



INTERTANKO

TWENTY **24**



MEMBERS BROCHURE

LEADING THE WAY, MAKING A DIFFERENCE



INTERTANKO

International Association of Independent Tanker Owners

- **FORUM** for Members to meet and share information and best practice with each other and the wider industry
- **ADVISOR** for Members providing guidance on issues affecting their operations and interests
- **CHAMPION** that speaks on behalf of and acts for independent tanker owners

INTERTANKO MEMBERS

lead the continuous improvement of the tanker industry's performance

strive to achieve the goals of:

- ZERO** fatalities
- ZERO** pollution
- ZERO** detentions

deliver the highest quality services to meet their stakeholders' expectations

promote the availability and use of personnel with the best marine skills and competencies

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Welcome



INTERTANKO's mission is to provide leadership to the Tanker Industry in serving the world with the safe, environmentally sound and effective seaborne transport of oil, gas and chemical products. Promoting and protecting the interests of our global membership, the Association unites over 400 shipowner and Associate Members across 73 countries, representing a diverse and influential community that drives innovation, sustainability and safety in the maritime sector.

Our Members' ongoing individual and collective contributions and commitment to safe transport, cleaner seas and free competition are noteworthy, serving as the base to INTERTANKO's strong 'brand' and bringing the credibility and recognition from stakeholders both within and outside the industry.

INTERTANKO has a pivotal role to play in ensuring a greener and more sustainable future. Through our Members' initiatives, research endeavours, and continuously improving operations and practices, we are actively contributing to reducing emissions, protecting marine ecosystems, and promoting responsible shipping.

At the heart of our mission are the maritime professionals whose commitment to safety, coupled with their continuous pursuit of operational excellence, are key to ensuring global supply networks.

We recently conducted a survey to better understand the motivations for pursuing a maritime career, the lived experiences of professionals onboard and whether these meet expectations. Over 5,400 individuals participated, reflecting a broad spectrum of insights and areas for more focussed attention. The survey joins other guidance materials available to Members through our website.

As the world grapples with pressing environmental challenges, seafarers continue to be called upon to deliver global energy efficiency and decarbonisation ambitions, whilst being exposed not only to changing fuels, technologies and regulatory requirements, but also the vagaries and risks of global trade.

Alongside the Association's involvement in technical and environmental topics, information sharing and liaison with maritime management and security forces also continues to be a key part of our activities.

On the crucial safety side, the imminent introduction of OCIMF's SIRE2.0 regime is set to have a significant impact on tanker vetting and risk assurance. INTERTANKO and its Members have been integral to the evolution of the system, producing a '*Seafarers' Guide to SIRE2.0 Inspections*' and continuing to collaborate to ensure a practical and effective transition to the new system.

Elsewhere, the requirements for GHG emission monitoring and reporting, as well as associated chartering practices, are driving Members' efforts to develop tools for sharing and optimising fleet environmental performance and to facilitate data driven decision-making.

Much of this work is done through INTERTANKO's Committees, developing industry best practice and contributing to the development of evidence-based policies, supporting Members as they adapt to changing market dynamics and regulatory requirements. Their work also allows the Association to engage with regulatory bodies, governments, and international organisations to drive regulations and policies that are balanced and considerate of the unique challenges and characteristics of the industry.

The resulting breadth of guidance documents, publications, database and benchmarking tools continues to grow. We encourage you to make use of these resources and highlight any opportunities to support your operations better in future.

Whether you are a longstanding Member or exploring the work of INTERTANKO for the first time, this is a testament to the immense value of our collective efforts in shaping the future of the tanker industry.

Our sincere thanks to all Members and Associate Members for their unwavering support, engagement and enthusiasm for keeping the Association's values at the forefront of your operations.

Paolo d'Amico
Chairman

Katharina Stanzel
Managing Director

Your Services

Forum provider, Advisor, Champion

MEMBERSHIP BENEFITS

INTERTANKO has been the voice of independent tanker owners since 1970. A professional and respected Association, it champions an industry dedicated to supporting global energy networks by delivering safe, efficient and environmentally sound transport services that keep the world economy turning.

INTERTANKO actively works on a wide range of operational, technical, legal and commercial issues affecting tanker owners worldwide. It draws on regular and direct contact with its Members and stakeholders to identify, develop and disseminate information and best practice, essential to the tanker industry.

Membership benefits include not only representation by a large, respected industry body but also access to guidance and advice, as well as opportunities for contact and exchange with fellow Members, the extensive network of Associate Members and other industry stakeholders.

Because INTERTANKO is a Member-run, direct-entry organisation, its strength lies in developing policies that are immediately relevant and beneficial to Members. The Association serves as the voice for independent tanker owners and represents Members' national, regional and international interests.

INTERTANKO works closely with its industry counterparts including the Oil Companies International Marine Forum (OCIMF), Chemical Distribution Institute (CDI), Society of International Gas Tanker and Terminal Operators (SIGTTO), International Association of Class Societies (IACS), International Group of P&I Clubs, the Port State Control MoUs, US Coast Guard, European Commission and many others.

A recognised Non-Governmental Organisation, it has observer status at the International Maritime Organisation (IMO), the UN Trade and Development and the International Oil Pollution Compensation Funds (IOPC), among others,



contributing actively to their work. Through this engagement, Members can influence strategically important developments at the highest level.

The Secretariat's primary aim is to deliver services that add value to the day-to-day and long-term business needs of INTERTANKO Members. A 23-strong, multidisciplinary team (see page 28) with wide-ranging skills and experience, delivers a broad portfolio of services from offices in Oslo, London, Athens, Singapore and Washington, with representation in Brussels via our long-time collaborators, ADS Insight.

Services reflect the three key, inter-related roles the Association fulfils - as a forum, an advisor and a champion for Members worldwide.

CHAMPION

INTERTANKO and its Secretariat strive to build and maintain strong working relationships with legislators and other key stakeholders, and the trust and respect that goes with them. The primary aim is to ensure that Members' concerns are heard, supported by business logic and acted upon during the development of regulatory requirements for all aspects of tanker design, construction, operation and decommissioning. The Association's aim is never to obstruct, but to ensure fair outcomes for all parties, based on common sense and what is workable in practice.

INTERTANKO's advocacy is founded on its Members' values and high-quality reputation. The Association is committed to finding practical working solutions for the tanker industry, striving to deliver solutions for day-to-day operational

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challenges that ensure maximum safety and efficiency, as well as good ratings from industry benchmarks to Environmental, Social and Governance (ESG). In practice, specialists within the Secretariat manage a wide-ranging work programme of strategic issues to support Members' performance with focus on five main areas: safety & technical, human element, environment, quality operations and commercial sustainability.

The portfolio also includes cargo and ship-specific representation for oil, gas and chemical carriers.

FORUM PROVIDER

For the benefit of both Members and Associate Members, INTERTANKO organises a wide range of events as opportunities for engagement and exchange throughout the year. The pandemic brought forth many challenges in keeping these lines of communication open, but with modern virtual solutions and Members' enthusiastic response and support, the Association continued to fulfil its remit.

In some areas, such as engagement from Members in Asia, virtual solutions have even provided better opportunities to engage and uptake has been excellent, however we are delighted to be again organising physical meetings.

The Annual Tanker Event, where tanker owners and leading decision makers debate the latest issues, represents a key industry gathering to develop high-level dialogue.

Following successful events in Singapore in November 2022 and Dubai in 2023, the 2024 tanker event will take place in Tokyo, Japan, for the first time in over a decade - we hope to see many of you there for this and our other events worldwide.

The Association also holds regular regional Member meetings in Asia, Europe, North as well as Latin America and the Mediterranean region. These regional events have been well received, with most being full to capacity. Such gatherings give us a chance to provide presentations and

Q&As on a wide range of topics from Vetting, Security and Risk Assurance, Environmental and Greenhouse Gas issues to Chemical and Gas Tanker operational issues and many more.

Topical seminars and workshops, on a wide variety of tanker-relevant subjects, provided Members with further opportunities for peer-to-peer exchange and these have continued apace. Given the dynamic nature of tanker shipping and the pressures of Members' working realities, every effort is made to ensure that the right issues are discussed by the right people, at the right time and in a convenient way - be that virtual as was the case for the last couple of years, or physical as we move back to in-person events.

Subject matter experts from Member and Associate Member companies participate in 14 specialist working Committees and Sub-Committees to discuss and formulate the policies and best practices which help shape our industry. Supported by designated Secretariat staff, these Committees inform and support all work done by the Association and brought for discussion before the Council.

Cargo-specific Committees for chemical and gas carriers work across the topical ones in order to ensure their issues are addressed in their specific business context.

A crucial role for the Association is to leverage the formidable experience and expertise of the collective body of Members and Associate Members in the diverse areas of oil, gas and chemical tanker ownership and operations.

Supplemented by experienced Secretariat staff and their professional networks, this unrivalled reservoir of specialist tanker knowledge, connections and relationships distinguishes INTERTANKO from other associations and keeps it ahead of the changes and challenges continuously introduced by regulators and other stakeholders.

ADVISOR

Expert Advice and Support

INTERTANKO Members and Associate Members can rely on expert advice from the Association on anything from international regulations to charterparty questions, operational issues to best practice guidance.

Where necessary, the Secretariat assists with channelling requests to the right specialists to obtain the best-informed views and advice. Members and Associate Members also have direct access to experienced lawyers, mariners, naval architects, marine engineers, economists and other specialists working with, or known to, INTERTANKO.

INTERTANKO offers:

- guidance on regulations and their application to new and existing oil, gas and chemical carriers
- advice on implementing best industry practice, from cadet recruitment to environmental benchmarking, machinery/installations standards or piracy protection
- advice on cargo-related matters (protective measures, reducing disputes and the need for arbitrations)
- assistance with vetting survey observations
- assistance when ships encounter problems with inspectors, terminal operators or port authorities generating delays
- assistance when ships are detained – minimising the effect of a detention or assisting in proving the case for removal of the detention.

