme (MTA) Working Group

The MTA Working Group has not yet been initiated. Activities of the Working Group will be scheduled to coincide with the needs of the OCIMF Marine Terminal Assessment System.



Asia Pacific Terminal Forum (APTF)

Chairman: Terry Luke, Chevron / Siva Kumar, Shell

The 16th and 17th meetings of the Asia Pacific Terminal Forum were held on 18–19 February and 2–3 September 2010, respectively.

The following companies participated in, and contributed to, the work of the regional Forum: Alliance Refining Company; BP; Caltex; Chevron; Total; ConocoPhillips; IMT/ExxonMobil; New Zealand Refining Company; Petroleum Industry Marine Association of Japan; Petronas; Shell; Singapore Petroleum Company; Singapore Refining Company; Tesoro, Petron, PTT, SPRC and PetroVietnam.

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

- Ship/shore interface training:
 - Work on this item is progressing through the Singapore Workplace Health and Safety (WHS) Council Ship/Shore Interface Sub-Committee. APTF participation in this activity was maintained in 2010.
- Safe access to vessels with exposed/raised structures:
 - An Information Paper on safe access to vessels with exposed/raised structures is being developed. This work is being led by the EETF Working Group, and APTF is supporting and providing input. The purpose of the Information Paper is to highlight the issues and risks associated with the changes to deck structure, and how these risks might be mitigated to ensure safe access and working in the cargo deck area. The Information Paper is intended for both ship and terminal personnel use, and it is hoped that it will help to reduce the frequency and probability of accidents in this area.



The Asia Pacific Terminal Forum in Singapore for the 16th APTF meeting held on 18–19 February 2010

A wide range of subjects were discussed/considered by the Forum, including:

- Raising terminal standards in China
- Development of the APTF
- A proposal to develop an OCIMF incident database
- A proposal to develop an Information Paper on manual dopping operation to ensure safety
- Regional Navigational Issues—Littoral States Cooperative Mechanism Forum
- Draining of shore lines after completion of discharge operations
- Member operating experiences and discussion of incidents and near misses.

The 18th meeting of the APTF was held on 10–11 February 2011.



European/Eastern Terminal Forum (EETF)

Chairman: Tony Pollock, INEOS

The 57th meeting of the European/Eastern Terminal Forum was hosted by Qatar Petroleum/Tasweer in Doha on 2–3 February 2010. The 58th meeting was hosted by INEOS at Edinburgh on 6–7 July 2010. Both meetings were well supported with more than 20 delegates from 15 companies in attendance.

Topics discussed included:

- Pipe passage with/without machinery; ventilation and entry requirements
- Draining of NLS from shore terminal lines back to the discharged ship
- Maritime security/ISPS
- Operational noise from vessel alongside
- Clearance of siltation at berth
- Biofuels carriage and handling.

The EETF currently has two active working groups which were established to develop two Information Papers:

- The Emergency Shutdown System (ESD) Working Group considered matters related to ESDs, from the terminal side only, highlighting emergency shutdown devices and equipment on terminals.

OCIMF Committees ...

- Safe access (SA) onboard ships with exposed/raised deck structures was addressed by the SA Working Group, highlighting safety and design issues of tankers with exposed deck structures, and the interface with terminals. The APTF is also involved in the SA Working Group.

Western Terminal Forum (WTF)

Chairman: Max Cordova, PEMEX

The 48th meeting of the Western Terminal Forum (WTF 48) took place in New Orleans on 9–10 March 2010 and was hosted by LOOP. The 49th meeting took place in Punta del Este on 29–30 October 2010 and was hosted by ANCAP.

The Forum is supported by members from BG, BP, Chevron, ConocoPhillips, Koch, LOOP, Marathon, Petro-Canada, PMI/PEMEX, SeaRiver, Shell, Tesoro and Valero. During the 49th meeting held in Punta del Este, the Forum was happy to welcome new members from ANCAP, Petrobras and PDVSA.

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. As a part of this initiative, ANCAP kindly offered to host the 49th WTF meeting in conjunction with the VI Latinoamericana de Operadores de Monoboyas Conference.

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.



The Western Terminal Forum at the 48th WTF meeting (left) and 49th meeting (right) held in New Orleans, USA and Punta del Este, Uruguay, respectively

Offshore Terminal Forum (OTF)/Offshore Marine Committee (OMC)

Chairman: John Gipson, BP/Mark Newby ConocoPhillips

The 13th and final meeting of the Offshore Terminal Forum was held in Cancun, Mexico on 28–29 January 2010 and was hosted by PEMEX. During the meeting, the Secretary confirmed that the Executive Committee had given its blessing for the plan to elevate the Offshore Terminal Forum to the status of Committee. Also of significance on the agenda at OTF 13 was the launch of OVID, the Offshore Vessel Inspection Database, which went live on 6 January 2010. John Gipson stepped down as Chair at OTF 13.



On 17 March 2010, the Offshore Marine Committee (OMC) met for the first time for a planning meeting. This was held during a week focused around OVID, with the official launch of the OVID system on 16 March, followed by an inspectors training course on 18–19 March. The launch of OVID was attended by more than 80 industry representatives at the

Aberdeen Curling Club, followed by a meal hosted by Jan Kopernicki, Chairman of OCIMF.

The first official meeting of the OMC was held on 23 September 2010 in Ballater, Scotland and hosted by the new Chairman, Mark Newby of ConocoPhillips.

The meeting was held in conjunction with the OVID Focus Group (OFG), the Offshore Marine Operations Group (OMOG) and the Floating Systems Group (FSG). During the week, new members to the Committee were welcomed from Marathon Oil and Mærsk Supply.

Two major pieces of work were completed in 2010, with publication of *Safe Transfer of Liquefied Gas in an Offshore Environment* (STOLGOE) and the launch of the Offshore Vessel Inspection Database.

The Committee and its work groups remain engaged in activities including:

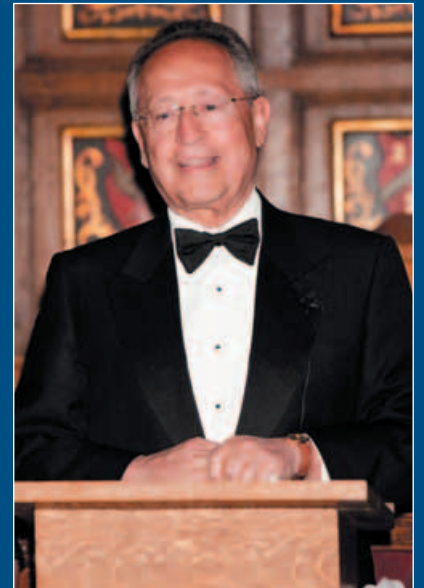
- Codes of Practice (Work Group).
Coordinator: Hielke Brugts, Bluewater
- Qualification of DP (Dynamic Positioning) operatives
- DP failure mode effect analysis (FMEA)
- Offshore assurance management and organisation
- Experience of hawser life and retirement
- Security of offshore installations
- Update for the Safety Loading Guidelines (with special relevance to harsh environments)—for worldwide application.



OCIMF 40th Anniversary

London, 17 June 2010

OCIMF were delighted to be able to celebrate their 40th anniversary with colleagues and industry associates, past and present, on 17 June 2010 at Middle Temple Hall, London. It was an enjoyable and memorable occasion held in delightful surroundings.





Maritime Security

The problems of Somali based piracy have continued to be a significant focus for OCIMF



The problems of Somali based piracy in the Gulf of Aden and Arabian Sea area, together with the maritime security issues in the Gulf of Guinea and South China Sea, have continued to be a significant focus for OCIMF.

The sea area at risk from Somali based piracy has continued to increase during 2010. Whilst the Gulf of Aden has seen ongoing attacks, increasingly attacks have spread across a large area of the Arabian Sea. Attacks have taken place off Kenya and Tanzania, in the Northern part of the Mozambique Channel, in the Northern part of the Arabian Sea and off the coast of Oman. As shipping has moved its North-South transits of the Arabian Sea further to

the East, pirate attacks have continued to follow this movement, and the end of 2010, attacks had taken place within 200 miles of India. 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, supported by EUNAVFOR and NATO, 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 EUNAVFOR Operational Headquarters at Northwood (North London) to act as Merchant Navy Liaison Officers (MNLOs) a role that is regarded as essential by the Headquarters. OCIMF member companies have also provided the first MNLO to work with UKMTO in Dubai.

OCIMF has actively participated in the Contact Group on Piracy off the Coast of Somalia (CGPCS) and its Work Groups.

In early 2010, supported by other industry organisations, OCIMF produced and published the 3rd edition of *Best Management Practices to Deter Piracy off the Coast of Somalia and in the Arabian Sea Area (BMP3)* as a free handbook to assist shipowners and operators preparing for a transit through the region. By the end of



BMP3, the joint OCIMF/industry best management practices handbook on piracy, was published in early 2010; by the end of the year, more than 45,000 copies had been distributed.

2010, more than 45,000 copies of the booklet had been distributed.

OCIMF continues to work closely with EUNAVFOR, 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. OCIMF has been actively working with governments and organisations, including the IMO to improve the maritime security situation in the Gulf of Guinea by the creation of a regional maritime information sharing centre.

In relation to the Malacca Straits and the South China Sea OCIMF continues to work closely with the Singapore Information Fusion Centre.

International Maritime Organization (IMO)

'Safe, secure and efficient shipping on clean oceans'



Above: the IMO Headquarters at Albert Embankment, London, UK

The IMO is the United Nations' specialised agency with responsibility 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.

OCIMF would like to congratulate Miguel Palomares on his retirement from the IMO, and his replacement Jo Espinoza-Ferrey.

IMO 2010

2010 was an extremely busy year for the IMO. During the year, OCIMF attended 32 IMO meetings, 2 diplomatic conferences and 3 intersessional working groups. OCIMF also submitted papers to 8 of the IMO meetings, and worked in 22 of the committee correspondence groups.

It was formally announced that 2011 would be designated '2011: Piracy—Orchestrating the Response'. 2010 was designated 'Year of the Seafarer'. OCIMF is working closely with all parties, including the IMO, to bring about a speedy resolution to this issue.

OCIMF made two presentations to the IMO's Marine Environment Protection Committee (MEPC), the first being a presentation explaining the 'Virtual Arrival' concept and the second being a presentation explaining the CO₂ Trajectory Model project. Both were well received.

