Welcome
Safety & compliance briefing – 10 mins

Hotel staff & OCIMF's P&A Director, Saurabh Sachdeva

OCIMF Day – Monday, 11 September 2023

Sofitel, London, St. James Park – London International Shipping Week

Safety moment – What is missing?

OCIMF Event & meeting principles

1. Always assume positive intent.
2. Engage in dialogue.
3. Be open, transparent and willing to make mistakes.
4. Embrace the power of humble listening.
5. Create a trusting and safe environment.
6. Commit to having conversations that matter by speaking up to bridge divides.
7. Hold yourself and others accountable for demonstrating humility.

OCIMF Anti-trust/competition law guidance rules & anti-trust statement

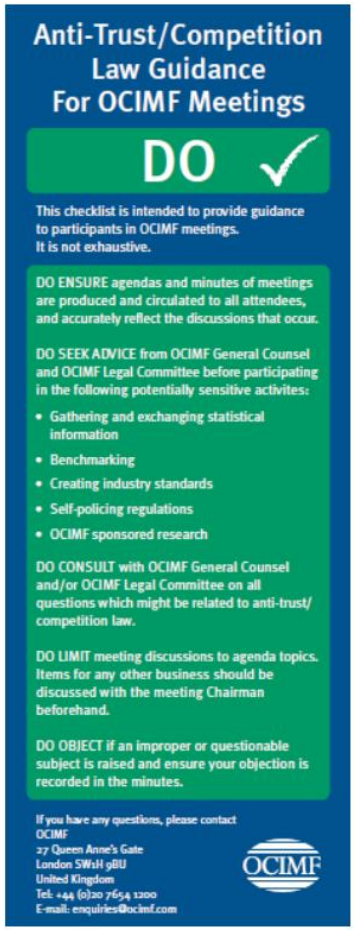
Legal guidance

DO NOT discuss the following topics:

- Prices/freight rates, production, capacity or inventories
- Sales/purchases, costs, future business plans
- Matters relating to individual customers/suppliers
- Employee compensation, benefits, remuneration etc

DO NOT make any agreement on, or take a decision to conduct the following activities:

- Fix sale/purchase prices or terms of sale or purchase
- Restrict capacity or output
- Refrain from supplying a product or service
- Limit quality competition or research
- Divide markets or customers
- Exclude competing companies from a market
- Blacklist or boycott customers or suppliers



Limit meeting discussions to agenda topics.

Items for any other business should be discussed with the meeting Chairman beforehand.

Object if an improper or questionable subject is raised and ensure your objection is recorded in the minutes.

Seek advice from OCIMF General Counsel and OCIMF Legal Committee before participating in the following potentially sensitive activities:

- Gathering and exchanging statistical information
- Benchmarking
- Creating industry standards
- Self-policing regulations
- OCIMF sponsored research
- Consult with OCIMF General Counsel and OCIMF Legal Committee on all questions which might be related to anti-trust/competition law

Welcome & introduction by Managing Director, OCIMF

Capt. Karen Davis

11 September 2023, Sofitel, London

Our members

A small selection of member logos

112 International oil & gas companies

Overview

Founded in 1970

IMO consultative status since 1971

Initial focus on reducing oil spills & general safety

53 years on – focus on safety, security, health, environment & human factors

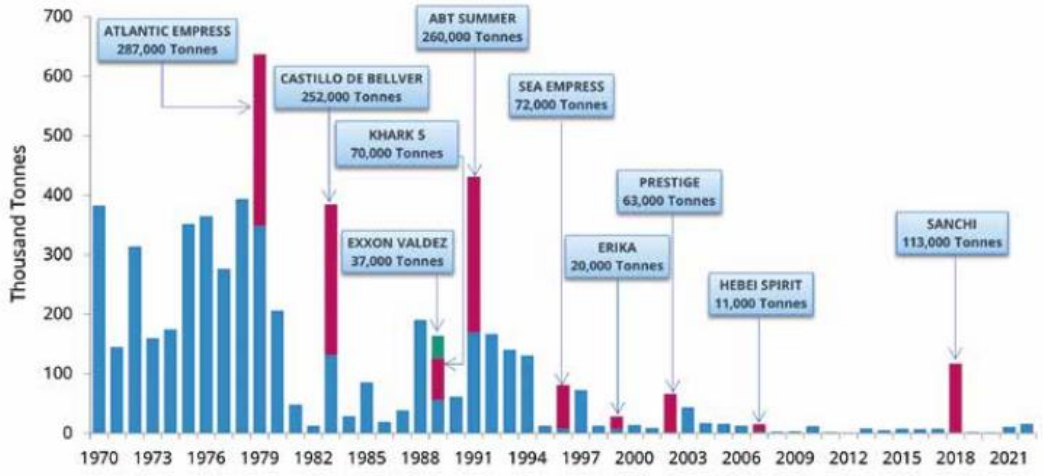
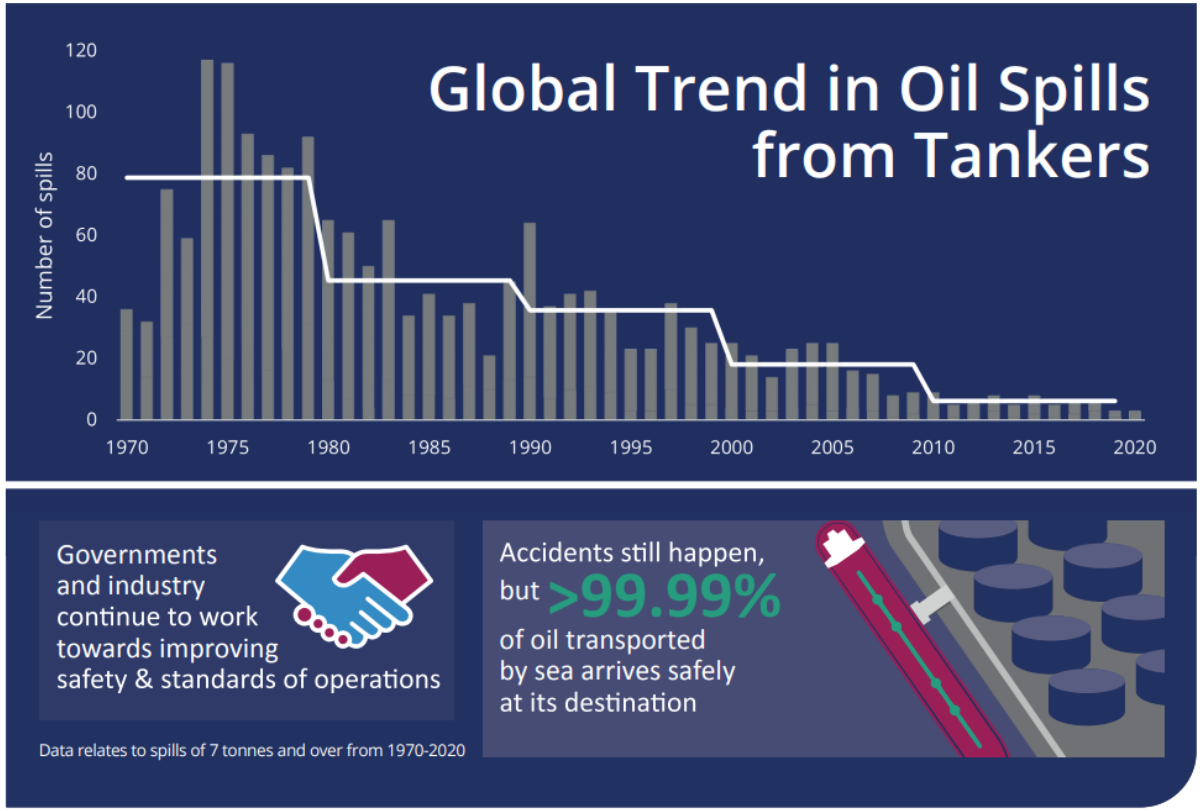


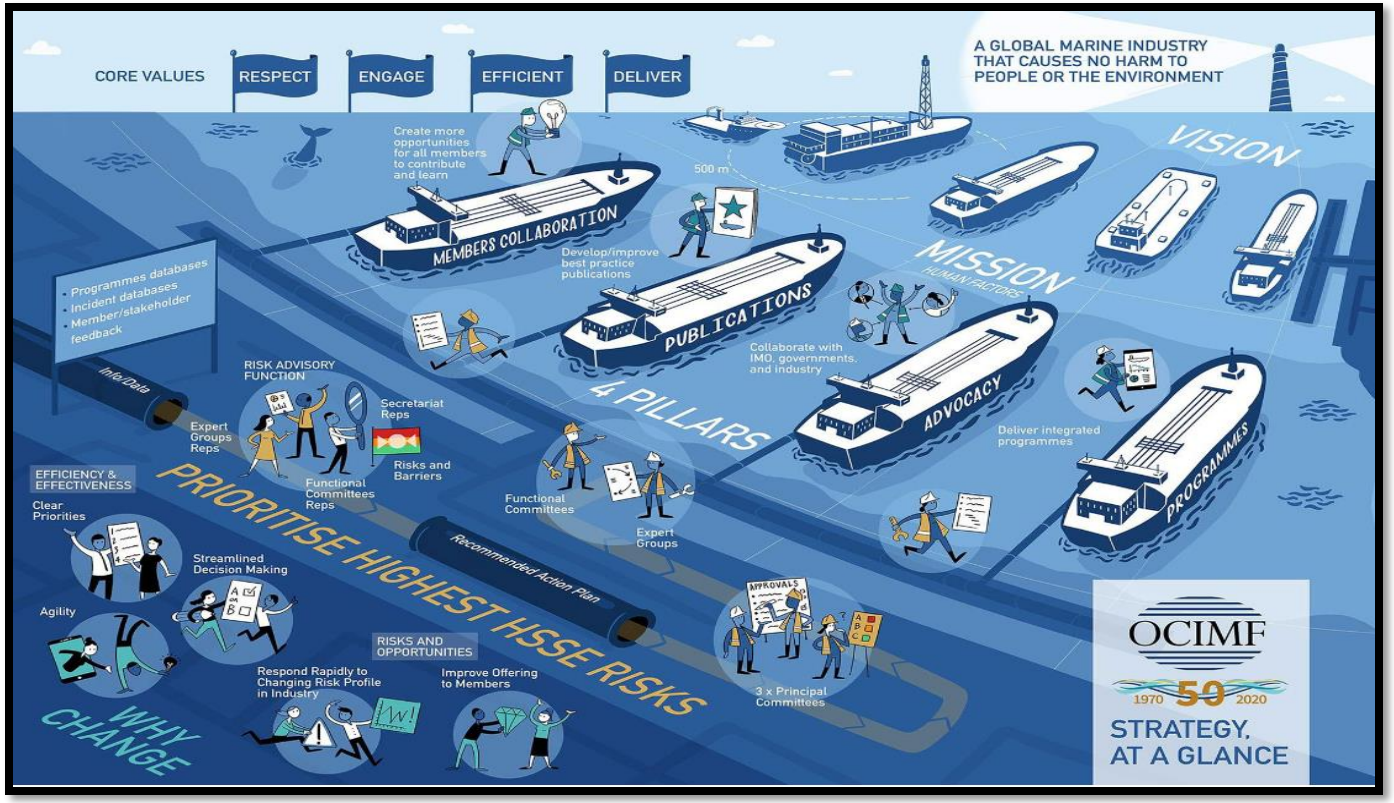
Figure 6: Quantities of oil spilt 7 tonnes and over (rounded to nearest thousand) from tanker incidents, 1970-2022



[1] *This relates to spills with confirmed volumes*

[2] *Quantity rounded to nearest thousand*

Our Purpose – A global marine industry that causes no harm to people or the environment



Strategic Priorities

Publications

Develop best practices on critical areas of safety, health, security and environment.