As gas tonnage is now a substantial part of our overall fleet, the Secretariat has taken on several staff with gas-vessel experience. The gas fleet now consists currently of 680 LNG and LPG vessels, which is just under one fifth of the INTERTANKO Member fleet.

Benchmarking and Performance Monitoring Tools

Added-value, proprietary information and benchmarking tools are available exclusively to Members to support their day-to-day operations and requirements.

These include:

- Member search and fleet database
- Crew and Officer Retention database
- Lost Time Indicator database
- TMSA performance indicators
- Ship Vetting statistics
- Vetting and PSC Inspection Feedback
- Terminal Vetting Reports and Satisfaction
- Environmental Performance and Monitoring Database
- Freight/demurrage payment performance

More information can be found at:

<https://www.intertanko.com/benchmarking-databases>

The Association also runs a **Freight & Demurrage Information Pool (FDIP)** which has been active for over 30 years and assists participating Members in resolving delays with the settlement of freight and demurrage claims and obtain timely payment of undisputed debt. The FDIP continues to recover millions of dollars each year for participating Members.

Encouraged by user interaction and feedback, INTERTANKO also maintains a **Payment Performance System (PPS)** which highlights the systematic abuse of payment terms and how late freight has a negative effect on the cash flow of owners' businesses. Using data provided by Members, INTERTANKO benchmarks the best freight payment performers, allowing Members to access average payment delays for individual charterers - the main dashboard can be seen below.





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Committees

See the full list of Committees, as well as an overview of their activities, on page 18.

- Topics/ Issues**
- Bunkers
 -
 - Chemical
 -
 - Commercial/ Chartering
 -
 - Covid-19
 -
 - Documentary
 -
 - Environment
 -
 - Gas
 -
 - GHG Emissions
 -
 - Human Element
 -
 - Insurance and Legal
 -
 - Marine Safety
 -
 - Navigation
 -
 - Ports and Terminals
 -
 - Security
 -
 - Technical
 -
 - Vetting and Port State Control

- Benchmarking & Monitoring**
- | | | |
|--|-------|--|
| Payment Performance System | ----- | Officer and Crew Retention |
| TMSA (Tanker Management and Self-Assessment) | ----- | Vessel & PSC Inspection Feedback |
| LTI (Lost Time Indicator) | ----- | Terminal Vetting (TVI) |
| VIQ (Vessel Inspection Questionnaire) | ----- | Environmental Performance and Monitoring |

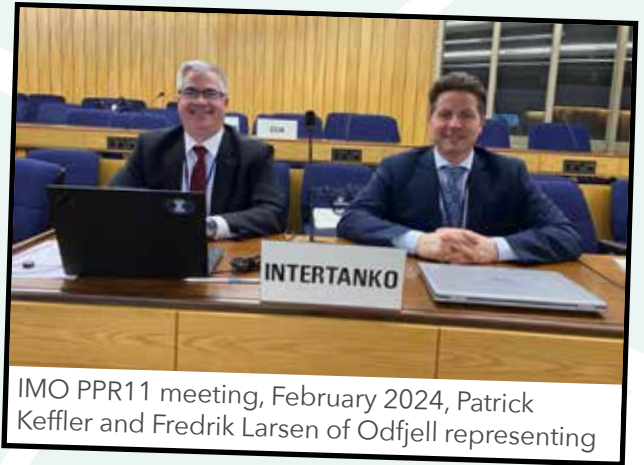
All Members and Associate Members can access dedicated webpages at www.intertanko.com. The home of membership information, the site acts as a portal to access benchmarking tools, events calendars (and registration pages) and hosts a library of free-to-Member guidance.

To request a login simply click the Member login button or email webmaster@intertanko.com

Out and About



Commercial and Markets Committee Chair, Gernot Ruppelt of Ardmore, stepping down



IMO PPR11 meeting, February 2024, Patrick Keffler and Fredrik Larsen of Odfjell representing



INTERTANKO Seafarers' Vetting Seminar with over 1,300 delegates in Manila, Oct 2023



INTERTANKO Vetting Forum in Trieste at the beautiful Savoia Excelsior Palace



Nautical Sub-Committee meeting at IHO HQ in Monte Carlo, discussing navigation, safe anchoring and mooring safety, among other things



Anglo Eastern Maritime Training Centre, Mumbai, some of the faculty and staff with MD Katharina Stanzel and Gas Manager Mayhar Jokhi



Discussing security matters over coffee at IMO, May 2024, with the Maritime Organisation of West & Central Africa and industry partners



SLOM 2023 conference in Rio, Regional Manager Americas Patrick Keffler representing



INTERTANKO Vetting Forum, Singapore, October 2023. Chair, Vice-Chair, former secondees and current Secretariat all back in the same room



China Oil Transportation Safety Forum 2023, Shanghai, Senior Technical Manager KC Wong addressing delegates



14th Co-operative Forum, Singapore, Regional Manager SE Asia Elfian Harun representing Members' interests

Your organisation Greater than the sum of its parts...

Chairman

The Chairman is a member of INTERTANKO's Council and elected by Members for a two-year period. He is the figurehead of the Association, representing INTERTANKO's Membership at the highest level; he also chairs the AGM, the Council and Executive Committee.

Council of Members

Our Council of Members is the Association's main governing body and is made up of representatives of each Member company. The Council's role is to set and agree policy, to elect members of the Executive Committee and to determine annual Membership fees. The Council meets twice a year and has done so virtually during the Covid-19 pandemic.

Regional Meetings

We split our efforts between geographical regions, to ensure that important local issues and perspectives are captured and brought to bear in the Association's work. Regional Member events inform and enrich INTERTANKO's global view of key industry issues.

There will be at least twice yearly meetings (virtually or physically) in each region, with a member of the Secretariat serving as regional manager and first contact for Members. The pandemic and associated virtual meetings opened the regional exchanges to many more Members and Associate Members than ever before, with each meeting being attended by Members all over the globe, not just the region in which they are based.

Membership

Made up of tanker owner/operator Members and their industry associates engaged in tanker-related activities, the Association's Membership represents a uniquely tanker-focussed section of the wider shipping industry.



Executive Committee

The Executive Committee guides the Secretariat in the implementation of directions given by Council. It also assists the Managing Director and Secretariat in conducting the Association's affairs. The ExCom meets three times a year.

Secretariat

The Secretariat is made up of industry professionals and support staff with complementary skills and experience, dedicated to assist Members and organise Association activities. With offices in London, Oslo, Singapore, Athens and Washington, plus representation in Brussels, the Secretariat manages and coordinates the work of 14 technical and two governance committees, as well as regular regional Member meetings.

Members Committees

INTERTANKO's Committees and Sub-Committees meet on a regular basis to harness the collective knowledge of the Membership and address issues of importance to Members. The Committees help to promote Members' interests with governmental and non-governmental bodies and other stakeholders, including environmental groups and the general public. Each Committee works to specific terms of reference, vetted and approved by Council and meets twice yearly under an elected chair person, supported by the Secretariat.

Through the Committees, INTERTANKO harnesses the collective knowledge and expertise of its Membership in order to best provide information, advice and representation in the following areas:

- Human Element Issues
- Tanker Safety, Performance and Vetting
- Marine Operations, Navigation and Ports & Terminals
- Technical Matters
- Environmental Issues
- Chemical Tanker Operations
- Gas Tanker issues
- Legal, Insurance and Documentary Issues
- Issues of Commercial Sustainability
- Worldscale and Tanker Markets



Associate Membership

Playing a vital role

While INTERTANKO is the global Association representing independent tanker owners in the various regulatory, legislative and governmental arenas, we are extremely proud to be able to count almost 230 of the highest-quality organisations among our number as Associate Members.

Associate Membership is open to those involved in the tanker industry, but who do not own or operate tankers - these include, among others, oil majors, Flags, Class, general marine suppliers, fellow marine industry bodies and so many more.

Associate Members have their very own working committee (see page 20) through which the Associate Membership has a voice on the INTERTANKO Council through its Chairman-elect James Spears of SUNY Maritime College.

The involvement, however, does not stop there. Many Associate Member topic experts are important members of other INTERTANKO committees, ranging from human element, legal, bunker-related, environmental, technical and documentary issues and provide a valuable viewpoint and invaluable expertise in much of the work in fulfilling the INTERTANKO Strategic Workplan.

Benefits

Aside from the exposure that is guaranteed with involvement in priority action items working alongside the full Members and industry peers,

Associate Members are entitled to access most of the benefits enjoyed by their full Member counterparts including, but not limited to:

- Exclusive discounts on advertising opportunities within the INTERTANKO fold (Events, online newsletters, exhibit stands, etc)
- Member discounts for our Annual Tanker Events - where there is a fee chargeable
- 50% off all INTERTANKO publications (via Witherbys)
- Free access to many INTERTANKO events (this includes all seminars, and Regional Panels)
- Full* access to our website, newsletters and free-to-Member guidance (as many of your colleagues as you like)
- Use of our logo on your stationery
- Access to Secretariat expertise

** Some benchmarking tools are available to full Members only*

Associate Members Committee

Part of what makes Associate Membership of INTERTANKO so rewarding is that it is not open to just anyone. The application process is multi-staged and part of that process is the vetting of applicants by the Associate Members Committee (AMC).

This part of the application process is a vital element in that the Committee checks references (two Member referees are required) as well as calling on their vast network of industry professionals to garner information on an applicant's suitability.

Only when the Committee is satisfied that the company is of suitable quality to join INTERTANKO will it then be put to Council for approval.

