

COUNCIL
116th session
Agenda item 15

C 116/15(d)
11 May 2016
Original: ENGLISH

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
<i>Strategic direction:</i>	1.1 and 1.2
<i>High-level action:</i>	1.2.1
<i>Output:</i>	1.2.1.1
<i>Action to be taken:</i>	Paragraph 3
<i>Related documents:</i>	None

New applications for consultative status

1 Since the 114th session of the Council in June 2015, four new applications for consultative status have been received from the following organizations:

- The Society for Gas as a Marine Fuel (SGMF)
- The International Sailing Schools Association (ISSA)
- The International Cruise Victims Association (ICV)
- The Methanol Institute (MI)

2 The questionnaires completed by each of these organizations in connection with their applications for consultative status are reproduced in annexes 1 to 4¹. To save paper, additional relevant documentation and information which have been provided by the applicant organizations will be made available in electronic form only and may be accessed on IMODOCS (<http://docs.imo.org/Category.aspx?cid=629>).

¹ The use of particular designations of countries or territories in these annexes does not imply any expression or opinion or judgement by IMO as to the legal status of such countries or territories, or of their authorities and institutions or of the delimitation of their boundaries, nor should it be construed as an endorsement or recommendation on the part of IMO.

Action requested of the Council

3 The Council is invited to consider the applications for consultative status submitted by SGMF, ISSA, ICV and MI, and decide as it may deem appropriate.

ANNEX 1

INTERNATIONAL MARITIME ORGANIZATION (IMO)

QUESTIONNAIRE
FOR NON-GOVERNMENTAL INTERNATIONAL ORGANIZATIONS (NGOs) APPLYING
FOR CONSULTATIVE STATUS WITH IMO

In completing this questionnaire, the NGO should take into account the Rules and Guidelines on Consultative Status for Non-governmental International Organizations with the International Maritime Organization.

1. Name and acronym of the NGO:

SOCIETY FOR GAS AS A MARINE FUEL LTD
SGMF



2. Address of headquarters:

50 Liverpool Street
London
EC2M 7PY

Telephone: +44 (0) 20 3637 1455

Fax: / None

E-mail: mark.bell@sgmf.info

Website: www.sgmf.info

3. Addresses of all branches and/or regional headquarters:

Registered Company Office
Clarendon House
2 Church Street
Hamilton
Bermuda
HM11

4. Name and contact details of a point of contact for the purposes of the application:

MARK BELL
General Manager & COO
Correspondence as above
mark.bell@sgmf.info
+44 (0) 7714 631199

5. Aims and purposes of the NGO (as set forth in its Constitution, Statutes or By-Laws; please provide an electronic copy separately):

"SGMF has been established to encourage the safe and responsible operations of vessels using LNG as fuel and all marine activities relating to the supply of GAS used as fuel; to develop advice and guidance for best industrial practice among its members; and to promote criteria for best practice to all who have responsibilities for, or an interest in, the use of GAS as a marine fuel"

SGMF is established to look at all aspects of gas as marine fuel to the industry however it is envisaged in the future to encompass gas in other forms, other fuels including low flash point fuels. It is also actively engaging other transport groups in aviation, rail and road but also defence and mining to seek out best practice and technology that may be applicable to the maritime industry.

6. a. Length of time the NGO has been in existence:

2 years 9 Months
Registered 30th July 2013 in Bermuda

b. History of the NGO:

SGMF has been formed as a membership based organization and is open to all the main stakeholders involved in the GAS bunkering supply chain, i.e. bunker suppliers, shipowners, bunker barge operators, port authorities and regulators. SGMF was formed as no other NGO including its sister organization SIGTTO, could cover the issues surrounding Gas as a Marine fuel. It was the board of SIGTTO who initially decided that a new NGO was the best way of representing the industry.

SGMF was founded in 2013 and in 2015 SGMF it changed its constitution to a Full Member only organization, in this way all industry sectors in particular Classification Societies and Equipment manufacturers could have full access to, and be wholly represented by, SGMF.

Reasons for formation

- Gas as a marine fuel is outside the jurisdiction and known capability of any other comparable organization.
- Safety Concerns
- Many new players unfamiliar with LNG
- Impact of an incident on the industry not only maritime
- No industry Body in existence
- International regulations only in infancy, standards and guidelines severely limited
- On-line survey of Marine Gas industry showed overwhelming support

Also;

- IGF code now adopted, interim support provided, interpretation and guidelines ongoing.
- Multitude of outstanding issues including Operational Bunkering Guidelines, Safe Working Distances, low flashpoint fuels, Essential Functional Requirements, SIMOPS, Safe Working Distances, Quality, Quantity, Training and Competence.
- Interface with other Regulations and Guidelines
- ISO Standards representation member
- USCG co-operative agreement from 2014
- Member of EU ESSF group
- IAPHWPCI LNG Working Group

7. Recent and planned activities:

Since July 2013 the secretariat has been formed and participated in over 100 selected regional events in North America, Europe and Asia to develop the membership base and in turn to provide the network facility to the industry. The Technical committee [TC], has been selected, invited and formed to undertake policy development and deliverables for SGMF. The TC meets twice per year, has had six meetings to date and has over 25 individual members selected and invited from its membership.

Membership of SGMF is both geographically and industry proportionately representative as is the Technical Committee and the Governing Board.