Advocacy

Promote best practices and regulatory compliance through engagement with governments and industry.

Programmes

Develop inspection and self-assessment programmes for promoting best practices and regulatory compliance.

Members collaboration

Provide a forum for members to learn, share expertise and develop best practices.

OCIMF Overview

Committee/Expert Group structure

OCIMF IN NUMBERS

53 YEARS OF OCIMF 1970 – 2023

3 PRINCIPAL COMMITTEES

15 FUNCTIONAL COMMITTEES AND EXPERT GROUPS

25,453 FOLLOWERS ON LinkedIn

3,057 NEWSLETTER SUBSCRIBERS

SHIPS INSPECTED

9,447 REPORTS UPLOADED

22,766 REPORTS DOWNLOADED

167,814

BARGES INSPECTED

7,782 REPORTS UPLOADED

9,335 REPORTS DOWNLOADED

40,025

OFFSHORE VESSELS INSPECTED

2,911 REPORTS UPLOADED

3,042 REPORTS DOWNLOADED

2,140

358 OVID INSPECTORS

496 SIRE SHIP INSPECTORS (CAT 1)

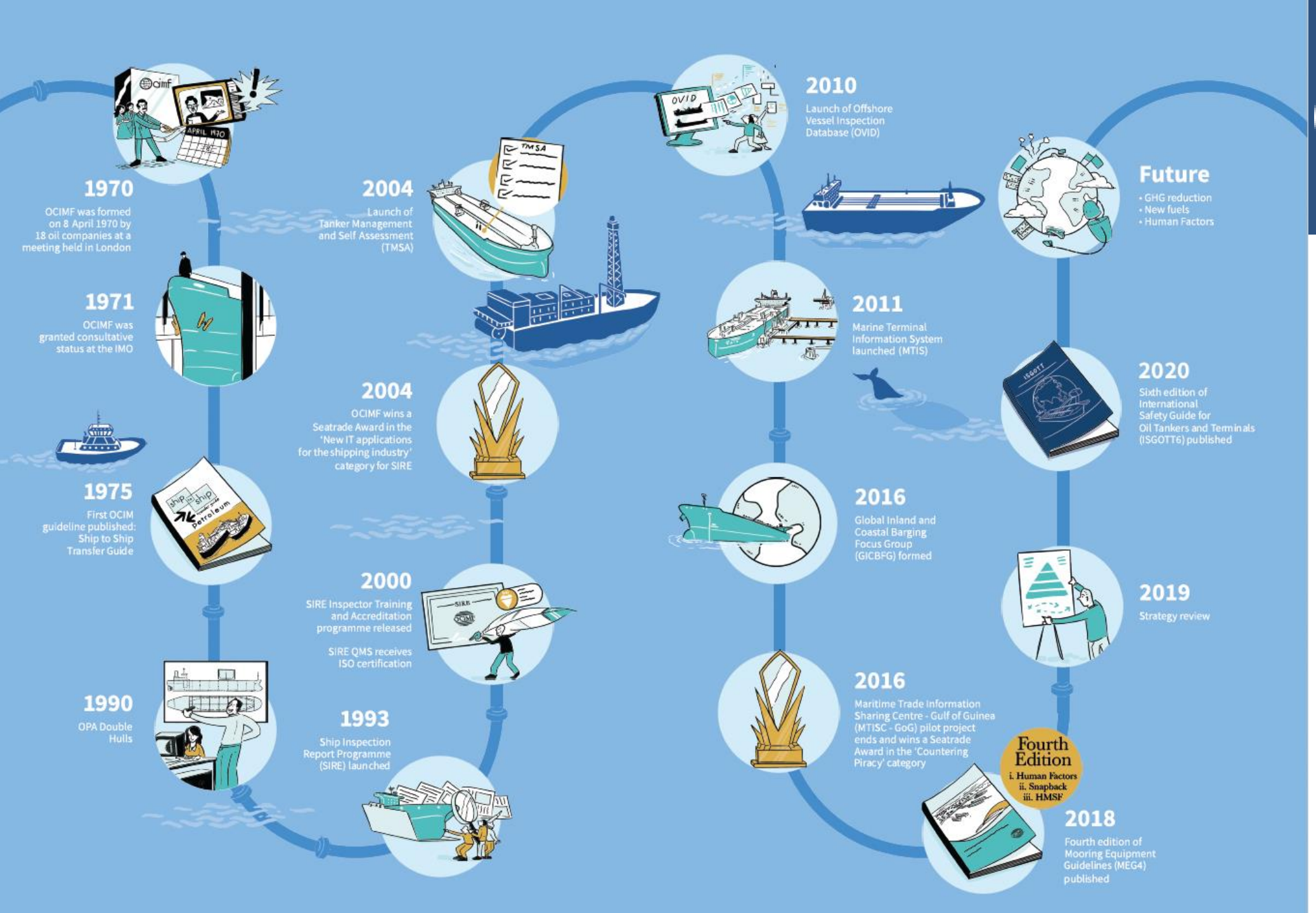
134 SIRE BARGE INSPECTORS (CAT 3)

OVID STATISTICS

	TOTAL
TOTAL VESSELS REGISTERED AT END 2022	6,517
VESSELS REGISTERED IN 2022	462
NUMBER OF INSPECTIONS	3,042
NUMBER OF VESSELS INSPECTED	2,911
INSPECTIONS PURCHASED - DISTINCT INSPECTIONS	1,508
INSPECTIONS PURCHASED - TOTAL PURCHASES	2,140
TOTAL OPERATORS REGISTERED END OF 2022	1,306
NUMBER OF OPERATORS REGISTERED IN OVID	88

SIRE STATISTICS

	SHIPS CAT 1	BARGES CAT 3	TOTAL
TOTAL VESSELS REGISTERED AT END 2022	4,160	4,420	8,580
VESSELS REGISTERED IN 2022	505	416	921
NUMBER OF INSPECTIONS	22,766	9,335	32,101
NUMBER OF VESSELS INSPECTED	9,447	7,782	17,229
INSPECTIONS PURCHASED - DISTINCT INSPECTIONS	31,083	12,545	43,628
INSPECTIONS PURCHASED - TOTAL PURCHASE	167,814	40,025	207,839
TOTAL OPERATORS REGISTERED END OF 2022			2,277
NUMBER OF OPERATORS			254



OCIMF

thank you

10 YEARS
11-15 SEPTEMBER 2023
LONDON INTERNATIONAL SHIPPING WEEK

Publications & Advocacy session

Overview – Welcome by Publications & Advocacy Director

Saurabh Sachdeva FICS

– 15 mins

OCIMF Overview

Committee/Expert Group structure

OCIMF as an Observer at IMO since 1971

International Safety Management (ISM) Code

International Convention for the Safety of Life at Sea (SOLAS)

International Convention for the Prevention of Pollution from Ships (MARPOL)

Port State Control (PSC)

International Convention on Standards of Training, Certification & Watchkeeping for Seafarers (STCW)

International Ship and Port Facility Security Code (ISPS Code)

Mooring Equipment Guidelines (MEG)

Ship Inspection Report Programme (SIRE) Offshore Vessel Inspection Database (OVID)

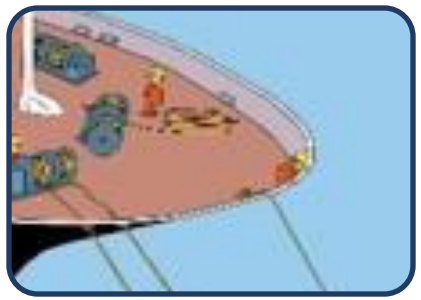
Management and Self-Assessment (MSA)

Ship to Ship Transfer Guide & Environment Position

International Safety Guide for Oil Tankers & Terminals (ISGOTT)

Best Management Practices (BMP)

Operational pillars of P&A



Publications

Best practices & publications

Technical content for SIRE, BIRE & OVID

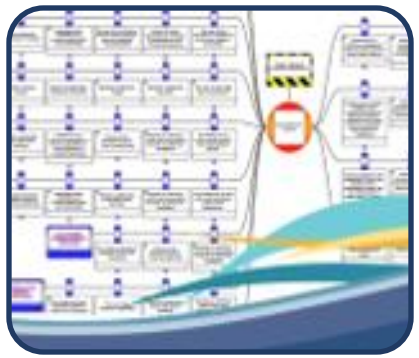
Risk & SIRE incident reviews & HSSE

Advocacy

Collaborate with governments, industry partners and stakeholders

Promote global and consistent implementation

Maintain OCIMF's reputation as the single source of truth



HSSE Risk Prioritisation

To ensure we focus on highest risks

Identify leading indicators through trends, member inputs, industry engagement

Human factors is key

Managing key HSSE risks with a human factored approach

Leaders help shape the conditions that influence what people do and people will make mistakes.

