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COUNCIL
102nd session
Agenda item 18(d)

C 102/18(d)
28 April 2009
Original: ENGLISH/SPANISH

EXTERNAL RELATIONS

(d) Relations with non-governmental organizations

Note by the Secretary-General

SUMMARY

<i>Executive summary:</i>	This document transmits four new applications for consultative status; reports on the decisions of MSC 85 and FAL 35 regarding applications previously considered by the Council; and reports on the decision of the World Conservation Union (IUCN) to revert to its original name, the International Union for the Conservation of Nature (IUCN)
<i>Strategic direction:</i>	1.2
<i>High-level action:</i>	1.2.1
<i>Planned output:</i>	1.2.1.2
<i>Action to be taken:</i>	Paragraph 12
<i>Related documents:</i>	C 100/D; C 101/D; MEPC 58/23; MSC 85/26 and FAL 35/17

NEW APPLICATIONS FOR CONSULTATIVE STATUS

1 Since the 100th session of the Council in June 2008, four new applications for consultative status have been received from the following organizations:

- the Bureau International des Containers et du Transport Intermodal (BIC);
- the Green Ship Recycling Association (GSRA);
- the Inflatable Safety and Survival Equipment Technical Association Limited (ISSETA); and
- the Regional Clean Sea Organization (RECSO).

For reasons of economy, this document is printed in a limited number. Delegates are kindly asked to bring their copies to meetings and not to request additional copies.



2 Documentation and information provided by each of these organizations in support of their applications are reproduced at annexes 1, 2, 3 and 4, respectively.

APPLICATIONS PREVIOUSLY CONSIDERED BY THE COUNCIL

3 The Council will recall that, at its 101st session, pending advice from MSC 85 and FAL 35, it decided to defer to this session its decisions with regard to the application for consultative status from:

- the Hot Briquetted Iron Association (HBIA);
- MYBA;
- the World Shipping Council (WSC);
- NACE International; and
- the International Association of Airport and Seaport Police (IAASP).

The Hot Briquetted Iron Association (HBIA)

4 Having considered this application at its eighty-fifth session, the MSC recommended that consultative status be granted to HBIA for an interim period only, since it was found to factually meet the requisite criteria but would probably only be able to contribute to a limited degree to the work of the DSC Sub-Committee, as it is a single commodity-based organization.

MYBA

5 Having considered this application at its eighty-fifth session, the MSC recommended that consultative status should not be granted to MYBA as, in its view, it did not meet all the requisite criteria and would be able to have access to IMO through other organizations.

The World Shipping Council (WSC)

6 The Council will recall that, at its 101st session, it was advised of the MEPC's recommendation, at its fifty-eighth session, that consultative status be granted to the World Shipping Council (WSC).

7 Having considered this application, at their eighty-fifth and thirty-fifth sessions respectively, the MSC and FAL Committee similarly recommended that consultative status be granted to WSC, since it was found to meet the requisite criteria, in particular because it was assessed to be able to contribute directly to the Committees' work and did not have access to IMO through other organizations.

NACE International

8 The Council will recall that, at its 101st session, it was advised of the MEPC's recommendation, at its fifty-eighth session, that consultative status not be granted to NACE International, as there was concern that it was not sufficiently represented internationally as an organization.

9 However, having considered this application, at its eighty-fifth session, the MSC decided to recommend that consultative status be granted to NACE International, since it was found to meet the requisite criteria, in particular because it was assessed to be able to contribute directly to the Committee's work and did not have access to IMO through other organizations.

The International Association of Airport and Seaport Police (IAASP)

10 Having considered this application, at their eighty-fifth and thirty-fifth sessions respectively, the MSC and FAL Committee recommended that consultative status be granted to the International Association of Airport and Seaport Police (IAASP), since it was found to meet the requisite criteria, in particular because it was assessed to be able to contribute directly to the Committee's work and did not have access to IMO through other organizations.

Change of Name of the World Conservation Union (IUCN)

11 In a letter dated 9 January 2009, the Director General of the World Conservation Union (IUCN) advised that IUCN had reverted to its original name, i.e. the **International Union for Conservation of Nature**, retaining the acronym **IUCN**.

Action requested of the Council

12 The Council is invited to:

- .1 consider the applications for consultative status submitted by BIC, GSRA, ISSETA and RECSO;
- .2 decide on the applications for consultative status submitted by HBIA, MYBA, WSC, NACE International and IAASP in light of the advice received from MSC 85, MEPC 58 and FAL 35; and
- .3 note the information concerning IUCN.

ANNEX 1¹

INTERNATIONAL MARITIME ORGANIZATION (IMO)
ORGANISATION MARITIME INTERNATIONALE (OMI)
ORGANIZACIÓN MARÍTIMA INTERNACIONAL (OMI)

QUESTIONNAIRE
QUESTIONNAIRE
CUESTIONARIO

- 1 Name of the Organization:**
Nom de l'Organisation:
Nombre de la Organización:

BUREAU INTERNATIONAL DES CONTAINERS ET DU TRANSPORT
INTERMODAL (BIC)

- 2 Address of Headquarters:**
Adresse du siège:
Dirección de la sede:

38 rue des Blancs Manteaux
75004 Paris
FRANCE

Telephone: 33 1 47 66 03 90
Téléphone:
Teléfono:

Fax: +33 1 47 66 08 91
Facsimile:
Facsímil:

E-mail: bge@bic-code.org
Courriel:
Correo electrónico:

Website: www.bic-code.org
Site Web:
Sitio en la Red:

¹ **Note by the Secretariat:** Please note that additional information has been submitted together with this application, which is not being reproduced in this document for reasons of economy. However, it will be made available to the group of Council Members which will be examining new applications for consultative status.

- 3** **Addresses of all branches or regional headquarters:**
Adresse de tous les sièges locaux ou régionaux:
Direcciones de las sucursales o sedes regionales:

N/A

- 4** **Names of addresses of representatives in the United Kingdom:**
Nom et adresse des représentants au Royaume-Uni:
Nombres y direcciones de los representantes en el Reino Unido:

N/A

- 5** **Aims and purposes of the Organization (as set forth in its constitution):**
Objectifs et buts de l'Organisation (tels qu'ils sont définis dans ses statuts):
Objetivos y fines de la Organización (conforme a lo estipulado en sus estatutos):

Statutes:

The BIC is the studies and liaison body linking all the business representatives of the various countries involved in the development of containerization and intermodal transport.