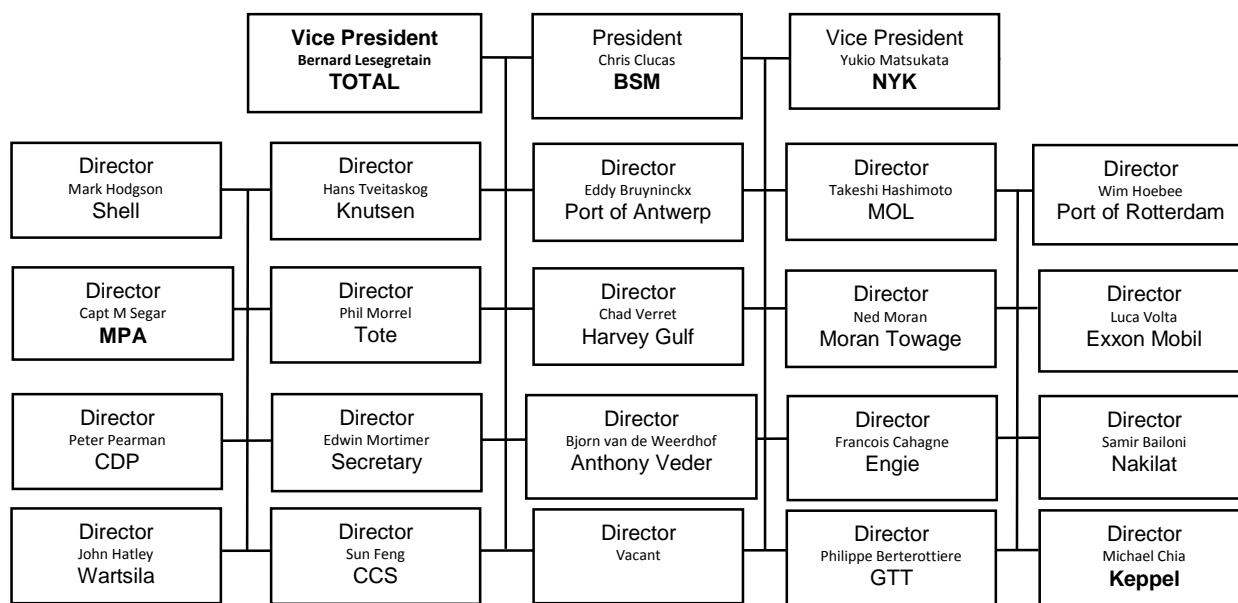
8. Descriptive statement of the extent to which the purposes of the NGO relate to those of IMO, in particular what contribution the NGO can make to the work of IMO, including its technical co-operation programme:

SGMF is a membership based organization with a proportional yet steadily growing membership. There is a vast difference between carrying LNG in bulk on a ship and burning it for propulsive power. SGMF has been established as a framework organization that can take the best of what industry has to offer through its membership and input to distil a coherent voice of the industry. Its ultimate goal is to help develop standards by producing guidelines such that gas can remain to be safely yet much more widely used. At the same time, the multitude of benefits from its use can be realised, these include lower emissions, better performance, lower costs and sustainability for the industry.

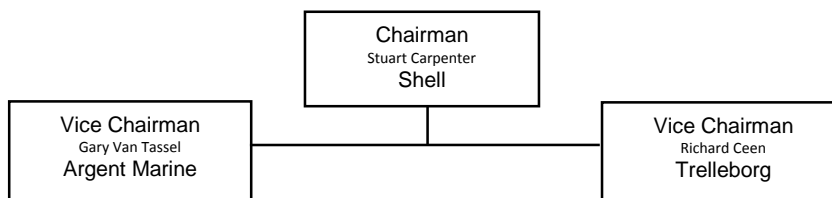
SGMF both employs and contracts suitable subject, industry and technical expertise, the expertise from its membership in this respect however is vast and SGMF is structured to facilitate this knowledge for the benefit of the industry and Society.

9. Structure:

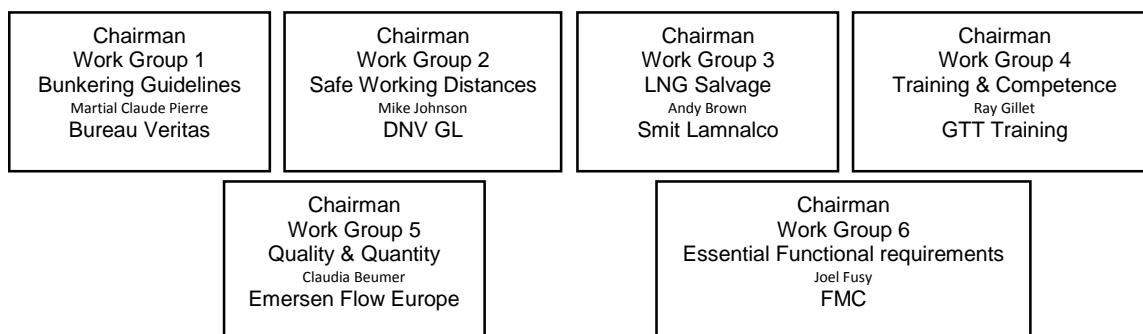
SGMF BOARD



SGMF Technical Committee



SGMF Work Groups (Current)



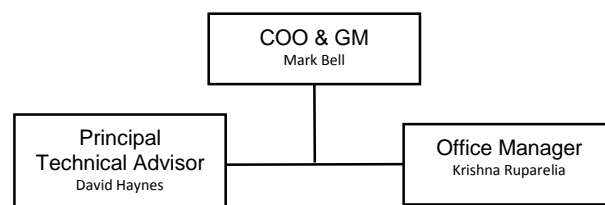
10. Membership (nature of membership, name of members and country where their main offices are based):

Name	Join Date	Location	MEMBERSHIP
Moran Towing Corporation	09/09/2013	USA	FULL
Klaw Products Ltd	18/09/2013	UK	FULL
Bureau Veritas	20/09/2013	France	FULL
GTT	20/09/2013	France	FULL
Braemar Engineering	02/10/2013	UK	FULL
DNV GL	02/10/2013	Norway	FULL
ENGIE	02/10/2013	Belgium	FULL
Shell International Trading & Shipping Co. Ltd.	07/10/2013	Netherlands	FULL
American Bureau of Shipping	08/10/2013	USA	FULL
Antwerp Port Authority	08/10/2013	Belgium	FULL
LNG America LLC	10/10/2013	USA	FULL
NYK Line	10/10/2013	Japan	FULL
Smit Lamnalco	14/10/2013	Netherlands	FULL
Exmar Marine NV	15/10/2013	Belgium	FULL
Marine Services GMBH	15/10/2013	Germany	FULL
Houlder Limited	18/10/2013	UK	FULL
Graypen Limited	21/10/2013	UK	FULL
Total S.A.	21/10/2013	France	FULL
ExxonMobil Marine Limited	30/10/2013	USA	FULL
Bernhard Schulte Shipmanagement	08/11/2013	Isle of Man [UK]	FULL
Harvey Gulf International Marine	11/11/2013	USA	FULL
Nippon Kaiji Kyokai (ClassNK)	15/11/2013	Japan	FULL
Argent Marine Management, Inc	01/12/2013	USA	FULL
Cryonorm Systems BV	01/12/2013	Netherlands	FULL
Knutsen OAS Shipping A.S.	01/12/2013	Norway	FULL
Lloyd's Register	01/12/2013	UK	FULL
Maritime Port Authority of Singapore	01/12/2013	Singapore	FULL
Mitsui O.S.K Lines Ltd	01/12/2013	Japan	FULL
Qatar Gas Transport Co. (Nakilat)	01/12/2013	Qatar	FULL
Tote Services Inc.	01/12/2013	USA	FULL
Wartsila Corporation, Helsinki, Finland	01/12/2013	Finland	FULL
Liquid Gas Equipment Limited	03/12/2013	UK	FULL
Smit Salvage B.V.	16/12/2013	Netherlands	FULL
Elengy	20/12/2013	France	FULL
Rina Services SPA	23/12/2013	Italy	FULL
Port Of Rotterdam	01/01/2014	Netherlands	FULL
BP Shipping Ltd	11/02/2014	UK	FULL
Dixon Valve & Coupling Company	17/03/2014	USA	FULL
National Grid Grain LNG	25/03/2014	UK	FULL