The achievements of the Organisation during 2010 included:

- completion of the review, amendments and final act to the Standards of Training and Watchkeeping 'STW 2010 Manila Amendments' during the Diplomatic Conference in Manila, in the Philippines on 21–25 June 2010;
- the Diplomatic Conference on the Revision of the HNS Convention held on 26–30 April 2010, and the recommendation for interested parties to ratify the Convention;

International Maritime Organization . . .

- progression on the debate on climate change, with progress made on the Energy Efficiency Design Index (EEDI), the Ship Energy Efficiency Operational Index (EEOI) and the Ship Energy Efficiency Management Plan (SEEMP);
- continued focus on piracy and acts of armed robbery against ships with recognition of the industry publication *Best Management Practices 3 (BMP3)*; and
- adoption of goal-based standards (GBS) for ship construction for oil tankers and bulk carriers built after 1 January 2016.

During 2010, the following NGOs were granted consultative status at the IMO:

- Bureau International des Containers et du Transport Intermodal (BIC); and
- Superyacht Builders Association (SYBAss).

It should be recalled that, at its 26th regular session, the IMO Assembly approved Agreements of Cooperation between the IMO and the following organisations:

- the Marine Accident Investigators' International Forum (MAIIF);
- the Riyadh Memorandum of Understanding on Port State Control (Riyadh MoU);
- the International Whaling Commission (IWC);
- the International Transport Forum (ITF);
- the Commission on the Protection of the Black Sea Against Pollution (the Black Sea Commission, or BSC);
- the North East Atlantic Fisheries Commission (NEAFC); and
- the Agreement on the Conservation of Cetaceans of the Black Sea, Mediterranean Sea and contiguous Atlantic Area (ACCOBAMS).

In addition, the IMO approved a revised Agreement of Cooperation with the Organization of American States (OAS).

The following members were elected to Council for the 2010–11 biennium, in three Categories:

- Category (a) members elected: China, Greece, Italy, Japan, Norway, Panama, Republic of Korea, Russian Federation, United Kingdom and the United States.
- Category (b) members elected: Argentina, Bangladesh, Brazil, Canada, France, Germany, India, the 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.

STCW Diplomatic Conference, Manila, 21–25 June 2010

The STCW Diplomatic Conference to amend the Standards of Training, Certification and Watchkeeping (STCW) Convention was held at the Philippine International Convention Centre (PICC) in Manila, in June 2010.

The Conference opened with a speech from the IMO Secretary General, Efthimios Mitropoulos. The elected President of the Conference was Neil Ferrer (Philippines), and Rear Admiral Peter Brady (Jamaica) was elected Chairman of the Committee of the Whole. The meeting was attended by 89 Member and Associated Member States, 3 intergovernmental organisations (IGOs)/UN Bodies and 17 non-governmental organisations (NGOs) including OCIMF.

The amendments to the Convention (referred to as the 'Manila Amendments 2010') shall be deemed to have been accepted on 1 July 2011 and will enter into force on 1 January 2012.

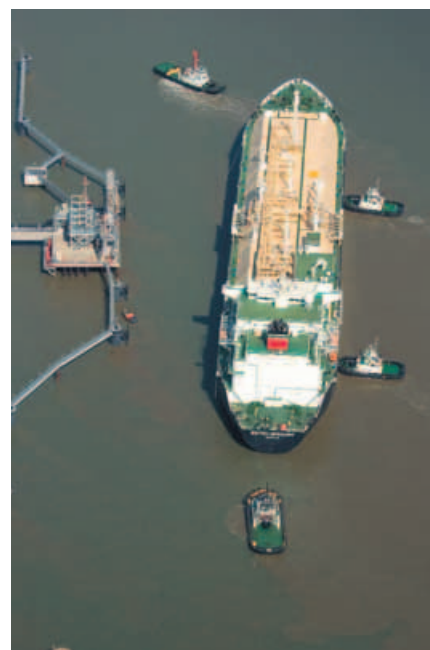
OCIMF would like to thank Shaikh Rahim and the OCIMF STW working group for their assistance in achieving the successful position that took us forward to this Conference.

Hazardous and Noxious Substances (HNS) Diplomatic Conference, 26–30 April 2010

The Diplomatic Conference on Hazardous and Noxious Substance was held at the IMO headquarters in London on 26–30 April 2010, and was attended by 79 Member States and 13 NGOs, including OCIMF.

Her Highness Princess Lalla Joumala Alaoui, Ambassador Extraordinary and Plenipotentiary of the Kingdom of Morocco to the Court of St. James's, was elected President of the Conference.

The Vice-Presidents elected by the Conference were: H.E. Ana Maria Teles Carreira, Republic of Angola; Birgit Sølling Olsen, Deputy Director-General, Danish Maritime Authority; Dorota Lost-Sieminska, Director, Maritime Transport and Inland Navigation Department, Ministry of Infrastructure, Poland; H.E. Dr James E. Williams, High Commissioner of Saint Kitts; and H.E. Iztok Jarc, Ambassador Extraordinary and Plenipotentiary of the Republic of Slovenia.



HNS Conference Resolution No. 1

Resolution No. 1 requested that the Assembly of the International Oil Pollution Compensation Fund 1992 (IOPC Fund 1992) carry out, in addition to the tasks under the 1992 Fund Convention, the administrative tasks necessary for setting up the HNS Fund, in accordance with the provisions of the 2010 HNS Convention.

HNS Conference Resolution No. 2

Having decided that the promotion of technical cooperation will expedite the acceptance, uniform implementation and enforcement of the 2010 HNS Protocol by States, Resolution No. 2:

- i) urged that States Parties to the 2010 HNS Protocol, Member States of the IMO, other appropriate organizations and the maritime industry provide assistance, either directly or through the IMO, to those States which require support in the consideration of adoption, and in the implementation, of the 2010 HNS Protocol;
- ii) invited the IMO to make adequate provision in its Integrated Technical Cooperation Programme (ITCP) related to the ratification and effective implementation of the HNS Protocol and, in particular, to address requests for assistance in developing appropriate national legislation; and
- iii) invited States Parties to the 2010 HNS Protocol, Member States of the IMO, other appropriate organisations and the maritime industry to provide financial and in-kind support to the IMO for technical assistance activities related to the adoption and effective implementation of the 2010 HNS Protocol.

HNS Conference Resolution No. 3

Resolution No. 3 invited all States to give early and urgent consideration to the 2010 HNS Protocol with a view to their acceptance thereof at an early date. States which become Party to the 2010 HNS Protocol were urged to deposit the appropriate instruments with the IMO Secretary-General as soon as



possible. Further, the Resolution appealed to all States which decide to become Party to the 2010 HNS Protocol to ensure that they deposit instruments only in respect of the 2010 Protocol, without any references to the 1996 HNS Convention.

HNS Conference Resolution No. 4

Resolution No. 4 invited the IMO Legal Committee to review the overview of the 1996 HNS Convention in light of the adoption of the 2010 HNS Protocol, and to revise and expand it, as appropriate, to encourage early entry into force of the Protocol and to ensure global, uniform and effective implementation and enforcement of the relevant requirements of the Protocol. Further, Resolution No. 4 invited the Legal Committee to continue to review matters related to the entry into force of the 2010 HNS Protocol, and issues that may arise from its implementation, and to take appropriate action.

Maritime Safety Committee (MSC)—87th and 88th Sessions

The MSC held its 87th Session (MSC 87) on 12–21 May 2010, and its 88th Session (MSC 88) from 24 November to 3 December 2010, both at the Organization's headquarters in London. Priority items on the agenda for discussion during the two Sessions included:

- piracy and armed robbery off the coast of Somalia;
- development of guidance, and goal-based standards, for new tanker and bulk carrier construction;
- adoption of amendments to the International Convention for the Safety of Life at Sea (SOLAS); and
- resolutions for new and existing traffic separation schemes, mandatory reporting schemes and routeing measures other than traffic separation schemes.

Piracy and armed robbery against ships

The plenary and working group debate on piracy and armed robbery against ships continued in both MSC meetings in 2010. As of 5 January 2011, there were 28 vessels being held by pirates off the coast of Somalia and 654 seafarers being held hostage. The benefits of the industry best practices publication, *BMP3*, were acknowledged during the debate and it was hoped that vessels not currently following these best practices would be encouraged to do so.

There was a general call by Member States for onshore activities in Somalia to take measures to establish law and order in the region to produce a stable government.

There followed a passionate intervention by the delegation of the Ukraine regarding the

International Maritime Organization ...



human element of piracy and the lack of information on this subject; they were keen to see industry best practice on this and other piracy issues in future meetings.

In a statement from the IMO Secretary General, member governments were thanked for their ongoing support and for their assistance in the continuing struggle against piracy. In particular, he thanked Malta for their balanced view on how piracy is reported, and for highlighting that for every vessel taken by pirates many more attacks were successfully repulsed and even more were discouraged by vigilance and by following the *BMP3* best practice guidelines.

He continued, noting that since the action taken by the IMO, *no World Food Programme vessel had been taken*. He was supportive of the contact group action and reiterated the importance of the IMO involvement and the need to avoid duplication. He then mentioned the three pronged approach of: i) military action; ii) legal action; and iii) capacity building, as being key to the success of removing this issue. The work and progress made by the IMO Legal Committee was highlighted, along with the outcomes of the latest Legal Committee meeting, and there was acknowledgement of the need for all States to have in place a comprehensive legal regime to prosecute pirates, which is

consistent with international law, including UNCLOS and SUA, where applicable.

There followed some debate on the effectiveness of the 'citadel approach' to crew safety (i.e. where crew members secure themselves in an onboard compartment and maintain communication with the outside world), and the need for robust guidance on how, when and where this layer of defence should be used.

During MSC 88, there was a recommendation to look at post-piracy care and treatment of the seafarer. The committee approved circular MSC.1/Circ 1390, *Guidance for Company Security Officers—preparation of a company and crew for the contingency of hijack by pirates in the Western Indian Ocean and Gulf of Aden*. Likewise the issuing of MSC.1/Circ 1337 on *Best management practices to deter piracy off the coast of Somalia and in the Arabian Sea Area*, concerning development of the *BMP3* publication, was agreed.

Goal-based standards (GBS) for new ship construction

At MSC 87, the Committee adopted the draft MSC resolution on adoption of amendments to SOLAS which makes GBS for bulk carriers and oil tankers mandatory. The purpose of the amendments to GBS is to set a standard for class regulations for oil and bulk carrier new buildings, which will

be verifiable. The current amendments will bring standards into SOLAS that are aligned with the IACS Common Structural Rules for Oil Tankers and Bulk Carriers. These two sets of regulations will undergo harmonisation during the next three years. The GBS rule will apply to oil tankers and bulk carriers built from 1 January 2016.

