



## Bunker Issues

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Problems with bunker deliveries continue to plague the shipping industry with members reporting issues of both quality and quantity, as well as low sulphur fuel which when tested does not meet the specifications as described on the Bunker Delivery Note.

DNV Petroleum Services reports that around 30% of the low sulphur fuel tested globally in 2012 did not meet the requirements, with around 70% of the cases reported occurring in Europe. As of April this year the US Coastguard had issued 203 Emission Control area deficiencies and received 250 fuel oil non-availability reports from owners.

The refineries' efforts to produce fuel with the required sulphur content appear to be leading directly to another problem for owners, namely unacceptable levels of Catalytic Fines. The problem has apparently been prevalent for some time in supplies from the ARA range, due to the amount of blending carried out in this area to achieve the low sulphur levels necessary for European ECA, but DNVPS points out that it has got much worse in the American market since the entry into force of the US ECA in August 2012, with 19 bunker alerts issued for the US market in 2012, compared to 6 issued in 2011.

Other issues highlighted include high water content (which can also, of course, means that the quantity of usable bunkers is reduced), and, increasingly, the presence of chemical contaminants such as Styrenes, Indene and DCPD. These products can create deposits which choke filters and purifiers and under certain circumstances can lead to machinery problems.

While many in the market are looking to distillate fuels as the solution to all these problems, DNVPS points out that around 17% of the distillate fuels tested globally in 2012 were off-spec. Distillate fuels also come complete with their own set of potential problems, such as low viscosity, low lubricity, high pour point and high acid, none of which are treatable onboard once the vessel has bunkered, and which could lead to clogging of filters, pump seizures and corrosion to the fuel injection equipment.

The issues most commonly associated with short delivery appear to be inaccurate recording of fuel density and the practice of blowing air through the fuel as it is being delivered (the so-called “cappuccino effect”). Suppliers’ Terms and Conditions often mean that by the time the extent of the shortage is discovered it is too late for any action to be taken. In this regard, however, it is worth pointing out that ships’ tanks may also be poorly calibrated, leading to unnecessary disputes.

While there are obvious (and important) cost implications, the importance of accuracy in the measuring of bunker deliveries takes on a new dimension in the context of proposed future energy efficiency measures where the efficiency of a vessel could be measured according to its fuel use as per the Bunker Delivery Note. The European Commission is pressing ahead with its scheme for the monitoring, reporting and verification of fuel consumption (MRV) and the IMO is giving serious consideration to proposals aimed at measuring fuel consumption as a basis for future energy efficiency measures. A prerequisite for any such measure must surely be confidence in the accuracy of the documentation relating to fuel supplies; and ensuring the integrity of both the quantity and quality of bunker supplies in their ports should be a priority for port states.

As one of the most important bunkering ports in the world, it is to be expected that a large proportion of the

complaints recorded would refer to supplies from Rotterdam, but the authorities there are nevertheless apparently concerned enough to undertake an examination of the bunker supply chain. A covenant was reached in April this year between the fuel suppliers, the tank farm operators and the Port of Rotterdam Authority with the aim of achieving greater clarity with regard to fuel quality and quantity. The intention is apparently to make mass flow metres mandatory and ISO 8217 a mandatory minimum quality standard. There are further plans to make the bunker process more efficient by achieving faster turnarounds and more transparent through multiple checks along the chain of supply.

In Singapore, while bunker suppliers have to be licensed, they are often buying from unlicensed operators and so the quality of the fuel cannot always be guaranteed. It is always better, therefore, to deal only with suppliers that you know and trust. It has also been suggested that it pays to have your own surveyor working alongside the licensed “independent” surveyor. It is further recommended that you try to ensure that bunkering takes place within port limits, since the MPA, while keen to ensure that bunkering operations are carried out “by the book”, has no power to take action over operations carried out outside port limits.

Any problems with bunker deliveries should be reported to the owner’s P and I club.

