

# INTERTANKO



***Peter M. Swift***  
***Managing Director, INTERTANKO***

## **290+ members operating ca. 3050 ships**

- > 80% of independent oil tanker fleet and > 85% of chemical carrier fleet
- strict membership requirements, including adoption of best practice policies

## **350+ associate members**

- in oil and chemical tanker related businesses

## **15 Committees / 20+ Working groups**

- Insurance, Legal, Documentary, Technical, Environmental, Chemical, Human Element, Vetting, Associate Members,....

# **INTERTANKO – The Voice of the Tanker Industry**

## **MISSION**

- To provide leadership to the Tanker Industry in serving the world with safe, environmentally sound and efficient seaborne transportation of oil, gas and chemical products

## **VISION FOR THE TANKER INDUSTRY**

- A responsible, sustainable, respected Tanker Industry, committed to continuous improvement and constructively influencing its future

## **ONE OF THE ASSOCIATION'S PRIMARY GOALS**

- Lead the continuous improvement of the Tanker Industry's performance in striving to achieve the goals of:  
Zero fatalities, Zero pollution, Zero detentions

# INTERTANKO – Finger on the pulse



**Offices in London, Oslo, Washington, DC, Singapore, Brussels and Manila**



**Members in 45 countries**

**Associate members in a further 20+ countries**

*- providing first-hand and immediate feedback*



**5 Regional Panels – covering all continents**



**Observer Status at IMO, IOPC, OECD and UNCTAD**

# Key challenges for the Tanker industry

- **Maintaining an international framework of consistent, high standards**
- **Delivering best environmental performance**
- **Ensuring availability of good people and quality ships**
- **Sharing of information and learning from experience**



# Maintaining an international framework of consistent, high standards

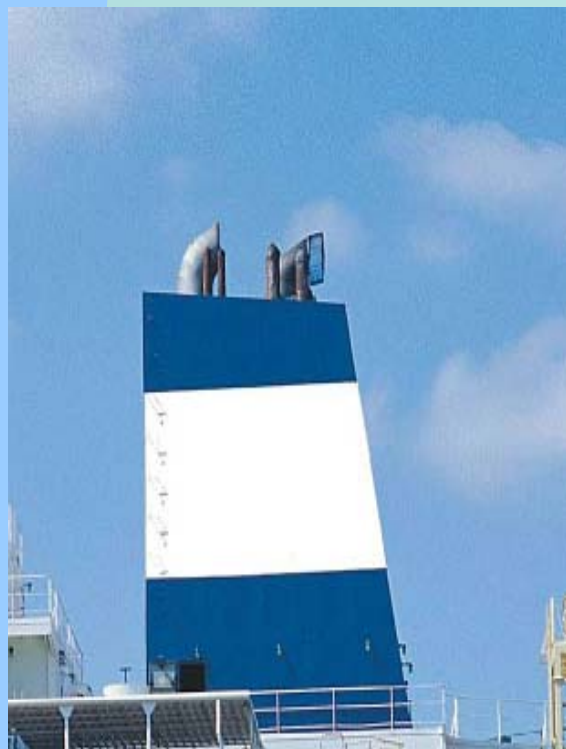


- International rather than unilateral local, national or regional legislation, with ratification of IMO (and ILO) Conventions
- Liability and Compensation regimes
- Flag State administrations and standards
- Port State Control regimes with greater harmonisation and uniformity, and better targeting procedures
- Coastal State obligations
- Classification Society rules, requirements, interpretations, survey procedures, etc.
- Chartering practices and standards

## Delivering best environmental performance

- Anti-fouling systems
- Ballast Water management
- Biofouling
- Ship Recycling
- Port Reception Facilities (adequacy & affordability)
- Waste management (onboard and ashore)
- Marine Noise pollution
- Whale strikes
- Spill Prevention and Response Planning
- VOC emission reductions
- Exhaust Gas emissions (Annex VI & its revisions)
- Green House Gas emissions