It was agreed that work will continue on the *Generic Guidelines for developing goal-based standards* and that the MSC will consider any proposals submitted at the next meeting (MSC 89) scheduled for May 2011.

Long-range identification and tracking

The MSC was advised that steady progress was made by the working group on long-range identification and tracking (LRIT). Agreement was made to transfer the LRIT data centre from the USA to the European Maritime Safety Agency (EMSA) in Lisbon, Portugal in 2011. This process will be cost-neutral to the IMO.

Concerns were voiced regarding the use of data submitted, with one delegation stating that only 19% of submitted LRIT data was ever used. It was noted that the Secretary General had been approached by some SOLAS contracting governments requesting the provision of access to LRIT Data for NATO and EU NAVFOR. It was decided that a circular would be issued inviting all SOLAS governments to provide LRIT data to these security forces.





Notwithstanding the above, cargo pump-rooms subject to the provisions of paragraph 5.10 need not comply with the requirements of this paragraph.

Amendments to the IMDG Code

The MSC noted that the proposed amendments to the IMDG Code had been agreed at the 14th Session of the IMO Subcommittee on Dangerous Goods, Solid Cargoes and Containers (DSC 14) in September 2009. The Committee agreed that the amendments should be deemed to have been accepted on 1 July 2011 and should enter into force on 1 January 2012.

Lifeboat hooks

The outcome of the work carried out at an intersessional meeting of the MSC working group on lifeboat release hooks in October 2010 was presented to the Committee, and a prolonged and extensive debate over three days ensued at MSC 88. There was general disagreement on the outcome of the intersessional work, with belief that the guidelines produced were insufficient to assure the safety of seafarers. The majority of EU Member States spoke in support of the proposed amendments to SOLAS and the guidelines for hook stability tests, however this view was opposed by the major industry NGOs and a substantial number of flag States.

In his summing of the debate the Chairman stated:

'... we do not have the 2/3 required majority for acceptance of the proposals from the Sub-Committee on Ship Design and Equipment (DE) but we do have a possible way forward.

'We have common understanding that there is unified concern that we need to do something. The difference is on the way we would like to achieve the common objective; some consider we should adopt the amendments now, others consider we should look at the whole package. I will try to consider the forming of consensus and we should try and move forward.

Amendments to mandatory instruments

The proposed amendments to the approval, survey and performance standards of navigation systems, equipment and voyage data recorders (Regulation 18) was accepted without change. The amendments will be deemed to have been accepted on 1 January 2012 and should enter into force 1 July 2012.

The amendments to Pilot Transfer arrangements (Regulation 23) had received no comments, so will be accepted without change. They will be deemed to have been accepted on 1 January 2012 and should enter into force on 1 July 2012 for vessels where the build contract is placed on or after this date. Circular MSC.1/Circ 1375 applies and is available on the IMO or OCIMF website.

The coating of cargo oil tanks on crude oil tankers, as defined in Regulation 1 of MARPOL Annex I for vessels of 5,000 tonnes deadweight and above will apply to vessels:

1. for which the building contract is placed on or after 1 January 2013; or
2. in the absence of a building contract, for which the keels are laid or which are at a similar stage of construction on or after 1 July 2013; or
3. the delivery of which is on or after 1 January 2016.

Hydrocarbon gas detection

Amendments to paragraph 5.7 of SOLAS Chapter II-2, Regulation 4, 'Probability of Ignition', were adopted:

- Paragraph 5.7.1 requires all SOLAS tankers to be equipped with at least one instrument to measure oxygen and one for measuring flammable gases, together with a sufficient set of spares. Suitable means shall be provided for the calibration of such instruments.
- Paragraph 5.7.2 outlines arrangements for gas measurement in double-hulled spaces and double-bottom spaces.
- In addition to the requirements mentioned above, paragraph 5.7.3 requires oil tankers of 20,000 tonnes deadweight and above, constructed on or after 1 January 2012, to be provided with a fixed hydrocarbon gas detection system complying with the Fire Safety Systems Code for measuring hydrocarbon gas concentrations in all ballast tanks and void spaces of double-hull and double-bottom spaces adjacent to the cargo tanks, including the forepeak tank and any other tanks and spaces under the bulkhead deck adjacent to cargo tanks.

Oil tankers provided with constant operative inerting systems for such spaces need not be equipped with fixed hydrocarbon gas detection equipment.

International Maritime Organization ...

'One issue that was not disputed, with the majority being in favour, was the selection of 1 July 2014 as the application date, with the date of entry into force being when we decide to adopt these amendments. The best possible course of action would be to look at the whole package as detailed by the delegation from the UK and have a final attempt to resolve this issue at the 55th Session of the Sub-Committee on Ship Design and Equipment (DE 55) as follows:

1. Amendments to SOLAS;
2. Amendments to the LSA code;
3. Recommendations for testing of new hooks; and
4. Guidelines for the evaluation of existing hooks.'

It was agreed that this issue would be submitted for discussion at DE 55, and that the DE Sub-Committee should resolve the issue and deliver their outcome for discussion and possible adoption at MSC 89 in May 2011. It was subsequently decided to allow three additional intersessional working days before DE 55 in 2011 to allow a full discussion on the issue.



MSC Circulars issued in 2010

MSC Circulars issued in support of decisions made at the MSC Committee meetings in 2010 included:

- MSC.1/Circ 1378: *Unified Interpretation (UI) of the Performance Standard for Protective Coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers.* A Unified Interpretation was agreed on the application of the Performance Standard for Protective Coatings for ballast tanks (IMO PSPC; Resolution MSC.215(82)). Governments are invited to use the UI.
- MSC.1/Circ 1379: *Unified Interpretation of SOLAS Regulation II-1/3-5, concerning the Unified Interpretation of the term 'new installation of materials containing asbestos.'*
- MSC.1/Circ 1381: *Modifications to footnotes in the coating performance standards adopted by resolution MSC.215(82) and MSC.288(87).* MSC 88 agreed to modifications to footnotes in the Performance Standard for Protective Coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers, adopted by resolution MSC.215(82), and in the Performance Standard for Protective Coatings for cargo oil tanks of crude oil tankers, adopted by resolution MSC.288(87), with regard to measurement of levels of soluble salts.
- MSC.1/Circ 1384: *Guidelines for the testing and approval of fixed high expansion foam systems.* The approved guidelines for the testing and approval of fixed high expansion foam systems were accepted. (Note: this circular supersedes MSC.1/Circ 1271 except for the fire and component tests previously conducted in accordance with MSC.1/Circ 1271, which remain valid for the approval of new systems.)
- MSC.1/Circ 1386: *Amendments to the revised guidelines for the approval of equivalent water-based fire extinguishing systems for machinery spaces and cargo pump rooms.* This amends the requirement for a redundant means of

pumping, and for ceiling-mounted and bilge nozzles.

- MSC.1/Circ. 1387: *Revised guidelines for the approval of fixed water-based local application fire fighting systems for use in Category A machinery spaces.* MSC 88 approved the revised guidelines for the approval of fixed water-based local application fire-fighting systems for use in Category A machinery spaces.
- MSC.1/Circ 1388: *Unified interpretation of Chapter 12 of the International Code for Fire Safety Systems (FSS Code).* This provides guidance on the location of inlets for emergency fire pumps in cargo ships, and is applicable to vessels constructed on or after 1 January 2012.

Marine Environment Protection Committee (MEPC)—60th and 61st Sessions

The IMO MEPC met for its 60th and 61st Session (MEPC 60 and 61) at the IMO's London headquarters on 22 to 26 March and 27 September to 1 October 2010, respectively. The meetings were, to a great extent, overshadowed by the greenhouse gas (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; and
 - guidance on the development of a Ship Energy Efficiency Management Plan (SEEMP) for new and existing ships.

Ballast water management

The MEPC meetings have unanimously adopted and approved a number of systems to help implement the Ballast Water Management (BWM) Convention. As

of 1 October 2010, 26 Member States have now ratified the 2005 Ballast Water Management Convention, representing 24.66% of the world's fleet. Previously the number of contracting governments was 18, representing 15.27% of the world's merchant fleet tonnage.

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 30 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.

Eleven ballast water treatment technologies have now been approved by the IMO, with a further three technologies having been submitted for basic approval.

Recycling of ships

Following on from the success of the Hong Kong 'Ship Recycling Convention', drafting of the guidelines associated with the Convention has made steady progress. An intersessional working group coordinated by the Japanese delegation was established to progress this item, and tasked to report back to MEPC 61. OCIMF has taken part in both the intersessional debate and the formation of the guidelines on ship recycling facilities, particularly in the areas of enclosed space entry and hot work. The correspondence group was reformed at MEPC 61 and will progress the outstanding issues, reporting back to MEPC 62 in July 2011.

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



Delegates at the 61st Session of the Marine Environment Protection Committee, held at the IMO's London headquarters on 27 September to 1 October 2010

address the limitation or reduction of GHG emissions from ships, the MEPC maintained momentum on the issue and made substantive progress in further reducing emissions from ships.

Technical and operational measures to address such emissions include the development of the EEDI for new ships, and an amendment to MARPOL Annex VI submitted to the IMO by Austria, Belgium, Denmark, Germany, Japan, Liberia, Norway and the United Kingdom, with a view to adoption at MEPC 62 in July 2011.

The debate on market-based measures (MBMs) continues, with the outcome of the intersessional meeting on MBMs having been presented in the plenary at the end of the first day of MEPC 61. Despite the progress made during the intersessional meeting, Kyoto Annex 1 and non-Annex 1 parties remained divided at the plenary, and the debate is becoming increasingly politicised. The main message from non-Annex 1 parties is that the UNFCCC should make decisions on market-based measures and the IMO should concentrate on technological and operational abatement measures, abiding by the principles of common but differentiated responsibilities (CBDR). In contrast, the view by Annex 1

countries is that the IMO is the vehicle to take *all* measures through to conclusion, and that those measures should be flag-neutral and offer no more favourable treatment.

A great deal of plenary time was spent on these discussions to the detriment of other agenda items. There was some concern regarding nine of the ten currently submitted MBMs coming from developed countries, the remaining one coming from the Bahamas. Following discussions, Members were invited to submit their new, or amended, MBM proposals to an intersessional meeting scheduled for March 2011.



International Maritime Organization ...

It had been hoped that it might be possible to group MBMs into three main categories, i.e. bunker level; cap-and-trade; and efficiency-based. However, this was rejected in the plenary discussions with the main objection being that the maturity of the MBMs did not currently lend itself to such a task.