3 x Principal Committee

4 x Functional Committees

11 x Expert Groups

Supported by x 112 members

Human Factors	Environment	Security	Safety	Legal
Tankers	Terminals	Barging	Offshore	Programmes
• Nautical	• Ship to Shore	• Engineering	• Offshore marine	• IT
• Ship to Ship	• Structures	• Inspection processes	• Floating systems	• Programmes governance

Library of 30 x Books

Library of 50 x information papers

Inspector training & accreditation

1 x Major project underway – SIRE 2.0

3 new x information papers and x 1 book and x 3 translations – in progress

Updating Vessel Inspection Questionnaires

2 x Major projects underway
- Global Barge Guide
- Ship to Ship Transfer

2023: Released 3 x pubs

Continually engaged in developing leading practices to drive and improve industry performance

Overview of work with best practices

Publications & Advocacy

IMO Engagement

Programmes

Nautical EG

- Revise Anchoring Systems guide
- ***Support*** *Ship to Ship Transfer rewrite –* ***STS EG****
- *D&A Paper –* ***nearly completed***

Engineering EG

- Review Guide for Implementation of Sulphur Oxide Exhaust Gas Cleaning
- IMO Alternative Fuels WG – support **EFC**
- Fire Prevention on Engine Rooms work stream
- Industry's incidents review

Floating Systems EG

- **New IP** on Offshore Lifeboat and LSA Operations
- **FPSO Asset Integrity**
- Publications review

Offshore Vessel EG

- DP Assurance
- Management of attending Offshore vessels in the Safety Zone.
- Development of regulatory standards for MASS Vessels
- Updating OVIQ

Barges EG

- **ISGINTT2** – Delivered
- **Major Project** – New Flagship Publication – Global Barges Guide
- IP on SMART Shipping in EU
- IP on open loading – SCA

Ship to Shore EG

- Advocate MTIS within regions – ongoing*
- **Review** MTMSA

Structures EG

- ***Support*** Onshore Power Supply WG –**EFC**
- ***Support*** Emissions Control Tech. WG – **EFC**
- ***Support*** FSEG in development of Mooring Hawser guidelines - **FSEG**
- ***IMO WG*** on the Reduction of VOCs
- Industry's incidents review
- ***8 x Publications*** with PIANC

Ship to Ship EG

- **Major Project** – Revise STS Transfer Guide

Environmental FC

- **New** IP on Onshore Power Supply Guide – ongoing
- **New** IP on Risks Associated with Engine Power Limitation Guide - ongoing
- **New** Emissions Capture and Control Guide - ongoing
- IMO CG on LCA of marine fuels
- IMO WG on the Reduction of VOCs
- Map of external organisations

Human Factors FC

- **IMO** - Safe Workplace, Culture, Bullying and Harassment
- **Publications**: HF Checklist, Approach Paper & MSA revision
- **WMU MoU** - SafeMode – Toolkit and Advocacy
- **Accident** and Incident Investigations methodology –
- **HEIG** – Enclosed Space Entry *monitoring

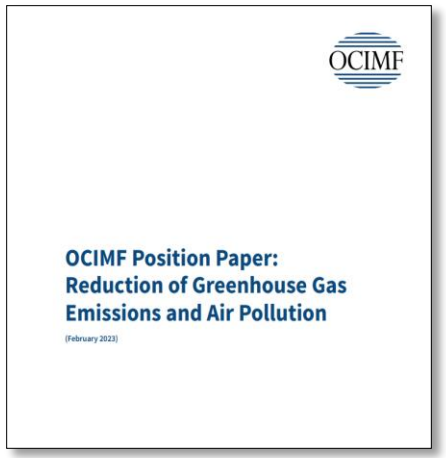
Maritime Security FC

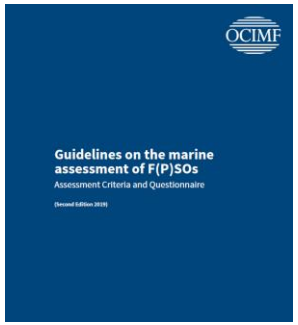
- Maritime Industry Security Threat Assessments
- Cyber Security Publication (ITEG-Programmes)
- **Forthcoming** BMP review
- **New** Drone study

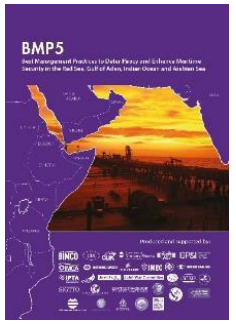
Member collaboration

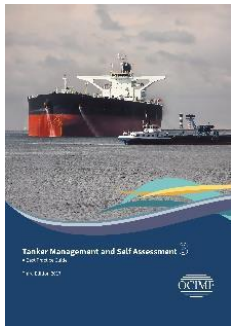
Publications & Advocacy

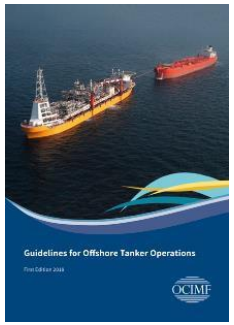
https://www.ocimf.org/publications/information-papers