Its principal objects are:

- To facilitate professional discussions on all problems relating to worldwide containerisation and intermodal transport;
- to compile documentation on this subject for its members; and
- to contribute to the development of containerisation and intermodal transport as its Members see fit and according to the requirements of the said form of transport.

Besides:

B.I.C. is the exclusive registrar office nominated by ISO for the registration and protection of the container owners' identification code.

This nomination was enforced from the origin in the ISO standard 6346.

To concretise a long time close cooperation between the two organisations, B.I.C. and WCO have signed a Protocole of Cooperation in 2004.

- 6** **History:**
Historique:
Antecedentes:

B.I.C. was created in 1933 under the auspice of the International Chamber of Commerce.

It starts registering and protecting Containers owners' codes from its nomination by ISO in the late 60's.

**7 Recent and planned activities:
Activités récentes et activités prévues:
Actividades recientes y previstas:**

Organisation of an International congress in Malta in October 2008

Yearly participation to numerous international professional exhibitions in China, USA, Europe and South America

Participation to numerous working groups in all fields of containerisation and intermodal transport ISO – WCO - UNECE – CEN – ICS, either as full member or observer.

8 Descriptive statement of the extent to which the purposes of the Organization relate to those of IMO, including in particular what contribution your Organization can make to the technical co-operation programme of IMO

Exposé explicatif de la mesure dans laquelle les buts de l'Organisation sont en rapport avec ceux de l'OMI, incluant une indication concernant la contribution que votre Organisation pourrait apporter au programme de coopération technique de l'OMI

Declaración de en qué medida los objetivos de la Organización están relacionados con los de la OMI y, en particular, cómo puede contribuir la Organización al programa de cooperación técnica de la OMI

B.I.C. is a central body in the field of standardisation and regulation for containerisation and intermodal transport, it can bring its expertise to the work done within the IMO and feel the necessity to attend these works to improve its efficiency to fulfil the mission which was given to it.

**9 Structure:
Structure:
Estructura:**

B.I.C. is an international organisation constituted under the legal form of a non-profit organisation under the French law

**10 Membership:
Composition:
Miembros:**

1618 members, container operators, shipping lines, lessors, industrial in 113 countries in the world

See list attached².

² Please refer to footnote 1.

11 Officers:
Dirigeants:
Dirigentes:

Member of the Board:

Chairman: Michel Hennemand (Bureau Veritas) France
VP: Christophe Seidelman (consultant) Germany
VP: Jorn Heerulff (INTRACON) Denmark
Treasurer: Jean Francois Petiaux (Consultant) France
Administrators:
Giordano Guerrini (CISCO) Italy
Michael Heinemann (BTS Combiwaggon) Germany
Bernard Josselin (Consultant) France
Oliver Sellnick (UIC) France
Armand Toubol (SEALOGIS) France

12 Relations with other non-governmental organizations:
Relations avec d'autres organisations non gouvernementales:
Relaciones con otras organizaciones no gubernamentales:

ISO, UIC, CISCO, COA, EIA, IANA, ICC, ICS, IICL, IRU, NMFTA, NPSA, UIC, UIRR, WSC

13 Relations with inter-governmental organizations:
Relations avec des organisations intergouvernementales:
Relaciones con organizaciones intergubernamentales:

WCO, UNECE

14 Finance:
Financement:
Finanzas:

Non-profit organisation.
Revenues generated by membership fees and fees for protection of codes.

15 Publications:
Publications:
Publicaciones:

CONAINERS B.I.C.-Code Register (yearly publication)
Magazine CONTAINERS (quarterly)

16 Documentation:
Documents:
Documentación:

17 Other remarks which the Organization wishes to make:
Autres remarques que l'Organisation désire faire:
Otras observaciones que la Organización desee formular:

ANNEX 2³

INTERNATIONAL MARITIME ORGANIZATION (IMO)

QUESTIONNAIRE

1. Name of the Organization

The name of the Organization is Green Ship Recycling Association (**GSRA**). GSRA is a registered Organization with the Government of Gujarat, Ahmedabad Region vide Registration Certificate No 0024821 dated 29 April 2008.

2. Address of the Headquarters

A 901, Oxford Towers, Opposite Gurukul, Drive in Road, Ahmedabad, Gujarat 380015, India

Telephone: +919825205665 / +919820341189

Fax: +917940056773

Email: gsra09@yahoo.in

Website: Applied For Registration in India

3. Address of all branches or regional headquarters**GSRA Representative Offices:**

- a. For the attention of Mr Asif Khan, Unicorn House, MCF 1-5, Khayaban – e – Iran, Clifton, Karachi 75600, Islamic Republic of Pakistan.
- b. For the attention of Mr Rafiqul Islam, Six Star Building, 1st Floor, 413/B, Agrabad C/Area, Chittagong, Bangladesh.

4. Names and address of representatives in the United Kingdom

- Captain Mohammed Ansari, 102 Topsham Road, Tooting Bec, London SW17 8SP, United Kingdom
Email: capt_ansari_maw2000@yahoo.co.uk
Email: everrisemarine@yahoo.co.uk

5. Aims and purposes of the Organization as set forth in the Constitution

- a. Organization for ship-recyclers in all countries including India, Pakistan, Bangladesh, China, Turkey, Europe, USA that believe in and practice environmentally safe and responsible recycling of ships.
- b. Organization for the development and expansion of environmentally safe and responsible recycling of ships.

³ **Note by the Secretariat:** Please note that additional information has been submitted together with this application, which is not being reproduced in this document for reasons of economy. However, it will be made available to the group of Council Members which will be examining new applications for consultative status.

- c. Organization to educate and promote green ship recycling agendas worldwide.
- d. Organization to foster growth amongst its members and in turn act as a medium and a single voiced platform for environmentally safe and responsible ship recycling.
- e. Organization to take safe and responsible ship recycling agendas beyond ship recyclers to other institutions such as banks that finance ship recycling, consultants, surveyors, cash buyers, brokers and others.