# Shipping Emissions — What are the next steps?



- **Exhaust Gas Emissions —  
successfully addressed through  
revision to IMO MARPOL Annex VI  
(SO<sub>x</sub>, NO<sub>x</sub> and VOCs)**
- **Green House Gas Emissions —  
underway at IMO and through  
industry measures**



# Shipping's **GREEN** Credentials



- This car, weighing one tonne, uses 1 litre of fuel to move 20 kms



- This oil tanker uses 1 litre of fuel to move one tonne of cargo 2,500 kms
  - *more than twice as far as 20 years ago*

# Ensuring availability of good people - recruitment, training and retention

## **Initiatives covering:**

- Cadet berths and training facilities to be provided on ALL new ships
- Maximum utilisation of cadet berths on existing ships
- Tanker Officer Training Standards (TOTS), covering proficiency and experience
- Raising awareness of the industry,  
([www.maritimefoundation.com](http://www.maritimefoundation.com))

## Ensuring availability of good people - welfare and well-being

### Initiatives covering:

- Unjustified criminalisation
- Implementation of the IMO-ILO guidelines on Fair Treatment of Seafarers (in event of Maritime Accident)
- Improved conditions for shore access
- Reduction in number of inspections
- Review of functionality of equipment and systems
- Reduction in administrative burden
- Guidelines for safe handling of cargoes and fuels, tank cleaning and entry
- Guidelines on implementing ILO Convention on “work and rest hours”
- Higher standards of accommodation as industry “norms”

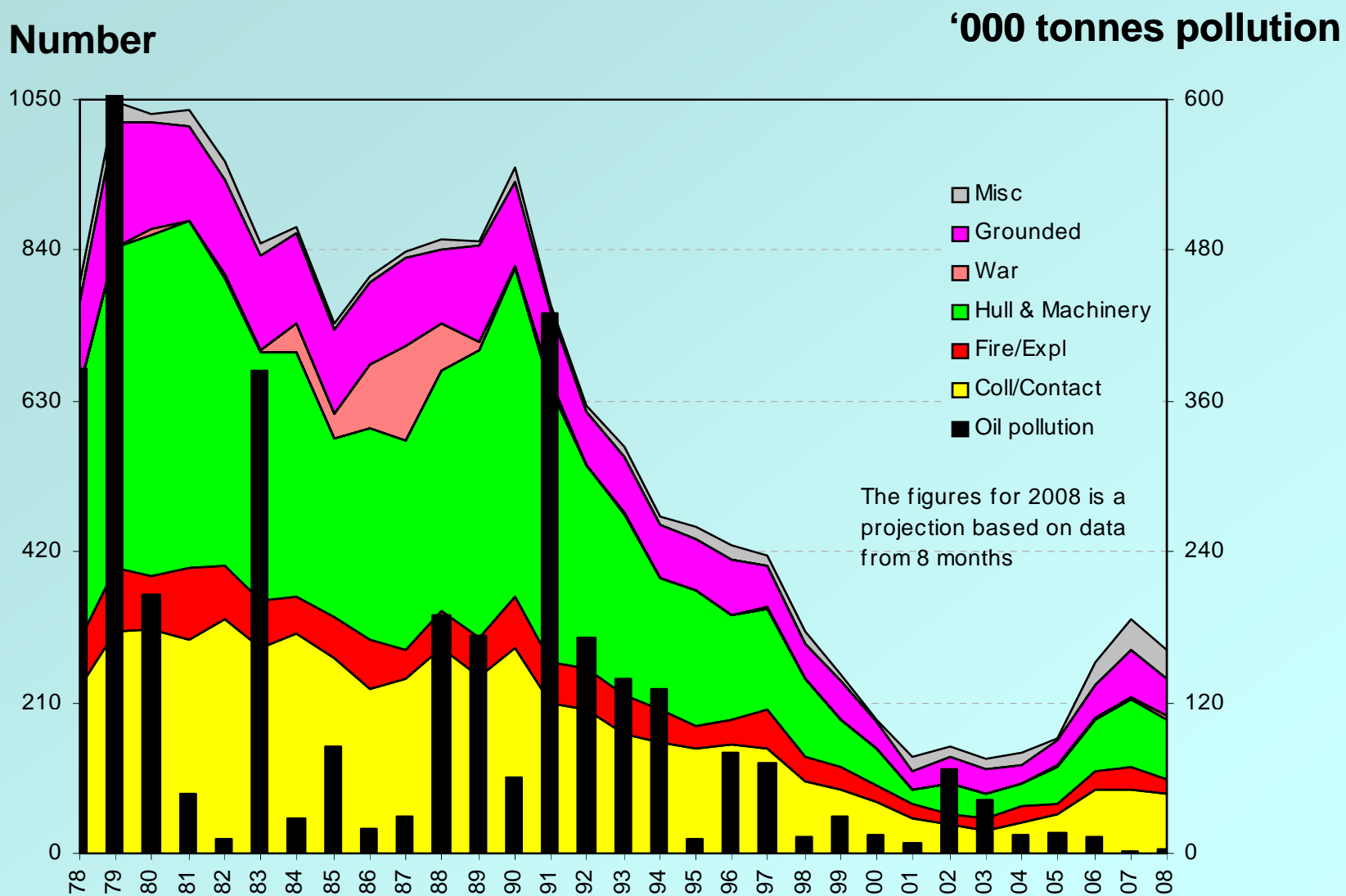
# **Information Sharing *and learning from experience***