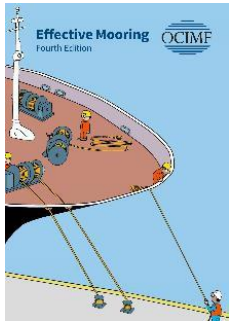


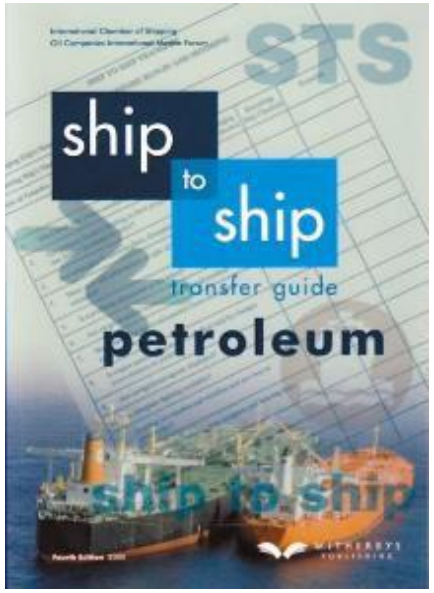


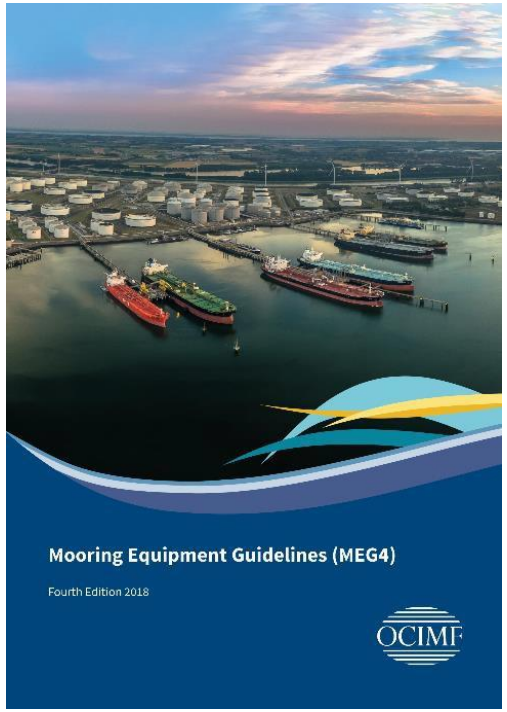


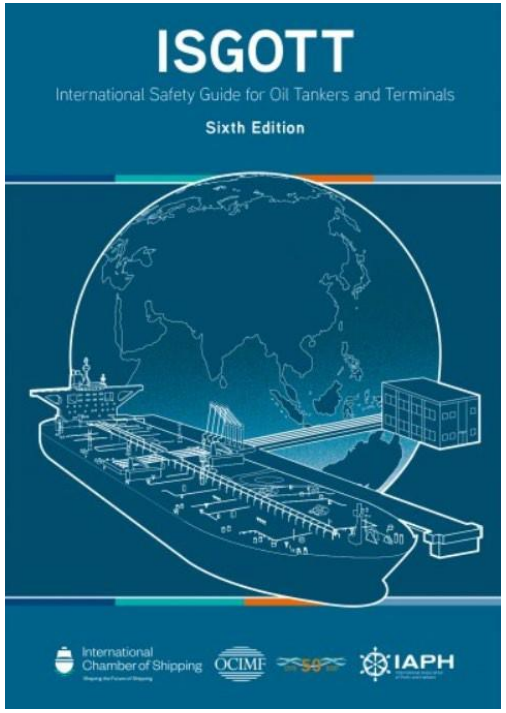


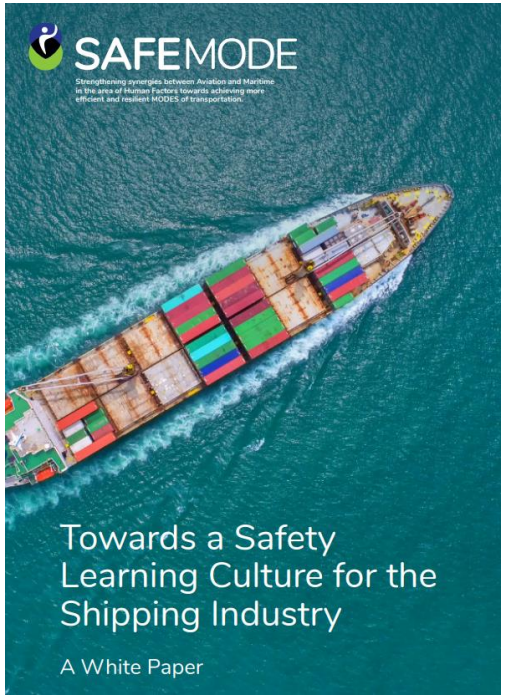










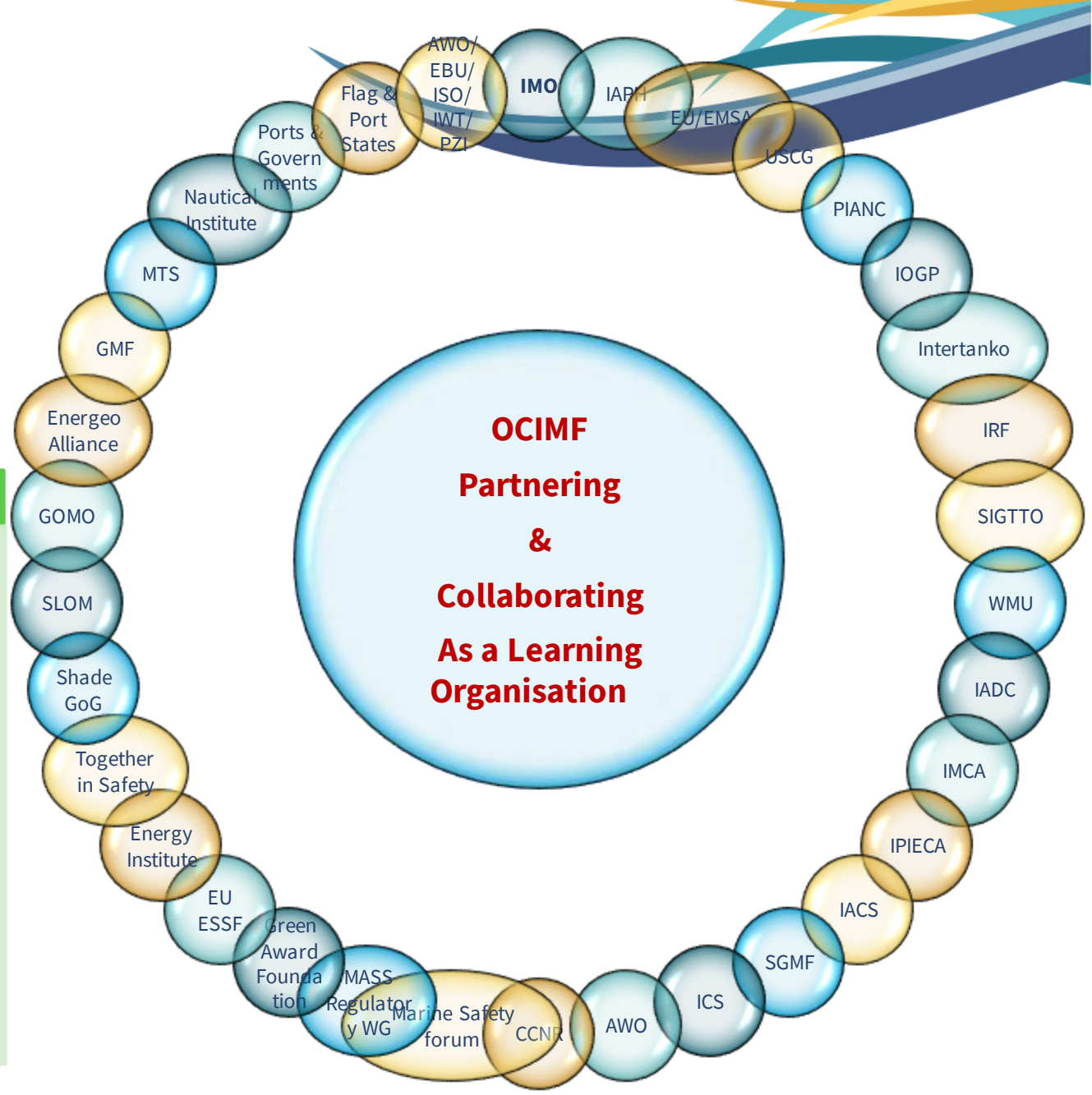


Industry and governments

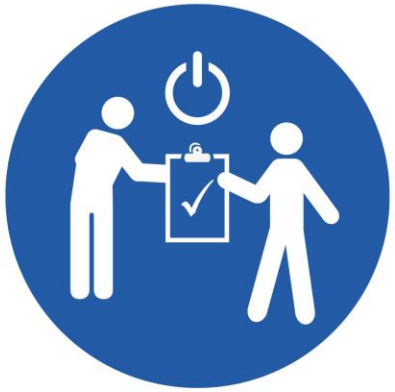
Internal	Leadership via our Programmes & Publications.
External	Coalition building and influencing third parties –**Driven by external factors, regulatory changes at the**. *IMO, incidents, collaboration with trade bodies and issues arising regionally.*

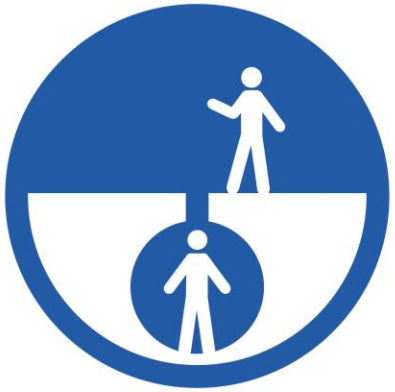
Partnerships, Engagement & Collaboration → Programmes → Publications → Engagement via joint membership access, media, presentations and seminars

Human Factors, Safety & Security	Environment	Offshore	Programmes	Legal
• Safety Leadership & Culture • Technical standards • Risk and Incidents • Policy • Emerging regulations • MASS CODE • Drones • Safety of Navigation • Barging • Terminal and Tankers • Maritime Safety Threat Assessments • ISM Code • STCW amendments	• GHG • Air pollution • Decarbonisation • ESG & Energy Transition • VOC • Shore Power • Alternative fuels • UN SDG • EEDI & EEXI	• Floating Systems • Asset Integrity • Offshore Lifeboat Safety • DP • Seismic vessels • Station Keeping • DP - Offshore Vessels • Offshore Renewables	• SIRE • BIRE • OVID • Governance • Inspections • IT • MTIS • MSA's – TMSA, OVMSA & MTMSA • Inspector training and accreditation	• IOPC Funds • Sanctions • Compliance • GDPR • HNS Convention • Dark/Shadow Fleets



If we do this together, as an industry, we can have a global impact on safety


Bypassing Safety Controls

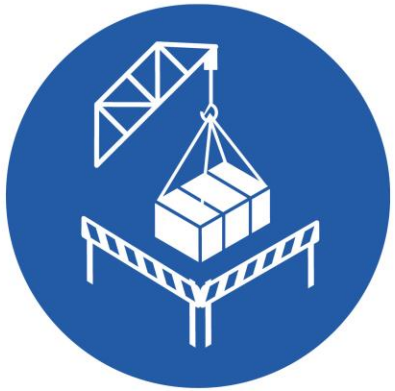

Confined Space


Driving

Energy Isolation


Hot Work

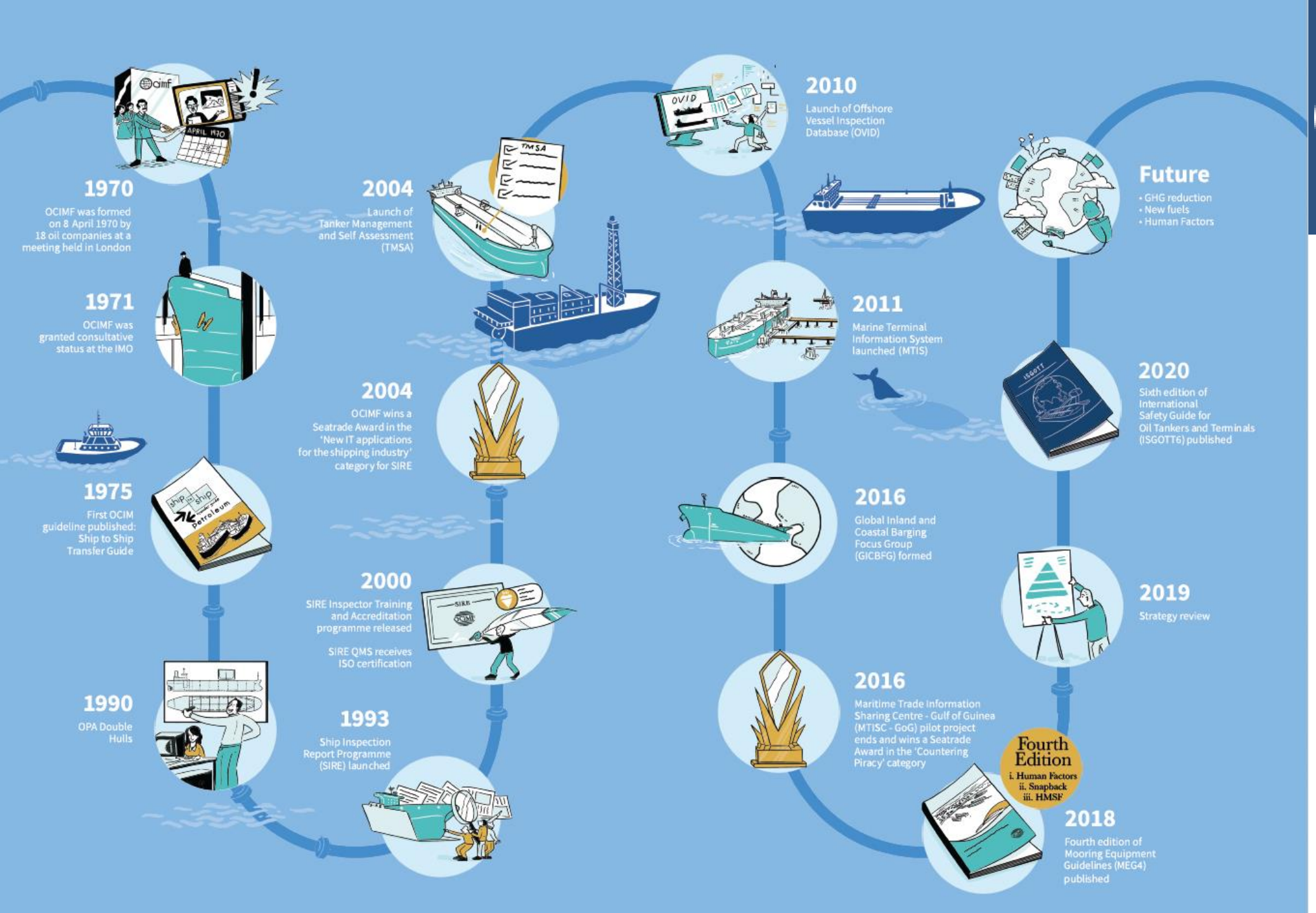

Line of Fire


Safe Mechanical Lifting


Work Authorisation


Working at Height

By having a common set of Life-Saving Rules, individuals would see the same rules at every site, making it simpler, clearer, easier to follow and remember. And more efficient for all organisations.



OCIMF

thank you

10 YEARS
11-15 SEPTEMBER 2023
LONDON INTERNATIONAL SHIPPING WEEK

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The world of a Barging, Ton Mol Barge Adviser