MEPC 61 agreed Terms of Reference for an intersessional meeting of the working group on GHG emissions from ships, to be held on 28 March to 1 April 2011. OCIMF will attend this meeting.

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 and 10th meeting of the OPRC HNS Technical Group, which was held in the week prior to the Committee's session. The IMO publication, *Manual on Oil Pollution, Part 1, Prevention*, amended by OCIMF along with IMarEST, received general support in

the plenary. It was also stated that photographs for the publication will be provided by OCIMF with the publication being due in early 2011. During the debate, the IMO publication, *Guidance on an Incident Management System* was accepted and approved.

A summary of the *Deepwater Horizon* incident was presented at MEPC 61 (document MEPC 61/8/3), and concern was expressed by some local countries. It was noted that, with assistance from the IMO, an assessment of these countries (the Bahamas and Cuba) had been carried out to determine their need for technical advisory support. In addition, the Organization had been requested to determine the type and quantity of skimmers and booming equipment available. Through the OPRC HNS group network, the IMO was able to provide the assistance as requested.

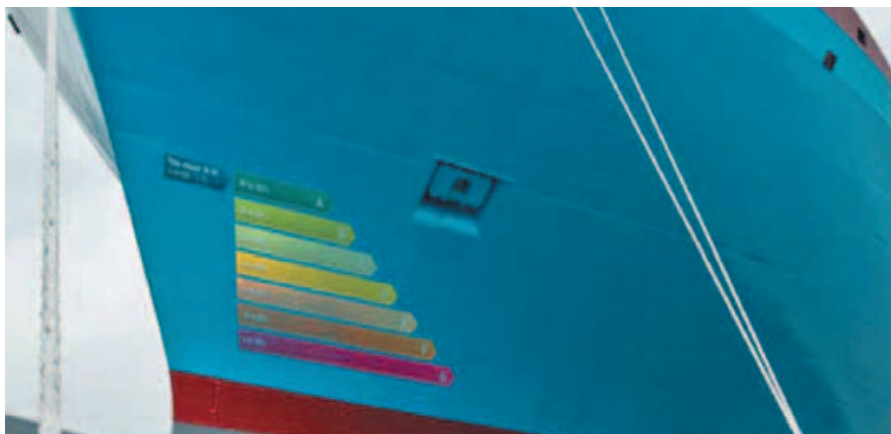
Other keynote decisions made during the two MEPC Committee meetings in 2010 were as follows:

- It was decided that an intersessional correspondence group will investigate and define the methodology for a study on bunker fuel availability, in support of the revised MARPOL Annex VI review requirement. OCIMF will participate.
- Unfortunately, due to a lack of Committee time, the debate on black carbon emissions will be retained on the agenda until MEPC 62 in July 2011.

- The North American Emission Control Area (ECA) proposal was accepted at MEPC 61, and a proposal for an additional ECA in waters adjacent to the coasts of Puerto Rico were accepted in principle and will be put forward for adoption at MEPC 62.
- The MEPC agreed that the amendment to MARPOL Annex I regarding the transportation of heavy oils in the Antarctic region will come into force on 1 August 2011.
- During MEPC 60, the Formal Safety Assessment (FSA) working group progressed their work on the CATS value, i.e. the cost to avert one tonne of oil spill. The report of the working group was made to the plenary, but the group had ultimately been unable to determine a globally applicable CATS value and it was therefore decided that the FSA group would resume their work on this issue at MEPC 62.
- During the debate in plenary at MEPC 61, there was disagreement with some of the conclusions made by the US delegation with regard to the unit cost of spills in the USA. Estimates ranged from US\$8,000 to US\$200,000 per metric tonne, which is now significantly higher than previous estimates. It was also noted that the dataset used consists of 408 spills with an average spill size of 168 tonnes. Discussions on the use of a single unit cost figure versus a volume-dependent function may further delay progress in the determination of an appropriate CATS value.

It was also recognised that although Japan and the USA use the same dataset, there is considerable difference in their findings and conclusions. This discussion will continue at MEPC 62.

- A new work programme on the carriage of limited amounts of noxious substances in offshore supply vessels (OSVs) was proposed and accepted, and will be added to the work programme of the Bulk Liquids and Gases (BLG) Sub-Committee.





Division to clarify the decision was made, following which it was the decision of the Sub-Committee that the limits of 8,000 and 5,000 tonnes deadweight would remain on the agenda for further discussion at FP 55 in July 2011.

Fixed hydrocarbon gas detection systems

A drafting group was established on fixed hydrocarbon gas detection systems on double-hulled oil tankers. This drafting group progressed well with minor editorial changes to the existing text. The additional text establishes a requirement for one spare sample pump (or suitable spare parts to rebuild a pump) for a system to be carried. This will now be forwarded to the MSC for agreement.

Recommendations for entering enclosed spaces aboard ships

This was discussed in the plenary debate, and the OCIMF document on enclosed space entry on *any* tanker (i.e. without differentiation between chemical and oil tankers) was accepted and passed to the working group. The submitted paper will now be sent to the Correspondence Group for consideration. A paper on *Draft Guidance for Tank Entry on Chemical Tankers* was submitted by IPTA, and the general view was that this will be assimilated into the Assembly Resolution giving guidance for 'tankers'. This debate resumed during the 15th Session of the Sub-Committee on



Sub-Committee on Standards of Training and Watchkeeping (STW)—41st Session

The 41st session of the STW was held at the IMO Headquarters in London on 11–15 January 2010. The meeting was held under the chairmanship of Rear Admiral Peter Brady (Jamaica) and Vice-Chair Abdel Hafiz El-Kayssi (Lebanon), and was attended by 77 Member States, 2 Associated Members and 29 NGOs including OCIMF. The main purpose of the Sub-Committee meeting was to resolve the outstanding issues in the revision of the STCW Code ahead of the Manila Conference that was subsequently held on 21–25 June 2010.

At the conclusion of the meeting several items remained outstanding, and decisions were made to carry them over in draft form for resolution at the diplomatic conference in Manila. These were:

- there was no agreement on Chapter VIII, Paragraph 9 of the STCW Code regarding the addition of a derogation clause for minimum hours of rest limits (i.e. for a minimum of 70 hours rest in a seven-day period); and
- no agreement was reached on the guidelines on medical fitness.

OCIMF submitted documentation to clarify the definition of the term 'Immediate Responsibility' as applied during cargo operations on tankers, and this was agreed and added to section B-V of the Code. A second document was submitted jointly with the United Kingdom, relating to supervised on-board training on tankers; this was also agreed and accepted.

Sub-Committee on Fire Protection—54th Session

The 54th Session of the Sub-Committee on Fire Protection (FP) was held at the IMO Headquarters in London on 12–16 April 2010.

Provision for inert gas systems on small tankers

A working group on inert gas systems (IGS) was established, which decided that the lower limit for the fitting of IGS on new small oil and chemical tankers would be 5,000 tonnes deadweight. However, this decision was overturned in plenary by Malaysia and Indonesia (supported by Japan), and others. It was stated that these delegations could not attend the working group and therefore could not let this decision stand. An intervention by the Director of the IMO's Maritime Safety

International Maritime Organization . . .

Dangerous Goods, Solid Cargoes and Containers (DSC 15) on 13–17 September 2010, and was discussed further at the 15th Session of the BLG Sub-Committee on 7–11 February 2011.

The thickness of the side walls on fire flaps for all ships was discussed in the plenary debate but, as consensus could not be achieved, a final decision was deferred until FP 55 and submissions on this subject were requested.

Sub-Committee on Bulk Liquids and Gases (BLG)—14th Session

The 14th session of the BLG Sub-Committee was held at the IMO Headquarters in London on 8–12 February 2010. The meeting was held under the chairmanship of Sveinung Oftedal (Norway) and Vice-Chair Renping Zhang (China), and was attended by 61 Member States, 2 associated members and 31 NGOs including OCIMF.

New products

The proposal by Estonia to have 'shale oil' reclassified as Annex 2 cargo (it is currently classed as an Annex 1) was defeated and provoked lively debate even after the paper was withdrawn by Estonia. It was demonstrated during the course of the debate that shale oil was classified by other UN bodies as an oil rather than a chemical.

Blending at sea

Prohibition of blending during the sea voyage was not discussed in any length during the meeting. It was suggested that any mandatory requirements could be added to Chapter VI of SOLAS. The proposed wording by the Chairman was rejected in plenary by the US delegation and others, and was discussed further at the BLG intercessional meeting held during the week commencing 4 October 2010. After discussion of the Norwegian paper concerning onboard blending, it was agreed that blending onboard was to

remain acceptable only within port limits, i.e. at berth, in harbour and at usual anchorages within port limits.

Biofuel blends

A substantial part of the Session was spent on deliberating the physical limitations relating to the product mix of biofuel blends and the ethos of how decisions are currently made and whether that decision-making process should be reviewed. Papers submitted by Brazil, Norway and others on the carriage of biofuels were discussed.

The Sub-Committee recalled that biofuels are being shipped in increasing quantities worldwide and that these products are often carried blended with mineral fuel. The question remains as to whether the blended product should be carried in accordance with the terms of MARPOL Annex I or Annex II.

It was further recalled that interim guidelines on the carriage of biofuel blends, involving three product bands, had been agreed to assist industry in the movement of biofuel blends. These guidelines, which permit the continued carriage of blends with up to 15% biofuel to be carried under MARPOL Annex I, are also applicable to blends using fatty acid methyl ester (FAME), ethanol (ethyl alcohol) and vegetable oil. As proposed at BLG 13 and subsequently agreed at MEPC 59, usage

of the interim guidelines had been extended until 1 July 2011. As a condition of this extension, it had been agreed that, due to concerns regarding the functionality of oil discharge monitoring equipment (ODME) when carrying biofuel blends as Annex I cargoes, all residues or tank washings should be pumped ashore unless the ODME is approved/certified for the blend being shipped.

It should be noted that, in the absence of any new information or proposals arising on the carriage of biofuel blends, the Evaluation of Safety and Pollution Hazards of Chemicals (ESPH) working group had defined three options for consideration in relation to the carriage of biofuel blends as follows:

1. the initial three-band approach;
2. a refined two-band approach with a modified transition limit of 75% petroleum oil; and
3. Annex II carriage only.

This concluded the debate on biofuel blending.

Incinerators

The Sub-Committee considered a proposal by the International Association of Classification Societies Ltd. (IACS) for a possible Unified Interpretation of Regulation 16.9 of MARPOL Annex VI, relating to the use of sludge oil in type-approved continuous-feed shipboard incinerators during their warming-up process, when the combustion chamber gas outlet temperature is still below 850°C (the normal operating temperature is 850–1200°C).