## **Supporting:**

- **Better sharing of information among associations**
- **Informal exchange mechanisms (*TSCF, et al*)**
- **Establishment of centralised incident database(s)**
- **Improved feedback mechanisms**
- **IACS Early Warning System**
- **Implementation of Accident Investigation obligations**
- **And more.....**

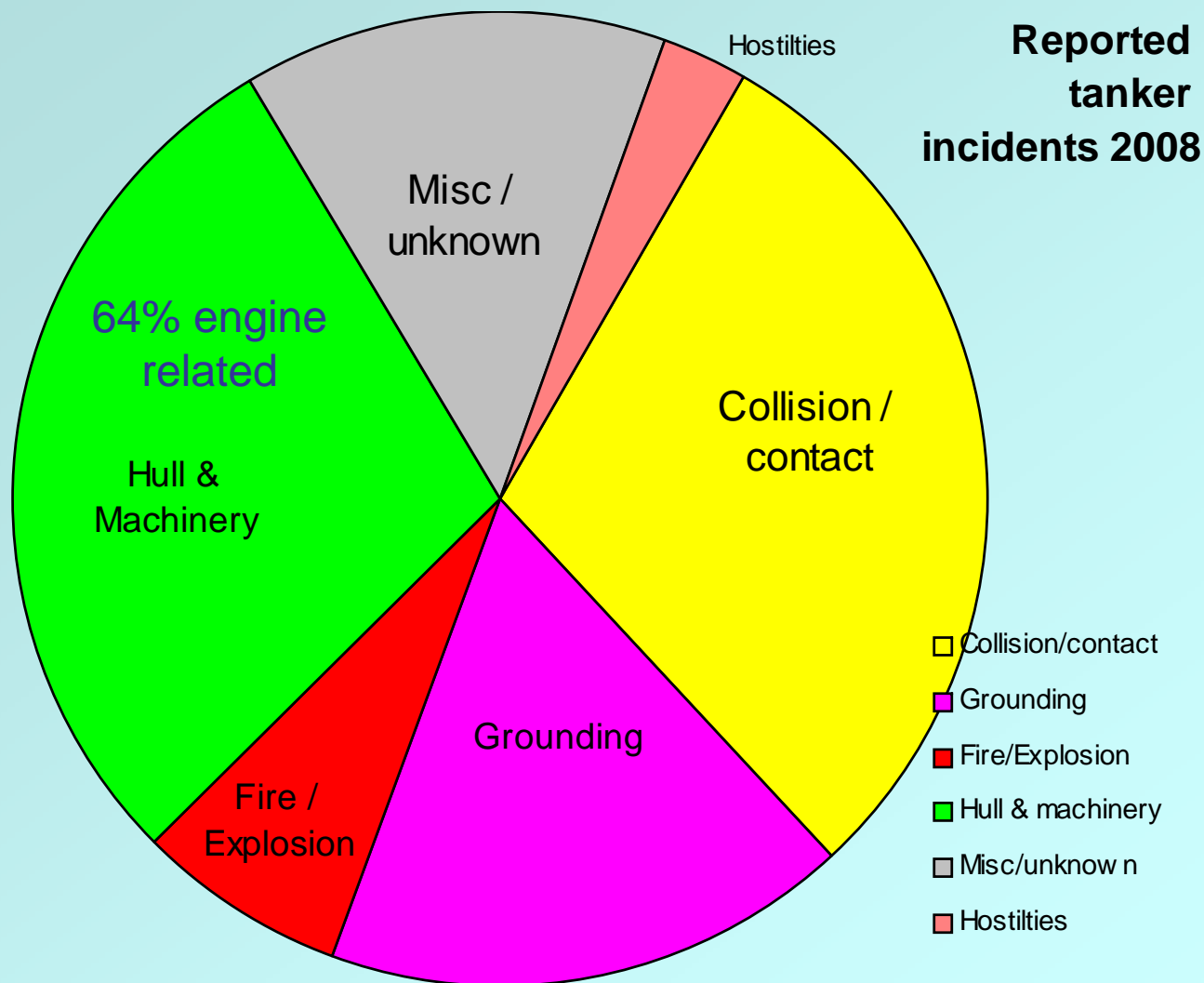
***Learning from experiences !***

# Tanker incidents and accidental pollution



Source: INTERTANKO/LMIU/various