20 mins

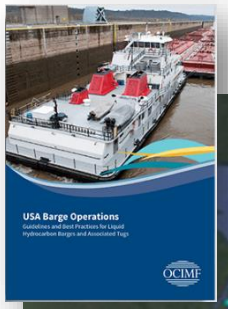
OCIMF

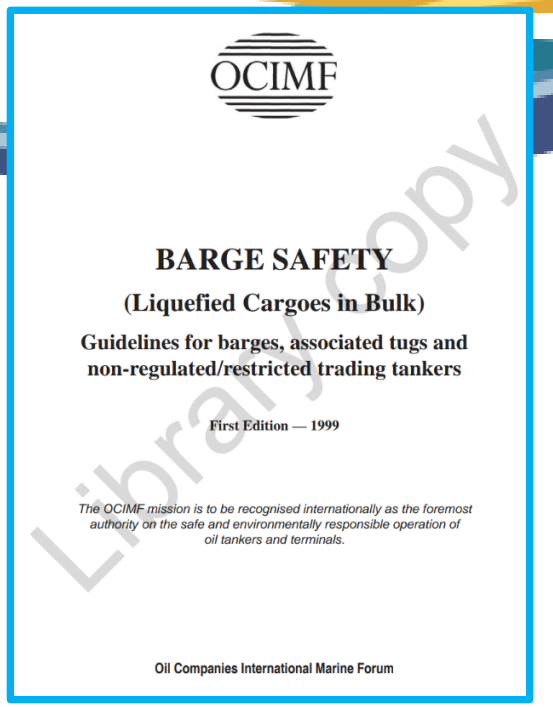
Publications and Advocacy

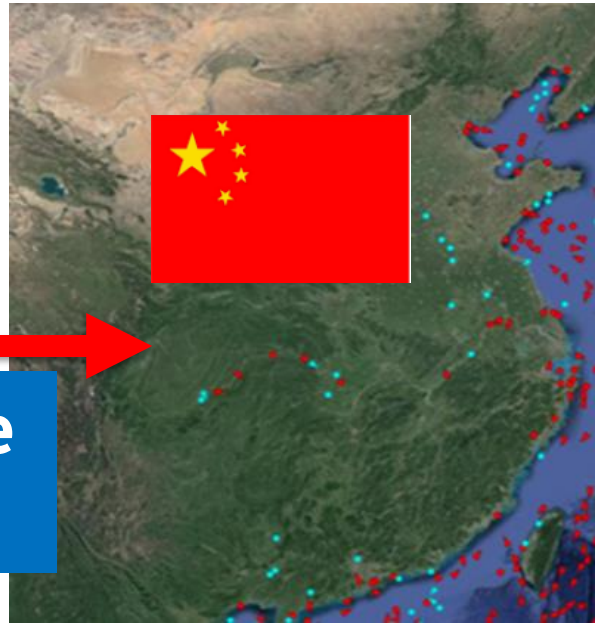
Committee/Expert Group structure

The world of barges… and the barge adviser …

Publications 2023 Books

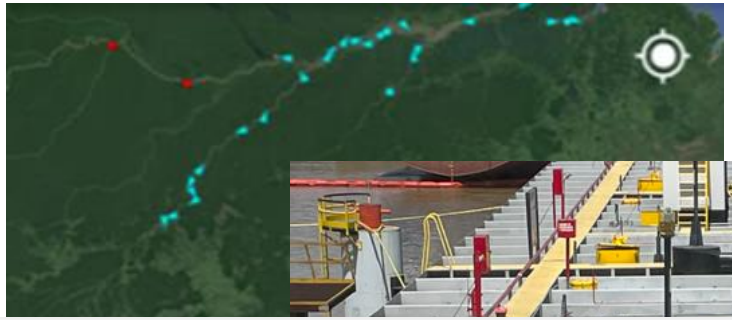






2024 start work on the Global Barge Guide for all regions

Publications 2023 information papers



1 – Recommendation for converting Inland Tank-Barges from Open to Closed Cargo Operations in the South and Central America region

OCIMF

Recommendation for converting Inland Tank-Barges from Open to Closed Cargo Operations in the South and Central America region

(first edition October 2023)

Vision: A global marine industry that causes no harm to people or the environment.

Mission: To lead the global marine industry in the promotion of safe and environmentally responsible transportation of crude oil, oil products, petrochemicals, and gas, and to drive the same values in the management of related offshore marine operations. We do this by developing best practices in the design, construction and safe operation of tankers, barges and offshore vessels and their interfaces with terminals and considering human factors in everything we do.

1 – Recommendation for converting Inland Tank-Barges from Open to Closed Cargo Operations in the South and Central America region

OCIMF

Recommendation for Implementation and the safe use of Smart Shipping Technology on board of Inland Tank-Barges

(first edition 2024)

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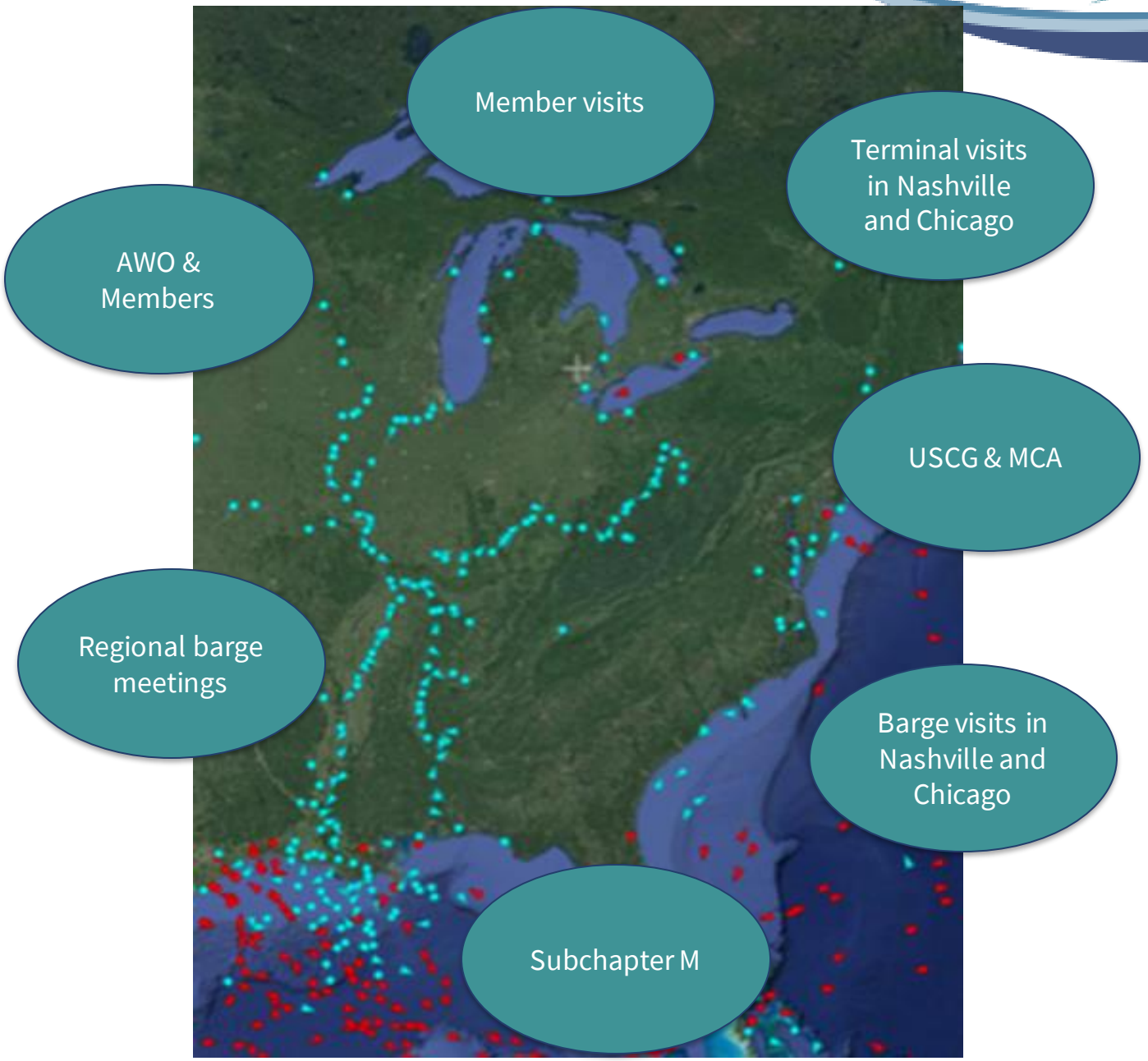
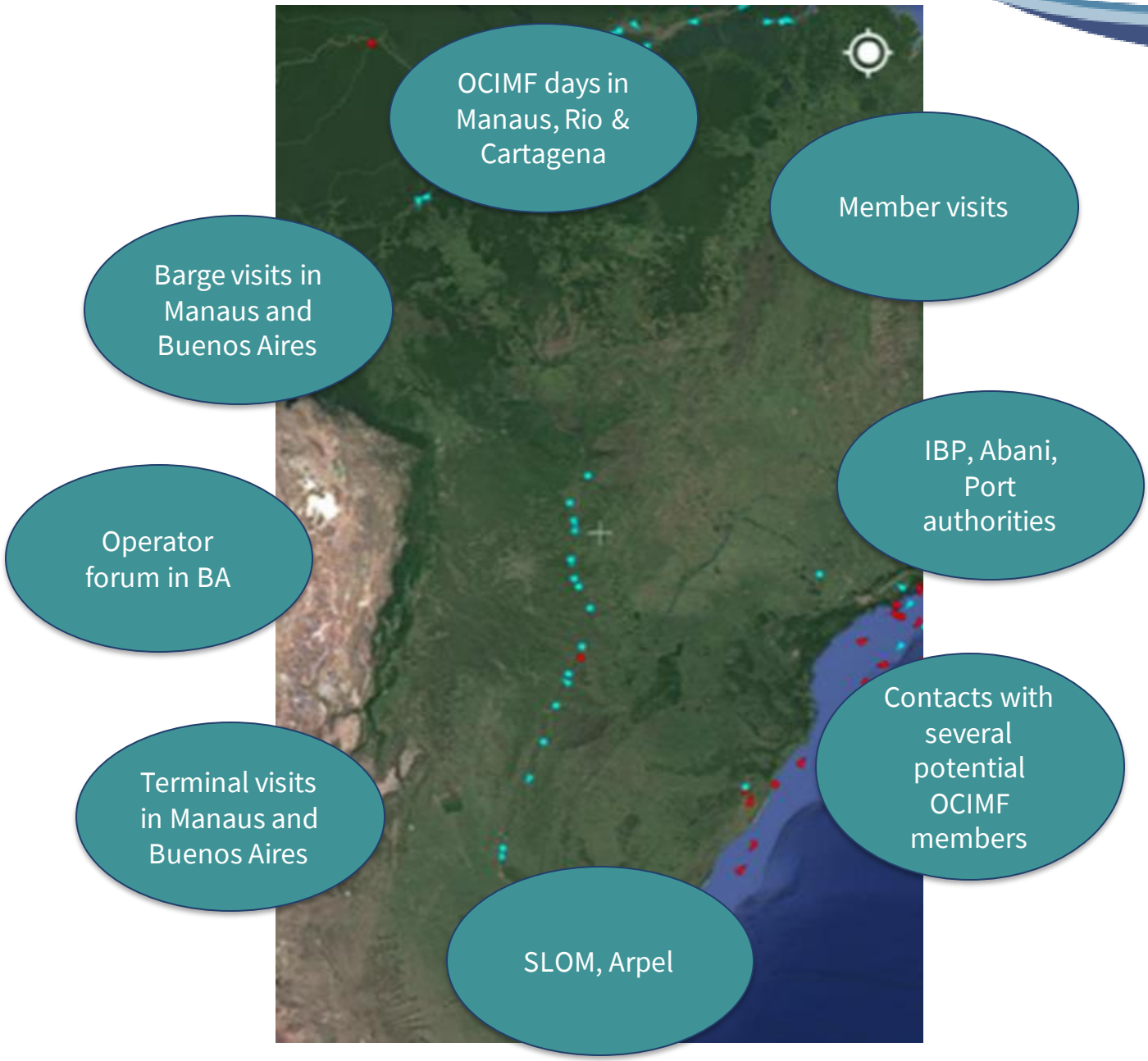
Advocacy & engagement North American barging industry