Fluxys SA	04/04/2014	Belgium	FULL
ARTA Group Inc.	13/04/2014	Germany	FULL
Dubai Supply Authority	16/04/2014	UAE	FULL
FMC Technologies SA	18/04/2014	France	FULL
Kawasaki Heavy Industries, Inc	01/05/2014	Japan	FULL
Brittany Ferries	16/05/2014	France	FULL
Gate Terminal B.V	21/05/2014	Netherlands	FULL
REV LNG Marine LLC	01/06/2014	USA	FULL
GasLog LNG Services Ltd	05/06/2014	Monaco	FULL
Trelleborg Marine Systems UK Ltd	11/06/2014	UK	FULL
GTT Training Ltd.	01/07/2014	UK	FULL
Rolls-Royce Marine AS	01/07/2014	UK	FULL
Skangas AS	01/07/2014	Norway	FULL
TGE Marine Gas Engineering GmbH	11/07/2014	Germany	FULL
Videotel	22/07/2014	UK	FULL
Erik Thun AB	23/07/2014	Sweden	FULL
Ardent	01/08/2014	Netherlands	FULL
Bomin Linde LNG GmbH & Co. KG	01/08/2014	Germany	FULL
Mann Teknik AB	01/08/2014	Germany	FULL
Worley Parsons	01/08/2014	USA	FULL
ABB AS (ABB Marine)	01/09/2014	Germany	FULL
Evergas Management A/S	01/09/2014	Denmark	FULL
Port of Gothenburg	01/09/2014	Sweden	FULL
Singapore LNG Corporation Pte Ltd	01/09/2014	Singapore	FULL
Heerema Offshore Services B.V.	15/09/2014	Netherlands	FULL
Terntank Ship Management AB	02/10/2014	Sweden	FULL
EBrasil - Eletricidade dop Brasil S.A.	12/11/2014	Brazil	FULL
World Fuel Services Europe Ltd	14/11/2014	UK	FULL
Gazprom Marketing & Trading Group	01/12/2014	Russia	FULL
Viking Line	03/12/2014	Sweden	FULL
Worldenergy SA	05/12/2014	Switzerland	FULL
Excelerate Energy	01/01/2015	USA	FULL
China Classification Society	02/01/2015	China	FULL
Port of Zeebrugge	02/01/2015	Belgium	FULL
WMT Marine	08/01/2015	UK	FULL
Eagle LNG Partners	25/01/2015	USA	FULL
Emerson Process Management	02/03/2015	Netherlands	FULL
MAN Diesel & Turbo	26/03/2015	Germany	FULL
Clean Marine Energy, LLC	31/03/2015	USA	FULL
Harley Marine Services	31/03/2015	USA	FULL
Alpha Process Controls INT Ltd	23/04/2015	UK	FULL
ECM Training Services, LLC	23/04/2015	USA	FULL
ENN Energy Holdings Ltd	18/06/2015	China	FULL

KPI Bridge Oil, Inc	22/06/2015	USA	FULL
Anthony Veder LNG Shipping BV	03/07/2015	Netherlands	FULL
Gas Natural Aproveisionamientos SDG	13/07/2015	Spain	FULL
British Columbia Ferry Services Inc.	14/07/2015	Canada	FULL
GAS Entec Co., Ltd	16/07/2015	Republic of Korea	FULL
RasGas Company Limited	08/09/2015	Qatar	FULL
Winterthur Gas & Diesel Ltd.	17/09/2015	Germany	FULL
Falck BV	25/09/2015	Netherlands	FULL
Carnival plc	26/10/2015	UK	FULL
SSY Gas Ltd	28/10/2015	UK	FULL
Resolve Marine Group	09/11/2015	USA	FULL
DSME Co. Ltd.	01/12/2015	Republic of Korea	FULL
John H Whitaker (Tankers) Ltd.	11/12/2015	UK	FULL
Gas Technology Development PTE Ltd	01/01/2016	Singapore	FULL
SSPA Sweden AB	07/12/2015	Sweden	FULL
M&O Ship Development b.v.	19/02/2016	Netherlands	FULL
Dunlop Oil & Marine	24/02/2016	UK	FULL
Techflow Marine	08/03/2016	UK	FULL
Mampaey	14/03/2016	Netherlands	FULL

11. SGMF Officers:



12. Indicate whether the NGO is a member of, affiliated to, or otherwise associated with another non-governmental international organization that enjoy consultative status or has other forms of association with IMO:

ISO

ISO/TC8/ WG8

(Liquid and gas fuelled vessels) – member

Also ISO/TC8/SC11 Plenary

SIGTTO

Our sister organization with which SGMF has a reciprocal agreement to co-operate on any matter where there is an overlap or conflict. SIGGTO covers all matters for Gas as marine CARGO for carrying vessels and associated terminals, IGC code items.