Having discussed the above proposal thoroughly, together with a proposal by the delegation of Germany that they were happy with furnace temperatures of 500°C provided that the flue was 850°C or above (achievable using a preheat system) the Sub-Committee recognised that it could not reach a consensus agreement. Consequently, IACS and other interested delegations were invited to submit relevant proposals to the MEPC for consideration.





Biofouling Management Plan

Work progressed on the Biofouling Management Plan and record book, and there will be a continuation of the correspondence group, coordinated by Dr Naomi Parker (New Zealand). OCIMF will participate in the correspondence group. A draft Biofouling Management Plan is contained in Annex 1 of paper BLG14/WP.1.

Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC)—15th Session

The 15th Session of the DSC was held on 13–17 September 2010. The meeting was chaired by Olga Lefevre (France), and Vice-Chair was Arfenio Dominguez (Panama). The Session was attended by representatives from 46 Member States, 1 Associate Member, and 3 United Nations and Specialized Agencies. It was also attended by 25 NGOs with consultative status, including OCIMF. OCIMF does not ordinarily attend the DSC Sessions, but did so on this occasion to participate in the working group on enclosed space entry that was established at this meeting.

OCIMF's interest was in Agenda item 17, 'Amendments to SOLAS to mandate enclosed space entry and rescue drills', for

which OCIMF had co-sponsored a document regarding the dangers of enclosed space entry and possible actions to be considered to make this activity safer. OCIMF participated both in the working group on enclosed space entry and in the revision to the Assembly Resolution, having been an active member of the intersessional correspondence group. All aspects suggested by OCIMF have been incorporated into the draft assembly resolution and also into the guidance paper being developed, including oxygen limits, LEL (lower explosive limit) information, the development of a risk-based approach to enclosed space entry, periodic retesting, equipment required, and the periodic identification of enclosed spaces on a ship-by-ship basis.

Enclosed space mandatory drills

It was proposed that 'periodic enclosed space entry drills' should be made mandatory to ensure familiarity with the process of enclosed space entry and rescue, in a similar way to those currently required for fire and lifeboat drills. In the plenary debate, many members spoke in support of a mandatory drill, and of inclusion within the ISM code. The outcome of the plenary and working group discussion was broad support for this agenda item, which was passed on to be discussed at the subsequent IMO meetings of the FP, BLG and MSC.

Sub-Committee on Safety of Navigation (NAV)—56th Session

The Sub-Committee on Safety of Navigation met for its 56th Session on 26–30 July 2010. The major outcomes of the meeting were the adoption of new and amended traffic separation schemes (TSS) and routing measures, and continuity of the work on the E-navigation strategy.

Bridge window visibility

Discussion on the visibility from the conning position of a ship was resumed at this Session. Unfortunately, consensus could not be achieved and it was agreed that a correspondence group would be formed to discuss the issue further.

E-navigation strategy completed

The E-navigation working group continued its work and made good progress. Saunak Rai (Mærsk) represented OCIMF at the working group. It was decided to re-establish the E-navigation correspondence group, under the chairmanship of John Hagen (Norway); the correspondence group will report back to the Sub-Committee at NAV 57 scheduled for June 2011.



*International Maritime Organization . . .***Extension of the seasonal winter zone off the coast of South Africa**

Discussion on this matter was left to the working group who, after considering historical wind and wave data for the period 1930 to 2006/7, decided that there was no appreciable difference in sea and weather conditions between the current winter seasonal zone and the proposed new zone. The Sub-Committee agreed to the proposed shift of the Winter Seasonal Zone off the southern tip of Africa further southward by 50 miles, and to forward this to the Sub-Committee on Stability and Loadlines and on Fishing Vessels' Safety (SLF) for a final decision before submission to the MSC for agreement. The proposal was subsequently agreed at MSC 88 and the amendment will be implemented shortly.

**Ship routing**

- New Traffic Separation Schemes (TSS) were proposed, off the western and southern coasts of Norway, including recommended routes. These were agreed and will be adopted on 1 June 2011.
- The following amendments to existing TSS will be adopted on 1 June 2011:
 - Off Feistein—the Sub-Committee approved the cancellation of the existing TSS;
 - In the Strait of Dover and adjacent waters—the Sub-Committee approved the amendments to the existing TSS.
- Routing measures other than Traffic Separation Schemes:
 - The Sub-Committee approved the establishment of a new area to be avoided in the Atlantic Ocean, off the coast of Ghana. This measure will be implemented at 00:00 UTC on 1 June 2011. (SN.1/Circ 293 applies and is available from the IMO and OCIMF website.)
 - The Sub-Committee approved the establishment of a new deep-water route and a precautionary area in the approaches to the new King Abdullah

Port (KAP Port) in the northern Red Sea. The implementation date of this amendment has been deferred by the Government of Saudi Arabia.

- The Sub-Committee approved the amendments to the existing eastern area to be avoided, off the south-west coast of Iceland.
- The Sub-Committee approved the amendments to the existing deep-water route, forming part of the 'Strait of Dover and adjacent waters' Traffic Separation Scheme. This measure will be implemented at 00:00 UTC on 1 June 2011. (SN.1/Circ 293 applies and is available from the IMO and OCIMF website.)
- Interim recommendatory measure in the Singapore Strait:
 - The Sub-Committee noted the discussions of the working group on the proposal by Indonesia, Malaysia and Singapore regarding amendments to the Rules for Vessels Navigating through the Straits of Malacca and Singapore, and endorsed an interim recommendatory measure concerning the display of night signals in the

Singapore Strait. This measure will be implemented at 00:00 UTC on 1 July 2011. (SN.1/Circ 293 applies and is available from the IMO and OCIMF website.)

Mandatory ship reporting systems

- The Sub-Committee approved a new mandatory ship reporting system in the Sound between Denmark and Sweden (SOUNDREP). (SN.1/Circ 294 applies and is available from the IMO and OCIMF website.)
- The Sub-Committee approved the amendments to the existing mandatory ship reporting system in the Torres Strait region and the Inner Route of the Great Barrier Reef (REEFREP), for adoption on 1 July 2011. (SN.1/Circ 294 applies and is available from the IMO and OCIMF website.)
- The Sub-Committee approved the amendments to the existing mandatory ship reporting system off the south and south-west coast of Iceland (TRANSREP), for adoption on 1 June 2011. (SN.1/Circ 294 applies and is available from the IMO and OCIMF website.)

Sub-Committee on Stability and Loadlines, and on Fishing Vessels Safety (SLF)—52nd Session

The 52nd Session of the Sub-Committee on Stability and Loadlines, and on Fishing Vessels Safety was held at the IMO Headquarters in London from 25–29 January 2010. The meeting was chaired by Zbigniew Szozda (Poland), and Vice-Chairman Kevin Hunter (UK) was also present. The Session was attended by representatives from 59 Member States, 1 Associate Member, and 3 United Nations and Specialized Agencies. It was also attended by 15 NGOs with consultative status, including OCIMF. During the second day of the meeting the Chairman, Mr Szozda collapsed with health problems and his place was taken by Vice-Chair Kevin Hunter, who chaired the meeting for the remainder of the week.

Damage stability on tankers

The Sub-Committee decided to request industry to develop a good practice guide to damage stability. It was agreed that ambiguities in the 1966 Loadlines Convention, regarding verification of compliance of tankers in various loaded conditions with the relevant damage stability requirements, should be addressed. This agenda item was scheduled for

completion in 2010, and had been discussed at a number of previous Sessions, but no conclusions had been reached. The issue was spearheaded by the UK who undertook surveys of tankers calling on UK ports. Of relevance to OCIMF was the concern expressed by the UK delegation that tankers were sailing without appropriate regard for existing damage stability regulations.

The UK, supported by Denmark, Germany, Norway and Sweden, is convinced that they have uncovered a problem that potentially, to quote the UK delegation, ‘poses an unacceptable risk to life at sea and to the environment’, and therefore requires enforcement action. This position is based on two sets of surveys—the first covering 71 UK vessels and the second 73 vessels from 20 different IMO flag States. Both surveys cover a range of tanker types and sizes. For both surveys, roughly one-third were judged to be ‘non-compliant’. The UK was clear to point out that ‘non-compliant’ did not necessarily mean that the subject vessel did not meet the damage stability requirements, but that the vessel operator did not have the onboard capability to assess whether a non-approved loading condition complies with residual damage stability requirements or not. The UK is calling for the development of guidelines for a consistent method to help assist with enforcement surveys.

In plenary, the UK position for the development of guidelines was readily supported by delegations from the USA, Spain, Germany, Norway, and by ITF and RINA. A number of positive suggestions were made by IPTA, INTERTANKO, ICS and the Cook Islands delegation as to the way forward on this subject, in particular to help clarify issues that had been raised about the definition of compliance and the need to define allowable deviation from an approved condition. The Bahamas delegation asserted that this issue could not be resolved during this Session, and successfully argued that there was insufficient compelling need to resolve the matter in a hurry. Given that the SLF is already carrying a full set of correspondence groups, the Bahamas delegation proposed that development of guidelines should be carried forward as an Agenda item for 2011, for completion in 2012. It was decided that tankers will be considered first, and bulk carriers will then be considered at future Sessions of the SLF. OCIMF has developed a positioning paper which was submitted to SLF 53 on 10–14 January 2011.

South African winter seasonal load line

The proposed movement of the winter seasonal load line off the southern South African coast was held in abeyance awaiting further data from the South



International Maritime Organization . . .

African delegation on abnormal waves off the coast and the sea State during the year, including wind, sea wave reach and amplitude. This information was subsequently provided and the proposal was accepted at MSC 88.

Height of gutter bars on tankers

A discussion of whether the height of gutter bars on tankers is adequate to trap sufficient water on deck highlighted the need to consider the free surface effect of the trapped water. A Unified Interpretation of the regulations contained in the 1966 Loadlines Convention, concerning gutter bars greater than 300 mm in height as measured from the ship's deck, can be found in Annex 2 of IMO document SLF 52/WP7.

Sub-Committee on Ship Design and Equipment (DE)—53rd and 54th Sessions

The 53rd and 54th Sessions of the DE Sub-Committee were held at the IMO Headquarters in London of 22–26 February and 25–29 October 2010, respectively. The Sessions were held under the Chairmanship of Anneliese Jost (Germany), and Vice-Chairman Dr Susumu Ota (Japan) was also present.