While this might seem a drawn-out process, it all goes towards protecting the integrity of the Association and, ultimately, means that Members requiring the services of an Associate Member can be assured of the highest quality.

The opportunities for getting involved as an Associate Member are numerous and all those with logins to our website can choose areas of particular interest - ticking these will sign you up to our specific bulletins and events.

Associate Members have unrivalled access to our full Members, who currently have over 3,700 tankers between them, at the various Regional Panels (see below). All meet twice a year, with the Hellenic Mediterranean Panel regularly attracting 100-plus delegates from

the Membership; they are invaluable networking opportunities and the subject matter discussions at these events are always very well received.

Our Regional Panels are free for you to attend, and are for the following regions; Asia; Europe, Hellenic Mediterranean, Latin America, North America.

As mentioned, Associate Members are free to join any of these meetings, which are back to being held in-person, regardless of geographical location - each meeting will cover regional issues as well as hot-topics concerning the industry at large. Keep an eye on the Weekly News for the latest events diary.

We can, and do, also hold Member-only lunchtime seminars, which are free of charge, at our London office and we are open to Associate Members putting forward a topic to speak on where the need arises. No cost to you, all we ask is that it's more best-practice/informative rather than a hard sell of services.

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Want to get more out of Associate Membership?

We are always open to Associate Members joining the Associate Members Committee and helping in the vital processes the Committee carries out on Members' behalf.

For more information on your Associate Membership benefits, or to discuss and explore the opportunities in which you can more actively engage with the Association, don't hesitate to speak to a member of the secretariat or contact Phil Blanshard directly via: phillip.blanshard@intertanko.com

INTERTANKO

Publications and guidance

INTERTANKO's publications aim to be the authoritative voice on all things tanker-related. Essential guidance on pertinent issues is available free of charge to all Members on www.intertanko.com with more complex publications available for purchase.

INTERTANKO Members and Associate Members receive a 50% discount on the retail price of INTERTANKO publications via our publishing partner Witherby Seamanship.

To order/download, go to the Info Centre: <https://www.intertanko.com/info-centre/>

Seafarers' Practical Guide to SIRE 2.0 Inspections (Formerly Vessels' Practical Guide to Vetting)

Price: GBP 250 (Members GBP 125)

Recognising the need for extensive guidance and advice in helping the smooth transition to OCIMF's SIRE 2.0, INTERTANKO's Vetting Committee and its working groups developed this invaluable guide. Utilising handy reference tables, it explains, question-by-question, exactly what each element means, using pictograms and icons to highlight who is responsible for each task, while the electronic version contains editable boxes that can be completed shore side with bespoke information and sent out to every vessel in the fleet.

Published: November 2023, 1st Edition

Number of pages: 432



Guide to the Vetting Process

Price: GBP 400 (Members GBP 200)

Usually biennial, we took the decision to delay the 15th edition of this publication to 2024 in order to fully incorporate SIRE 2.0 requirements.

The *Guide to the Vetting Process* provides up-to-date information on the different vetting and ship inspection requirements of energy and chemical companies, insurers, underwriters and the various Port State Control regimes and is a must for every tanker in operation.

Release Date: Q4 2024, 15th Edition

Number of pages: Approx 500

Guide to Port State Control

Price: GBP 150 (Members GBP 75)

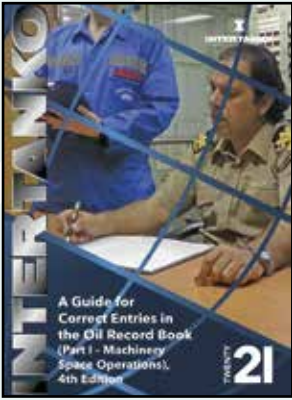
This publication is an excerpt of the larger *Guide to the Vetting Process* (see above) and is focussed on Port State Control only. It aims to improve the performance of all ship types, not just tankers, by bringing into one document the information on different PSC regimes, their processes as well as guidance produced by INTERTANKO's Vetting Committee.

It will give ship crews and shore-based personnel a better understanding of PSC systems and will help them prepare for inspections and reduce deficiencies that could lead to detention.

Release Date: Q4 2024, 4th Edition

Number of pages: Approx 200





A Guide for Correct Entries in the Oil Record Book (Part I – Machinery space operations)

Price: GBP 125 (Members GBP 63)

Buy Parts I & II together for GBP 250/125

This publication provides guidance on the management of oil-water separators in the engine room. It includes a significant number of relevant amendments, agreed by the IMO, to Annex 1 of MARPOL 73/78, that have a direct impact on correct entries in the Oil Record Book. It covers:

- (a) instructions and interpretations on how to properly record all related operations
- (b) a list of operations to be recorded
- (c) frequently found failures or mistakes
- (d) detailed examples for all related operations.

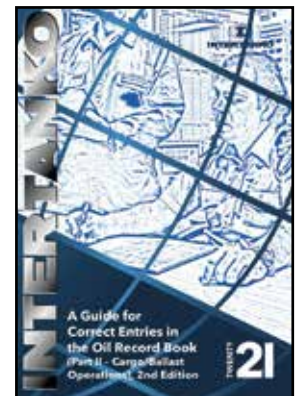
Published: January 2021, 4th Edition Number of pages: 28

A Guide for Correct Entries in the Oil Record Book (Part II – Cargo/ballast operations)

Price: GBP 150 (Members GBP 75)

This guide has been developed to assist ship operators in providing guidance to their seagoing personnel for the proper and consistent completion of the Oil Record Book (Part II - Cargo/ ballast operations) for oil tankers, as stipulated by Regulation 36 and Appendix III of Annex I of MARPOL 73/78.

Published: January 2021, 2nd Edition Number of pages: 28



Guide to LNG Chartering

Price: GBP 300 (Members GBP 150)

This Guide has been developed to provide an overview of the commercial and legal aspects of the carriage of LNG by sea. Vessel inspections and LNG STS operations are covered in the context of relevant contractual clauses. The book assumes an understanding of oil tanker principles and charterparty terms, but lays out the intricacies of gas chartering to those seeking a deeper understanding of the subject.

The Guide provides practical assistance to commercial teams in the growing LNG shipping markets, at a time when the LNG industry is moving substantially away from its traditional structures and contract matrices. The book deals only with international seaborne carriage of LNG on large vessels. It is appended with charterparty clauses from ShellLNGTime 1, ShellLNGTime 2 and LNGVOY.

Published: January 2021, 1st Edition Number of pages: 304



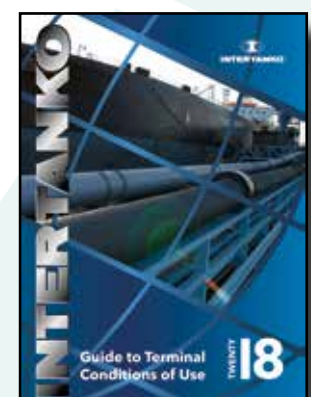
Guide to Terminal Conditions of Use

Price: GBP 125 (Members GBP 63)

Over the years, INTERTANKO Members have drawn the Association's attention to what the industry refers to as "Conditions of Use" (COU) documents that many oil and gas terminals require the Master to sign, acknowledge receipt of or accept. In almost all instances the Master is required to sign the COU as a precondition of being permitted to berth and load and/or discharge at the terminal.

COUs often contain onerous terms that are biased against owners. This Guide is designed to inform Members about this difficult issue and assist them in negotiating fair and balanced COU terms.

Published: June 2018, 1st Edition Number of pages: 32



Recent Best Practice, Guidance and Advice



Commentary Paper on Fireman Outfits On Board Tankers

This document offers examples of the experiences Members have been sharing of the various deficiencies that have been issued by PSC authorities on firefighting outfits.



Operators' Guide to STS for Gas Ships

The purpose of this guide is to augment the guidance contained within the current edition of the *Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases* by OCIMF, CDI, ICS and SIGTTO.



The Impact of Long Chain Hydrocarbons in LNG

This document aims to increase awareness from technical, safety, environmental and commercial perspectives of substantial levels of C6+ in LNG for LNG carriers and LNG-fuelled ships.



INTERTANKO Model Sanctions Clauses and Due Diligence Tools

Basic best practices due diligence processes, sanctions model charter party clauses and standardised sanctions questionnaires to keep you ahead of legislation.



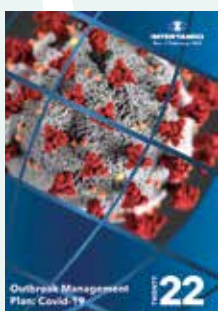
Practical Guide to the Draining and Purging of LNG Liquid Cargo Hoses

This document provides a risk-based procedure aiming to assist with disconnecting hoses in a time-efficient manner, while adhering to safety and pollution prevention requirements.



Onboard Familiarisation Checklist: Alternative Fuels

This checklist will help increase familiarisation with onboard alternative fuel systems as a standalone document or adopted into the Safety Management System of the company.



Outbreak Management Plan: Covid-19

This 5th edition outlines the plans and procedures to be put in place to prepare a ship for shore personnel to come on board and to protect seafarers from the dangers posed by Covid-19.



Guide to ESG Reporting in Tanker Shipping

This document aims to assist Member companies with establishing a foundation from which to develop or further build upon their ESG reporting policy.



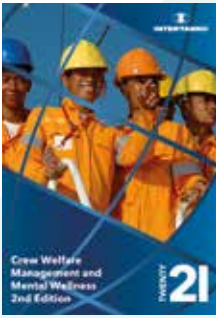
Practical Guidance on Loading Limits for Gas Carriers

Assists those on board with an understanding of Chapter 15 of the IGC Code, so that ships can load the maximum cargo in compliance with the relevant IGC Code.



Guide to New Zealand's Biofouling and Ballast Water Requirements (2nd Edition)

This document offers guidance on New Zealand's biofouling and ballast water requirements for commercial vessels.