SGMF covers all matters relating to the use of Gas as a Marine Fuel for all and any ship type, for all modes and types of bunkering and for all forms of supply. These are IGF code items for the vessel itself and also many rules and regulations for the supply chain. Issues around gas

as a cargo are totally different to those for gas as a marine fuel and its supply and require different knowledge and expertise.

SIGTTO and SGMF are party to an agreement to this effect.

IBIA

This organization covers all issues surrounding heavy and distillate fuels for the traditional maritime bunkering industry. We co-operate closely with IBIA in that they represent the established Oil bunkering industry which in turn knows nothing of the new Gas bunkering industry but wishes to embrace it.

SGMF and IBIA are party to an agreement to this effect.

IAPH

This organization represents the Ports and Harbours and has no expertise in gas handling or bunkering however it embraces its development. Before SGMF was formed Port of Antwerp had employed a third party, DNV GL, to evaluate safe methodologies for LNG bunkering in its port in conjunction with IAPH and had done some credible ground work in the area. Having no expertise in the area, IAPH handed the successful outcome of this work to SGMF, Port of Antwerp being and DNV GL both being founder members of SGMF fully supported this. SGMF's first publication

LNG Bunkering: Safety Guidelines – PUBLISHED Oct 2014 ISBN 978-0-9933164 – 01 initially reflected this by the inclusion as an appendix an example of an effective LNG Bunkering checklist having undertaken a thorough risk assessment of a Port Bunkering proposal. SGMF and IAPH are party to an agreement of co-operation to this effect.

OCIMF

SGMF has worked together on several issues namely Training and Manifold design to date where there has been seen to be benefit in sharing experience and best practice. For example as part of its Work Group 6, LNG Bunkering: Essential Functional Requirements, a Technical Guidance note on LNG Bunker Manifolds has just been produced. The fundamentals of manifold design, construction, location (Tankers in particular) have been aligned from both organizations such that the designer has a common grounding and strength calculation basis.

OCIMF and SGMF will shortly have a co-operative agreement to cover such matters.

13. Relations with intergovernmental organizations:

European Sustainable Shipping Forum [ESSF]

14. Indicate by what means IMO could participate in the NGO's activities:

Acceptance of SGMF as consultative status would formally recognize the collective industry voice that of the gas as fuel industry. In areas such as Training and Competence for example, there is significant work to be done in gathering accreditation bodies such as flag states to help them utilize the essential standards and guidelines that are needed for the safe and prosperous use of gas as a marine fuel, the IMO may have significant input to this process for SGMF.

15. Indicate by what means the NGO will promote and disseminate the principles and work of IMO:

SGMF supports all initiatives primarily with the IGF code at present, related STCW amendments and thereafter helping in its development from experience and best practice. SGMF with its membership support is well placed to support IMO in the applicable development of SOLAS, Sustainable Maritime Transportation Initiatives and would be fully available to work and sit on any applicable Committee/Sub-Committee and MEPC related group.

By summary and support of work at the Board, Technical Committee, Working Group and throughout the SGMF membership.

By support of the IMO in its status within the UN, in particular for matter of sustainability and environmental performance of the maritime sector.

By its constitution the promotion and principles of safety, environment and life/property protection and preservation.

One example of the benefits of the use of Gas as a Marine fuel is the significant reduction of carbon emissions, the question however is by how much and what proportion does this contribute to global warming and climate change. It is envisaged that SGMF will be able to contribute significantly to the debate and initiatives taking place that inevitably will lead to increased legislation as to the use of fossil fuels by marine transport into the next century.

16. Finance (source of funding and evidence of financial sustainability):

Fully membership funded and self-supportive from end 2014 including payback of start-up loan from SIGTTO upon founding in 2013.

Ref 2014/15 draft accounts and latest P/L

17. List of publications and/or other relevant documentation:

- **LNG Bunkering: Safety Guidelines** – PUBLISHED Oct 2014 [ISBN 978-0-9933164 – 01]
(Review 1 current in association with IACS)
- **LNG Bunkering – Safe Working Distances**
(Current and live work group – publication due Autumn 2016)
- **LNG on Ships – Contingency for salvage** – (Members only – 2015)
- **LNG Bunkering – Training and Competency Standards**
(Current and live work group – publication due end 2016)
- **LNG Bunkering – Quality and Quantity** – PUBLISHED Oct 2015 [ISBN 978-0-9933164 – 08]
- **LNG as Marine Fuel** – Public Information Booklet and App – 2014 [ISBN 978-0-9933164 – 05]
- **LNG Bunkering** – Essential Functional Requirements
Technical Guidance Notes – Manifold Considerations, Connectors and Control Systems

18. Additional information which the NGO may wish to provide:

Following its first application to the IMO in 2014 the Society was duly informed that it not been in operation for the statutory minimum of two years and that no re-application may be made for a further two years to allow for this. It was also advised that there was the potential for the Society to contribute to the work of the IMO. Having had a further two years of successful

operation, at the last Board meeting of the Society it was decided that the re-application should be made at the soonest opportunity, that being effectively the end of March 2016.

SGMF regularly contributes to the work of the United States Coast Guard [USCG] in matters relating to the use of gas as a marine fuel since end 2013.

SGMF also provides the Maritime Port Authority of Singapore [MPA] with full access and approved reference to, all of its formal publications with agreement of Spring Singapore, the National Standards body.

SGMF fully expects to continue to represent the best practice of the gas fuelled shipping industry for the foreseeable future.

ANNEX 2

INTERNATIONAL MARITIME ORGANIZATION (IMO)

QUESTIONNAIRE FOR NON-GOVERNMENTAL INTERNATIONAL ORGANIZATIONS (NGOs) APPLYING FOR CONSULTATIVE STATUS WITH IMO

In completing this questionnaire, the NGO should take into account the Rules and Guidelines on Consultative Status for Non-governmental International Organizations with the International Maritime Organization.