The 53rd/54th Sessions were attended by representatives from 67/60 Member States, 4/3 Associate Members and 27/29 NGOs with consultative status, including OCIMF, respectively.

DE—53rd Session

Mandatory Polar Code

It was agreed in the plenary debate that a mandatory Polar Code should be developed, and suitable correspondence groups and working groups established. It was suggested, and agreed, that the format would be similar to the ISPS Code, in so much that it would be enabled through

MARPOL and SOLAS. It was proposed that there would be three base areas for development, i.e.:

- i) mandatory requirements;
- ii) recommendatory requirements; and
- iii) risk-based and functional requirements.

There would also be consideration for both joint or separate sections for the two Polar regions. A correspondence group will be established to work intersessionally, and a working/drafting group was established to report to DE 54 in October 2010. The terms of reference for the correspondence group were to further develop the Polar Code on the basis of these decisions. OCIMF will be participating in the correspondence and working groups.

Measures to prevent accidents with lifeboats

The discussion in the plenary on measures to prevent accidents with lifeboats was progressed. The LSA working group was established under the Chairmanship of Kurt Heinz (USA), and instructed to finalise the draft *Guidelines for evaluation of lifeboat on-load release mechanisms for poor and unstable characteristics*. This work was completed and the report of the working group was approved in general.

However, there was objection to paragraph 14 of Annex 1 of the working group's report, concerning the hook stability test. The main proponents of this objection were the UK, France, Germany and The Netherlands with verbal intervention by Norway. This item was retained on the agenda for future discussion.

The working group was also tasked to finalise the draft amendments to the revised *Recommendation on Testing of Life-saving Appliances*, concerning additional tests for improving on-load release mechanisms. This work was completed.

The report of the working group was passed to MSC 88, and the proposal at DE 53 for a correspondence group was



suspended, possibly until DE 54, or to progress intersessionally with a brief to report to DE 54 and MSC.

It was decided to establish an intersessional correspondence group to deal with pollution prevention, covering the following topics and reporting back to DE 54 where a drafting group was to be established:

- add-on equipment to the engine room bilge system;
- guidelines for the shipboard oil waste pollution prevention plan; and
- amendments to the *Manual on Oil Pollution* in the event of failure of the ODME.

OCIMF has been participating in both the correspondence group and the drafting group.

Coating of cargo tanks on oil tankers

A working group on cargo oil tank coating was established at DE 53. After lengthy, in-depth discussion of the need to develop guidelines on matters associated with the provisions for cargo oil tank coating, the debate stalled due to the lack of suitable base documents for consideration. It was therefore not possible to commence development of these guidelines, and

Members and international organisations were requested to submit suitable proposals to DE 54.

Discussions, both in plenary and in the working group, on the Performance Standards for alternative means of corrosion protection for cargo oil tanks of crude oil tankers was lively. A draft Resolution was produced for forwarding to MSC 87 with a view to adoption. In addition, the working group finalised the draft Performance Standard for Protective Coatings for cargo oil tanks of crude oil tankers, and produced an associated draft Resolution for submission to MSC 87 for adoption.

DE—54th Session

Supply of recovery equipment to ships

No agreement was made at DE 54 on the supply of recovery equipment to ships, and this was referred to DE 55 with interested parties requested to submit papers.

Mandatory Polar Code

Work on the mandatory Polar Code made good progress during the sessions of both the intersessional correspondence group and the working group at DE 54. The Polar risk matrix was reviewed with a view to being developed further by the correspondence group, intersessionally; OCIMF will be part of this correspondence group. Work on the Code will continue at DE 55, scheduled for 25 March 2011.

Protection against noise onboard ships

A draft proposal to reduce the noise onboard ships was submitted for discussion, led by the European Commission. After debate in plenary, it was decided to establish an intersessional correspondence group to coordinate work on draft amendments to the Code on Noise Levels Onboard Ships. It was proposed that a Member State lead the correspondence group, and Denmark volunteered to coordinate this work. OCIMF will participate in the work of the group. A request was

made for some relaxation of the deadline for submission of the correspondence group's report to DE 55, and 14 January 2011 was agreed in this respect.

Noise from commercial shipping

It was noted in plenary discussion that, in relation to incidental noise produced by large ships, the propeller was the largest generator of underwater noise, followed by hull design, form and other forms of propulsion. Comments were invited from the Sub-Committee but none were received, and it was therefore suggested that this matter be discussed further at DE 55 in March 2011; comments from that meeting can then be forwarded to MEPC 62, scheduled for July 2011.

Guidelines for add-on engine room bilge discharge equipment

A working group was established at DE 54 to finalise the draft Resolution on Add-on Engine Room Bilge Discharge Equipment. The working group reported back stating that it had been made clear in the draft Resolution that the measures were purely voluntary. The working group's report also noted that vessels that have made the required improvements to their oil-water filtering equipment retroactively should not be disadvantaged. The draft Resolution will be forwarded to MEPC 62 in July 2011.

Integrated bilge treatment system

After debate in plenary it was decided that a Performance Standard would be required if the work on integrated bilge treatment systems is to be progressed. The Chair therefore suggested that there would be a need to extend the target date for completion of this work. The decision was therefore made to invite interested delegations to submit relevant proposals for discussion, to enable this issue to be taken forward at DE 55 in March 2011.

IMO Legal Committee (LEG)—97th Session

The 97th Session of the IMO Legal Committee was held at the IMO headquarters in London on 15–19 November 2010.

The Committee discussed the Diplomatic Conference on Hazardous and Noxious Substances, held at the IMO headquarters on 26–30 April 2010, and the implementation of the Hazardous and Noxious Substances (HNS) Convention. It was agreed by the Committee that States should give preliminary focus to the ratification and implementation of the HNS Protocol (this opened for signature on 1 November 2010 and will close on



International Maritime Organization . . .

31 October 2011). In addition, it was decided that the list of materials possessing chemical hazards be reviewed on a two-year cycle and circulated for information. The Committee also agreed that, when the HNS Convention enters into force, the work should thereafter be carried out under the auspices of the HNS Fund Assembly.

The report of the correspondence group, led by Denmark, on the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (the 'Bunkers Convention') was introduced to the Committee, and it was reported that 56 Member States have now ratified this Convention.

It was the decision of the Committee that, in the context of the interface between the International Convention on Civil Liability for Oil Pollution Damage, 1992 (CLC) and the Bunkers Convention, oil tankers are required to hold both a CLC certificate and a Bunkers Convention certificate. In addition, although some mobile offshore drilling units (MODUs) may not be subject to the Convention on Limitation of Liability for Maritime Claims (LLMC), they may be covered by the insurance requirements of the Bunkers Convention. In concluding the debate on when a new build should be



issued with a Bunkers Certificate, it was decided that this should be at the point when a new build performs restricted sea journeys (e.g. for testing, whilst being moved or towed, or whilst floating) whilst using its own engines for its propulsion, i.e. it will be at this time that, for the sake of the Bunkers Convention, it will be considered a 'ship'.

It was acknowledged that, through the tacit amendment process of the LLMC, the limit of liability under this Convention will be increased, as proposed by Australia *et al.* but that the quantum and scope of application will be discussed at LEG 99 in 2012, and not at LEG 98 due to there being insufficient time between the submission of the paper by Australia *et al.* and LEG 98.

On the matter of piracy, States were urged:

- i) to submit their national legislation on piracy to the IMO; and
- ii) to have legislation in place to bring pirates to court and to justice.

Member States were urged to progress their accession to the 2005 Suppression of Unlawful Actions Convention (SUA) and to the 2007 Nairobi Wreck Removal protocols.

Indonesia proposed a new work item to consider the liabilities resulting from oil spills from seabed exploration and transboundary oil pollution. The Committee agreed that an informal correspondence group of interested parties, coordinated by Indonesia, would work intersessionally on this subject and that a new work item will be added into the high-level agenda.

In his summary, the Chairman stated that an assessment of the (transboundary oil pollution) incidents should be made prior to deciding on what measures should be taken with respect to compensation and liability. He noted that it would be too early to establish a formal correspondence group, and it was therefore agreed that Strategic Direction 7.2 should be revised to read as follows:



'IMO will focus on reducing and eliminating any adverse impact by shipping or by offshore oil exploration and exploitation activities on the environment by . . . developing effective measures for mitigating and responding to the impact on the environment caused by shipping incidents and operational pollution from ships, and liability and compensation issues connected with transboundary offshore oil exploration and exploitation activities.'

The current Chairman, Professor Lee-Sik Chai (Republic of Korea) will not stand for re-election. Kofi Mbiah (Ghana) was elected as Chairman for LEG 98, scheduled for April 2011, and the Vice-Chairs will be Jan De Boer (The Netherlands) and Walter De Sa Leitai (Brazil). OCIMF would particularly like to congratulate Walter De Sa Leitai of Member Company Petrobras for his election to Vice-Chair of the Legal Committee.

Programme of IMO Meetings in 2011

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
10–14 January	Sub-Committee on Stability and Load Lines and On Fishing Vessels Safety (SLF)	53
24–28 January	Sub-Committee on Standards of Training and Watchkeeping (STW)	42
7–11 February	Sub-Committee on Bulk Liquids and Gases (BLG)	15
21–25 February	Sub-Committee on Flag State Implementation (FSI)	19
7–11 March	Sub-Committee on Radiocommunications and Search and Rescue (COMSAR)	15
21–25 March	Sub-Committee on Ship Design and Equipment (DE)	55
28 March–1 April	IOPC Funds, Marrakech, Morocco	
4–8 April	Legal Committee (LEG)	98
11–20 May	Maritime Safety Committee (MSC)	89
6–10 June	Sub-Committee on Safety of Navigation (NAV)	57
21–23 June	Technical Cooperation Committee (TC)	61
27 June–1 July	Council	106
4–8 July	IOPC Funds	
11–15 July	Marine Environment Protection Committee (MEPC)	62
25–29 July	Sub-Committee on Fire Protection (FP)	55
5–9 September	Facilitation Committee (FAL)	37
19–23 September	Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC)	16
17–21 October	33rd Consultative Meeting of Contracting Parties (London Convention 1972) 6th Meeting Of Contracting Parties (London Protocol 1996)	
24–28 October	IOPC Funds	
17–18 November	Council (Extraordinary Session)	26
21–30 November	Assembly	27
1 December	Council	107

Intersessional meetings

28 February–2 March	Fourth Session of The Joint Working Group On The IMO Member State Audit Scheme (JWGMSA 4)	
16–18 March	DE Working Group On Lifeboat Release Hooks	
28 March–1 April	Third Session of the Working Group on GHG Emissions from Ships (GHG-WG 3)	
6–15 April	DSC Editorial and Technical (E&T) Group	15
27–28 April	Council Risk Review, Management and Reporting Working Group (CWGRM)	5
9–10 May	Expert Group on Formal Safety Assessment	
4–8 July	12th Session of the MEPC/OPRC-HNS Technical Group	4
12–16 September	7th Session of the Joint IMO/ITU Experts Group on Maritime Radiocommunication Matters	7
26–30 September	DSC Editorial and Technical (E&T) Group	16
3–7 October	Ad Hoc Council Working Group on the Organization's Strategic Plan (CWGSP)	12
3–7 October	18th Session of the Joint ICAO/IMO Working Group on SAR (Norway)	

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

11–15 April	LC Scientific Group—34th Session (Tallinn, Estonia)
	LP Scientific Group—5th Session (Tallinn, Estonia)
31 May–3 June	Working Group on Ocean Fertilization (Montreal, Canada)
17–19 October	LP Compliance Group—4th Session

International Oil Pollution Compensation Funds (IOPC Funds)

OCIMF attended the IOPC Funds meetings held at the IMO in London in June and October

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.