## Paraffin Wax and Polyisobutylene

While the current review of chapters 17 and 18 of the IBC Code is concentrating on safety aspects of the products, it is beginning to look increasingly likely that a further review of some pollution aspects may have to be undertaken following residues of certain products washing up on beaches in Europe. Denmark, Poland and the United Kingdom have already advised the ESPH Group that a number of contracting parties to the Bonn Agreement on combating pollution in the North Sea Area have noticed an increase in the detection of products such as paraffin wax, edible oils and other waxy substances on the coastline. A working group is currently trying to determine the nature and extent of the problem with a view to making a full report to the ESPH Group at some point in the future.

A rather more emotive issue came up earlier this year when some 4,000 seabirds were reported as being killed in UK coastal waters by a waxy substance that was initially thought to be vegetable oil but was later identified as Polyisobutylene, a product with wide-ranging uses, including as a lube oil additive, which is shipped in large quantities around the world. The UK’s Maritime and Coastguard Agency was immediately put under extreme pressure to take action to prevent further occurrences, with the Royal Society for the Protection of Birds demanding that the product be

switched from Pollution Category Z to pollution Category X to avoid any discharge at all into the sea.

The Clean Shipping Coalition echoed this call in an emotive statement during MEPC 65, claiming that more than 40,000 birds could be affected. IPTA responded with a statement, supported by ICS, pointing out that if these incidents have been due to illegal activity rather than normal operational discharges then changing the regulations will not prevent further incidents. We stressed that the most important thing is to identify where the discharges have come from and undertook to give whatever assistance we can to this end. Thankfully, after 2 incidents separated by around 3 months at the end of 2012 and beginning of 2013, the last few months have seen no repeat of the discharges. It is unlikely that the calls for action will subside, however.

The problem is that the procedures for assigning carriage requirements under MARPOL Annex II and the IBC Code do not allow for individual products to be “cherry picked” for particular measures. Requirements are applied to products according to their characteristics under their GESAMP Hazard Profiles, which would mean that any additional measures applied to Polyisobutylene would also apply to any

other products in the IBC Code displaying similar characteristics.

Although no formal proposals have been made so far, possible measures that have been suggested in informal discussions include reintroducing special areas (which would probably mean all European waters being defined as a special area) and redefining the term "High Viscosity" to require prewash ashore for all

cargoes with, for example, a viscosity of 50mPa at 20 degrees C (instead of at discharge temperature). This would mean, of course, that the option of heating cargoes such as soft oils to take them out of the high viscosity range would no longer be available

We will report further on this following the ESPH Group meeting in October.

## Compliance with 0.1% Sulphur Limit

The question still preoccupying the minds of many in the industry is whether there will be enough very low sulphur fuel readily available to serve the needs of the industry once the limit in ECA's is reduced to 0.1% in January 2015. During the discussions that led to the introduction of the sulphur limits at the IMO there was a steadfast refusal to accept that problems of supply might arise, despite the refining industry repeatedly warning that increasing the supply to the extent required was not as simple a matter as was being suggested and they were therefore not in a position to guarantee anything.

It is now becoming increasingly clear that the increase in demand for distillates will have major repercussions, including outside the shipping industry, most notably in increasing the price of road fuel and domestic heating oil. The United States, after claiming in its justification for the introduction of its ECA that "demand will fuel supply", has apparently now recognised that ships will be in direct competition with other users of distillates, but at something of a disadvantage, since the flashpoint limit for automotive diesel in the US is 52<sup>o</sup> C (55<sup>o</sup> C in Europe) while marine fuel has to have a flashpoint above 60<sup>o</sup> C. The availability for ships will

thus be more limited than for road vehicles. The United States therefore proposed to the IMO's Maritime Safety Committee in June this year that in order to level the playing field SOLAS should be amended to reduce the flashpoint limit for marine fuels to bring it in line with automotive fuel. While there was some support for this proposal, however, the Committee ultimately agreed not to take action on this point, recognizing that since 60<sup>o</sup> C is the accepted cut off point for low flashpoint products throughout SOLAS and the IBC Code, it would not be possible to reduce the flashpoint for bunkers without there being wide ranging implications for these products as well.

It seems that the Europeans, who were among the most bullish in their demands for lower sulphur limits for shipping, might also have finally understood that there could be some problems in achieving this, since they are now claiming that the key to compliance within the European ECA will be the use of abatement technology and alternative fuels.