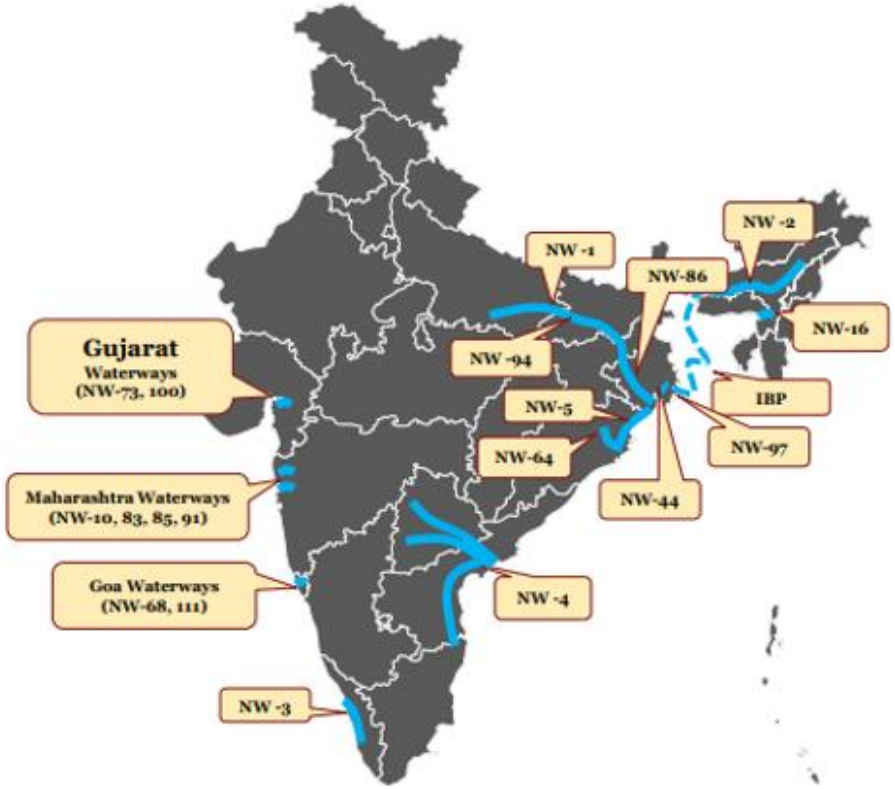


Advocacy & engagement South & Central American barging Industry



Advocacy (South East) Asia barging industry

India Maritime Vision 2030



China MSA

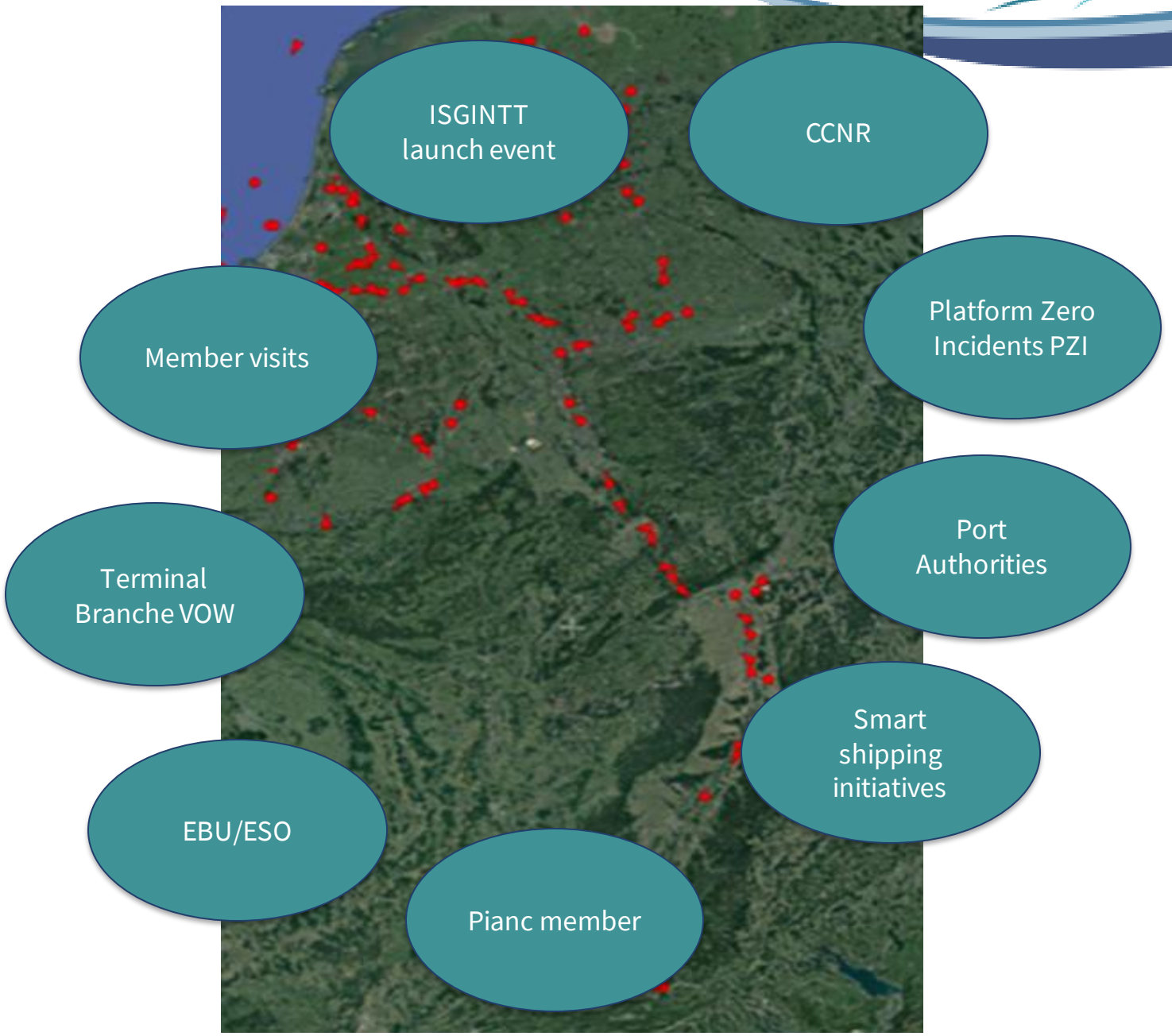
Member visits

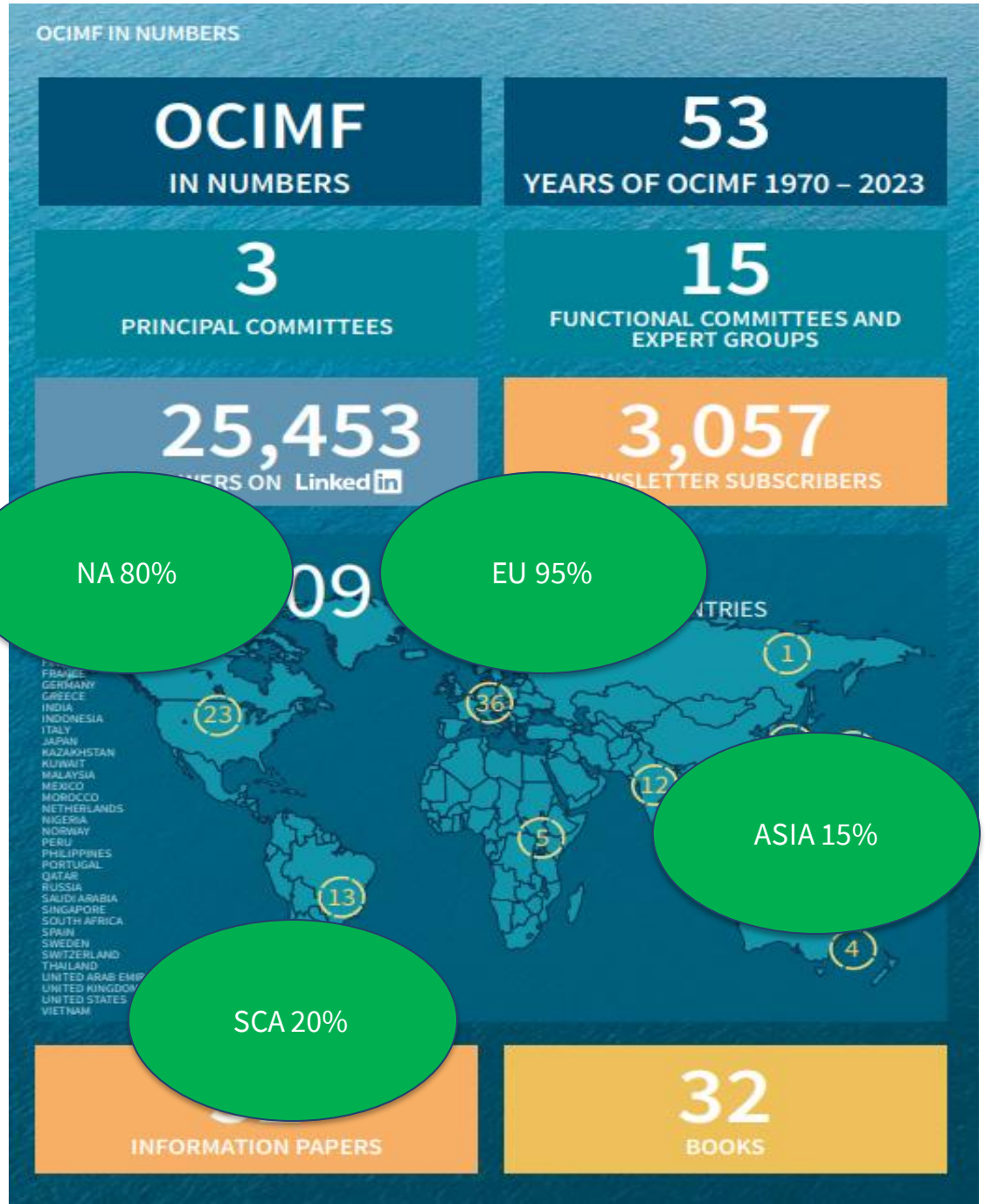
New OCIMF member

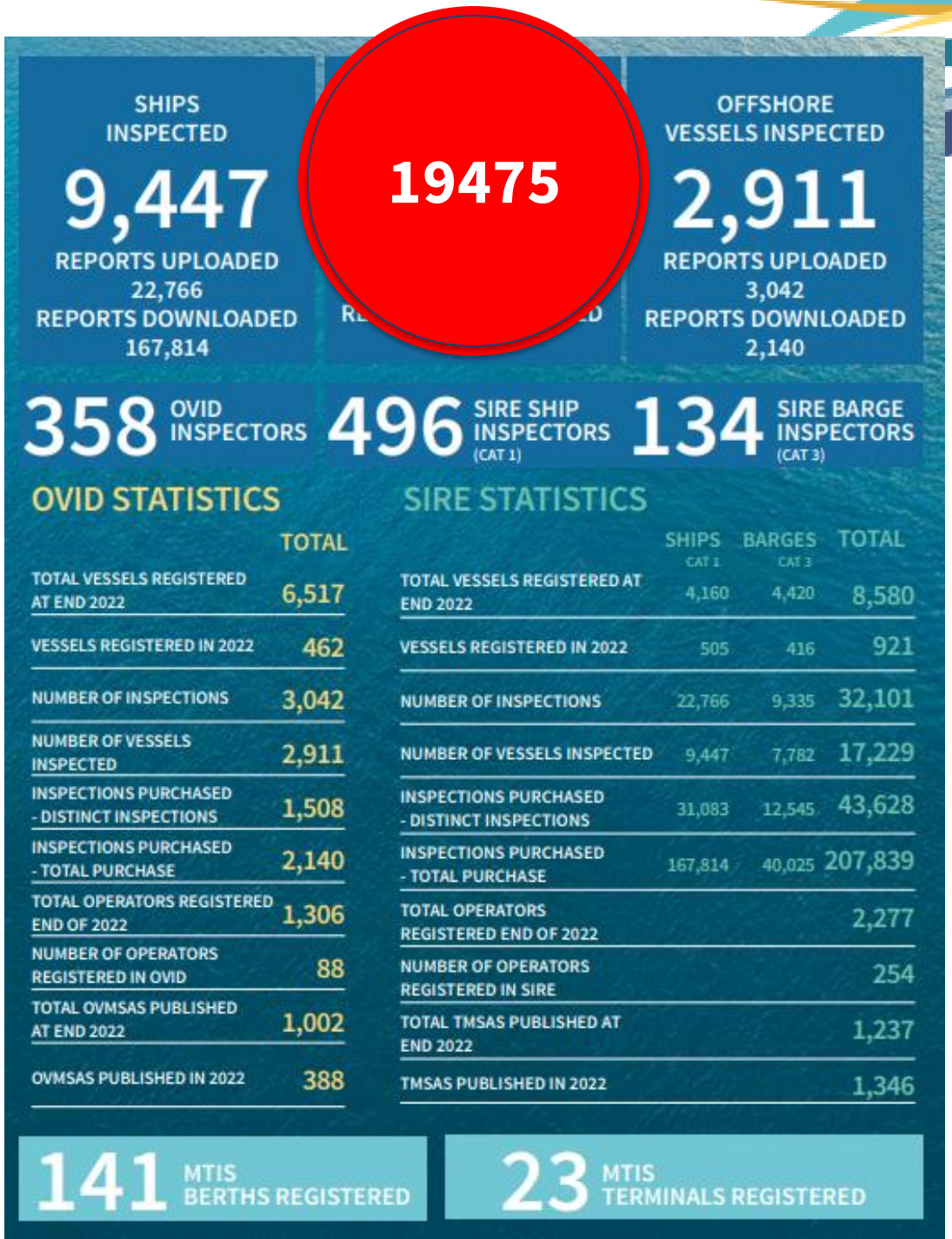
Operator visits

Terminal visits

Advocacy & Engagement European barging industry




OCIMF IN NUMBERS
OCIMF
IN NUMBERS
53
YEARS OF OCIMF 1970 – 2023
3
PRINCIPAL COMMITTEES
15
FUNCTIONAL COMMITTEES AND EXPERT GROUPS
25,453
3,057
NSLETTER SUBSCRIBERS
09
NTRIES
NA 80%
EU 95%
ASIA 15%
SCA 20%
1
36
23
12
5
13
4
INFORMATION PAPERS
32
BOOKS


SHIPS INSPECTED
9,447
REPORTS UPLOADED
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19475
OFFSHORE VESSELS INSPECTED
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TOTAL OPERATORS REGISTERED END OF 2022 1,306
NUMBER OF OPERATORS REGISTERED IN OVID 88
TOTAL OVMSAS PUBLISHED AT END 2022 1,002
OVMSAS PUBLISHED IN 2022 388
SIRE STATISTICS
SHIPS CAT 1
BARGES CAT 3
TOTAL
TOTAL VESSELS REGISTERED AT END 2022 4,160 4,420 8,580
VESSELS REGISTERED IN 2022 505 416 921
NUMBER OF INSPECTIONS 22,766 9,335 32,101
NUMBER OF VESSELS INSPECTED 9,447 7,782 17,229