6. History

The founders of GSRA felt that there was a great deal of disconnect between key ship recycling nations and governmental and other statutory bodies across the world involved with ship recycling activities. Coupled with the acute lack of awareness in the various ship recycling nations about the programmes and initiatives designed to further the cause of safe and environmentally sound recycling of ships and to consequently alleviate the causes of misunderstandings between the various key players in the ship recycling industry it was felt GSRA would be the appropriate medium and forum. Further it was alarming to see divisive actions and efforts that were effectively tearing down market players apart rather than bringing them together towards progressive efforts, it was greatly felt that a complete and robust Organization like GSRA was an absolute need of the hour.

GSRA is an endeavour of like-minded members to come together under a single umbrella and thus be the appropriate centre to communicate, manage and effectively represent markets that control over 95 per cent of the world's recycling tonnage.

GSRA has today by virtue of its diverse and global membership spanning over five continents achieved its primary purpose and is an extremely efficient tool to assist governments and other bodies in the fast developing statutory regimes.

GSRA is a one voiced Organization that ensures unbiased collection of data and speedy response to issues affecting the ship recycling industry through its large data bank and talented and experienced pool of members from various countries across the globe.

GSRA is open to all potential members irrespective of their methods of recycling a vessel and GSRA remains firmly committed to greener and safer ship recycling.

7. Recent and planned activities

- a. GSRA has undertaken measures to spread awareness on the latest methods and technologies in the world of ship recycling.
- b. Sponsorship of eye camps and regular medical camps for workers, foremen and labourers at the various ship recycling yards.
- c. Sponsorship of workers education and orientation programme for their families at the various ship recycling yards.
- d. Sponsorship of ship recycling events, seminars, scholarships and programmes around the world.

- e. Regularly updating its members on the latest statutory developments in the area of ship recycling and the current guidelines and judgments in force and assisting members and their workers in a better understanding of the various rules, regulations and prevailing guidelines.

8. Descriptive statement of the extent to which the purposes of the Organization relate to those of the IMO and including in particular what contribution your Organization can make to the technical cooperation programme of the IMO.

GSRA aims for the inclusion of ship recycling activities into the national development and poverty reduction strategies with regard to the source of employment and cheap raw material which is directly in line with the charter and purposes of the UN Millennium Development Goals.

GSRA aims to protect the environment during the various ship recycling activities at the yards and to primarily protect the health and safety of workers and to create a fine balance between the sensitive environment, health and safety.

GSRA aims to implement successfully the guidelines on the International Convention on the Safe and Sound Recycling of Ships and the recent Supreme Court Judgment in the case of the **MV Blue Lady** passed by the Supreme Court of India which mirrors the requirements of the International Convention on the Safe and Sound Recycling of Ships.

GSRA is not member of, affiliated to, or otherwise associated with another organization which enjoys consultative status or has other form of association with IMO and in the circumstances GSRA appears to be the perfect candidate for grant of consultative status by the IMO as it is truly international and active and effective in its field.

GSRA strictly implements the various pollution related regulations in the ship recycling nations and aims to create such facilities that minimize the exposure of workers to hazards of pollution.

GSRA attempts to create a level playing field for the nations involved in the process of ship recycling so that the various workers, foremen and labourers involved can benefit from the advanced use of technologies and methods of green ship recycling.

9. Structure

GSRA has a permanent headquarters, a governing body and a full time executive officer and is truly international with members, component branches and/or affiliated bodies in sufficient number of countries.

GSRA has been set up as a low budget Organization and the full time executive officer looks after the various communications to and from the members and the communications in and outside the Organization.

The Governing body of GSRA (**see Point 11 below as well**) looks after the admission of new members, daily affairs and public relations and strategy building. Members of the Governing body also attend various conferences, meetings, discourses and seminars on ship recycling and make themselves available at all times for discussions with various governmental and statutory bodies.

The Governing body plays the key role in approving the new membership forms that are presented before them in lines with the Memorandum and Articles of the Association. All new members are expected to complete a pre-determined application form along with supporting documents to verify their credentials.

The Secretary also plays the role of the treasurer and is responsible for the finances of the Organization which are fully audited on a yearly basis by a qualified and registered Chartered Accountant with the Institute of Chartered Accountants of India. All audited accounts are then finally placed before the Governing body for their approval and then finally sent to the Registrar of Societies for their records. GSRA has no outstanding statutory obligations and is constantly updating and informing the Registrar of Societies of any changes, etc.

GSRA has a valid and active bank account with a Nationalized Bank in India which has been opened in accordance with the rules and regulations of GSRA and as framed by the Federal Reserve Bank of India.

10. Membership

The current active membership of GSRA which comprises of members from over five different continents is as under:

S No	NAME	CATEGORY	COUNTRY
1	Dr Anil Sharma	Cash Buyer	USA
2	Captain Yogesh Rehani	Captain	USA
3	Mr Shashank Agrawal	Lawyer	India
4	Mr Chetan Tamboli	Shiprecycler	India
5	Mr Raj Bansal	Shiprecycler	India
6	Mr Kishore Bansal	Shiprecycler	India
7	Mr Komalkant Sharma	Shiprecycler	India
8	Professor Shyam Asolekar	Educationalists	India
9	Mr Showkat Ali Chowdhary	Shiprecycler	Bangladesh
10	Mr Yasin Ali	Shiprecycler	Bangladesh
11	Mr Mohammed Shafi	Shiprecycler	Bangladesh
12	Mr Rafiqul Islam	Shipping Agent	Bangladesh
13	Mr Asif Khan	Shipping Agent	Pakistan
14	Mr Dimitris Koukas	Ship Broker	Greece
15	Mr Giorgio Denaro	Ship Broker	Turkey
16	Mr Peter Mellett	Banker	United Kingdom
17	Captain Mohammed Ansari	Captain	United Kingdom
18	Mr Stephen Drury	Lawyer	United Kingdom
19	Mr Harry Malandreniotis	Ship Broker	United Kingdom
20	Mr Narayan Pillai	Accountant	UAE
21	Mr Dan Stefanescu	Ship Managers	Romania
22	Mr Mihai Moroianu	Ship Managers	Romania
23	Mr Julio Jeffrey	Ship Broker	Mexico

GSRA has also proposed memberships under the following categories as well and is currently in the process of scrutinizing fresh applications from them:

- a. Banks
- b. Ship Owners
- c. Financial Institutions
- d. Trade Union Representatives
- e. Representatives from the civil society
- f. Red Cross, Civil Hospitals and Private Hospitals
- g. Doctors, Nurses and Private Medical Practitioners
- h. Environmental Engineers
- i. Former heads of maritime bodies and government institutions
- j. Surveyors and Underwriters
- k. International ship classification societies
- l. Flag state authorities
- m. Crew representatives

11. Officers of the Governing Body

S No	NAME	POSITION
1	Dr Anil Sharma	President
2	Mr Shashank Agrawal	Secretary
3	Mr Chetan Tamboli	Member
4	Mr Komalkant Sharma	Member
5	Mr Showkatali Chowdhary	Member

12. Relations with non-governmental organizations

GSRA maintains cordial and steady working relationships with the Pakistan Ship Breakers Association, Bangladesh Ship Breakers Association, Ship Recyclers Association of India, shipbroking houses in all major countries, Indian Institute of Technology and various other non-governmental bodies associated with ship recycling activities.