Crew Welfare Management and Mental Wellness (2nd edition)

Already in its 2nd edition, this guidance includes advice on helping seafarers to deal with emotional stress and overcome negative feelings.



Guidance on Cargo Compressor Room Entry On Board Gas Carriers

Provides advice on safety measures when entering cargo compressor rooms that have been risk assessed for entry without the need for an Enclosed Space Entry Permit.



Use of Pressurised Habitats for Hot Work Repairs On Board Floating LNG Installations

This guidance addresses the minimum safe criteria, providing technology and process descriptions, as well as elements for risk assessment considerations and a practical safety checklist.



Guide to Safe Navigation (including ECDIS) 2nd edition

This second edition has been enhanced to reflect current best practice and legislation to ensure that it continues to maintain its position as a definitive reference guide for modern-day navigators.



Competence Management Guidance (ICMG)

The ICMG assists ship operators in ensuring their officers have the right technical competences to perform their duties, prevent incidents and set standards based on best practice across their fleet.



Bridge Equipment and Layout Guidelines

This guide was developed to assist Members and the industry in understanding, and evaluating, the successful ergonomic design of a ship's bridge equipment and layout.



Covid-19 Tanker Recovery Management Plan

This guidance aims to highlight areas that will need urgent attention in order for tankers to return to their normal operating parameters.



2021 IBC Code Implementation Tool

This is a guide to the comprehensive amendments to the IBC Code that became effective 1 January 2021.

There are many other titles available to Members and Associate Members, all available to download from www.intertanko.com/info-centre/intertanko-guidance



Committees



**DOCUMENTARY
COMMITTEE**



**INSURANCE
AND LEGAL
COMMITTEE**



**HUMAN
IN SHIP
COMI**



**ASSOCIATE
MEMBERS
COMMITTEE**



**CHEMICAL TANKER
COMMITTEE**



**CHEMICAL
TANKER
SUB-COMMITTEE
AMERICAS**



**GAS TANKER
COMMITTEE**



Collaboration and Stakeholders

INTERTANKO's Committees are made up of specialist representatives from Member companies worldwide who come together to pool their expertise and experience in the interest of all Members, to formulate INTERTANKO policies and present them to Council for approval and use as part of global tanker industry policy.

The Committees work alongside industry stakeholders such as:

- International Maritime Organization (IMO)
 - International Oil Pollution Compensation Funds (IOPC Funds)
 - European Commission (EC), and European Union (EU)
 - United States Coast Guard (USCG)
 - Port State Control Memorandums of Understanding (PSC MoUs)
 - Oil Companies International Marine Forum (OCIMF)
 - International Association of Classification Societies (IACS)
 - Society of International Gas Tanker and Terminal Operators (SIGTTO)
 - Chemical Distribution Institute (CDI)
 - International Group of P&I Clubs (IG)
 - International Union of Marine Insurance (IUMI)
 - Federation of Oils, Seeds and Fats Associations (FOSFA)
 - Worldscale Association (WS)
 - International Bunker Industry Association (IBIA)
 - European Petrochemical Association (EPCA)
 - International Chamber of Shipping (ICS)
 - Baltic and International Maritime Council (BIMCO)
 - International Parcel Tankers Association (IPTA)
 - Intercargo
 - ...and many others
-

Associate Members Committee



Main aims:

- To provide a forum for Associate Members to contribute and participate fully in INTERTANKO to get their issues and concerns debated, and to interact with the wider Membership
- To assist the Association's governing bodies by contributing relevant issues/ topics and organising appropriate events

Main issues:

- Screening of Associate Member applications
- Enhancing Associate Membership participation in INTERTANKO events

What is the Committee looking to achieve in 2024 and beyond?

- Increasing Associate Membership and increase Members' knowledge and use of Associate Members' capabilities and services.

Human Element in Shipping Committee (HEiSC)



The Human Element in Shipping Committee's aim is to foster the interests of INTERTANKO Members in the role of the human element in the adoption of industry best practices for the safe operation of tankers; in the adherence to strict compliance with operational and environmental regulations and practices; and in its contribution to the achievement of the long-term goals of INTERTANKO through the supply of seafarers with the skills fit for the modern tanker era.

Main issues

- Seafarer competence in both technical and soft skills
- Shore side competence in both technical and soft skills
- Pre-sea seafarer training
- Seafarer mental and physical wellness
- Comprehensive review of the STCW Convention
- Advice and guidance on human element issues within SIRE 2.0
- The human element in regulation
- Working with industry partners to ensure a holistic approach to the human element

What is the Committee looking to achieve in 2024 and beyond?

Ensuring seafarers can adapt to the new technology and revolutionary fuels, digitalised shipping and enhanced automation through targeted training and ensuring the regulations are fit for purpose.

IMO work will be key with the full commencement of the comprehensive review of the STCW Convention. HEiSC is coordinating the input from all the other committees to assist in the creation of a training Convention fit for the next 25 years.

Outside of IMO, initiatives to enhance training of existing seafarers will continue, so that we still employ the best of our industry can find whilst giving them industry-leading employment and living conditions on board, drawing on the findings and recommendations of the comprehensive survey of Members' seafarers.

The Committee will channel the needs of Members to make sure that seafarers are trained to operate the next generation of ships and systems.

INTERTANKO Safety and Technical Committee (ISTEC)



Main aims:

- Promote safety and the protection of the environment through communication and sharing of experience
- Advise on aspects of safety, environmental protection, operation of tankers and technical competencies
- Assist Council and Executive Committee with developing technical standpoints and policies
- Foster co-operation with the IMO, IACS, OCIMF, ICS and other recognised bodies involved with tanker safety and the protection of the environment
- Represent Members at IMO and other industry fora so as to ensure proper representation on appropriate committees and working groups developing safety and environmental legislation and regulation that impacts on the interests of Members

Main issues:

- GHG Emission Reductions – IMO Strategy and short-/mid-/long-term measures
- Application of the IMO regulations on EEXI, Carbon Intensity Indicator (CII) and CII rating
- Develop correction factors for the calculation of the annual attained CII value
- EEDI Phase 3 for large tankers
- Coordinate Joint Industry WG on Anchoring to review possible improvements of anchoring installations
- Extension of CARB Regulations for Use of On Shore Power to all tankers

- Common structural rules on design and construction of tankers
- Management of Volatile Organic Compounds
- Type-approval frameworks for key shipboard components and equipment
- Ad-hoc Panel on Piracy and Maritime Security
- Lifeboat Working Group
- Ballast Water Management Systems*
- IACS Unified Interpretations and Unified Requirements
- Working Group on Integrated Bilge Tank Systems*
- INTERTANKO ORB Guidance updates as required
- OCIMF-INTERTANKO Safety Initiative*

* Items addressed with the Environmental Committee

What is the Committee looking to achieve in 2024?

- To further strengthen the cooperation with OCIMF
- Support Members on practical application of the IMO GHG Short Term Measures (EEXI and CII)
- Creating a benchmarking tool to aid Members with their fleets' performance and energy efficiency monitoring
- Contribute to IMO developments on possible additional measures to reduce VOC emissions from tankers
- Contribute to the IMO work on medium- and long-term measures to reduce GHG emissions
- Address concerns in the use of On Shore Power
- Monitor, and address with stakeholders, the impact on tankers' ability for safe manoeuvring

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Bunker Sub-Committee



Main aims:

- Encourage a better understanding of bunker-related issues within the Membership.
- Provide guidance for the promotion of the interests of Members with regard to bunker issues, including health and safety as well as environmental protection
- Keep Members updated on the development of alternative fuels

Main issues:

- Bunker Quality - Confidential Bunkering Dispute Reporting
- Progress on the development of guidance by IMO for quality control of fuels delivered to ships
- Revision of ISO 8217
- Consistent implementation of 0.50% m/m global sulphur limit implementation from 2020

- Uptake of alternative low or zero carbon liquid fuels
- Fuel Oil Consumption Data Collection and Reporting- EU MRV and IMO Monitoring System
- Use of Mass Flow Meters (MFM)
- ECA & Global Cap fuel availability
- New fuel types with ultralow sulphur content
- Concrete monitoring of ECA enforcement and challenges with feedback to the appropriate stakeholders
- Onboard system upgrades and operational changes to switch to MGO

What is the Committee looking to achieve in 2024 and beyond?

- Fuel Oil Consumption Data Collection and Reporting – EU MRV and IMO Monitoring System
- Use of alternative fuels with lower carbon content

Nautical Sub-Committee



Main aims:

- Promote navigational excellence, safe cargo operations and incident-free port operations through dialogue and experience sharing
- Advise and develop best safe working practices to promote professional and efficient operations
- Take active part in developing resource materials, best management practices and guidelines for the wider membership
- Foster cooperation with OCIMF, Nautical Institute, IHO, IAPH, ESPO, IHMA, IMPA, FETSA and other involved with tanker navigation, cargo transfer, port and terminal operations
- Support and exchange knowledge with academia and research institutes in areas of concern, enabling INTERTANKO to lead in developing best practices

Main issues:

- Safety of Navigation
- ECDIS
- Navigational Assessments
- Bridge design and bridge resource management
- E- Navigation
- GNSS Jamming and Spoofing
- Watch Officers Competence
- Mooring Safety
- Maritime Autonomous Surface Ships (MASS)

- Regional efforts to promote safe navigation
- IMO and IHO related issues and collaboration
- Operations in Ports and Terminals
- Joint work with ISTEAC on anchoring incidents.
- Pilot ladders
- Loading and discharging of oil tankers
- Digital watchkeeping
- Weather routing

What is the Committee looking to achieve in 2024 and beyond?