A study carried out earlier this year by the AMEC environmental consultancy group looked into the options available for compliance in 2015:

### Abatement Technology

The AMEC report concludes that the use of scrubbers would be the refiners' preferred option since this would allow them to avoid the significant capital investment costs involved in producing low sulphur fuels, while maintaining their customer base for heavier residual oils. Having analysed a number of studies into scrubber technology, however, AMEC notes that for the commercial implementation of marine scrubbers to become viable, there are a number of challenges to be faced, including the ecological and environmental concerns associated with sludge disposal, the

availability of space on vessels, interaction with other abatement measures such as selective catalytic reduction, fuel consumption associated with the operation of the unit; and uncertainty over costs. They conclude that the currently available abatement technology is not sufficiently proven for ship owners to switch with confidence and demonstrate compliance within the time period required by the legislation and that this is therefore an unrealistic option for achieving compliance by 2015.

### LNG

It is easy to see why the environmental lobby within Europe favours LNG as an option; it is understood to be naturally sufficiently low in sulphur to meet requirements and has the added advantage of reduced greenhouse gas emissions. Operators consulted for the purpose of this study expressed a number of concerns, however, including doubts about consistency of supply. Despite the European

Commission announcing its intention of developing an infrastructure for LNG bunkering and subsidies for various ports, the view appears to be that LNG suppliers will not establish the infrastructure required to support its widespread use until demand increases. The prohibitive cost of retrofitting existing vessels means it is only really a viable alternative for new ships, so demand is unlikely to increase sufficiently in

the short term. There is also concern that its cryogenic and flammable properties will lead to restrictions on transport and storage, particularly in ports close to urban areas. While the use of LNG as bunker fuel is technically feasible and it could conceivably become

the fuel of choice post the 2020 global cap as long as the port infrastructure is put in place, it seems unlikely to prove a viable alternative for the majority of ships in the short term.

### Methanol

Some ship owners are looking seriously into the use of Methanol as a fuel, on the basis that the safety issues are no more than those associated with LNG. There has thus far been little appetite among states to pursue

this option, however. While ease of transportation, storage and delivery may well make Methanol a viable contender for the future, it seems doubtful that it could satisfy legislative requirements by 2015.

### Conclusion

There seems little option in the short term, then, but to hope that supplies of very low sulphur fuel will prove adequate to meet demand and that port states act to ensure that suppliers in their ports are delivering fuel that meets the legislative requirements without compromising on quality. There are currently encouraging signs from the United States, where it is reported that enforcement agencies will 'take it into account' if ships report that sulphur tests have

produced different results from those on the BDN and the EPA has begun to target ports and suppliers and test the fuel they are delivering. With bunker deliveries forming the corner stone of future EU energy policies under the MRV scheme, it is to be hoped that the EU nations will take similar steps to assist ships in complying, rather than continuing to view them as the villains of the piece.

## Tier III NOx Emission Limits

MARPOL Annex VI requires the Tier III standards for NOx emissions to be applied to ships constructed from 1 January 2016, but provides for a review of technologies available to achieve those standards to be carried out by 2013. A correspondence group, under the leadership of the United States, had accordingly carried out a review of available technologies and reported to MEPC 65 that the Tier III limits could be reached by means of selective catalytic reduction, exhaust gas recirculation and dual fuel LNG.

In something of a surprise turnaround, however, an argument put forward by the Russian Federation that the application date should be put back to 1 January

2021 in order to carry out further investigation into these various technologies gained wide support and the Committee agreed that Annex VI should be amended accordingly.

Faced with this unexpected reversal Canada, Denmark, Finland, France, Germany Japan, Norway, the UK and the USA immediately reserved their position and a number of other delegations later asked to be associated with this. The United States advised that they would be proposing to the next session of the MEPC that the 2016 effective date should be retained for the North American ECA and the US –Caribbean Sea ECA (which are currently the only ECA's which limit NOx emissions).