13. Relations with inter-governmental organizations

GSRA members have regular and constant interactions with Pollution Control Boards, Atomic Energy Regulation Board, Customs, Port & Harbor Control, Explosives Department, Excise Department, Ministry of Shipping, Ministry of Steel, Directorate General of Shipping, International Labour Organization and the Factories Department.

Members of GSRA have attended the IMO Conferences on the International Convention on the Safe and Sound Recycling of Ships in India, China and Bangladesh in 2008 and 2009.

14. Finance

GSRA is a registered non-profit organization that is currently charging its members a tier based fee and in some cases providing honorary membership to a selected category of individuals such as Professors, academicians or as decided by the Governing body from time to time based on a very strict eligibility criteria.

The funds earned by GSRA are used in supporting the various activities of GSRA and GSRA has no financial support from any third unrelated party, individual, Governments or entity.

GSRA is financially sound and has no debt.

15. Publications

Dr Anil Sharma's article "Myths and Facts" on ship recycling was published by the American Club. Members of GSRA also have their letters, contributions, analysis and articles published regularly in leading shipping publications such as Tradewinds, Lloyds List and Seatrade. Please see attached⁴ to this response copies of the two articles published in the Seatrade Magazine issue of January and December 2008.

16. Documentation

Charter documents of GSRA along with the Registration Certificate of GSRA have already been sent to Mrs Teresa Martins Oliveira, Senior Deputy Director, IMO via email on 12 March 2009⁵.

17. Other remarks that the Organization wishes to make

The gap between perception and reality is perhaps the widest in this industry and GSRA is the appropriate body present to bridge this gap.

GSRA has been formed at the right time when the entire ship recycling industry is undergoing a sea of change and perhaps for the first time voices are being effectively heard across the continents. GSRA hopes to fulfil and meet the various challenges under the statutory regimes effectively in order to make the ship recycling yards cleaner, greener and hazard free.

GSRA proposes to further improve ship recycling activities by introducing innovations in safe and efficient handling of ships on the beaches, scientific methods of control and disposal of wastes and continuous environmental impact monitoring. The Association will strive to facilitate ship recycling based on a decision support system and continuous risk assessment and control.

⁴ Please refer to footnote 3

⁵ **Note by the Secretariat:** These have not been reproduced but will be made available to the group of Council Members.

ANNEX 3⁶

INTERNATIONAL MARITIME ORGANIZATION (IMO)

ORGANISATION MARITIME INTERNATIONALE (OMI)

ORGANIZACIÓN MARÍTIMA INTERNACIONAL (OMI)

QUESTIONNAIRE

QUESTIONNAIRE

CUESTIONARIO

- 1 Name of the Organization:**
Nom de l'Organisation:
Nombre de la Organización:

Inflatable Safety and Survival Equipment Technical Association Limited
 (ISSETA)

- 2 Address of Headquarters:**
Adresse du siège:
Dirección de la sede:

Mr Ian Brindle
 ISSETA Ltd
 34 Lytchett Drive
 Broadstone
 Dorset, BH18 9LB
 United Kingdom

Telephone: +44 1202 657814
Téléphone:
Teléfono:

Fax: +44 1202 693005
Facsimile:
Facsímil:

E-mail: secretary@isseta.com
Courriel:
Correo electrónico:

Website: www.isseta.com
Site Web:
Sitio en la Red:

- 3 Addresses of all branches or regional headquarters:**
Adresse de tous les sièges locaux ou régionaux:
Direcciones de las sucursales o sedes regionales:

North America: DBC Marine Safety Systems Ltd, 101-3760 Jacombs Road
 Richmond, BC, V6V 1Y6, Canada

⁶ **Note by the Secretariat:** Please note that additional information has been submitted together with this application, which is not being reproduced in this document for reasons of economy. However, it will be made available to the group of Council Members which will be examining new applications for consultative status.

Asia: RFD Japan Limited, 3-7-24 Shinyamashita, Naka-ku
Yokohama 231-0801, Japan

**4 Names of addresses of representatives in the United Kingdom:
Nom et adresse des représentants au Royaume-Uni:
Nombres y direcciones de los representantes en el Reino Unido:**

Mr Ian Brindle
ISSETA
34 Lytchett Drive
Broadstone
Dorset, BH18 9LB
United Kingdom

**5 Aims and purposes of the Organization (as set forth in its constitution):
Objectifs et buts de l'Organisation (tels qu'ils sont définis dans ses statuts):
Objetivos y fines de la Organización (conforme a lo estipulado en sus estatutos):**

To promote, develop and improve the standard and quality of inflatable safety & survival equipment used in, or in the construction of ships, boats, air-cushion vehicles and water-borne craft of every description.

**6 History:
Historique:
Antecedentes:**

ISSETA was originally formed in 1973 as the trade association for the UK manufacturers of inflatable survival equipment, but has since developed its membership to include manufacturers from around the world. Its primary role has always been to use its combined technical expertise to seek and provide better life-saving appliances for seafarers.

Being committed to the continual development and improvement of inflatable life-saving apparatus, the Association and its members have sought close ties with regulatory authorities and have worked closely with national authorities from Germany, Norway, Sweden, UK, France and Denmark in this regard. Association members have also contributed to ISO technical work programmes of TC8 and TC188 and by way of national delegations have made contributions to SOLAS.

ISSETA directly, and its members individually, has been involved in training surveyors from a number of national authorities including UK Maritime & Coastguard Agency (MCA-UK), Scandinavian authorities and the United States Coast Guard in aspects relating to inflatable life-saving equipment.