- Continued active participation in IMO conferences and working groups
- Collaborate with IMPA, ICS and port authorities on EEXI-related navigational challenges
- Enhance regional efforts to promote safe navigation
- Follow-up with IACS and industry in JIWG on anchoring safety
- Stay abreast of autonomous shipping developments
- Assess advantages, mooring safety and cost-consciousness of HMPE ropes in long-term tanker service
- Attempt to lay foundations in SCTW Convention and standards for the arrival of S-100 compliant ECDIS
- Contribute to OCIMF's *STS Transfer Guide for Tankers*
- Enhance cooperation with the OCIMF NEG (Nautical Expert Group)

INTERTANKO Offshore Tanker Committee (IOTC)



Main aims:

- Represent the interests of owners of shuttle tankers, FPSOs and FSUs
- Provide regulatory updates
- Be a forum for the exchange of safety information
- Identify training needs and develop programmes to address them
- Resolve common safety issues to the benefit of members and industry

Main issues:

- Application of the International Maritime Organization's (IMO) regulation on Carbon Intensity Indicator (CII) and the CII rating to DO Shuttle Tankers
- Forum for exchange of safety-related information on topical issues
- Incident Reporting
- Competence requirements on shuttle tankers

- Industry and IMO Guidelines for Vessels with Dynamic Positioning Systems
- OCIMF Guidelines for Bow Loading Tankers at Offshore Terminals
- OCIMF MEG review – Chain Stoppers for DP Shuttle Tankers

What is the Committee looking to achieve in 2024 and beyond?

- Proper application of the IMO GHG Short Term Measures (EEXI and CII) to offshore operations
- Continuous improvement of standards based on experience
- Consistency of application of standards in all relevant offshore regions

Vetting Committee



Main aims:

- To foster Members' interests in relation to inspections and screenings performed by entities such as Port States, energy providers, oil, chemical and gas charterers, terminals and others
- To reduce the proliferation of ship inspections and other vetting audits which should be transparent and justifiable

To this end, the Committee:

- Promotes recognition for the statutory work performed by Classification Societies
- Promotes recognition for owners' maintenance programmes and self-assessment schemes such as TMSA
- Maintains an open dialogue with OCIMF/CDI/SIGTTO and the oil, chemical and gas companies to encourage dialogue
- Participates in relevant industry work pertaining to TMSA, and other industry standards relative to vetting
- Maintains relevant SIRE & TMSA benchmarking systems for the benefit of INTERTANKO Members
- Maintains an open dialogue with MoUs, PSC and other maritime related authorities and encourages participation in improving standards
- Encourages harmonisation of ship vetting systems through the OCIMF SIRE and CDI systems
- Encourages harmonisation of PSC targeting systems and the sharing of PSC detention information to assist with enhanced targeting
- Raises awareness and improves understanding of vetting issues through continuous updating of publications

Main issues:

- Quality and fairness of ship-inspections
- Benchmarking and reporting databases
- Improving Member vetting performance
- Identify terminals not accepting SIRE or CDI inspections to be carried out and work to reverse such decisions

What is the Committee looking to achieve in 2024 and beyond?

- Engage with Members on the implementation and feedback on the SIRE 2.0
- Support OCIMF with the transition phase of the SIRE 2.0 programme. Disseminate feedback from INTERTANKO Members taking part in the SIRE 2.0 transition phase and giving them support
- Actively engage with the OCIMF secretariat for the successful implementation of SIRE 2.0 later in the year
- Engage with OCIMF members maintaining up-to-date information on vetting issues
- Promote the use and regular review of INTERTANKO publications from the Committee such as the *Seafarers' Practical Guide to SIRE 2.0 Inspections* and the *Guide to the Vetting Process*, and continually monitor and record changes
- Regular guidance on vetting and PSC for Members
- Acquire, develop and disseminate information extracted from vetting and PSC benchmarking databases
- Set up periodical meetings with OCIMF and energy companies to review the progress and feedback of SIRE 2.0 as well as TMSA developments

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Environmental Committee



Main aims:

- To develop understanding of environmental issues
- To participate and inform, so that issues directly affecting tanker operations are better represented by INTERTANKO for the benefit of its Members
- To proactively develop environmental policies for INTERTANKO to follow up at IMO and elsewhere
- Establish effective dialogue with environmental groups

Main issues:

- Ballast Water Management *
- Biofouling and Antifouling
- Ship Recycling
- Port Reception Facilities
- Environmental Performance and Monitoring
- Liaison with environmental organisations
- Regional implementation of environmental policies
- Air emissions *
- Waste Management and MARPOL Annex IV&V
- Integrated Bilge Treatment Systems (IBTS) *
- ESG Reporting
- Underwater Noise

What is the Committee looking to achieve in 2024 and beyond?

- Re-establish ESG WG and further develop INTERTANKO's ESG Framework
- Monitor the enforcement of the EU SRR
- Actively engage with the IMO and the associated tripartite group on the implementation of the IMO's Underwater Radiated Noise Guidelines
- Commence implementation of the MARPOL Annex II Zero-discharge Strategy and Roadmap **
- Continue to review the implementation of the Challenging water quality and temporary storage of treated sewage and greywater in ballast tanks guidance documents
- Allow the Challenging Water Quality database to receive submissions from the wider industry
- Maintain engagement with the European Commission on the implementation of the Port Reception Facilities Directive and EU Ship Recycling Regulation

* Items jointly addressed with ISTEK

** Item jointly addressed with the CTC

Gas Tanker Committee (GTC)



Main aims:

The GTC's primary goal is to represent the collective interests of gas tankers owners and operator. The GTC is committed to:

- Advocating the interests of independent gas tanker owners and operators
- Advising Members on operational, technical and commercial matters specific to gas transportation
- Providing a forum for developing solutions and best practices for safe and efficient gas transportation
- Facilitating access for gas tanker owners to the wide range of services offered by INTERTANKO
- Assisting Members in the safe and efficient transition to alternative gas fuels

Main issues

- Tackling technical and operational challenges to ensure the safe and efficient transportation of gas
- Conducting comprehensive reviews of environmental regulations and assessing their implications for gas vessels
- Providing guidance on amendments to the IGC and IGF codes, along with their unified interpretations

- Addressing issues related to gas-specific Charterparty clauses by engaging relevant committees
- Developing innovative tools to facilitate the adoption of gas as an alternative fuel source

What is the Committee looking to achieve in 2024 and beyond?

- Analysing the compliance of gas tankers with upcoming GHG requirements, prioritizing environmental sustainability
- Coordinate efforts with various industry-wide forums for the safe transition and adoption of alternate gas fuels, fostering collaboration and innovation
- Actively participate in the (IMO) proposed workstream for the revision of the IGC and IGF code
- Engage in IMO working groups to contribute to the development of guidelines for the use of alternate fuels, shaping industry standards and regulations
- Develop comprehensive guidance and best practices for gas cargo and gas-fuelled vessels, enhancing safety, efficiency, and operational excellence in gas transportation

Chemical Tanker Committee (CTC)



Main aims:

To further the interests of independent chemical tanker owners by being closely involved in:

- Commercial issues affecting the sustainability of the chemical tanker industry
- National and global regulatory developments
- Pollution prevention and pollution liability issues
- Improvement of safety standards on board chemical tankers
- To act as a resource group for INTERTANKO and a link between Members and the chemical industry and its organisations
- To pay due regard to relevant work in other INTERTANKO Committees and by other organisations and regulatory authorities
- To develop and continue dialogue with IMO, ICS, IPTA, CDI, FOSFA, EPCA and other organisations and cooperate with them where useful and beneficial for INTERTANKO Members

Main issues:

- Develop INTERTANKO's MARPOL Annex II Zero Discharge Strategy and Roadmap
- Review of criteria for carriage requirements of cargoes in IBC Code
- Review of amendments to MARPOL Annex II

What is the Committee looking to achieve in 2024 and beyond?

The Committee will lay down the framework for the MARPOL Annex II Zero Discharge Strategy and Roadmap

Chemical Tanker Sub-Committee Americas



Main aims:

To further the interests of independent chemical tanker owners trading in North and South America by being closely involved in the following areas:

- Technical and operational issues affecting chemical tankers trading to the region.
- Local, national and international regulatory development
- Pollution prevention and response issues
- Improvement of safety standards on board chemical tankers trading in the region
- Security issues specific to chemical tankers trading to the region

What is the Sub-Committee looking to achieve in 2024 and beyond?

- Provide constructive input to the US Coast Guard regarding the costs associated with the Certificate of Compliance Exam Programme

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Insurance and Legal Committee



Main aims:

- To further the common interests of the independent tanker industry with regard to relevant insurance and liability issues
- To act as a resource group for the INTERTANKO Council and other Committees as well as the Secretariat
- To act as a link between INTERTANKO and the insurance industry and its associations and organisations

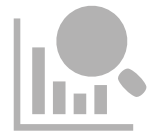
Main issues:

- oil pollution and limitation of liability
- criminalisation
- sanctions
- insurance (P&I, hull, war risk)
- anti-corruption
- cyber risk
- digitisation
- insurance markets

What is the Committee looking to achieve in 2024 and beyond?

- Continued guidance on evolving sanctions, and actively engaging with key regulatory authorities
- Clarification on tax regimes
- Engage with IMO Legal Committee and others regarding threats to the limitation of liability for marine risk including threats to the oil pollution compensation regime
- Monitoring EU developments, including the Environmental Crimes Directive
- Monitoring new insurance products that cover emerging risks

Commercial and Markets Committee



The Commercial and Markets Committee promotes liaison and strategic dialogue with Members, as well as tanker industry partners, for the purpose of driving shared goals of commercial and operational sustainability and transparency, and for ethical practice and industry progress.