1. Name and acronym of the NGO:

INTERNATIONAL SAILING SCHOOLS ASSOCIATION (ISSA)

2. Address of headquarters:

POLAND, WARSAW 03-610, 22 LECHA STREET

Telephone +48 22 245 49 78

Fax: n/a

E-mail: issa@sailingschools.org

Website: www.issa-schools.org

3. Addresses of all branches and/or regional headquarters:

ISSA has regional representatives but no regional offices

4. Name and contact details of a point of contact for the purposes of the application:

Tomasz Lipski (Vice President), tomasz.lipski@sailingschools.org
Telephone: +48 600 091 888

5. Aims and purposes of the NGO (as set forth in its Constitution, Statutes or By-Laws; please provide an electronic copy separately):

ISSA is non-profit and its objectives are to promote and support all institutions teaching sailing and to develop sailing through teaching at all levels of experience

ISSA, which is non-profit making, has neither religious: nor political aims and is directed towards: grouping, promoting, favouring and reinforcing internationally, all institutions teaching sailing.

ISSA will promote sailing worldwide through teaching at all levels in collaboration with other international associations.

The aims can be achieved by:

- the promotion of contacts worldwide
- the promotion of better teaching and competence
- the reciprocal recognition of qualifications or licenses delivered by every member association the exchange of research, experience and qualifications
- the study of problems related to the setting up of sailing schools, or the organization of sailing schools, as well as the quest for solutions common to every member country
- the exchange of instructors and pupils
- the organization of seminars, cruises and conferences to promote the exchange of views, especially between instructors.
- the actions derived from ISSA Development and Services Programme.

6. a. Length of time the NGO has been in existence:

47 years

b. History of the NGO:

ISSA was established by sailing organizations from Austria, Canada, Finland, France, Germany, Holland, Poland, Spain and the UK in London in on January 11th, 1969. It was registered in Switzerland in 1969. In the first years, the organization associated the biggest yachting federations from Europe and other continents. The members included French Sailing Federation (FFV), Royal Yachting Association from the UK, Canadian Yachting Association, United States Sailing Association or American Sailing Association. The international team developed the master copies of logbooks that can still be found in many organizations in Europe and worldwide.

During the 70ties and 80ties ISSA was playing a major role in providing sailing standards for schools and sailing federations worldwide.

In 1981 ISSA obtained the status of the consultative body of the European Council. In the 90ties however the organization went through a crisis and lost most of its members. A restructuring period came with the new millennium and since than ISSA grows in strength every year. It has developed recreational boating and other water sports courses delivered through licensed training schools. ISSA schools offer training in many areas of water sport activities such as: Training for Instructors, Leisure Sailing, Professional Sailing, Leisure Power Boats, Professional Power Boats, Speciality Courses (SRC, Sea Survival etc.). The instructor training programmes include very modern didactical techniques, equipping the future instructors with efficient and effective skills to convey their knowledge and skills to their students.

7. Recent and planned activities:

Apart for regular activity – providing a framework of common standards of quality and safety for sailing and windsurfing schools throughout the world – ISSA endeavours to promote yachting and set high standards in yachting training. It serves as a venue for international exchange between yachting organizations, and it represents private and public sailing school internationally.

Since 2012 ISSA organises the ISSA Festival of Sails – a set of 5-10 (annually) small, international amateur regattas that takes place in various locations in Europe. The Festival tends to promote local sailing opportunities and incorporates small maritime oriented faires, and a set of cultural events.

In 2016 the Festivals will take place in:

- Croatia,
- Greece,
- Latvia,
- Poland (multiple locations).

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

ISSA can encourage and facilitate the general adoption of the highest practicable standards in matters concerning the maritime safety through providing a framework of common standards of quality and safety for the sailing schools teaching programmes.

9. Structure:

ISSA is managed by a committee elected from its member sailing and windsurfing schools.

- Annual General Assembly
- Administrative Council
- President
- Executive Council

10. Membership (nature of membership, name of members and country where their main offices are based):

Member	Country
1 Yachtschule Koller	Austria
2 Wassersport Schulvereinigung Österreichs	Austria
3 Drive Sailing	Belarus
4 Altair Vaarschool	Belgium
5 Royal Club Nautique De Sambre Et Meuse	Belgium
6 VVW Recrea	Belgium
7 Vlaamse Yachting Federatie (Vyf)	Belgium
8 BL3-Escola De Latismo	Brazil
9 Escola De Vela C & L	Brazil
10 Leisure & Cultural Services Dept.	China (Hong-Kong)
11 Escuela De Vela Vientos De Montana	Columbia
12 Escuela de Vela Club Nautico El Portillo	Columbia
13 Ultra Sailing	Croatia
14 Academia Navalis Adriatica D.O.O.	Croatia
15 Oreb Club International	Croatia
16 Ultra Sailing School	Croatia

17	NOIATH – Cyprus Offshore Yacht Club	Cyprus
18	Ostria Sailing Academy	Cyprus
19	Baltic Cruising School	Finland
20	Cesare Rodo School	Greece
21	Nautical Club of Kalamaki	Greece
22	Sailways SA	Greece
23	Vardivela	Israel
24	Centro Nautico di Levante	Italy
25	Casa Di Vela Elba	Italy
26	Centro Velico Caprera	Italy
27	Centro Velico Naregno	Italy
28	Centro Velico TorreGuaceto	Italy
29	BSC Watersports Centre	Japan
30	Sunlights Sailing	Latvia
31	Ocean Maritime Academy	Lebanon
32	Speed Sailing	Lebanon
33	Compas Moldova	Moldova
34	69 Nord AS	Norway
35	Federacja Szkół Żeglarskich ISSA	Poland
36	Maritime University	Poland
37	Sunlights Sailing Russia	Russia
38	Avrora-Yachting Ltd.	Russia
39	Captains School	Russia
40	Yachtcompany	Russia
41	Nauticna Sola Dekleva	Slovenia
42	Nautica d.o.o.	Slovenia
43	Startus skupina d.o.o.	Slovenia
44	Busan Sailing Federation	South Korea
45	Yachtpro – Sailing in Thailand	Thailand
46	Blue Sea Sailing School	Turkey
47	Go Sailing	Turkey
48	Gokova Sailing School	Turkey
49	Marmaris Yelken	Turkey
50	Windy Sailing Marmaris	Turkey
51	BB Yachting	Ukraine
52	Yacht Travel LLC.	Ukraine
53	Sea Star Adventure	USA

11. Officers:

Joan Basacoma – President
Tomasz Lipski – Vice President
Rafał Kander – Treasurer

12. Indicate whether the NGO is a member of, affiliated to, or otherwise associated with another non-governmental international organization which enjoys consultative status or has other forms of association with IMO:

ISSA is not a member or is not affiliated or otherwise associated with another non-governmental international organization, which enjoys consultative status or has other forms of association with the IMO.