## Ballast Water Management

The spectre of the Ballast Water Convention still looms over the industry, with continuing uncertainty over when it is likely to enter into force. Although the required number of ratifications was reached some time ago, those countries that have ratified still make up only 30% of the world fleet, while 35% is required to trigger entry into force. Ratification by a major Flag state could mean the 35% being reached immediately, however, with entry into force following 12 months later, and concern continues to be expressed about the number of vessels that will need to retrofit ballast water management systems and the availability of technology and yard space for such retrofit. MEPC 65 therefore

agreed to a draft Assembly Resolution aimed at easing implementation of the convention.

One of the major areas of concern has been the implementation dates within the convention that would require any ship built from 2009 onwards to have ballast water treatment systems from the date of entry into force of the convention and ships built before 2009 to retrofit systems by 2016 at the latest. An Assembly resolution issued in 2007, in an attempt to encourage ratification of the convention, offered some leeway for certain ships until the end of 2011, but since that date has long passed without the convention entering into force and with only a fraction of ships having installed

systems, it became clear that something more had to be done.

The latest IMO Resolution recommends that ships built before the entry into force of the convention should not be required to have treatment systems on board until the first renewal survey following their anniversary date of delivery in 2014 or 2016, or following the date of entry into force of the Convention if that comes later. It has been agreed that a further paragraph should be added clarifying that the renewal survey referred to is that associated with the IOPP Certificate under MARPOL Annex I. The resolution further recommends that once the Ballast Water Convention enters into force the relevant regulations should be amended to reflect this.

It is noticeable that this is purely an attempt to spread the burden and ease the pressure on shipyards in order to facilitate implementation of the Convention (and thus encourage ratifications). It does not acknowledge the concerns expressed by industry about the ability of available systems to cope with ambient conditions in different parts of the world, or the possibility of owners and crews being penalised despite investing in all good faith in a system that has been type-approved by the IMO and maintaining and operating it properly. Many of the IMO member states remain in denial about this aspect of the current situation.

It should further be borne in mind that the resolution is non-mandatory, and the United States has already made it clear that it will be sticking to its application dates regardless of whether the convention enters into force worldwide or not.

US Ballast Water Application Dates		
Vessel	Ballast Capacity	Compliance Date
New (i.e. constructed on or after 31 December 2013)	All	Delivery
Existing	< 1,500 m <sup>3</sup>	First scheduled drydocking after 1 Jan 2016
	1,500 – 5,000 m <sup>3</sup>	First scheduled drydocking after 1 Jan 2014
	> 5,000 m <sup>3</sup>	First scheduled drydocking after 1 Jan 2016

The MEPC endorsed the decisions made by BLG in respect of ballast water sampling, including the trial period of application of the guidance on sampling and the agreement to refrain from detaining ships or applying criminal sanctions on the basis of sampling during the trial period, although the United States once again reserved its position on this aspect, maintaining

its right to act as it sees fit. The correspondence group set up under the auspices of the Sub-Committee on Flag State Implementation was instructed to continue its work on development of Guidelines for Port State Control, taking into account the draft Assembly resolution and the trial period agreed for PSC sampling and agreement.