ISSETA is also one of the consultees registered by the MCA-UK on issues relating to inflatable LSA. The Association has carried out research for the MCA-UK, most recently in a joint research project with the MCA and Seafish (Sea Fish Industry Authority of the UK) examining the feasibility of stowing liferafts on the bows of fishing boats.

**7 Recent and planned activities:
Activités récentes et activités prévues:
Actividades recientes y previstas:**

Members have recently participated and continue to be involved in ISO working groups, considering existing and new standards.

ISSETA member, RFD Beaufort Ltd, has been closely involved with the EU 5th Framework SAFEDOR Maritime Research Project which is looking at the risk based approach to approving a vessel and which seeks to allow for novel design of equipment, life-saving appliances and vessels.

They have contributed in a number of areas to one of the sub-tasks within the project: designing novel life-saving appliances and assessing the risks and benefits of the novel life-saving appliances when applied to particular vessel configurations.

A concept for a novel inflatable marine evacuation system (MES) was developed, and, in partnership with a lifeboat manufacturer, a concept for a hybrid marine evacuation system – partly inflatable, partly rigid.

Further work has involved the assessing of the hazards with current MES, and with the novel designs and the issues of integrating them into current and proposed vessel designs.

ISSETA member, Viking Life-saving Equipment A/S, is involved in the European SAFECRAFT project investigating new concepts for the safe evacuation of passengers from cruise liners and ferries. Viking has in particular been heavily involved in one of the project objectives – the development of new rescue systems including the selection of most viable new concepts, the design, engineering, building and testing of new concepts.

Current surveillance issues and future work programmes for ISSETA include:

- 1) Anthropometric considerations for LSA
- 2) Extended service liferafts
- 3) Unfavourable conditions of trim & list and the effect on LSA
- 4) Inflatable recovery systems
- 5) New framework of requirements for LSA (MSC 82/24 & MSC 82/21/7)
- 6) Servicing requirements for inflatable rescue boats

8 Descriptive statement of the extent to which the purposes of the Organization relate to those of IMO, including in particular what contribution your Organization can make to the technical co-operation programme of IMO

Exposé explicatif de la mesure dans laquelle les buts de l'Organisation sont en rapport avec ceux de l'OMI, incluant une indication concernant la contribution que votre Organisation pourrait apporter au programme de coopération technique de l'OMI

Declaración de en qué medida los objetivos de la Organización están relacionados con los de la OMI y, en particular, cómo puede contribuir la Organización al programa de cooperación técnica de la OMI

Collectively ISSETA members have many years' experience in the development and construction of inflatable survival craft and thus the Association is uniquely positioned to assist IMO and contribute effectively to any deliberations concerning inflatable life-saving appliances.

The Association is very aware of IMO schedules and wishes to keep its members apprised of IMO activities. Of equal importance is the need to apprise IMO of the activities of its members to enable a regular transference of views and ideas between all parties involved, especially in view of the increasing technicality of inflatable life-saving apparatus. Of very particular interest at this time is DE 52, Agenda Item 15, "The Development of a New Framework of Requirements for LSA".

Additionally, the Association wishes to assure the Organisation that it understands the principles and rules concerning relations with non-governmental international organisations, in particular, the concept of reciprocity.

**9 Structure:
Structure:
Estructura:**

ISSETA is a non-profit making Company limited by guarantee and registered in the United Kingdom. Senior officers of member's companies are appointed directors who in turn elect a Council which controls the day-to-day activities of the Association. The Association has a permanent company secretary.

The annual general meeting of the Association is usually held in October of each year and additional extraordinary meetings are called throughout the year to discuss items of interest to the membership.

The ISSETA Council has appointed a technical committee comprising senior technical staff from its members which meets regularly to examine and discuss items of a technical nature which impact upon maritime safety.

**10 Membership:
Composition:
Miembros:**

Brude Safety AS, Norway
DBC Marine Safety Systems Ltd, Canada
DSB Deutsche Schlauchboot GmbH & Co. KG, Germany
Eurovinil S.p.A, Italy
Fujikura Rubber Ltd, Japan
RFD Beaufort Ltd, United Kingdom
RFD Beaufort Inc., USA
RFD Japan Ltd, Japan
Viking Life-saving Equipment A/S, Denmark
Zodiac International, France

**11 Officers:
Dirigeants:
Dirigentes:**

Erik Soendergaard	Chairman
Alasdair McIntyre	Director
Jens Peter Bie	Director
Pierre Barbleu	Director
Ian Brindle	Company Secretary

**12 Relations with other non-governmental organizations:
Relations avec d'autres organisations non gouvernementales:
Relaciones con otras organizaciones no gubernamentales:**

The Association has no formal affiliation with other non-governmental Organisations.

This application should not be seen as opposing the aims of other NGO's such as ILAMA but as a proposal to provide the Organisation with the assistance of the views of all parts of the life-saving appliance industry.

**13 Relations with inter-governmental organizations:
Relations avec des organisations intergouvernementales:
Relaciones con organizaciones intergubernamentales:**

The Association has no affiliations with inter-governmental organisations.

**14 Finance:
Financement:
Finanzas:**

Please see Annex 1 which details the latest company accounts.

**15 Publications:
Publications:
Publicaciones:**

Please see the Association website, www.isseta.com, which includes publications.

**16 Documentation:
Documents:
Documentación:**

None.

**17 Other remarks which the Organization wishes to make:
Autres remarques que l'Organisation désire faire:
Otras observaciones que la Organización desee formular:**

It is estimated that ISSETA members currently manufacture and supply some 80% of the world requirement for SOLAS liferafts and 90% of the world requirement for marine evacuation systems. We consider that we are better placed than any other organisation to provide advice and assistance to IMO on matters relating to inflatable life-saving appliances and we trust the Organisation will look favourably on this application.