## Tanker incidents 2008 (by type)

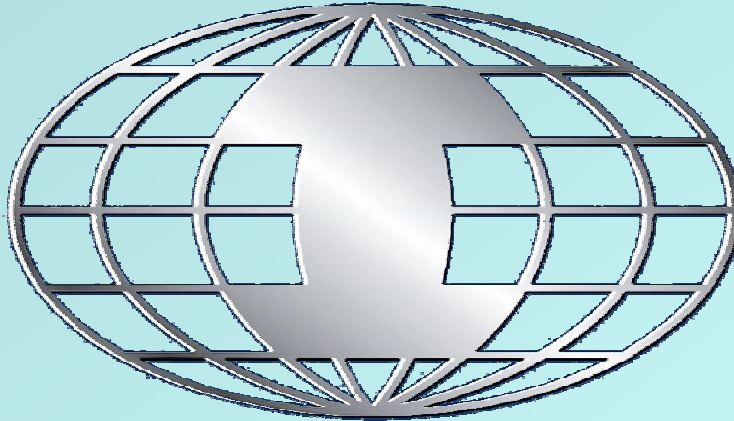


Source: INTERTANKO/LMIU/various

- **Quality Shipping – Issues and Initiatives**
- **Incident analyses and exchanges**
- **IMO and regional programmes**
- **Information advice to respective memberships**
- **Optional participation in Committees – when appropriate**
- **Enhanced inter-secretariat dialogue**
- **and more.....**