Some of ISSA's historical members like US Sailing, Real Federacion Espanola de Vela or Yachting Australia were members of the International Sailing Federation (ISAF) but this is no longer the case. Moreover while ISAF is focused mostly on sport activities, while ISSA deals with leisure and amateur sailing, thus the scope of interest of the two organizations does differ.

13. Relations with intergovernmental organizations:

- ISSA is a member of the Union of International Associations.
- In 2015 ISSA obtained the ISO 9001 certificate from the TUV-Rheinland

14. Indicate by what means IMO could participate in the NGO's activities:

- Cooperation in terms of setting up standards for training of leisure and professional yacht skippers (regulations; environment protection; cooperation with local organizations);
- Preparation of guidelines for schools to promote safety and environment protection on local/regional basis;
- Participation in joint actions to promote modern approach to seafaring

15. Indicate by what means the NGO will promote and disseminate the principles and work of IMO:

- ISSA can incorporate the IMO's guidelines in materials sent to member schools/organizations;
- ISSA can present the IMO's policy during regular meetings/seminars;
- ISSA can present reports with feedback from our members dispersed worldwide;

16. Finance (source of funding and evidence of financial sustainability):

ISSA is a non-profit organization and its sources of funding include:

- annual membership subscriptions;
- grants, donations and legacies;
- interest on capital;
- the profits from the sale of documents and printed matter;
- Payable services to members;
- Any other services as decided by the ISSA's Administrative Council.

17. List of publications and/or other relevant documentation:

- ISSA issues logbooks for leisure yachtsmen (in English, French, Spanish, Arabic, Chinese).
- ISSA's members print books or materials on teaching (in English, German, Polish, Russian and Turkish), e.g. Handbooks for leisure yachtsmen on: navigation; Collregs. radio communications, safety.
- Recently we have published a Polish version of: "200 Skipper's Tips" by Tom Cunliffe and "Expert Sailing Skills. No nonsense advice that really works" by the same author.

18. Additional information which the NGO may wish to provide:

ANNEX 3

INTERNATIONAL MARITIME ORGANIZATION (IMO)

**QUESTIONNAIRE
FOR NON-GOVERNMENTAL INTERNATIONAL ORGANIZATIONS (NGOs)
APPLYING FOR CONSULTATIVE STATUS WITH IMO**

In completing this questionnaire, the NGO should take into account the Rules and Guidelines on Consultative Status for Non-Governmental International Organizations with the International Maritime Organization.

1. Name and acronym of the NGO:

International Cruise Victims Association, Inc

2. Address of headquarters:

5521 North Camelback Canyon Drive,
Phoenix, AZ 85018

Telephone:

602-852-5896 U.S.
(0)1403 891348 UK

Fax:

E-mail:

Kcarver17@cox.net

Website:

www.internationalcruisevictims.org

3. Addresses of all branches and/or regional headquarters:

The Old School
Lower Beeding West Sussex, RH13 6NQ
UK

Level 1/33 Lytton Road
East Brisbane Queensland 4069
Australia

4. Name and contact details of a point of contact for the purposes of the application:

Kendall Carver
602 852 5896
Kcarver17@cox.net

Michael Lloyd
0)1403 891348 UK
michaelclloyd@yahoo.co.uk

5. Aims and purposes of the NGO (as set forth in its Constitution, Statutes or By-Laws; please provide an electronic copy separately):

Separately the By-Laws have been sent to you. The Aims and purposes of the NGO includes the following:

The primary objectives of the International Cruise Victims Organization (ICV) are twofold:

- To provide support to victims of crimes that occur on cruise ships;
- To act as an advocate for legislative reform to protect passengers from crimes and increase the rights of victims of crimes that do occur on cruise ships

6. a. Length of time the NGO has been in existence:

Since January 1, 2006 – 10 years

b. History of the NGO:

Started in 2006 to deal confront issues of crime and improve safety on cruise ships. Beginning with just four members now has membership in 35 countries. Has been the major consumer voice for cruise line safety legislation and reform. Recognized by invitations to testify in eight congressional hearings in the United States and Australia. Leadership has assisted in the passage of major legislation including the Cruise Vessel Security and Safety Act of 2010. This legislation which was passed in the United States sets minimum safety requirements and victim rights for cruise ship passengers.

7. Recent and planned activities:

In December 2014, United States Senator Jay Rockefeller conducted public hearings in the United States Senate for greater requirements for public disclosure and requiring reporting crimes to be regularly posted on a United States Coast Guard website. Additional legislation (Cruise Passenger Protection Act (CPPA) (S.1340 HR 3142) has been introduced in the current session of the United States Congress sponsored by Sen. Blumenthal and Representative Matsui. This pending legislation, if passed, would further modernize cruise passenger rights and serve as model legislation for both flag and port states involved in the maritime travel and vacation industry.

In addition, major présentations have been made at the Hague in public forums and news media throughout the world on safety issues. In just ten years existence this NGO has become recognized as the worldwide leader for the advancement of passenger rights in maritime commerce.

ICV members, including Kendall Carver, have testified at four congressional House hearings starting with 2006, twice in 2007 and 2008 in the United States Senate. These hearing resulted in the Cruise Vessel Security and Safety Act being passed in 2010.

1. The link to the Senate hearing in 2008 is http://www.internationalcruisevictims.org/files/Total-testimoney1a-1-with_titles.pdf.

2. The link to the Senate hearing in 2014 which ICV members testified is <http://www.c-span.org/video/?320614-1/hearing-cruise-ship-safety>
3. In addition, I will be testifying on April 14, 2016 to the House Subcommittee on Coast Guard and Maritime Transportation on the subject of "Maritime Transportation Safety and Stewardship Programs."