ANNEX 1

COMPANY REGISTRATION NUMBER 01134084

**INFLATABLE SAFETY AND SURVIVAL
EQUIPMENT TRADE ASSOCIATION LIMITED**

**ABBREVIATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED
31 MARCH 2007**

WALTER RIDGWAY & SON
Chartered Accountants
69 Flixton Road
Urmston
Manchester
M41 5AN

**INFLATABLE SAFETY AND SURVIVAL EQUIPMENT TRADE
ASSOCIATION LIMITED**

COMPANY LIMITED BY GUARANTEE

ABBREVIATED ACCOUNTS

YEAR ENDED 31 MARCH 2007

CONTENTS	PAGE
Abbreviated balance sheet	1
Notes to the abbreviated accounts	2

**INFLATABLE SAFETY AND SURVIVAL EQUIPMENT TRADE
 ASSOCIATION LIMITED
 COMPANY LIMITED BY GUARANTEE**

ABBREVIATED BALANCE SHEET

31 MARCH 2007

	Note	2007		2006	
		£	£	£	£
CURRENT ASSETS					
Debtors		1,000		3,000	
Cash at bank and in hand		<u>3,152</u>		<u>1,122</u>	
		4,152		4,122	
CREDITORS: Amounts falling due within one year		<u>4,152</u>		<u>4,122</u>	
NET CURRENT ASSETS			-		-
TOTAL ASSETS LESS CURRENT LIABILITIES			-		-
RESERVES	2		-		-
MEMBERS' FUNDS			-		-

The directors are satisfied that the company is entitled to exemption from the provisions of the Companies Act 1985 (the Act) relating to the audit of the financial statements for the year by virtue of section 249A(1), and that no member or members have requested an audit pursuant to section 249B(2) of the Act.

The directors acknowledge their responsibilities for:

- (i) ensuring that the company keeps proper accounting records which comply with section 221 of the Act, and
- (ii) preparing financial statements which give a true and fair view of the state of affairs of the company as at the end of the financial year and of its profit or loss for the financial year in accordance with the requirements of section 226, and which otherwise comply with the requirements of the Act relating to financial statements, so far as applicable to the company.

These abbreviated accounts have been prepared in accordance with the special provisions for small companies under Part VII of the Companies Act 1985.

These abbreviated accounts were approved by the directors and authorised for issue on, and are signed on their behalf by:

Mr Erik Soendergaard
 Director

The notes on page 2 form part of these abbreviated accounts.

**INFLATABLE SAFETY AND SURVIVAL EQUIPMENT TRADE
ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE**

NOTES TO THE ABBREVIATED ACCOUNTS

YEAR ENDED 31 MARCH 2007

1. ACCOUNTING POLICIES

Basis of accounting

The financial statements have been prepared under the historical cost convention, and in accordance with the Financial Reporting Standard for Smaller Entities (effective January 2005).

Turnover

The turnover shown in the profit and loss account represents amounts invoiced during the year.

In respect of long-term contracts and contracts for on-going services, turnover represents the value of work done in the year, including estimates of amounts not invoiced. Turnover in respect of long-term contracts and contracts for on-going services is recognised by reference to the stage of completion.

Fixed assets

All fixed assets are initially recorded at cost.

Foreign currencies

Assets and liabilities in foreign currencies are translated into sterling at the rates of exchange ruling at the balance sheet date. Transactions in foreign currencies are translated into sterling at the rate of exchange ruling at the date of the transaction. Exchange differences are taken into account in arriving at the operating profit.

Financial instruments

Financial instruments are classified and accounted for, according to the substance of the contractual arrangement, as either financial assets, financial liabilities or equity instruments. An equity instrument is any contract that evidences a residual interest in the assets of the company after deducting all of its liabilities.

2. COMPANY LIMITED BY GUARANTEE

The company is limited by guarantee and does not have a share capital.

ANNEX 4⁷

**INTERNATIONAL MARITIME ORGANIZATION (IMO)
QUESTIONNAIRE**

1 Name of the Organization:

Regional Clean Sea Organization (RECSO)

2 Address of Headquarters:

Sheikh Zayed Road, City Tower 1, P.O. Box: 58142 – Dubai, UAE

Telephone: +9714 3314443 **Fax:** +9714 3311933

3 Addresses of all branches or regional headquarters:

Not Applicable

However, members of the Board of Directors are located in various countries.

4 Names of addresses of representatives in the United Kingdom:

Not Applicable

5 Aims and purposes of the Organization (as set forth in its constitution):

The Mission of the Organization and the Objectives of the Agreement between the members are as follows:

- A. To create a joint capability in the Regional Sea to respond to OIL SPILLS under the mutual aid concept among members of several International Oil & Gas Companies, to establish policies and procedures whereby Members/Parties may avail themselves of this capability, and to provide for the reimbursement of certain agreed costs of assistance rendered by any Party hereto responding to OIL SPILLS.
- B. To identify and provide for reimbursement of certain agreed costs incurred by a Members/Party or Parties hereto in responding to an OIL SPILL.
- C. To acquire, compile and disseminate to the Members/Parties current information pertaining to OIL SPILLS, including, but not limited to information regarding related global environmental issues and promotion of OIL SPILL prevention policies, procedures and technologies and associated training programs available locally and internationally to the Members/Parties and their employees as well as respective Governmental Agencies.

⁷ **Note by the Secretariat:** Please note that additional information has been submitted together with this application, which is not being reproduced in this document for reasons of economy. However, it will be made available to the group of Council Members which will be examining new applications for consultative status.

- D. To maintain communications and participate with Governmental Agencies as well as Non-Inter-governmental Agencies such as OPEC, UNEP, ROPME, and MEMAC in the activities of all national, regional and international governmental and private environmental organizations whose activities affect the interests of the Parties and their respective Administrations or bear upon the Mission and Objectives of the Organization.
- E. To promote technical discussion among the Members/Parties and all relevant Governmental and non-governmental international bodies on information referred to in the preceding paragraphs, and, where it appears appropriate to do so, to provide others with advice or recommendations from such discussion.
- F. To identify and facilitate additional activities appropriate to the mission of the Organization in order to provide such expanded direct services to the Members/Parties and the Regional/International Communities as agreed upon by a majority of the Parties.

6 History:

Regional Clean Sea Organization (Recso)

The Regional Clean Sea Organization (Recso) is the environmental arm of the region's international oil, gas and tanker companies. Recso was founded in 1972 and has since expanded and become a regional player in the environment. Our main activities are to protect the Gulf environment from any potential pollution, as an International oil industry co-operative organization functioning on the concept of "mutual aid".

Since its inception Recso's role has continuously changed and developed to play a much more active role in the protection of the region's environment.