Main aims:

- To address and offer advice on commercial challenges faced by Members
- To address the issue of Freight & Demurrage Payment Delays by leveraging the data in INTERTANKO's Payment Performance System
- To assess the commercial overlay of Members' operational challenges and to review the effect of market distorting factors, industry developments and regulations
- To represent Members' interests from a commercial standpoint in policy making and strategic industry dialogues
- To promote ethical practice and strive for commercial sustainability and transparency in the tanker industry
- To enhance the open dialogue with the Worldscale Association through the Committee's Worldscale Focus Group, so Worldscale remains a useful, practicable chartering tool that follows industry changes and developments

Main issues

- Industry Payment Delays
- Study and review of market distorting factors, industry developments and regulations such as CII & ETS
- Sustainability Reporting Initiatives of private or regulatory origin
- Review of C/P Forms, Clauses and Commercial Tools
- Worldscale Flat Rates' Inconsistencies

What is the Committee looking to achieve in 2024 and beyond?

- Steer the redevelopment of INTERTANKO's Payment Performance System (PPS) so it continues to address members' benchmarking needs, promote its use by Members with an aim to leverage the data in it
- Continue its work on raising awareness on the issue of Freight & Demurrage Payment delays and address same through industry dialogue
- Work closely with Members and other INTERTANKO Committees to offer advice, develop guidance and address current issues of common concern and interest such as CII and ETS regulations
- Addressing Members' feedback and concerns over dialogue with the Worldscale Association concerning the 2024 ETS Preamble and how same could be alternatively addressed in their 2025 rates

Documentary Committee



Main aims:

- To further the interests of independent tanker operators in issues concerning chartering documentation
- Review new chartering terms and charterparty forms for tankers
- Liaise with other INTERTANKO Committees/ Panels on issues affecting tanker chartering
- Assist/advise on chartering issues and contribute to seminars and events organised by INTERTANKO
- Produce publications on tanker chartering and charterparties

Main issues:

- Chartering practice and freight payments
- Gas chartering
- Worldscale/Sustainability/PPS
- Bunker supply issues
- Environmental issues
- Model INTERTANKO chartering clauses
- Model clauses published recently:
 - Model Bunker Clause - Alternative Fuel (LNG)
 - Sanctions Clause for Time Charterparties
 - Sanctions Clause for Voyage Charterparties
 - Updated STS/Lightertage Operations clauses

A full list of Model Clauses can be seen at [intertanko.com/info-centre/model-clauses-library](https://www.intertanko.com/info-centre/model-clauses-library)

What is the Committee looking to achieve in 2024 and beyond?

- Focus on GHG issues including the use of carbon clauses (EU ETS and IMO CII)
- Focus on sanctions and compliance issues
- Focus on gas-related issues
- Continue to develop model clauses in response to current issues

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INTERTANKO's Committees work to drive forward the policy goals set out in our Strategic Workplan. Committee members are drawn from among our Membership, and supported by INTERTANKO's permanent Secretariat.

For more information on Committees, their output and to access the meetings' agendas and minutes, please visit:

www.intertanko.com/committees

Your Secretariat

CORPORATE AFFAIRS



Katharina Stanzel
Managing Director
London

T: +44 20 7977 7014
E: katharina.stanzel@intertanko.com

OFFICE OPERATIONS



Nicola Chaplin
Meetings
Coordinator
London

T: +44 20 7977 7018
E: nicola.chaplin@intertanko.com



Alexandra Hardman
Assistant Manager
Corporate
London

T: +44 20 7977 7021
E: alexandra.hardman@intertanko.com



Huong-Cam Susan To
Assistant Manager IT
London

T: +44 20 7977 7024
E: susan.to@intertanko.com



Paul Davis
IT Services Manager
London

T: +44 020 7977 7030
E: paul.davis@intertanko.com

FINANCE AND ADMINISTRATION



Tor Kristoffer Kise
Snr Manager Finance
& Administration
Oslo Office Manager

T: +47 22 122 667
E: tor.kise@intertanko.com



Petter Markussen
Assistant Manager
Accounts & Finance
Oslo

T: +47 22 122 663
E: petter.markussen@intertanko.com

ENVIRONMENT



Tim Wilkins
Deputy Managing
Director
Environment Director
European Affairs
Coordinator
London

T: +44 20 7977 7012
E: tim.wilkins@intertanko.com



Elfian Harun
Environment Manager
& Regional Manager -
Asia Pacific
Singapore

T: +65 6333 4007
E: elfian.harun@intertanko.com



Will Sturdy
Assistant Manager,
Environment
London

T: +44 20 7977 7020
E: william.sturdy@intertanko.com

EXTERNAL RELATIONS, COMMS AND PUBLICATIONS



Phillip Blanshard
Manager
Comms & Publications
London

T: +44 20 7977 7032
E: phil.blanshard@intertanko.com



Jon Chaplin
Manager
External Relations
London

T: +44 20 7977 7018
E: jon.chaplin@intertanko.com



Alec Kennedy
Editor
London

T: +44 20 7977 7016
E: alec.kennedy@intertanko.com

TECHNICAL & ENGINEERING



Gil-Yong Han
Senior Technical
Manager
London

T: +44 20 7977 7024
E: gilyong.han@intertanko.com



Wong Kai Cheong (KC)
Senior Technical
Manager and Country
Manager (China &
Hong Kong SAR)
Singapore

T: +65 6333 4007
E: wong.kaicheong@intertanko.com

RESEARCH AND TECHNOLOGY



Carlos Gonzalez
Research and
Technology Manager
Oslo

T: +47 22 122 641
E: carlos.gonzalez@intertanko.com

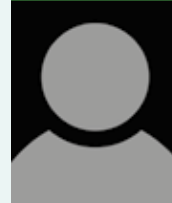
COMMERCIAL



Dimitris Dimopoulos
Commercial Manager
Regional Manager
Greece and Cyprus
Athens

T: +30 210 373 1772
E: dimitris.dimopoulos@intertanko.com

LEGAL



Selena Challacombe
Legal Counsel

London
T: +44 20 7977 7015
E: selena.challacombe@intertanko.com

Global Offices

MARINE



Phillip Belcher
Marine Director
London
T: +44 20 7977 7033
E: phillip.belcher@intertanko.com



Rafal Kosmal
Nautical Manager
Oslo

T: +47 22 122 642
E: rafal.kosmal@intertanko.com



Adele Robinson
Assistant Manager
Marine
London

T: +44 20 7977 7013
E: adele.robinson@intertanko.com



CHEMICALS



Patrick Keffler
Chemicals Manager
Regional Manager
Americas
Washington DC

T: +1 703 373 2269
E: patrick.keffler@intertanko.com



VETTING AND RISK ASSURANCE



Frans Ubaghs
Snr Vetting Manager
Deputy Marine
Director, London

T: + 44 20 7977 7017
E: frans.ubaghs@intertanko.com



Sokratis Tzanetos
Vetting Manager
(Seconded)
Athens

T: +30 210 373 1775
E: sokratis.tzanetos@intertanko.com

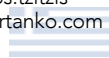


GAS



Evangelos Tzitzis
Gas Manager
Athens

T: +30 210 373 1775
E: evangelos.tzitzis@intertanko.com



Mahyar Jokhi
Gas Manager
(seconded)
London

T: +44 20 7977 7019
E: mahyar.jokhi@intertanko.com



Capt. Alimi Shahrul
Gas Manager
(seconded)
Singapore

T: +65 6333 4007
E: alimi.shahrul@intertanko.com



INTERTANKO London

St Clare House
30-33 Minorities
London EC3N 1DD
United Kingdom
Tel: +44 20 7977 7010
london@intertanko.com

INTERTANKO Oslo

Nedre Vollgate 8
N-0106 Oslo
Norway
Tel: +47 22 12 26 40
oslo@intertanko.com

INTERTANKO Asia

70 Shenton Way
#20-04 Eon Shenton
Singapore 079118
Tel: +65 6333 4007
singapore@intertanko.com

INTERTANKO North America

801 North Quincy Street
Suite 500
Arlington, VA 22203 USA
Tel: +1 703 373 2269
washington@intertanko.com

INTERTANKO Athens

Karagiorgi Servias 2
Syntagma
Athens 10 562
Greece
Tel: +30 210 373 1772/1775
athens@intertanko.com

Executive Committee and Honorary Members

Executive Committee



Dr P. d'Amico
(Chairman)
d'Amico Società
di Navigazione



G. Karageorgiou
(Vice Chairman)
Olympic Shipping
& Management



R. Westfal-Larsen Jr.
(Vice Chairman)
Westfal-Larsen
Management



V. Bacolitsas
Sea Pioneer
Shipping Corp



C. Brix-Ostenfeldt
Anglo-Eastern



J. Engstrom
Wisby
Shipmanagement



W. Koo
Valles Steamship



H. Nakayama
Kawasaki Kisen
Kaisha



L.W. Odfjell
Odfjell
Management



T. Olofsen
OSM Maritime
Group



K. Orsel
MF Shipping
Group



A. Pappas
Product Shipping
& Trading



M. Pavic
Tankerska
Plovidba



M. Pearson
Maran Tankers



Capt. R
Subramaniam
MISC Group



K. Takahashi
Mitsui O.S.K. Lines



V. Valentis
Pyxis Maritime
Corp

Honorary Members



L. Carlsson



N. Fistes



W. Hoegh



M. A. Kulukundis



R. T. du Moulin



B. Ph. Papachristidis



J. H. Rand



N. Tsakos



S. Van Dyck



G. Westgarth

Governing Bodies

EXECUTIVE COMMITTEE

Dr. P. d'Amico (Chairman)
d'Amico Società di Navigazione

G. Karageorgiou (Vice-Chairman)
Olympic Shipping & Management

R. Westfal-Larsen Jr. (Vice-Chairman)
Westfal-Larsen Management
Sea Pioneer Shipping Corp

V. Bacolitsas
Anglo-Eastern

C. Brix-Ostenfeldt
Wisby Shipmanagement

J. Engstrom
Valles Steamship

W. Koo
Kawasaki Kisen Kaisha

H. Nakayama
Odfjell Management

L.W. Odfjell
OSM Maritime Group

T. Olofsen
MF Shipping Group

K. Orsel
Product Shipping & Trading

A. Pappas
Tankerska Plovidba

Capt. M. Pavic
Maran Tankers

M. Pearson
AET Tankers

Capt. Rajalingam Subramaniam
Mitsui O.S.K. Lines

K. Takahashi
Pyxis Maritime Corp

V. Valentis

MANAGEMENT COMMITTEE

Dr. P. d'Amico (Chairman)