In addition, ICV members were invited to make presentation to the 14th and 15th International Symposium of the [World Society of Victimology](#). This is a worldwide meeting held every two years and includes the top Victim Experts in the world. In 2013 Mr. Carver and other members made a presentation at their meeting in the Hague. In 2015 this meeting was held in Perth, Australia and Mr. Mark Brimble, with ICV, gave a presentation. Also, in 2013 Mr. Carver was invited to talk to the annual meeting of [Victim Support – EU](#) in Edinburg, Scotland. This Group represents victims groups in 28 countries. They have made ICV an Associate member which is the only organization outside of the EU to be part of this organization.

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

ICV has become the leading voice in promoting increased safety issues for the cruise line industry. ICV also has on its executive committee experts on Terrorism and ship safety. See attached resumes. ICV is uniquely positioned to be the ally of IMO in the world forum of opinion for safety and security.

9. Structure:

ICV is organized as a non profit corporation in the United States. It also has a EU non profit organization based in the UK along with a separate corporation in Australia.

ICV maintains three separate corporations and is managed by an Executive Committee with a Board of Directors. The Executive Committee includes the following: ICV has no standing committees except for the Board and Executive Committee. Projects are assign to individuals based on the nature of the need such as Security, legal, victim issues.

United States

Kendall Carver, Chairman:

Before founding ICV in 2006, he served and President and CEO of Washington National Insurance Company in New York City for 18 years

Jamie Barnett, President Currently runs a división for CBS in Burbank, CA

Mark Gaouette, – Sénior VP of ICV and member of the Executive Committee Mark is a Security Expert with worldwide experience with the State Department and formerly was in charge of Security for Princess Cruise Lines. He has published books on the issue of Maritime Safety.

Philip Gerson – Member of the Executive Committee and general counsel. He is principal with the law firm, Gerson and Schwarts, PA located in Miami, Florida.
UK/EU

Capt Michael Lloyd, Managing Director of ICV-UK and VP and member of the Executive of ICV – Michael is a Maritime expert based in the UK. He has written several papers and books on the issue of maritime safety.

Australia

Mark Brimble – Member of the ICV Executive Committee and President of ICV Australia. In January Of 2016 he was awarded the "Order of Australia Medal." by the Australia Government for his work to improve safety on Cruise Ships.

10. Membership (nature of membership, name of members and country where their main offices are based):

ICV maintains a membership in 35 countries. This membership includes experts in the area of victim needs and other safety needs. As a result, our membership includes experts in Maritime issues, Terrorism issues, and Victim Issues. Victim Support – EU, based in Brussels, has made ICV an Associate Members. ICV is the only organization outside of the EU to be a members of VS-EU. VS-EU represents victim support organization in 28 countries in the EU.

ICV membership falls into two groups. One group is made up of victims of crimes on cruise ships and the second group are individuals that are not victims but have joined ICV to support our work throughout the world They include many from the maritime industry, individuals in the media and others that have joined to support our efforts. Our members come from around the world and include the following countries:

List of countries with ICV Members

Algeria	Israel	Serbia
Australia	Italy	Singapore
Bangladesh	Republic of Moldova	Turkey
Canada	Nepal	Trinidad and Tobago
Belgium	New Zealand	United Kingdom
Bosnia and Herzegovina	Norway	United Arab Emirates
Brazil	Peru	United States
Denmark	Philippines	
Finland	Portugal	
France	Romania	
Germany	Saudi Arabia	
Greece	Sweden	
Netherlands	South Africa	
Ireland	Slovakia	

11. Officers:

United States

Kendall Carver, Chairman
Jamie Barnett, President
Mark Geouette – Senior VP of ICV and member of the Executive Committee
Philip Gerson – Member of the Executive Committee and general counsel.

UK/EU

Michael Lloyd, Managing Director of ICV-UK and VP and member of the Executive of ICV

Australia

Mark Brimble – Member of the ICV Executive Committee and President of ICV Australia

12. Indicate whether the NGO is a member of, affiliated to, or otherwise associated with another non-governmental international organization which enjoys consultative status or has other forms of association with IMO:

Does not apply

13. Relations with intergovernmental organizations:

No relationships

14. Indicate by what means IMO could participate in the NGO's activities:

With the extensive world wide work of ICV has done regarding legislation to improve safety, it is felt that this would be most helpful in the work of ICV and the IMO.

We anticipate our representative would be Capt. Michael Lloyd, who lives in the UK.

We would attend IMO meetings and participate actively on committees relevant to our mission and expertise.

15. Indicate by what means the NGO will promote and disseminate the principles and work of IMO:

ICV has a worldwide outreach and our membership in the IMO would help us promote the work of this fine organization through our worldwide communications. As an IMO member ICV would act as liaison for other interest groups which could benefit IMO goals and policies.

16. Finance (source of funding and evidence of financial sustainability):

ICV receives funding through private donations. No government or for profit corporation funding is provided. Its ten year track record of financial responsibility evidences sustainability.

17. List of publications and/or other relevant documentation:

ICV receives extensive world wide press. A link to some of these publications includes the following:

<http://internationalcruisevictims.activeboard.com/index.spark?forumID=102842&subForumID=331732&p=2>

In addition, our Executive Committee members have publish books and papers on various issues regarding the cruise industry.

18. Additional information which the NGO may wish to provide:

ICV maintains a website at www.internationalcruisevictims.org. In the [Community section](#) and Home Page you will find many documents on various maritime issues.

ANNEX 4

INTERNATIONAL MARITIME ORGANIZATION (IMO)

QUESTIONNAIRE FOR NON-GOVERNMENTAL INTERNATIONAL ORGANIZATIONS (NGOs) APPLYING FOR CONSULTATIVE STATUS WITH IMO

In completing this questionnaire, the NGO should take into account the Rules and Guidelines on Consultative Status for Non-governmental International Organizations with the International Maritime Organization.