Recso is currently undergoing major changes to make it a much more flexible and effective organization in reacting to incidents and crisis situations. The organization has taken upon itself many responsibilities for a safer and cleaner environment. Amongst its many activities, Recso holds a number of specialized trainings, seminars and workshops that promotes best oil practices. These training courses are also made available for personnel from governmental agencies in the region concerned with the safeguard of the regional and international waters in the Gulf. RECSO also takes a much more aggressive approach in trying to educate the general public about the importance of the environment and sustainable development; practicable approaches in light of the existing stringent environmental treaties. Our dependence on the gulf waters and shores as a major source for energy, international trade and for domestic use is immense. To name a few of these uses; oil exploration, shipping industry, desalination plants, fishing industry, local transportation, as well as urban development, hotel and tourism business and many other activities reinforce the important role that Recso has to play in helping and assuring the region's growth in all fields.

Recso aims to be at the forefront of protecting the environment and to proactively seek energy security and environmental sustainability. We champion new renewable technologies as part of our future vision and we will continue to effectively project our members' strong support and commitment for energy and environment.

Recso has opened up its membership to other sectors as well and it is not limited to just oil companies anymore. Amongst our members now are oil and gas companies (offshore and onshore), tanker companies, sea ports and environmental organizations.

Recso is a non-profit organization with the genuine objective to accomplish a cleaner and safer environment.

We believe in sharing the responsibility and accountability and we also believe that all organizations within our region have a role to play in environmental sustainability for the next generation.

7 Recent and planned activities:

Recently these are some of the activities that Recso has been and will be involved in:

- International Conference on “Managing the Interconnected Challenges of Climate Change, Energy Security, Ecosystems and Water” – 6 and 7 November, 2008.
- Organizing the international Conference ‘Offshore Arabia 2009’ which will be taking place from January 11 until January 13, 2009. This is the third cycle of the Conference that was first organized back in 2004.
- Recso was the Honorary Patron of the Oils & Fuels for Sustainable Development Conference – AUZO 2008” – September 8 – 11, 2008, Gdansk, Poland.
- UNEP Meeting on Sub- Regional Workshop on the Role of Public participation in Environmental Impact Assessment – 5 and 6 November, 2008.
- **MASTECH 2008**

Recso has received an invitation to participate as an Honored Guest for one of the sessions at the Mastech 2008 International Marine Technical Conference on Naval Architecture & Ship Building Technology which will be held on 12 and 13 November, 2008 at the Crowne Plaza Hotel, Dubai UAE.

In addition, the event organizers requested Recso’s support of the event and we accepted. In return, they have added the Recso logo in all the Conference materials and their website as supporter of the event.

- Training on the “Incident Command System (ICS) & Unified Command” which was held on 10 – 13 August 2008 at the Crowne Plaza Hotel, Dubai, UAE.

The Regional Clean Sea Organization (RECSO) conducted a training course on “The Incident Command System (ICS) & Unified Command” which was held on 10 – 13 August, 2008 at the Crowne Plaza Hotel in Dubai, UAE.

The four-day “Incident Command System (ICS) & Unified Command” training course was specially designed and developed for the personnel with responsibility for the development or implementation of Incident Management Systems but also benefited emergency response managers and senior members of an Incident Management Team. Attendees raised their knowledge and competence to prepare for and undertake Incident

Management activities. A number of topics were taught including; ICS History and Structure; Setting Objectives; ICS Planning Cycle; Incident Management; Unified Command and How it Works; Incident Action Plan; Section Specific Sessions; Process Workshop and Table-Top Exercises.

Participants were from a wide range of organizations and locations including; Saudi Aramco; Bahrain Petroleum Company; Kuwait Oil Company; Vela International Marine Ltd, Maersk Oil Qatar AS, Kuwait Oil Tanker Company; UAE Ministry of Environment & Water and Ministry of Environment, Qatar.

- Training on "Oil Spill & Emergency Response – Planning and Operations" Which will be held on 17 – 19 November, 2008, Four Point Sheraton Hotel, Dubai, UAE.

Recso is planning to organize the 2nd training course of the year on “Oil Spill & Emergency Response – Planning and Operations” which is to be held in Four Points Sheraton Hotel, Sheikh Zayed Road, Dubai, UAE from the 17 – 19 November 2008.

This is a three-day course which introduces attendees to the best industry practices for the planning, preparation and implementation of dealing with oil spills and other major incidents and has been developed for personnel with responsibility for the planning of Oil spill and other emergency response operations. Attendees will raise their knowledge and competence to prepare for and undertake oil spill clean-up operations. This will include a thorough review of oil spill and emergency response techniques and focus on the need for preparedness through contingency planning.

We would like to have your companies’ support and participation for this important training.

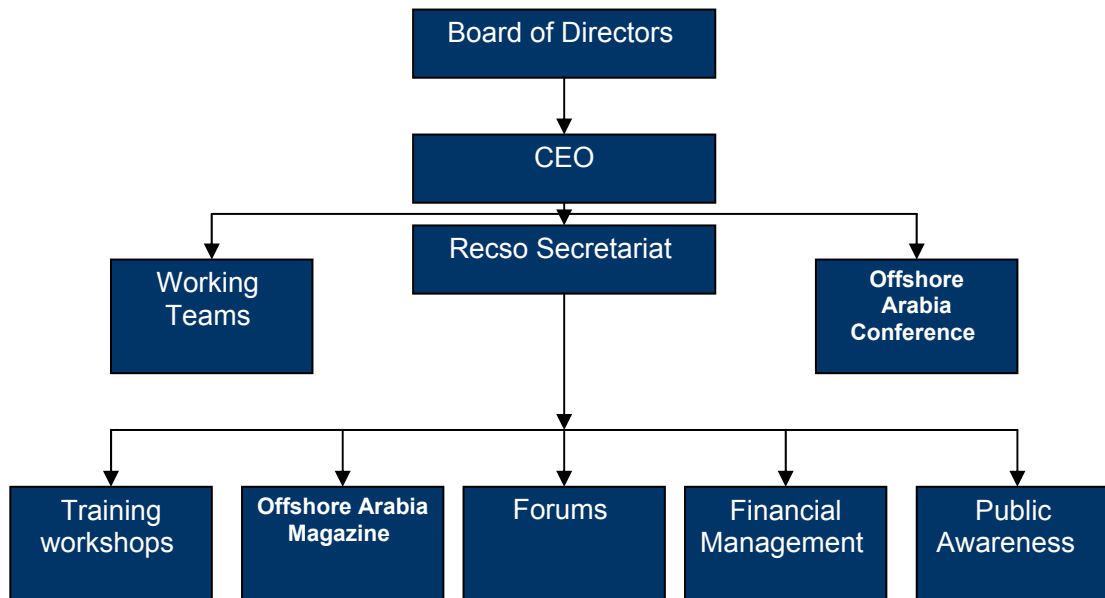
8 Descriptive statement of the extent to which the purposes of the Organization relate to those of IMO, including in particular what contribution your Organization can make to the technical co-operation programme of IMO:

Recso is comprised of its international member companies and forms committees as part of its functioning system. The committees involve individuals from different member companies that come together for a purpose and work together to achieve a project. Recso’s members are from the oil and gas sector, tanker companies and environmental organizations. All of these companies are MNCs or Multi National Companies with R&D departments as well as business in different parts of the world. As such, through our members we have evolved into an international organization as opposed to a regional one.

