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COUNCIL  
90th session  
Agenda item 29(b)

C 90/29(b)/Add.2  
11 June 2003  
Original: ENGLISH

## RELATIONS WITH NON-GOVERNMENTAL ORGANIZATIONS

### (b) Review of organizations in consultative status

#### Note by the Secretary-General

##### SUMMARY

<i>Executive summary:</i>	Periodic review of the list of non-governmental organizations in consultative status with IMO
<i>Action to be taken:</i>	Paragraph 3
<i>Related documents:</i>	A.22/Res.903, C 86/22(b), C 86/D, paragraphs 22(b).3 and 22(b).4, LEG 83/14, C/ES.21/D, paragraphs 21(b).1 to 21(b).3, C 89/26, C 89/D, paragraph 26.2, C 90/29(b) and C 90/29(b)/Add.1

#### Outstanding matters arising from the eighty-ninth session of the Council: Greenpeace International

1 As indicated in document C 90/29(b)/Add.1, paragraph 1, the Secretary-General wrote to Greenpeace International transmitting the letter from the Chief Executive Officer of the Australian Maritime Safety Administration (AMSA), which refers to two incidents in Australia related to the activities of Greenpeace that impact on the safe operation of ships.

2 The Secretary-General has now received the comments of Greenpeace International, which are drawn to the attention of the Council in the annex to this document.

#### Action requested of the Council

3 The Council is invited to take note of the information provided in this document in considering its decisions under document C 90/29(b).

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ANNEX



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Mr W. A. O'Neil  
Secretary-General  
International Maritime Organization  
4 Albert Embankment, London SE1 7SR  
United Kingdom

6 June, 2003

Dear Sir,

I am writing this in response to your letter of 30 April 2003 to Mr Remi Parmentier, which enclosed Document C 90/29(b)/Add.1 with its Annex comprising the letter from the Chief Executive of the Australian Maritime Safety Authority. That document refers to two peaceful demonstrations conducted by Greenpeace Australia earlier this year.

We have made inquiries of Greenpeace Australia, which conducted the protests. We are informed of the matters in the following report and attach some relevant clippings.

With respect to Decision C 89/D para. 26.2, in both instances there was no hazard whatsoever posed to the safety of navigation and, in particular, there was no breach of the COLREGS.

Greenpeace International would like to take this opportunity to renew its undertaking to the IMO under rule 4 of the Rules Governing Relationship with Non-Governmental International Organizations and its assurances given on 25 July 2001 and renewed last year. Greenpeace International is committed to ensuring that vessels carrying out publicity campaigns and protests at sea comply with the 1972 International Regulations for Preventing Collisions at Sea (COLREGS). We continue to be aware of no complaints of breaches of COLREGS since we informed you last year of the same.

Greenpeace appreciates the opportunity to set the record straight on these matters. Greenpeace also appreciates the opportunity to contribute to the work of the IMO in its own field, in particular environmental matters such as the work on shipbreaking which is being carried out this year, and looks forward to further constructive engagement in furtherance of the purposes of the IMO. To this end, we attach an article describing Greenpeace activities carried out in the Baltic in May 2003 where the tanker Highland Faith was ordered to go to drydock for repairs following a peaceful Greenpeace protest against substandard shipping.

Sincerely yours,

A handwritten signature in black ink, appearing to read "E. Lawrence".

Elaine Lawrence  
Greenpeace International

Attachments:

Report on Protests involving the *Stolt Australia* and *Despina*  
South Australian Police Media Release, "Peaceful resolution at Port Stanvic", 24 January 2003  
Newcastle Herald, Saturday 22 March 2003, "Protest at US ship's GE cargo"

**WWW.GREENPEACE.ORG**

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Adelaide Advertiser, Saturday 25 January 2003, "14 protesters in rubber duckies take on a \$380 bn oil company. And the result ... a stalemate"

Politiken May 22nd 2003, by Mads Ellesøe, "Greek shipowner exits the Baltic" [translation]

**GREENPEACE**

6 June 2003

To: Secretariat of the IMO

Subject: Report on Protests involving Stolt Australia and Despina  
from Greenpeace Australia as a response to the letter from AMSA

With respect to the protest involving the Stolt Australia at Port Starbuck on 23 January 2003, the vessel was anchored at the time the Greenpeace protest took place. The protest was against the unloading of the ship's cargo of 'Naptha' (a form of 'shale oil'). Two activists were deposited on to the anchor chain and a steel bar was secured to prevent weighing of the anchor. Four activists also boarded the vessel by way of ladder and hung a banner from the port side of the vessel reading "Mobil + shale oil=climate change".