As at 18 October 2010, 27,366 claims totalling KRW 2,194 billion had been registered, including 242 group claims, together representing 126,331 claimants. A total of 2,062 claims raised on behalf of 10,290 claimants had been assessed at a total of KRW 128,300 million, and 5,816 claims on behalf of 5,990 claimants had been rejected. The shipowner's insurer Skuld P&I Club had made payments to 1,926 claimants totalling KRW 112,342 million, and remaining claims were being assessed or additional information was being requested from the claimants. Further claims were expected.

It was agreed that maintaining the level of payment at 35 per cent would continue to provide the Fund with reasonable protection against a possible overpayment situation.

Recourse action by the Fund against Samsung C&T Corporation and Samsung Heavy Industry, the owners of *Samsung No. 1*, continues in Ningbo Maritime Court in China.

The *Hebei Spirit* incident continued to provide one of the biggest challenges

faced by the 1992 Fund, with more than 125,000 individual claims submitted so far, and further claims expected. Problems associated with processing such large numbers of claims, many of them for small sums and not accompanied by sufficient supporting information, led the IOPC Funds to establish an Intersessional Working Group to look at ways of dealing with such problems in the future.

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 under the 1992 Civil Liability Convention, leaving an insurance gap of some £1.3 million.

A claim brought in respect of damage caused by the incident, which was based on an abstract quantification of damages (in contravention of Article 1.6 of the 1992 Civil Liability Convention) was rejected in a judgement given in September 2010 by the Arbitration Court of Saint Petersburg and Leningrad Region. The Arbitration Court also decided that the shipowner and his insurer had not provided evidence that the oil spill resulted from an 'act of God, exceptional and unavoidable'. The Arbitration Court concluded that the Master, having had all the necessary storm warnings, had not taken all necessary measures to avoid the incident.

The Arbitration Court Judgement rendered in September 2010, maintained the shipowner's limitation fund at only 3 million SDR (RUB 116.6 million) which is less than the limit provided for under the 1992 Civil Liability Convention and 1992 Fund Convention. The Judgement was on the grounds that the amendments to the limits available under the 1992 Civil Liability

Convention had not been published in the Russian *Official Gazette* at the time of the incident. The Fund had appealed against that decision.

As at October 2010, claims totalling RUB 8,529.8 million had been submitted as a result of the incident. The Fund's experts continued to examine the documentation provided in support of the various claims and, after assessing a substantial number of claims, currently assess the total claim value to be RUB 117.4 million.

No payments have been made by the IOPC Funds in respect of this incident.

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. The HNS Convention and Protocol remains open for ratification by States.

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 with more than 8,000 reports being requested each month. Currently, more than 18,500 tanker reports and 5,500 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.

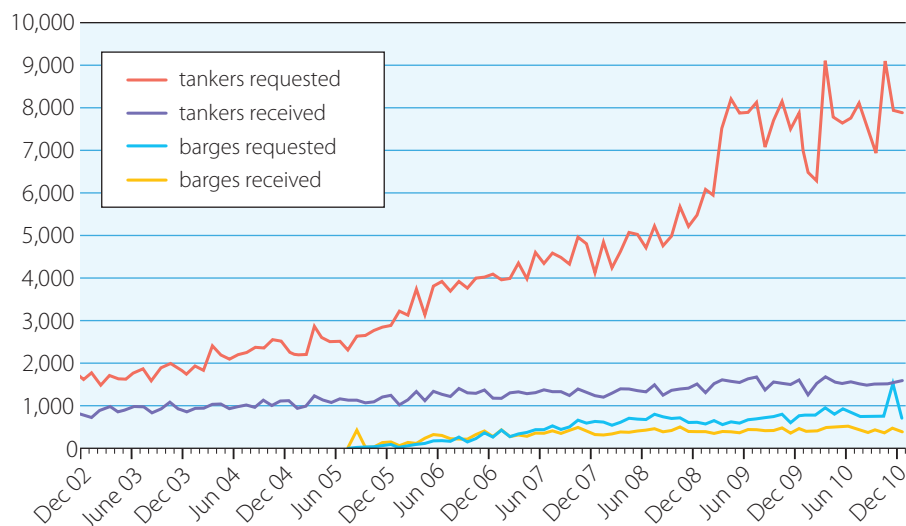
Highlights for 2010 include planning for the new VIQ5 revision that was launched in January 2011. This contains updates of the current Vessel Inspection Questionnaire (VIQ) and Barges Inspection Questionnaire (BIQ), and new variants of the inspection reports for Ice Class vessels and Central and South American barges.

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 2008.

During late 2009 an online system was developed for inspectors to declare

SIRE reports received and requested per month (December 2002 to December 2010)



potential conflicts of interest for review by the Secretariat. A clear record of all current and historic conflicts is maintained within the system. During 2010, some 160 potential conflicts were declared for review; after due consideration, some of these were not deemed to be conflicts as such, but inspectors are nevertheless encouraged to submit *potential* conflicts if in any doubt to ensure full and open declaration.

As in recent years, all SIRE inspectors were required to electronically sign an updated Ethics Agreement and declaration at the beginning of the year.

Compliance issues arising during 2010 included a new SIRE inspector found to have falsified his sea-time records during the application process (his accreditation was terminated when the falsification was proven); a submitting company significantly altering SIRE report observations without consulting their inspector; continuing issues with third-party entities requesting the on-passing of SIRE reports from a submitting member; an as yet unproven allegation of a SIRE inspector selling unsubmitted 'SIRE reports' to Chinese terminals; and continued occasional reports of operators offering inducements to



SIRE Focus Group Meetings

16th SIRE Focus Group Meeting

Chairman: David George
10 February 2010, London, UK
Hosted by Shell

Topics discussed:

- 2010 VIQ revision
- Inclusion of TMSA data inside VIQ reports for members
- Online crew matrix
- Addressing report irregularities
- Repeat inspections of the same ship (30-day rule)

17th SIRE Focus Group Meeting

Chairman: David George
15 September 2010, Copenhagen, Denmark. Hosted by Mærsk

Topics discussed:

- VIQ5 update
- New auditing procedures
- Change of SFG Chairman and appointment of Vice-Chairman
- Gas only accreditation
- Possible benchmarking process

Ship Inspection Report (SIRE) Programme . . .

inspectors to reduce the number of observations within SIRE reports.

An investigation into an alleged case of serious inspector misconduct that was commenced in the latter part of 2009 was completed in early 2010. The SIRE Focus Group disciplinary committee convened to consider the issues which included report quality concerns, alleged falsification of certain information within SIRE reports and alleged production for personal gain of SIRE-style reports using old SIRE software. The committee concluded by imposing sanctions against the inspector and removed his accreditation. This decision was upheld on inspector appeal by the GPC disciplinary committee.

Compliance and ethics issues were presented and discussed at the various SIRE training courses, and at the SIRE Auditors meeting and SIRE Focus Group meetings held during the year.

All reported concerns that are received regarding inspector or member behaviour are investigated and followed up with the appropriate submitting member. All SIRE



system users are encouraged to report any such issues to the OCIMF Compliance Manager.

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 OCIMF 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 653 SIRE inspectors are accredited under the Programme (495 Category 1, 8 Category 2 and 150 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 Technical Focus Group Meetings

17th OCIMF Technical Focus Group Meeting

Chairman: Les Morton
11 February 2010, London, UK
Hosted by Shell

Topics discussed:

- Web system performance
- VIQ5 implementation timetable
- TMSA2 credit card payments
- OVID implementation and web services
- Re-modelling the SIRE website graphical interface
- Enhancements to the crew matrix
- Communications and processes

18th OCIMF Technical Focus Group Meeting

Chairman: Les Morton
16 September 2010, Copenhagen, Denmark. Hosted by Mærsk

Topics discussed:

- Update for the VIQ5 and web services
- New VPQ expected in 2011
- Implementation of the 30-day rule
- New OCIMF website
- New Programmes: Terminals

Migration to the new ISO 9001:2008 standard took place successfully; no major nonconformities were identified during the year.

SIRE User Group Meetings

1st SIRE User Group Meeting

Chairman: Les Morton

14 September 2010, Copenhagen, Denmark. Hosted by Mærsk

Topics discussed:

- SIRE programme updates
- Using the new 2010 SIRE website
- Feedback from users of the SIRE system—open discussion
- Requests for future enhancements



Above: SIRE auditing inspectors at the 2010 auditor inspector meeting held in Rutland, UK on 14 July 2010

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 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 2010 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.

New Inspector and Refresher courses held in 2010	
New Inspector courses	
22–26 March	Greenwich
10–14 May	Houston
6–10 September	Greenwich
6–10 December	Greenwich
Refresher courses	
28–29 January	Houston
3–4 March	Singapore
19–20 April	Greenwich
12–13 October	Greenwich
2–3 November	Singapore

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

The 2010 auditing inspector meeting was held on 14 July 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.

Offshore Vessel Inspection Database (OVID)

OCIMF's web-based inspection tool and database of inspection reports on vessels engaged in upstream activities

In June 2009, under the direction of the Executive Committee, 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.

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 now has approximately 300 registered OVID inspectors worldwide.