## Energy Efficiency Measures

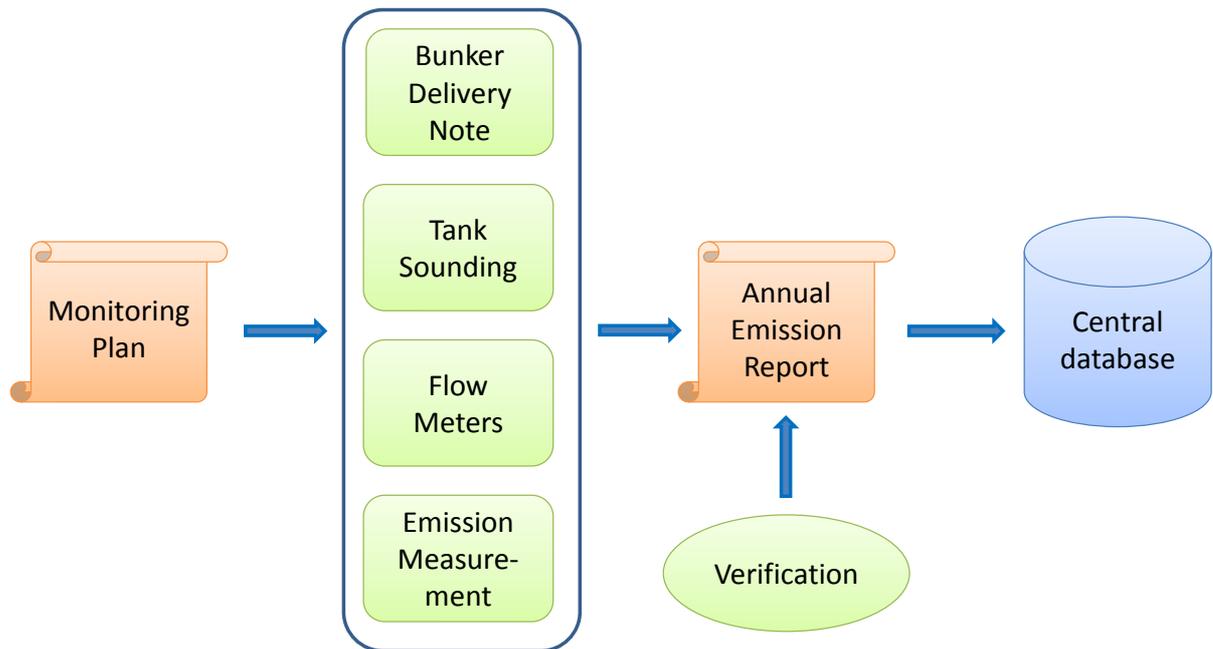
The United States presented its amended proposal for technical and operational measures “to enhance efficiency in international shipping” to MEPC 65 in May. Members will recall that this involves the establishment of efficiency standards for ships based on their type and size, using curves similar to those used for the EEDI, to be progressively tightened up over a period of time, with the possibility of an MBM element being introduced at some point in the future. As predicted, a large number of delegates (primarily the Europeans, along with other representatives of the “developed” world) responded enthusiastically, and a proposal was made and supported by many for a correspondence group to be set up to progress the issue further prior to the next session of the MEPC.

Others, including many of the major Flag States, responded favourably but cautiously, expressing reservations on details of the proposal such as methods of measuring consumption. Many of the developing countries, however, were not prepared to support any proposals in this regard until final agreement has been reached on the political issue of transfer of technology and commitments given that adoption of these measures would preclude the introduction of Market Based Measures. It was therefore finally decided that a correspondence group should not be set up at this time, but member states should make further submissions on the issue to MEPC 66 in April 2014.

## EU : Monitoring, Reporting and Verification

In the meantime the European Commission has pressed ahead with its plans for a scheme of Monitoring, Reporting and Verification of emissions (MRV) and has now published a draft regulation in this regard. The proposed regulations will target all vessels of over 5000GT, irrespective of flag, for intra-EU voyages, voyages from the last non-EU port to the first EU port of call (incoming voyages) and voyages from an EU port to the next non-EU port of call (outgoing voyages). Vessels will be required to submit to an accredited verifier a plan outlining their chosen method of monitoring CO2 emissions and then submit reports on an annual basis recording:

- port of departure and port of arrival, including the date and time
- emission factor for each type of fuel consumed in total and differentiated between fuel used inside and outside emission control areas;
- CO2 emitted;
- distance travelled;
- time spent at sea;
- cargo carried;
- transport work



There is thus far no evidence of any intention to take into account activities such as tank cleaning, cargo heating etc. that might influence fuel use.

The proposed regulation still has to be examined by the European Parliament and Council and there are indications that a number of member states are not in agreement with the draft, but the Commission is nevertheless proposing that the regulation should enter into force on 1 July 2015, with monitoring plans to be submitted by August 2017 and the first reporting period to commence on 1 January 2018. The Commission envisages the results of this exercise being fed into the IMO discussions on energy efficiency measures for existing ships and claims that *“By yielding further insights into the sector’s potential*

*to reduce emissions, an MRV system will also provide new opportunities to agree on efficiency standards for existing ships.”* It is, however, clear that if the discrepancies often found between bunkers received and the figures on the bunker delivery note are not addressed the results of any such project will be deeply flawed and inaccurate.