INSPECTIONS PURCHASED - DISTINCT INSPECTIONS 31,083 12,545 43,628
INSPECTIONS PURCHASED - TOTAL PURCHASE 167,814 40,025 207,839
TOTAL OPERATORS REGISTERED END OF 2022 2,277
NUMBER OF OPERATORS REGISTERED IN SIRE 254
TOTAL TMSAS PUBLISHED AT END 2022 1,237
TMSAS PUBLISHED IN 2022 1,346
141 MTIS BERTHS REGISTERED
23 MTIS TERMINALS REGISTERED

Rest of the world

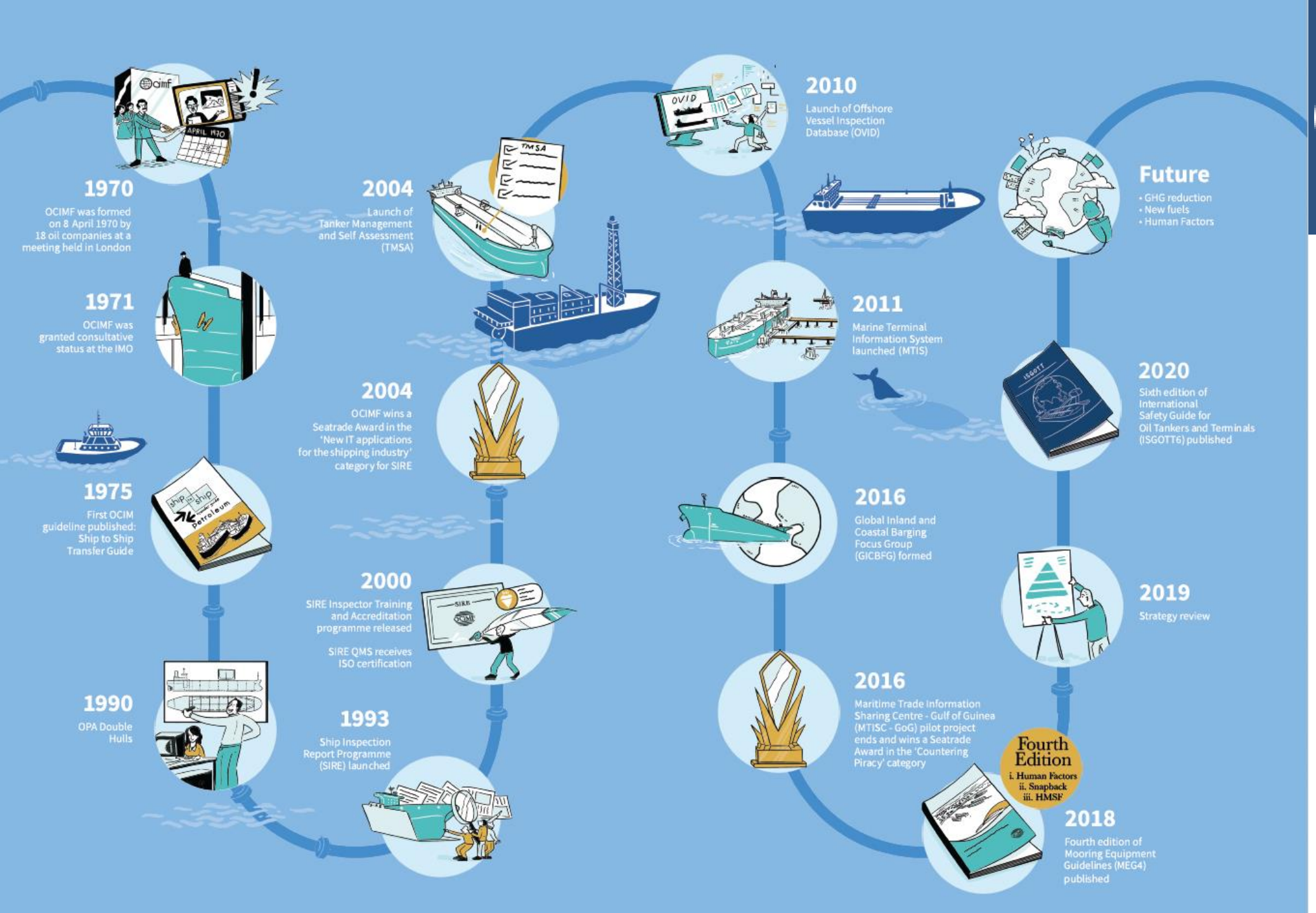
- Africa
- South-East Asia (Indonesia, Vietnam/Cambodia)
- Japan
- Australia

2022 – 2023


Plan agreed for updating BIQ's
China visit
Start on China BIQ
AWO meeting
ISGINTT 2
New BIQ & BPQ EU
EU barge community meeting
Inspector trainings EU
Integration EBIS completed
Barging in newsletters
4 risk workshops
Audited inspections
Engagement weeks in SCA
Acceptance for regional approach
Global barge guide acceptance
India
Barging within OCIMF
Translations

Regional engagement


raízen



OCIMF

Tankers, Terminals & Human Factors by Kevin Coelho, Nautical Adviser

Publications and Advocacy

Committee/Expert Group structure

What's the name of the first OCIMF guideline published?

What year was that in?

What's the name of the first OCIMF guideline published?

Ship to Ship Transfer Guide – Petroleum

What year was that in?