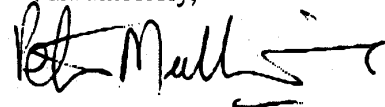
Safety was a paramount consideration at all times. Contact was made with the Master of the vessel on VHF channel 16. The Greenpeace activist clearly stated that it was a peaceful demonstration by Greenpeace and the Master was fully informed what activities were intended. All Greenpeace activists wore vests identifying them as being from Greenpeace, as well as appropriate clothing, helmets and footwear. All activists had been briefed of the risks presented by operating in the vicinity of petroleum products and lighters and mobile phones were prohibited. A Greenpeace inflatable was standing by as a safety vessel.

A "media release" issued by the South Australia Police on 24 January states that there was a peaceful resolution to the protest and that they were "pleased that they [Greenpeace protesters] co-operated with police". The individual protesters arrested were released without conviction or fine.

Despina

In the case of the freighter Despina at Port Melbourne on 15 March 2003, the protesters were seeking to prevent the unloading of genetically modified soybeans. Protesters simply boarded the Despina as it docked, locked themselves onto cargo cranes and unfurled a banner reading "Stop GE now". At no point did they seek to or did they actually interfere with the navigation of the vessel.

Yours sincerely,



Peter Mullins  
Chief Executive Officer



**SOUTH AUSTRALIA POLICE  
MEDIA RELEASE**

*Leading the way to a safer community*



*'Turn it around'*

Members of the media are welcome to re-phrase the information contained in this media release, but the essential information is correct and should not be altered.

DATE:- 24<sup>th</sup> January 2003      Time:- 3.30 p.m.      Page 1 of 1

## Peaceful resolution at Port Stanvac

SA Police today successfully negotiated to end a protest by Greenpeace at Port Stanvac. A number of protesters boarded an oil tanker anchored off Port Stanvac early this morning and placed a locking mechanism on the anchor chain to prevent it being raised.

STAR Group and Water Operations resolved the incident soon after 1pm after the Greenpeace protesters peacefully surrendered to police at the tanker. They were arrested by South Coast Local Service Area members at O'Sullivan's Beach boat ramp and taken to Christies Beach Police Station.

C/Inspector Dave Lusty, from South Coast Local Service Area, said, "SA Police aim to safely manage and resolve all incidents. At all times police were mindful of the safety of the protesters and we are pleased that they cooperated with police."

Three women and five men were arrested for being unlawfully on premises and will appear in Christies Beach Magistrates Court this afternoon. They are from South Australia, interstate and overseas.

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Authorised by: C/Inspector Dave Lusty, South Coast LSA  
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Phone: 02 9318 4000



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Bin: 3025  
Brief: GREEN-S

Newcastle Herald Saturday 22/3/2003  
General News Page 14  
Circulation: 53,230  
Size: 192.28 sq.cms.

# Protest at US ship's GE cargo

By PAUL MAGUIRE

A CONTROVERSIAL ship believed to be carrying genetically engineered (GE) soya beans for human consumption and soy meal for animal feed docked in Newcastle early yesterday.

The *Despina*, carrying the American produce, was held up by Greenpeace activists for 20 hours when it docked in Melbourne last Sunday.

Newcastle Greens state election candidate Ian McKenzie objected to the ship's arrival in the Hunter.

But he said a protest was unlikely in Newcastle as activists were probably tied up with election duties.

The *Herald* understands the beans and meal are being unloaded at Kooragang's Cargill terminal, with the beans destined to be crushed for margarine oil and the meal to be used to feed pigs and chickens.

The *Herald* was unable yesterday to obtain comment from Cargill representatives in either the company's Newcastle or Melbourne offices.

Mr McKenzie said: "I'm con-

cerned because GE produce continues to be imported into Australia creating the potential for it to contaminate non-GE produce, and it is being used in our foods without appropriate labelling.

"A shipment of GE maize that was imported in January contaminated some non-GE grain.

"There needs to be long-term and independent research into the effects of GE produce and Australia's labelling laws need to be improved so that consumers know what they're eating and can choose not to eat GE products."

The Greenpeace protest resulted in 15 activists being forcibly removed by police from the ship after chaining themselves onto unloading equipment and unfurling a banner which read "Stop Genetically Engineered Food".

Greenpeace spokeswoman Vanessa Atkinson said shipments like this "breach the trust of the Australian public" because of lack of labelling.

"This shipment is contaminating Australian food by stealth," she said.