Inspector accreditation is an important part of OVID, just as it is with SIRE. Initially, inspectors were selectively 'grandfathered' into the system in order to allow for

OVID statistics, 1 January 2010–1 March 2011	
All inspections requested	312
Inspections purchased	126
Inspections published	178
Number of vessels	1981
Number of published OVPOs	680
Number of operators	260
Major charterers	5

inspections to take place during 2010. Potential inspectors were screened for qualifications and experience, and asked to attend a familiarisation course—a two-day acquaintance with OCIMF, OVID and its reporting structures.

OVID Familiarisation courses held in 2010

11–12 January	Aberdeen
13–14 January	Aberdeen
1–2 February	Houston
3–4 February	Houston
24–25 February	Dubai
1–2 March	Singapore
10–11 March	Paris
18–19 March	Aberdeen
14–15 April	Bergen
17–18 May	Houston
20–21 July	Miri, Borneo
26–27 July	Perth, Australia
17–18 August	Aberdeen
19–20 August	Aberdeen
21–22 Sept	Lekki, Nigeria
4–5 November	Singapore
8–9 November	Kuala Lumpur
11–12 November	Brunei
1–2 December	Greenwich



OCIMF Publications

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

Title	Edition	Date	Author	Under review
Anchoring Systems and Procedures	2nd Edition	2010 (September)	OCIMF	
Barge Safety (Liquefied Cargoes in Bulk)	1st Edition	1999 (July)	OCIMF	✓
BMP3 Best Management Practices to Deter Piracy off the Coast of Somalia and in the Arabian Sea Area	3rd Edition	2010 (June)	OCIMF and other industry associations	✓
Clean Seas Guide for Oil Tankers	4th Edition	1994 (August)	OCIMF/ICS	
Competence Assurance Guidelines for FPSOs	1st Edition	2009 (January)	OCIMF	
Contingency Planning and Crew Response Guide for Gas Carrier Damage at Sea and in Port Approaches	3rd Edition	1999 (July)	OCIMF/ICS/SIGTTO	
Design and Construction Specification for Marine Loading Arms	3rd Edition	1999 (May)	OCIMF	
Disabled Tankers—Report of Studies on Ship Drift and Towage	1st Edition	1981 (January)	OCIMF	
Drift Characteristics of 50,000 to 70,000 DWT Tankers	1st Edition	1982 (January)	OCIMF	
Effective Mooring	3rd Edition	2010 (March)	OCIMF	
Guide to Manufacturing and Purchasing Hoses for Offshore Moorings (GMPHOM)	5th Edition	2009 (November)	OCIMF	
Guide to Contingency Planning for the Gas Carrier Alongside and Within Port Limits	2nd Edition	1999 (July)	OCIMF/ICS/SIGTTO	
Guidelines for the Design, Operation and Maintenance of Multi-Buoy Moorings	1st Edition	2010 (June)	OCIMF	
Guidelines for the Handling Storage Inspection and Testing of Hoses in the Field	2nd Edition	1995 (April)	OCIMF	✓
Guidelines for the Purchasing and Testing of SPM Hawsers	1st Edition	2000 (September)	OCIMF	
Hawser Test Report	1st Edition	1982 (January)	OCIMF	
ISGINTT (International Safety Guide for Inland Navigation Tank-Barges and Terminals)	1st Edition	2010 (June)	OCIMF/CCNR	
ISGOTT (International Safety Guide for Oil Tankers and Terminals)	5th Edition	2006 (June)	OCIMF/ICS/IAPH	
Jetty Maintenance and Inspection Guide	1st Edition	2008 (September)	OCIMF/SIGTTO	
Marine Terminal Baseline Criteria and Assessment Questionnaire	1st Edition	2004 (January)	OCIMF	✓
Marine Terminal Training and Competence Assessment Guidelines for Oil and Petroleum Product Terminals	1st Edition	2001 (May)	OCIMF	
Mooring Equipment Guidelines 3	3rd Edition	2008 (October)	OCIMF	
Offshore Loading Safety Guidelines: with special reference to harsh weather zones	1st Edition	1999 (January)	OCIMF	
Peril at Sea and Salvage A Guide for Masters	5th Edition	1998	OCIMF/ICS	✓
Piracy and Armed Robbery Against Ships	1st Edition	2000 (January)	OCIMF	✓
Prevention of Oil Spillages Through Cargo Pumproom Sea Valves	2nd Edition	1991 (January)	OCIMF/ICS	
Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings	4th Edition	2007 (January)	OCIMF	
Recommendations for Manifolds for Refrigerated Liquefied Gas Carriers for Cargoes 0°C to minus 104°C	2nd Edition	1987 (January)	OCIMF	✓
Recommendations for Manifolds for Refrigerated Liquefied Natural Gas Carriers (LNG)	2nd Edition	1994 (April)	OCIMF	✓
Recommendations for Oil Tanker Manifolds and Associated Equipment	4th Edition	1991 (January)	OCIMF	
Safe Transfer of Liquefied Gas in an Offshore Environment (STOLGOE)	1st Edition	2010 (October)	OCIMF	
Ship to Ship Transfer Guide (Liquefied Gas)	2nd Edition	1995 (January)	OCIMF/ICS/SIGTTO	✓
Ship to Ship Transfer Guide (Petroleum)	4th Edition	2005 (January)	OCIMF/ICS	✓
Single Point Mooring Maintenance and Operations Guide	2nd Edition	1995 (January)	OCIMF	✓
SPM Hose Ancillary Equipment Guide	3rd Edition	1987	OCIMF	✓
SPM Hose System Design Commentary	2nd Edition	1993 (November)	OCIMF	
Survival Craft—A Seafarer's Guide	1st Edition	2008 (December)	OCIMF	
Tandem Mooring and Offloading Guidelines for Conventional Tankers at F(P)SO Facilities	1st Edition	2009 (December)	OCIMF	
Tanker Management Self Assessment 2—A Best Practice Guide for Vessel Operation	2nd Edition	2008 (January)	OCIMF	
The Use of Large Tankers in Seasonal First-Year Ice and Severe Sub-Zero Conditions	1st Edition	2010 (December)	OCIMF	
New publications in progress				
BMP3 (Chinese Edition)	3rd Edition	2011	OCIMF and other industry associations	
Effective Mooring (Chinese Edition)	3rd Edition	2011	OCIMF	
Marine Terminal Management and Self Assessment (MTMSA)	1st Edition	2012	OCIMF	
Offshore Vessel Management Self Assessment (OVMSA)	1st Edition	2011	OCIMF	
Ship to Ship Service Provider Management	1st Edition	2011	OCIMF	

OCIMF Information Papers

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

Title	Date	Members only
A Guide to the International Oil Pollution Compensation Regimes	2000 (May)	
An Extended Scope for the Enhanced Survey Programme (ESP)	1999 (August)	
An Information Paper on Pumproom Safety	1995 (September)	
Briefing Paper for OCIMF Member Chartering and Vetting Groups—Shipping Operations in the Arctic Region	2010 (July)	✓
Briefing Paper for OCIMF Member Chartering and Vetting Groups—The use of Large Tankers in Seasonal First-Year Ice or Severe Sub-Zero Conditions	2009 (October)	✓
Briefing Paper for OCIMF Member Companies—Guidelines for Transiting the Turkish Straits	2007 (August)	✓
Cargo Inspector—Safe Working Practices	2009 (October)	
Estimating The Environmental Loads on Anchoring Systems	2010 (October)	
Factors Influencing Accelerated Corrosion of Cargo Oil Tanks	1997 (September)	
Guidance For Oil Terminal Operators On The International Maritime Organization (IMO) International Ship And Port Facility Security (ISPS) Code	2003 (December)	
Guidelines for the Control of Drugs and Alcohol Onboard Ship	1995 (June)	
Guidelines on Safety Management Systems for Hot Work and Entry into Enclosed Spaces	2008 (October)	
Health, Safety and Environment at New-Building and Repair Shipyards and During Factory Acceptance Testing	2003 (July)	
Hydrostatically Balanced Loading	1998 (December)	
Industry Code of Practice on Ship Recycling	2001 (August)	
Inert Gas Systems—Block and Bleed Valve Arrangements for Chemical Tankers Carrying Chemicals and Petroleum Products—Prevention of Inert Gas/Hydrocarbon Backflow	2000 (January)	
Inert Gas Systems—Dry Type Deck Water Seals—Prevention of Inert Gas/Hydrocarbon Backflow		
Inert Gas Systems—Semi-dry Type Deck Water Seals—Prevention of Inert Gas/Hydrocarbon Backflow		
Lifeboat Incident Survey—2000	2000	
Lloyd's Register Risk Assessment of Emergency Tow-off Pennant Systems (ETOPS) Onboard Tank Vessels	2009 (October)	
Manning at Conventional Marine Terminals	2008 (June)	
Marine Breakaway Couplings	2008 (November)	
Marine Injury Reporting Guidelines	1997 (February)	
Oily Water Separators	2006 (February)	
Port and Terminal Information	1997 (September)	
Potential Hazards Associated With Requests For Additional Mooring Lines By Terminal Operators	1997 (September)	
Recommendation Briefing Paper for OCIMF Member Companies on Guidelines for Transiting the Straits of Magellan including Commentary on Passage around Cape Horn	2010 (November)	✓
Recommendations for Alternatives to Traditional Emergency Tow-off Pennants	2010 (July)	
Recommendations for the Tagging/Labeling, Testing and Maintenance, Documentation/Certification for Ships' Lifting Equipment	2005 (May)	
Results of a Survey into Lifeboat Safety	2004 (July)	
Ship Measurement—Deadweight or Displacement?		
Ship to Ship Transfer—Appendix 1: Operational/Safety Check Lists		✓
Ship to Ship Transfers—Considerations Applicable to Reverse Lightering Operations	2009 (September)	✓
Specification Guidance for Dock Hoses	2006 (August)	✓
Summary of the Results of the MARIN Study to Validate the Adequacy of SPM Mooring Equipment Recommendations	2007 (May)	
Vessel Inspection Questionnaire 5	2011 (January)	
Winch Brake Bands Design Considerations Impacting on Reeling Direction in Development or Pending Publication	2006 (November)	
In development or pending		
Codes of Working Practice		
DP FMEA Guidance Paper		
Dynamic Loading of Cranes Used in Exposed Waters		
Safety and Design Issues of Tankers with Exposed Deck Structures and the Interface with Marine Terminals		
Ship/Shore Emergency Shutdown Systems at Terminals (ESD)		
Wind and Current Drag Coefficients		



Oil Companies International Marine Forum
29 Queen Anne's Gate
London SW1H 9BU
United Kingdom

T +44 (0) 20 7654 1200
F +44 (0) 20 7654 1205
enquiries@ocimf.com
www.ocimf.com