1. Name and acronym of the NGO:

Methanol Institute (MI)

2. Address of headquarters:

10 Anson Road, #32-10 International Plaza, Singapore 079903

Telephone: +65 6325 6300

Fax: +65 6225 0476

E-mail: gdolan@methanol.org

Website: www.methanol.org

3. Addresses of all branches and/or regional headquarters:

USA: 225 Reinekers Lane, Suite 205, Alexandria, VA 22314

EU: Avenue Jules Bordet, 142, 1140 Brussels, Belgium

China: #511 Pacific Sci-tech Development Center, Peking University, No. 52 Hai Dian Road, Beijing, 100871, China

4. Name and contact details of a point of contact for the purposes of the application:

Gregory Dolan, CEO, gdolan@methanol.org, +1 703-248-3636

5. Aims and purposes of the NGO (as set forth in its Constitution, Statutes or By-Laws; please provide an electronic copy separately):

As the global trade association for the methanol industry representing the world's leading methanol producers, distributors and technology companies, the mission of the Methanol Institute is to serve and provide cost-effective value to its membership by:

- Providing product stewardship leadership to ensure the proper and safe handling of methanol and its derivatives across the global distribution chain;
- Promoting the growth of the global methanol industry as an essential chemical commodity and an emerging source of clean energy; and
- Tracking global regulatory and public policy initiatives that may impact the methanol industry and interacting with key stakeholders to ensure that the best information is made available.

6. a. Length of time the NGO has been in existence:

The Methanol Institute was first established in 1989.

b. History of the NGO:

First established to represent US methanol producers in Washington, D.C., the Methanol Institute has expanded to become a true global trade association, representing industry leaders from every corner of the globe from our offices in Singapore, Washington, Brussels and Beijing.

7. Recent and planned activities:

In December 2015, the Methanol Institute and FCBI Energy released a report on « *Methanol as a Marine Fuel* », we also published that month a technical bulleting on « *Methanol Safe Handling and Safe Berthing.* » We are currently involved in existing and developing methanol marine fuel activites in Europe, China and Singapore.

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

One of the central purposes of the Methanol Institute is to promote the safe handling, storage and utilization of methanol across the global distribution chain. Two-thirds of the 70 million metric tons of methanol produced each year is shipped from one continent to another, making methanol one of the most widely distributed chemical commodities. The emerging use of methanol as a marine fuel has been described as an historic opportunity for our industry. Our staff and our members have a unique expertise on methanol safety, and we wish to share that expertise with the IMO.

9. Structure:

As a trade association, the Methanol Institute represents 40 member companies. We also have strategic partnerships with a number of allied trade associations around the world.

10. Membership (nature of membership, name of members and country where their main offices are based):

Company	Headquarters Location
Atlantic Methanol	United States
Azelis Canada	Canada
BP Chemicals	United Kingdom
Carbon Recycling International	Iceland
Clariant	Germany
Coogee Energy	Australia
Ecofuel	Italy
Enerkem	Canada
Fuel Injection Technologies	China
Fuel Freedom Foundation	United States
G2X Energy	United States
Haldor Topsoe	Denmark

HELM	Germany
IMTT	United States
Johnson Matthey	United Kingdom
JSC Metrafrax	Russian Federation
Lanxess	Germany
Methanex	Canada
Methanol Holdings Trinidad Ltd.	Trinidad and Tobago
Metor	Venezuela
Mitsubishi Gas Chemical	Japan
Mitsubishi International	Japan
Mitsui	Japan
Mitsui OSK	Japan
NW Innovation Works	United States
Oberon Fuels	United States
OCI NV	Netherlands
Oman Methanol Company	Oman
Oorja Fuel Cells	United States
Petronas Chemicals Group	Malaysia
QAFAC	Qatar
SABIC	Kingdom of Saudi Arabia
Salalah Methanol Company	Oman
Sipchem	Kingdom of Saudi Arabia
Southern Chemical Corporation	United States
SCC Distribution	United States
solvadis	Germany
Tricon Energy	United States
Vitol	Netherlands
Vitusa	United States

11. Officers:

Ben Iosefa, Methanex, Chairman
Khalid Al-Mazyed, SABIC Americas, Vice Chairman
Dennis Patrick, Methanol Holdings Trinidad Ltd., Treasurer

12. Indicate whether the NGO is a member of, affiliated to, or otherwise associated with another non-governmental international organization which enjoys consultative status or has other forms of association with IMO:

The Methanol Institute became an affiliate member of the European Chemistry Council (CEFIC) in 2015 for the express purpose of also participating in CEFIC's Formacare panel for the European formaldehyde industry. The Methanol Institute does not plan to renew its CEFIC/Formacare membership for 2016. MI is also an affiliate member of the American Chemistry Council (ACC), similarly to participate in the ACC's Formaldehyde Panel.

13. Relations with intergovernmental organizations:

No formal relations with any intergovernmental organizations.

14. Indicate by what means IMO could participate in the NGO's activities:

The Methanol Institute has established a Marine Fuels Committee, and we would welcome IMO participation. We also organize conferences, meetings, and webinars held worldwide, and we would welcome IMO participation in these events. We just held a webinar on 9 February on Methanol as a Marine Fuel. This webinar is available on our web site at: <http://methanol.org/Marine.aspx>.

15. Indicate by what means the NGO will promote and disseminate the principles and work of IMO:

The Methanol Institute wishes to join the correspondence group for the IGF Code consideration of guidelines for the use of methanol as a marine fuel. We have been in contact with group chairman Gabor Szemler, who has noted that we must first become affiliated with the IMO to join this group. In a few weeks, one of our member companies will be launching the first of seven methanol-diesel dual fuel vessels, and many other member have expressed similar interests. We are also funding efforts like the SUMMETH project in Sweden/Finland to develop a ropax ferry for methanol fuels. In China and Singapore, we are developing programs to demonstrate the use of methanol in inland waterway vessels. We are also looking at the life-cycle greenhouse gas emissions of methanol marine fuels. In all of these efforts, we are looking to promote and disseminate the principles and work of the IMO.

16. Finance (source of funding and evidence of financial sustainability):

The Methanol Institute receives its funding from member dues contributions, with an annual budget of approximately USD2,000,000. We would be happy to share our audited financial statements at your request.

17. List of publications and/or other relevant documentation:

Methanol as a Marine Fuel, with FCBI Energy and authored by Prof. Karin Andersson of Chalmers University
Methanol Safe Handling and Safe Berthing, authored by Distribution Consulting Services
Methanol Safe Handling Manual, authored by Alliance Consulting

18. Additional information which the NGO may wish to provide:

Methanol Institute staff present at over 20 international conferences each year to discuss emerging energy applications for methanol. We have a weekly newsletter that reaches more than 500 global methanol industry leaders. Our website at methanol.org is the top internet portal for information on the methanol industry.