We have established different committees for different purposes, examples of these are the Operating Committee which oversees the operations of the Organization, the Executive Committee which is a core cell of the Operator’s Committee and oversees the short-term goals of the organization and several Technical committees. The Technical Committees will be commissioned certain projects to concentrate on. These committees we feel will be of benefit to the association we seek with IMO and can deliver certain objectives that IMO may be interested in.

9 **Structure:**

Recso Management Structure/ Activities



10 **Membership:**

Main Members

- Saudi Arabian Oil Company (Saudi Aramco)
- Kuwait Oil Company (KSC)
- Qatar Petroleum (QP)
- Petroleum Development Oman (PDO)
- Saudi Arabian Chevron (SAC)
- Kuwait Gulf Oil Company / Aramco Gulf Operations Company (KGOC / AGOC)
- The Bahrain Petroleum Company B.S.C
- Iranian Offshore Oil Company (IOOC)
- Maersk Oil Qatar AS (MOQ)
- Qatar Shipping Company Q.S.C. (Q-Ship)
- National Shipping Company of Saudi Arabia (NSCSA)
- South Oil Company Iraq (SOC)

Associate Members

- Vela International Marine Limited
- SEACOR Environmental Services Middle East (SESME)
- Fairdeal Marine Services LLC
- Fender & Spill Response Services LLC

11 Officers:

SALEH ABDULRAHMAN AL-SHAMEKH

President – National Shipping Company of Saudi Arabia – Dubai, and the President Oil & Gas

KHAMIS JUMA BU-AMIM

Chairman – Offshore Arabia 2009
President & CEO – Regional Clean Sea Organization

Hala Abdul-Hadi
General Coordinator

Rajesh Chandran
Administrative Assistant

12 Relations with other non-governmental organizations:

- Marine Emergency Mutual Aid Centre (MEMAC), Bahrain
- Middle East Navigational Aids Services (MENAS), Bahrain
- Environmental Public Authority (EPA), Kuwait
- King Fahd University of Petroleum & Minerals, Saudi Arabia
- King Abdulaziz University, Faculty of Marine Science, Department of Maritime Studies, Jeddah, Saudi Arabia
- Red Sea & Gulf of Aden Env. Programme (PERSGA), Saudi Arabia
- Regional Marine Pollution Emergency Response Center (REMPEC), Manoel Island, Malta
- Regional Organisation for the Protection of the Marine Environment (ROPME), Kuwait
- United Nations Environment Programme (UNEP), Bahrain
- United Nations Educational, Scientific & Cultural Org. (UNESCO), Qatar
- The Oil Companies European Organisation for Environment, Health and Safety (CONCAWE), Belgium
- East Asia Response PTE Ltd. (EARL), Singapore
- International Petroleum Industry Environmental Conservation Association (IPIECA), UK
- International Tanker Owners Pollution Federation Limited (ITOPF), UK
- Lloyds Maritime Information Services, UK
- International Association of Oil & Gas Producers, UK
- Oil Companies International Marine Forum (OCIMF), UK
- Oil Spill Response Limited (OSRL), UK
- Petroleum Association of Japan, Japan
- The International Association of Independent Tanker Owners (INTERTANKO)

13 Relations with inter-governmental organizations:

- UAE Coast Guards fourth command – Dubai, UAE
- Dubai Municipality, UAE
- Dubai Police – Marine Division Dubai, UAE
- UAE Federal Environmental Agency (FEA), UAE
- Coast Guard Directorate – Kingdom of Bahrain
- Environmental Affairs Directorate – Bahrain
- United States Coast Guard (USCG), Bahrain
- The Cooperation Council for the Arab States of the Gulf (The GCC), Saudi Arabia
- Presidency of Meteorology & Environment, Saudi Arabia
- Ministry of Regional Municipalities & Water – Oman
- Organisation of Arab Petroleum Exporting Countries (OAPEC), Kuwait
- Supreme Council for the Env. & Natural Resources, Qatar
- UAE Ministry of Environment and Water, UAE
- Organization of the Petroleum Exporting Countries (OPEC)

14 Finance:

Recso is reimbursed from its membership fees because it is a non-profit organization.

15 Publications:

- Offshore Arabia Magazine
- Other marine based box
- Media publication and knowledge sharing
- School visits and audiences with students
- Special marine environment education tools for school kids

16 Documentation:

- The operation license as an organization, from Dubai Economic Department.
- A copy of the membership agreements (full members and associate members).

17 Other remarks which the Organization wishes to make:

- The regional Clean Sea Organization has been an active organization representing the oil and gas industry and the transportation.
- Since inception early 1972 the organization facilitated and coordinated the activities of the member's oil spill and emergency response. Building capacity and developing the oil industry's best practice.
- Recso has been at the forefront representing the region's oil industry in all national, regional and international events. Creating opportunities in developing better marine protection and assisting in organization and developing contingency plans and crises management.

- As a representative of the major oil, gas and tankers in the region we believe our presence and participation in an international body such as the IMO will be adding value to the region and the international organization.
 - Recso and its members are very much aware of the Global Climate change and other environmental issue and we are embarking on a strategic change that will complement the UN millennium goals and steer our region and its industry to a more focused and proactive mode.
 - Offshore Arabia Conference and Exhibition held every two years is a good example of RECSO as an NGO to build awareness and promote better understanding of the environmental issues and concerns. We (Recso and its members) drive knowledge based action towards alignment and regional compliance.
 - We believe in global dialogue on Energy and the Environment and by cooperation we can reach the desired results. Cleaner seas and oceans and safe voyage for all.
-