  
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Page 1 of 2

Advertiser (Adelaide) Saturday 25/1/2003  
General News Page 3  
Circulation: 216,243  
Size: 485.72 sq.cms.

## 14 protesters in rubber duckies take on a \$380bn oil company. And the result ... a stalemate

By MATT CLEMOW

IT was the classic David and Goliath situation - two tiny rubber dinghies with just 14 Greenpeace activists up against a massive tanker carrying more than 7000 tonnes of oil.

The stage was set for an unusual and, at times, comical showdown 3km off Port Stanvac yesterday.

Before proceedings were over, six protesters had boarded the ship; some had been hit by a deluge of water released from the ship's bilge and eight people had been arrested.

For much of the show, police chose to sit, wait and watch the drama unfold before calling on the STAR Group for the gripping finale almost six hours later.

An encore was then played out in the Christies Beach Magistrates Court, where the eight Greenpeace members were released, each with a 12-month good behaviour bond but no conviction or fine.

The protesters, who said they had been confident they could board the ship for the protest, hung a large sign from the side of the ship stating "Mobil + shale

oil = climate change". Greenpeace said its actions were a protest at alleged dealings in shale oil between Mobil and Southern Pacific Petroleum.

Six people climbed the Stolt Australia tanker at 6.40am, surprising the ship's Australian crew.

Greenpeace member Louise Fraser said the six protesters had rotated their roles, were kept cool by Greenpeace's own water hoses and were well behaved.

Five protesters were still aboard the tanker when police made their move shortly after noon by taking control of a Zodiac rubber dinghy before STAR officers retrieved a male protester from the anchor chain.

The Greenpeace command boat was then ordered out of the area by police and it returned to the O'Sullivan's Beach boat ramp. It was followed soon after by police with the five protesters.

Shale oil is the product of an oil extraction method which has been used for only the past three years at a Queensland-based plant.

In a statement following the incident, Mobil said yesterday's shipment did not contain shale oil, rather a "highly processed derivative" known as ultra low sulphur naphtha.

The statement also says the company did not charter the vessel and did not own the cargo. It called Greenpeace's actions "extremely irresponsible".





  
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Page 2 of 2

Advertiser (Adelaide) Saturday 25/1/2003  
General News Page 3  
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**ANCHORED:** Two protesters are deluged as they climb the anchor chain of the tanker yesterday.



**HIGH HOPES:** Greenpeace activists attach a banner to the tanker, top, and Curtis Barnett is arrested as he returns to shore.

**MOBIL**

□ Mobil Australia is owned by global energy giant ExxonMobil, which is worth about \$380bn. Exxon Mobil operates in 200 countries and made a \$27 billion profit last financial year. It produces 4.5 million barrels of oil and gas each day.  
□ The Port Starvac refinery generates products worth \$900 million a year, about \$100 million of that in exports

**GREENPEACE**

■ Greenpeace International has more than 2.65 million supporters around the world and operates in 44 countries.  
■ Missions are organised and performed mostly by volunteers. Few Greenpeace members receive monetary pay.  
■ The group's budget was \$280m last year - collected through donations or fundraising.

Ref: 6402794

Politiken May 22nd 2003  
by Mads Ellesøe

Greek ship owner exits the Baltic

Maybe it was pressure from Greenpeace that made the difference. Maybe it was just authorities following standard procedures. Facts is that the tanker Highland Faith, has been ordered to go to dry-dock for repairs. And now the ship owner says that none of their ships will no longer go to the Baltic. Ships that by Greenpeace has been characterized as floating environmental bombs, but by the owner is seen as ship in fine conditions.

Greenpeace started actions against the ship this Saturday and the public attention hereby created has, according to Greenpeace and the Greek owner, caused the authorities to apply tougher standards than normally used.

"It is obvious that all the fuzz created has influenced things here" says George Kouleris, general manager at the company Prime Marine, that owns the ship.

The connection between actions and tougher inspections is denied by Henrik Bach from the classification company Det Norske Veritas, who on behalf of authorities carries out inspections.

"The ship had some minor problems that needs to be fixed, but nothing serious. Independent of all the media attention we had asked the ship to be fixed", says Bach. But he also states that it very rare that a ship is ordered to dry-dock. Out of app 5000 yearly inspections made by DNV app 20 ships are ordered to dry-dock.

The ship owner is quite upset by the development. "The few accidents we have had with Highland Faith in the past has not been our fault. And the ship is general in good shape. But the end of this is that we in the future will not return to the Baltic to avoid a similar experience", says George Kouleris