G. Karageorgiou (Member)

R. Westfal-Larsen Jr. (Member)

K. Stanzel (Managing Director, INTERTANKO)

COUNCIL MEMBERS

A

N. Aden
Harren Shipping Service

S. Andrade
Teekay Corporation

T. Angelopoulos
Metrostar Management Corporation

J-K. Aune
Wallem Shipmanagement

A. Aznar
Ibaizabal Management Services

B

V. Bacolitsas
Sea Pioneer Shipping

Capt. V Bahadur **
V. Group

M. Baker
Interorient Shipmanagement

L. H. Barstad
Frontline

F. Bellusci
Scorpio Ship Management

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Stem Shipping

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Histria Tanker

F. Bozzoni
Socatra

M. Brandhoff
ZEABORN Ship Management Tanker

Dr. I.H. Brauer
GEFO Gesellschaft Für Oeltransporte

C. Brix-Ostenfeldt
Anglo-Eastern

C

R.O. Can
YASA Tanker Isletmeciligi

L. Carlsson
Windship Technology

I. Caroussis
Chios Navigation (Hellas)

M. Chandris
Chandris (Hellas)

A. Chatzimichailoglou
Kyklades Maritime Corporation

E.S.C. Cheng
Unique Shipping

Capt. J. Chul Choi
Hyundai Merchant Marine

Capt. P. Juul Christensen
Ernst Jacob

M.B. Christiansen **
Odfjell Management

A. Comninos
Horizon Tankers

Capt. A.M. Cooper
Scorpio Ship Management

S. Cornell
Norbulk Shipping

D

E. Dahm
Klaveness Combination Carriers

N. d'Alesio
Dalmare

F Dalmyras
Andriaki Shipping

Capt. J.E. Dalsvåg **
Knutsen OAS Shipping

Dr. P. d'Amico
d'Amico Società di Navigazione

A. d'Amico
ISHIMA

S. Dimakopoulos
Minerva Marine

Capt. S. Dimouleas
Almi Tankers

V. Dragnis
Oceangold Tankers

M. Duzgit
Duzgit Shipholding

E

N.P. Efthimiadis
Lotus Shipping

P. Efthimiadis
Leon Shipping & Trading

E. Endresen
Solvang

J. Engstrom
Wisby Shipmanagement

P. Enoizi
GasLog LNG Services

A. Ervik
DSD Shipping

F

Capt. A. Farah
Mideast Ship Management

A. Faraklas
Chartworld Maritime Management

G. Fearn
Petredec Global Shipping

J.J. Ferrer
MARFLET MARINE

M. Fiori
Premuda

Council Members continued...

Capt. C. Fleming	<i>McKeil Marine</i>	M. Kondilis	<i>Kondinave</i>
D. Fokas **	<i>Maran Tankers</i>	K. Koo	<i>Tai Chong Cheang Steamship</i>
S. Foyen-Bruun	<i>Odfjell</i>	W. Koo	<i>Valles Steamship</i>
A. Frangou	<i>Navios Tankers</i>	E. Koo	<i>Tai Chong Cheang Steamship</i>
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G		T. E. Koutris	<i>Roxana Shipping</i>
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A. Georgantzis	<i>Latsco Marine Management</i>	L	
A. Giri	<i>Concordia Maritime</i>	V. Laliotis	<i>Sea World Management & Trading</i>
F. Guttormsen	<i>Aurora Tankers</i>	P. Laskaridis	<i>Alison Management</i>
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P. Hexter	<i>Waterfront Shipping</i>	D. Lohmann	<i>Sloman Neptun Schiffarts</i>
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Capt. L. Höglund	<i>Furetank Rederi</i>	J.M. Lyras	<i>Orpheus Marine Transport</i>
Capt. B. Højgaard	<i>Anglo-Eastern</i>	M	
W.Y. Hor	<i>PCL Tankers</i>	K. Mackay	<i>Teekay Corporation</i>
J.C.K. Hsu	<i>Oak Maritime</i>	C. Mackenthun	<i>Carl Büttner</i>
Capt. B. Hu	<i>Associated Maritime Company</i>	C.J. Madinabeitia	<i>Tradewind Tankers</i>
W. Hung	<i>Oak Maritime</i>	Capt. Z. Mai Jin	
I		<i>COSCO SHIPPING Energy Transportation</i>	
N.G. Inglessis	<i>Alberta Shipbrokers</i>	C. Mangos	<i>Interunity Management Corporation</i>
J. Ismar	<i>Exmar Marine</i>	E. Marinakis	<i>Capital Ship Management</i>
J		M. Martyres	<i>Suntech Ship Management</i>
J. Jäwert	<i>Stena Bulk</i>	S. Massa	<i>SOCOMAR</i>
K		N Mastoris	<i>Coral Shipping</i>
M. Kaneta	<i>Daiichi Tanker</i>	Capt. D. Mattheou	<i>Arcadia Shipmanagement</i>
H. Karaca	<i>DİTAŞ Tankers</i>	G. McDonald	<i>Empresa Naviera ELCANO</i>
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A. Kedros	<i>Halkidon Shipping Corporation</i>	V. Morfini	<i>Medcare Shipping</i>
Capt. I. Kolev		N	
	<i>NSB Niederelbe Schiffahrtsgesellschaft</i>	H Nakayama	<i>Kawasaki Kisen Kaisha</i>
A. Komatsu	<i>Daitoh Trading</i>	G. Nibbio	<i>Gestioni Armatoriali</i>
		U. Niebusch	<i>German Tanker Shipping</i>
		Y. Nishijima	<i>Nippon Yusen Kabushiki Kaisha</i>

O. Nortun
V. Novella
W. Nugent

*OSM Thome
Calisa
International Seaways*

C. Stefanou
S. Stenersen
S. Stylianos **
C.V. Subba Rao
Capt. R. Subramaniam

*Oxygen Maritime Management
Rederiet Stenersen
Minerva Marine
Sanmar Shipping
MISC Group*

O

L. W. Odfjell
T. Olofsen
K. Orsel
R. Osonoe
Capt. V. Ozan

*Odfjell Management
OSM Thome
MF Shipping Group
Iino Kaiun Kaisha
Imza MARINE Denizcilik*

T

K. Takahashi
I Tengelin **
C. Tomasos
C. Tsakiris
Dr. N.P. Tsakos
N. Tsalamaniotis
A. Tung

*Mitsui O.S.K. Lines
Stena Bulk AB
Super-Eco Tankers Management
Paradise Navigation
Tsakos Shipping & Trading
Seaven Tanker Management
Island Navigation Corporation International*

P

P. Panayiotides
A. Pappas
N.A. Paraschis
L. Patitsas
D. Patrikios *
Capt. P. Patsoulis **
Capt. M. Pavic
M. Pearson
E. Petraki
Capt. O.G. Pinto *
E. Pistiolis
D. Pol
L.S. Polemis
Capt. K. Popov
S. Fortunato
U. Pradeep
Capt. R. Prasad
M. Psalti

*Castor Ships
Product Shipping & Trading
Ancora Investment Trust
Atlas Maritime
V.Ships
Euronav Ship Management
Tankerska Plovidba
Maran Tankers Management
Enea Management
Valles Steamship
Central Mare
Navquim Shipmanagement
Polembros Shipping
Hammonia Energy
SeaQuest Shipmanagement
Apollo Ship Management
World Tankers Management
Neda Maritime Agency*

U

M. Üçüncü
A. Umar

*YMN Tanker Deniz Isletmeciligi
Sea Transport Services Nigeria*

V

V. Valentis
K. van Beveren
Capt. M. Vasilyev
S. Vlassopoulos
H. Von Rantzau

*Pyxis Maritime Corp
Bluewater Energy Services
ABC Maritime
Ionic Tankers
Essberger & Stolt Tankers*

W

Capt. R. Walker
R. Westfal-Larsen Jr.
R. Westfal-Larsen Sr.
G. Westgarth ***

*ASP Ship Management Singapore
Westfal-Larsen Management
Westfal-Larsen Management
V.Ships*

R

Capt. V. Radhakrishnan
K.S. Rajvanshy
K. Ray
G. Ruppelt

*Marwave Shipmanagement
Fleet Management Limited
BTS Tankers
Ardmore Shipping Services*

Z

Capt. L. Zalenski
A. Zaracoudis
B.L. Zhang
Capt. J.F. Zhou
A. Zissimatos

*Columbia Shipmanagement
Unisea Shipping
Associated Maritime Company
Wah Kwong Shipping Holdings
Silk Searoad Maritime*

S

D. Sabaz
G. Sarris
Capt. P. Kumar Sawhney
Capt. I. Scally **
O.C. Schroder **
M. Schroeder
N. Singh
D. Souravlas
G. Stamoulas

*Besiktas Likid
Enterprises Shipping & Trading
Emarat Maritime
NYK LNG Shipmanagement
Scorpio Tankers
Stolt Tankers
BW Epic Kosan Maritime
Stalwart Management
Westport Tankers*

* Panel Chair

** Committee Chair

*** Honorary Member

Articles of Association

INTERTANKO - The International Association of Independent Tanker Owners

(As amended 2 December 1971, 25 January 1973, 24 February 1976, 17 March 1978, 18 April 1980, 22 April 1983, 5 June 1987, 10 May 1991, 20 April 1993, 10 May 1994, 9 May 1996, 26 May 1997, 5 May 1998, 12 April 2000, 17 April 2002, 9 April 2003, 31 March 2006, 6 May 2010, 12 May 2012, 17 November 2015, 3 February 2016, 20 November 2019)

1) Definitions

In these Articles the following words shall have the respective meanings hereby assigned to them:

- a) A "tank vessel" means any vessel having a gross tonnage of 1000 tons or over and which is adapted for the carriage of oil in bulk, petroleum products and other liquids, including all kinds of combined bulk/tank vessels as ore/oil carriers, bulk/oil carriers and gas carriers.
- b) (1) "Owner" means any private individual or partnership or corporate body or other company or legal person registered as the owner of a tank vessel, provided he operates on a commercial basis.
(2) The Council may also decide that the person, partnership or company by whom the vessel is managed shall be regarded as the owner thereof.
(3) In the absence of registration, the owner is the person owning the ship according to the rules laid down in 1)b)(1) and (2).