**INTERTANKO**



**Thank you**

**For more information, please visit:**

**[www.intertanko.com](http://www.intertanko.com)**

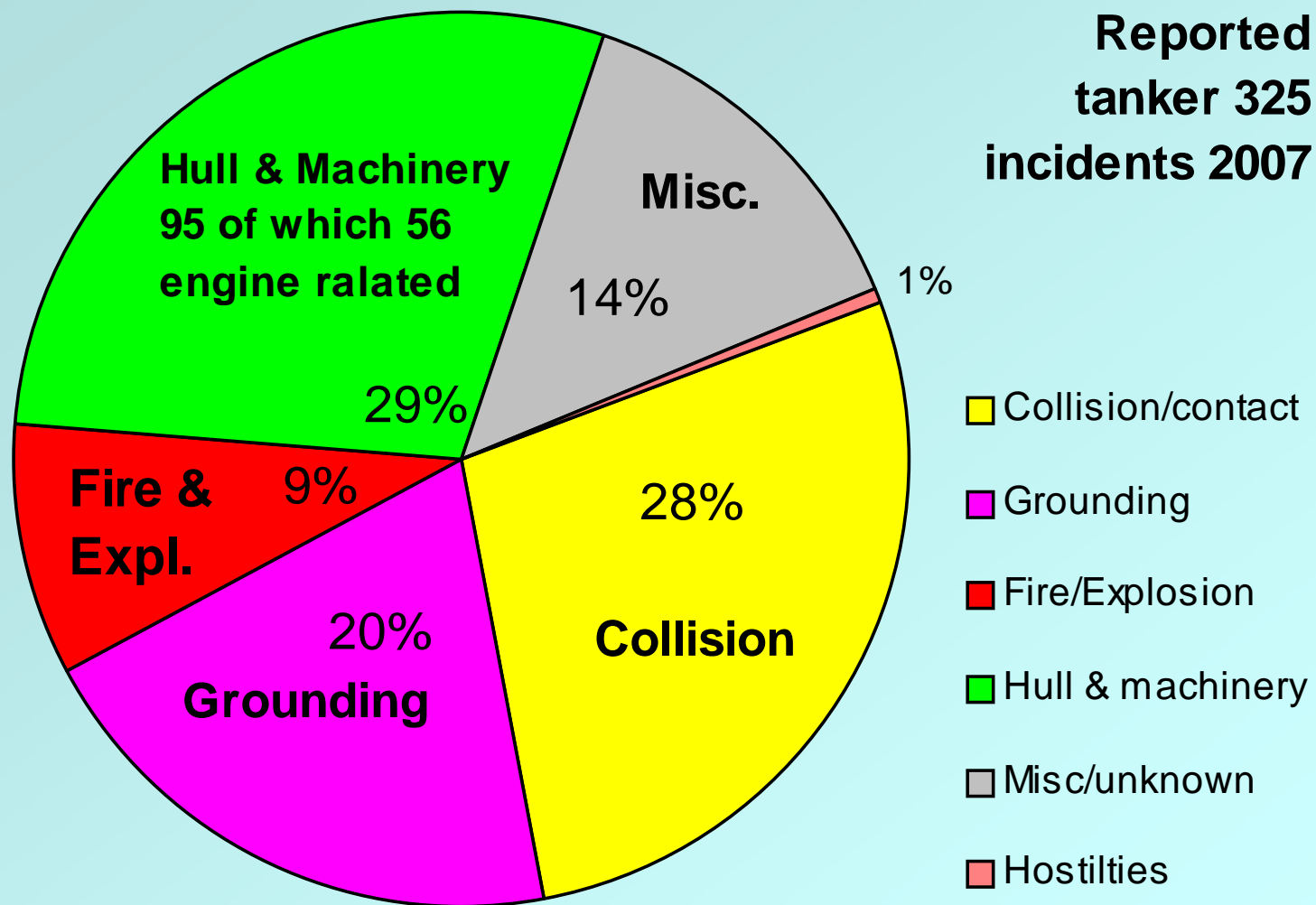
**[www.poseidonchallenge.com](http://www.poseidonchallenge.com)**

**[www.shippingfacts.com](http://www.shippingfacts.com)**

**[www.maritimefoundation.com](http://www.maritimefoundation.com)**



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