While the Commission is eager to disclaim any intention to pre-empt decisions that might be made at the IMO, referring to the scheme as a “pilot project” that can be adjusted in the event of adoption of a global MRV scheme, implicit in this is that if the IMO has not set in place a mandatory provision within the EC’s declared timescale then Europe will unilaterally impose such provisions.

## PIRACY

The International Maritime Bureau released its latest global piracy report on 15 July, showing that 138 piracy incidents were recorded in the first six months of 2013, compared with 177 incidents for the

corresponding period in 2012. Somali piracy has fallen to its lowest levels since 2006, with 8 incidents being recorded in the first six months of 2013. The IMB attributes the significant drop in the frequency and

range of attacks by Somali pirates to actions by international navies, as well as preventive measures by merchant vessels including the deployment of privately contracted armed security personnel. They warn, however, that vessels must remain vigilant and continue to comply with Best Management Practices as they transit the area.

The trend towards increased activity off the West Coast of Africa continues, with 31 incidents of piracy and armed robbery being reported in the Gulf of Guinea so far this year. It is noticeable that the type and scope of activity in this area is evolving. While initially attacks tended to be concentrated on oil tankers, with the cargo being the main target, there has been a worrying increase in kidnappings of crew, often from vessels well outside the territorial limits of coastal states in the Gulf of Guinea, and a wider range of ships are being targeted. 56 seafarers have been taken hostage so far this year, with the pirates apparently using previously hijacked offshore supply vessels as mother ships.

In recognition of the worsening situation, in June this year a Code of Conduct Concerning the Repression of Piracy, Armed Robbery Against Ships, and Illicit Maritime Activity in West and Central Africa was signed on behalf of 22 Central and West African countries. The Code is intended to promote co-operation between the various countries through the sharing of information, interdiction of ships and/or aircraft suspected of engaging in illegal activities and facilitating proper care, treatment, and repatriation for seafarers subject to illegal activities at sea. The IMO organised a seminar in Benin in July where experts from France, the United States Coast Guard, and a number of international agencies including Interpol shared their knowledge of issues such as the practical

implementation of security measure in ports, the facilitation of maritime traffic, the suppression of piracy and armed robbery against ships, dealing with illicit maritime trafficking and countering transnational organised crime.

While applauding these measures, the IMB wants to see the words translated into action on the water, commenting that, *“If these attacks are left unchecked, they will become more frequent, bolder and more violent. Cooperation and capacity building among the coastal states in this region is the way forward and urgently needed to make these waters safe for seafarers and vessels.”* The European Community Ship Owners Association echoes this sentiment, calling for increased efforts by local states to ensure security in their territorial waters and protection for ships by local navies. They also call for the EU to put pressure on coastal states in the region to allow the use of privately contracted armed guards in their territorial waters, pointing out that the restrictions on the use of privately contracted armed security and the poor quality of many local guards severely restricts the level of protection they can provide for their crews.

While the IMB laments the fact that many attacks in this area are going unreported, pointing out that this prevents meaningful response by the authorities and endangers other vessels sailing into the area unaware of the precise nature of the threat, ECSA reports that this is because there is no reliable and trustworthy system to report to and ship owners fear that any information they provide might be used for the wrong purposes. They are looking to the EU to intervene and help set up a system that will guarantee the confidentiality of ship owners' information and ensure that it leads to appropriate action.

## Maritime Labour Convention

We would remind members that the Maritime Labour Convention 2006 will be in force as of 20 August for those countries who had ratified the convention prior to 20 August 2012. Vessels flagged with these countries must fully comply with the provisions of the Convention by that date and Port State Control in those countries will have the right to check for compliance. This includes most of the major Flag States, including Panama, Liberia, Marshall Islands, Bahamas and Cyprus. While it will come into force for Norway, Netherlands, Denmark and Sweden on 20 August, other countries, such as Finland, Greece and France did not ratify by 20 August 2012 and it will therefore come into force for them 12 months after the date of ratification. In most cases this will mean early 2014, but among the most recent ratifications are Japan and

the United Kingdom, who both deposited their instruments of ratification at the beginning of August this year. The United States and a surprising number of European countries, including Belgium Germany and France have, at the time of writing, not yet ratified the convention.