2) Aims

The Association is a non-profit organisation whose aims are to further the interests of independent tanker owners; to promote a free and competitive tanker market; to work for safety at sea and the protection of the marine environment.

The scope and objects shall be:

- to promote internationally the interests of its members in matters of general policy;
- to co-operate with other technical, industrial or commercial and environmental interests or bodies on problems of mutual concern to its members and to such interests;
- to take part in the deliberations of other international bodies so far as may be necessary for the attainment of its objects;
- to do all things conducive to the attainment of the above objects or any of them.

3) Title and location

The name of the Association shall be International Association of Independent Tanker Owners (INTERTANKO) and the office shall be situated in Oslo. The meetings of the Association may be held outside of Oslo. The office may be moved from Oslo if a majority of not less than three-fourths of those voting at the General Meeting so decides.

4) Liability

The liability of the member is limited to his annual subscription.

5) Membership

- a) Membership shall be open to owners of tank vessels whether Membership shall be open to owners of tank vessels whether presently in operation or under construction and to managing companies of such owners and to any other individual or corporate body authorised by the owner of a tank vessel.
- b) Application for membership shall be made to the Council in respect of all tank vessels which the applicant owns and/or manages including tank vessels of affiliated and associated companies. Each member applicant shall nominate a senior representative to join the Council.

- c) The Council may approve or reject an application for membership at its discretion without specifying any reason therefore.
- d) A member shall cease to be a member:
 1. after having given written notice at least six months in advance;
 2. if he fails to pay the annual subscription in respect of each tank vessel of which he is the owner;
 3. if in the opinion of the Council he ceases to be an independent owner;
4. If he is requested by the General Meeting to resign his membership.
- e) If a member fails to meet the membership criteria as specified in the Articles of Association and/or fails to meet membership criteria agreed by the Council, the Executive Committee shall, at its own discretion, decide either to terminate or suspend the membership.

6) Associate Membership

Associate membership shall be open to tanker brokers, banks, P&I Clubs, classification societies, oil companies and such other bodies which may be useful to support the aims and objectives of the Association. Such associate members will be entitled to attend the Association's General Meetings, but will have no voting rights. They shall be entitled to receive INTERTANKO's circular letters and other publications.

An associate member will cease to be an associate member after having given written notice of its intention to leave INTERTANKO at least 6 months in advance.

If an associate member fails to meet the membership criteria as specified in the Articles of Association and/or fails to meet the associate membership criteria agreed by the Council, the Executive Committee shall, at its own discretion, decide either to terminate or suspend the associate membership.

7) Organisation

The Association consists of: a General Meeting; a Council; and an Executive Committee.

- a)
 1. The General Meeting shall comprise all members and such a meeting shall be convened at least once a year being as nearly as may be at the expiration of twelve months from the date of the last preceding meeting. The Council and/or a minimum of 10 members may convene an Extraordinary Meeting. At least 30 days' notice shall be given to the members for both types of meetings, stating the general nature of any business intended to be transacted thereat.
 2. The Chairman of the Council or, in his absence, one of the Vice-Chairmen shall preside at a General Meeting.
 3. Ten members present in person or by proxy shall be a quorum.
 4. Any vote may be given by a member present in person or by proxy who shall be either a member of the Association, a partner or an executive officer. The proxy shall be duly signed by the member and shall be deposited at the office not less than forty-eight hours before the meeting.

5. The General Meeting shall appoint the auditors.
6. The General Meeting may delegate its powers to the Council and the Executive Committee.
7. The General Meeting may, upon the nomination by the Council, elect one or more Honorary Members of INTERTANKO. An Honorary Member shall be entitled to attend all meetings of INTERTANKO upon the invitation of the Chairman. An Honorary Member shall in that capacity have no voting right at INTERTANKO Meetings. If an Honorary Member attends an INTERTANKO Meeting, he shall do so at his own sole expense.

b)

1. One senior representative of each owner or group of owners is eligible for membership of the Council and shall be appointed on approval of any membership application by the Council. Any changes to the senior representative nominated by the owner or group of owners to join the Council thereafter shall be approved by Council.
2. At the discretion of the Council, a second representative of any owner or group of owners may be permitted, but with voting rights limited to one representative at any one time.
3. Notwithstanding the above, the Council has the right to co-opt up to a maximum of five additional members, each for a two year period. Such nominations, at the discretion of the Council, may be persons representing members or member-groups, irrespective of rule 7) b) (1), or person(s) whom the Council considers useful to the aims of the Association.
4. The Policy of the Association shall be decided upon and determined by the Council. The Executive Committee shall, while keeping the Council generally informed, conduct the business and affairs of INTERTANKO and supervise the management of INTERTANKO's office.

The Council shall do the following:

- decide upon any disputes or doubts as to the interpretation of these Articles;
- appoint the General Manager;
- fix the annual subscription to be paid by members in order to provide for the general expenses of the Association;
- arrange the keeping of accounts and prepare and lay before the General Meeting a Receipt and Expenditure Account and Balance Sheet;
- cause minutes to be made of all resolutions and proceedings at all meetings in the Association.

The Council may do the following:

- establish working groups and local boards and appoint persons to be members thereof;
- appoint persons to represent the Association in other associations or institutions of all kinds, companies or group of companies.

5. The quorum of the Council shall be twelve members.
6. Any member of the Council may
 - appoint any other member of the Council to act as his proxy
 - be represented at a Council meeting by his personal Alternative
7. Questions arising at any meeting of the Council shall be decided by a majority of votes. Each member shall have one vote.
8.
 - i. The Council shall elect from among its members a Chairman and up to three Vice-Chairmen of INTERTANKO.
 - ii. The Council shall also appoint a further number of its members who, together with the Chairman and Vice-Chairmen, shall form the Executive Committee, provided that the total number of members comprising the Executive Committee at any one time shall not exceed seventeen.

iii. The Chairman, Vice-Chairmen and the other members of the Executive Committee shall normally be elected for a period of two years.

- iv. No elected member of the Executive Committee may hold office for a period of longer than six consecutive years at a time. However, a Council Member may be elected or remain Chairman irrespective of the number of years he/she has already held office in the Executive Committee. At any one time, one Vice-Chairman may also be elected or remain Vice-Chairman provided that he may not hold office for a period of longer than eight consecutive years at a time.
 - v. The Chairman shall not serve in that capacity for more than 3 terms of 2 years each.
 - vi. A member may be represented at an Executive Committee meeting by his personal Alternate, provided this Alternate is an elected Council Member.
 9. The Chairman may, and at the written request of any five members of the Council shall, at any time summon meetings of the Council.
 10. No member shall be entitled to attend or vote at a Council Meeting unless all his annual subscription has been paid.
- c)
- a. Meetings of the Executive Committee may be convened at the request of the Chairman or any three of its members. Five members, including any personal Alternate, shall constitute a quorum.
 - b. The Executive Committee shall have the power to delegate functions to the General Manager and to working groups to deal with specific and related matters not necessarily bearing directly upon the aims of the Association.

8) Indemnity

No person serving on the elected bodies of the Association and no officer or servant of the Association shall be held liable for any obligation incurred by the Association - whether in contract or in tort - nor shall they be liable for any obligation incurred - in contract or in tort - by another person as aforesaid.

The travelling and subsistence expenses of the Executive Committee and the Secretariat in the conduct of the Association's business shall form part of the normal budget.

9) Finances and accounts

All expenses incurred on behalf of the work of the Association shall be borne by the Association. The annual expenditures shall not exceed the annual subscription revenue unless agreed by a General Meeting. The accounts shall be examined and at least once in every year the balance sheet shall be certified by the Auditors.

10) Notices

Any notice may be served by the Association upon any member either personally or by post or otherwise to the member at his address appearing in the register of members.

11) Alteration of Articles

A majority of not less than three-fourths of votes at the General Meeting may alter the present Articles, and decide a winding up of the Association.

INTERTANKO London
St Clare House
30-33 Minories
London EC3N 1DD
United Kingdom
Tel: +44 20 7977 7010
london@intertanko.com

INTERTANKO Oslo
Nedre Vollgate 8
N-0106 Oslo
Norway
Tel: +47 22 12 26 40
oslo@intertanko.com

INTERTANKO Asia
70 Shenton Way
#20-04 Eon Shenton
079118
Singapore
Tel: +65 6333 4007
singapore@intertanko.com

INTERTANKO North America
801 North Quincy Street – Suite 500
Arlington, VA 22203
USA
Tel: +1 703 373 2269
washington@intertanko.com

INTERTANKO Athens
Karagiorgi Servias 2
Syntagma
Athens 10 562
Greece
Tel: +30 210 373 1772/1775
athens@intertanko.com

www.intertanko.com



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