Even if flagged with a country that has not yet ratified the convention, it is advisable to ensure compliance with MLC requirements. Where the flag state has not issued the Declaration of Maritime Labour Compliance (DMLC) Part I, we would suggest that owners and managers proceed with preparing the Declaration of Maritime Labour Compliance (DMLC) Part II against the requirements of MLC, 2006.

# FOSFA and Tank Coatings

Discussions have been ongoing over a number of years between FOSFA and the tank coating industry into whether highly cross-linked polymer (HCP) coatings, such as APC's MarineLine and International Paints' Interline 9001, should be treated in the same way as stainless steel in respect of Styrene and EDC as last cargoes. As members are aware, there is a restriction at the end of both Banned and Acceptable Last Cargo Lists stating that Ethylene Dichloride and Styrene Monomer shall not be carried as the three previous cargoes in organic coated tanks, or as the last cargo in stainless steel and inorganic coated tanks. The manufacturers claim that the adsorption/desorption properties of these paints is far superior to those of the standard phenolic epoxy resins, and indeed technically equivalent to stainless steel, and had presented the results of research carried out in this regard to the FOSFA Technical Committee with the request that FOSFA treat such coatings as inorganic with respect to last cargo restrictions.

The FOSFA Technical committee has agreed that a new criterion should be defined, based on performance

## Inert Gas

The draft amendments to SOLAS to mandate the use of inert gas on chemical tankers and smaller oil tankers drafted by the Fire Protection Sub-Committee were approved by the 92<sup>nd</sup> session of the Maritime Safety Committee in June this year, including the provision allowing chemical tankers to inert prior to discharge rather than prior to loading. The amendments are expected to enter into force for new ships in January 2016.

As yet there have been no proposals to revisit the issue for existing ships but we will keep members advised of any developments in this regard. It remains to be seen whether CDI, who in their "Guidelines on the use of Nitrogen" have thus far disregarded the IMO provisions, will now review the text of their recommendations on the use of Nitrogen to ensure consistency with SOLAS requirements.

of a coating with respect to absorption, desorption and retention (ADR) properties and developed a protocol and analytical maximum for the testing of these coatings. It is intended that coating manufacturers will follow this protocol for new materials to be able to demonstrate that any contamination carried over is below the required limit. The Oils and Fats Committee will therefore be asked when it meets in September to consider amending the restriction to read: *Ethylene Dichloride and Styrene Monomer shall not be carried as the three previous cargoes in organic coated tanks, or as the last cargo in stainless steel and inorganic or certain highly cross-linked polymer coated tanks.*

At the same time it is pointed out that these materials are still coatings, and if poorly applied, used or maintained, may have the same problems as other coatings e.g. blistering, cracking and peeling and it is the role of the superintendent to check the suitability of the tanks to receive their cargo, as it is for all coated tanks.

## Damage Stability

The Maritime Safety Committee and Marine Environment Protection Committee have now both approved draft amendments to the IBC Code and MARPOL Annex I to require stability instruments covering both intact and damage stability to be carried on oil, chemical and gas tankers. Existing vessels will be required to comply by the first renewal survey after Entry into Force (which we would anticipate being in January 2016), although vessels which already have damage stability instruments will not be required to change them providing that they are approved by their Administration.

Guidelines for verification of damage stability requirements for tankers, which cover both preparation and approval of damage stability calculations and operation and demonstration of compliance, have been issued as MSC.1/Circ.1461 and can be found on the IPTA website, together with the draft IBC Code amendments.

## Dates for Your Diary

The **2013 IPTA Annual General Meeting** will once more be held in conjunction with the EPCA Annual Meeting, on Sunday 6 October in Salons 5 and 6 of the Hotel Steigenberger in Berlin.

The **2014 IPTA/Navigate Chemical and Product Tanker Conference** will be held on 11-12 March in London.

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