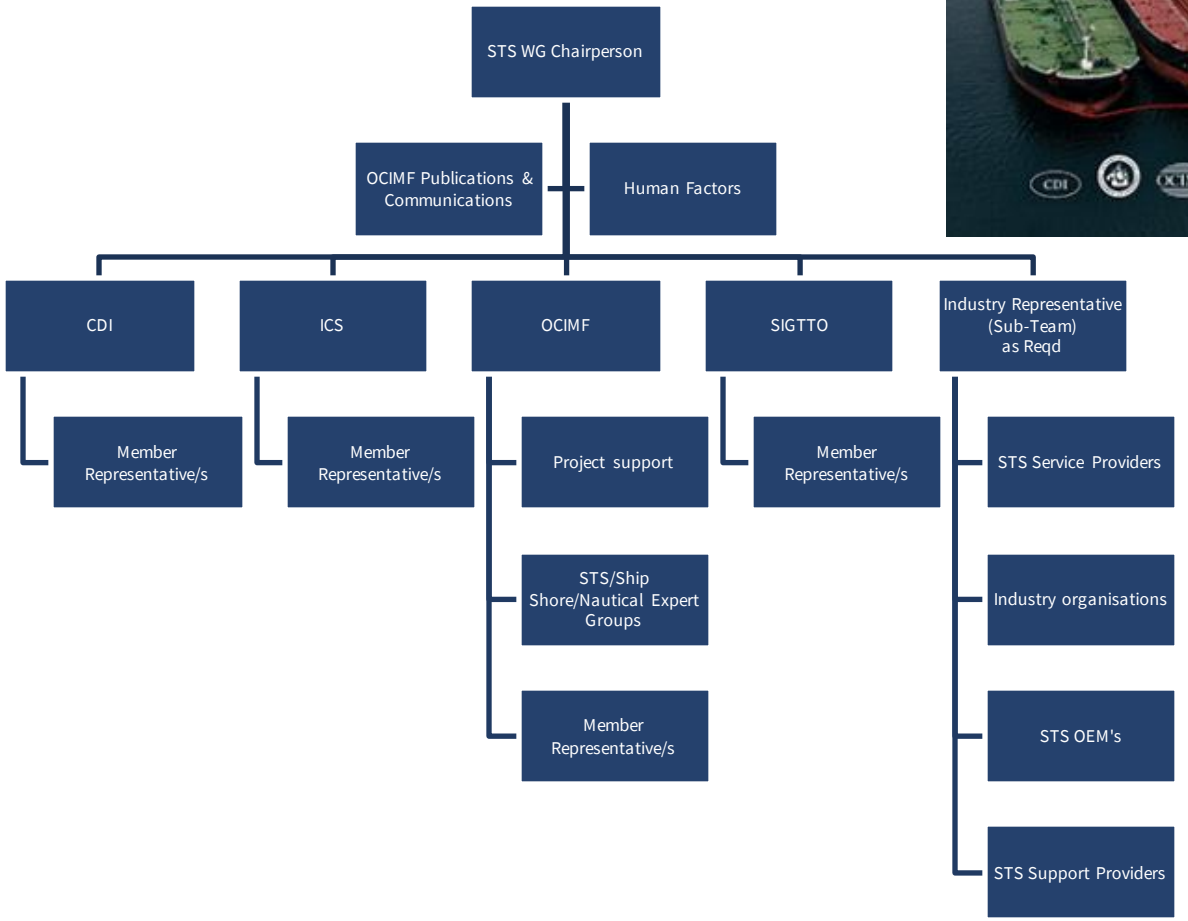
1975

IMO

OCIMF

STS Transfer Guide for Petroleum, Chemicals and Liquefied Gases – 2nd Ed

- Revision to 1st Edition (2013) commissioned by all 4 co-authors: CDI, ICS, OCIMF and SIGTTO
- 22 participants sourced for working group from co-authors including OCIMF STS Expert Group
- Draft Project Plan developed including co-author participant organisational structure.
- Work commenced in July 2023 with Terms of Reference and Scope of Work aligned.
- First working group meeting (WG01) reviewed Project Plan and Organisation.
- 'Comments Register' template circulated to capture proposals for change.
  - Responses to be amalgamated into a single 'MASTER' file for documentary records.
  - 3rd party STS service providers and relevant practitioners invited to provide comments
- Target completion of revision activities end 2024 and publication 2nd Edition 2025.



Scope of work

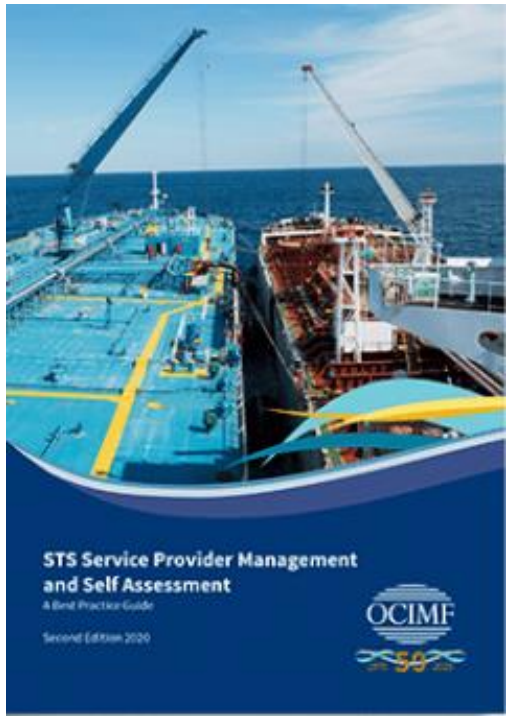
- High level review of 1st Edition undertaken identified 'clear grounds' for more detailed revision
- Terms of Reference developed and agreed by all co-authors and established scope of work.
- Scope of Work included:
  - Review all existing Sections (1-10) and Appendices (A-L) including pictures/diagrams and technical references.
  - Relevant interfaces with other industry guidance and standards: ISGOTT, MEG4, STS SP MSA, LGHP4 etc
  - Review of relevant industry technical papers including OCIMF information papers; personal transfers by crane, STS transfer hoses, mooring load analysis etc
  - Confirm alignment to relevant industry regulations (e.g. MARPOL)
    - **STS Guide is recognised industry best practice with IMO MARPOL regulations requiring application of guidance.**
  - Consider expanding guidance to include human factors principles where appropriate.
- Suggestions for change identified and submitted via individual 'Comments Registers'.
- Capture of all proposals into a single MASTER Comments Register to provide formal record.
- To date 763 comments received covering all Sections and most Appendices:
  - Majority of comments (61%) from just 5 of existing 22 Sections/Appendices of which 39.1% from;
    - Section 9 – Equipment (14.7%)
    - Section 1 – General principles (12.2%)
    - Section 3 – Safety (12.2%)

STS EG – Update

- Growing number of STS transfers taking place in the high seas – not being reported – considered unsafe by many in the industry (so called dark fleet/shadow fleet/grey fleet….)
    - Mainly related to ‘sanctioned’ oil
    - OCIMF has shared papers with members in the STS EG. Assisting IMO from a technical standpoint and also working with INTERTANKO in identifying and establishing areas where technical expertise may be required.

- OCIMF has resumed engagement (after COVID) with the STS Regional Forums
    - SNI and IKMAL in the Far East
    - STS Regional Forum EMEA
    - ITOL in N America

Ship-to-Ship Service Provider Management and Self-Assessment Guide



Edition: 2nd Edition
Year: 2020
Author: OCIMF

The Self-Assessment programme encourages STS Service Providers to assess their safety management systems against selected key performance indicators.

- It provides a minimum expectation level and an additional three levels of increasing best practice guidance.
- The results of each self-assessment can be used by STS Service Providers to develop plans that support the continuous improvement of management systems and the attainment of high standards of safety and pollution prevention.

Feedback received so far - The STS SP MSA is a very good document and is well respected by the end user

However, not all Service Providers use/complete this document.

How do we use this tool/document to help improve safety of operations in this sector?

OCIMF Drug and Alcohol Paper

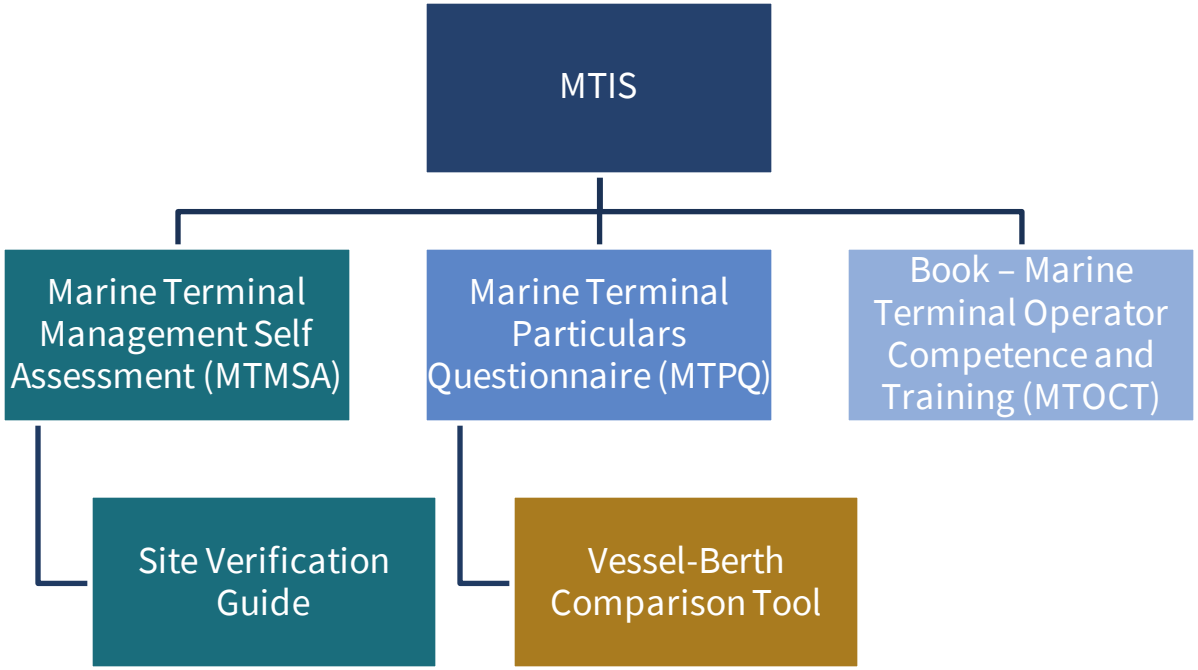
- The WG (members from BP, Chevron, ENOC, Equinor and Shell) have completed a final draft of this paper
  - Current status – Going through an internal process before being finalised and ready for publication.
- These guidelines will replace OCIMF's Guideline for the Control of Drugs and Alcohol Onboard Ship from June 1995.
- This paper now includes a wider scope of ships, barges, terminals and the offshore industry containing guidance on developing a Drug and Alcohol Policy, allowing it to be more informative, supportive and inclusive for persons working in the maritime industry.
  - There is added guidance on sampling and testing methods and details of substances to be tested.
- A human factors lens has been applied throughout the document.

Marine Terminal Information System (MTIS)

A system for global ship-shore safety management

The goal of MTIS is to ensure that all terminals worldwide reach a common high standard of safety and environmental protection

- Improving safety
- Optimising efficiency
- Increasing visibility



– A comprehensive terminal management, training, and particulars database which supports safe terminal operations.

– Its objective is to compile a comprehensive database of relevant information for the world's 4,000+ terminals – from the hardware available to berth measurements and transfer rates.

Marine Terminal Information System (MTIS)

- The MTIS database provides terminal and vessel operators, along with charters and associated services, with a single, central storage of terminal specifics in a consistent format

- This approach will not only help improve safety aspects of ship-to-shore matching, but also help to improve operational efficiency through applying an improved and accepted global standard for information sharing.

- The three core elements have been constructed to capture a complete overview of a terminal's details in a consistent format.

- The tools can also act as best practice guides to assist terminal operators with their terminal management and improvement practices.

MTMSA ~ Marine Terminal Management & Self-Assessment

- A best practice guide aimed at helping marine terminal operators assess and continuously improve their safety, reliability, efficiency and environmental performance.

MTPQ ~ Marine Terminal Particulars Questionnaire

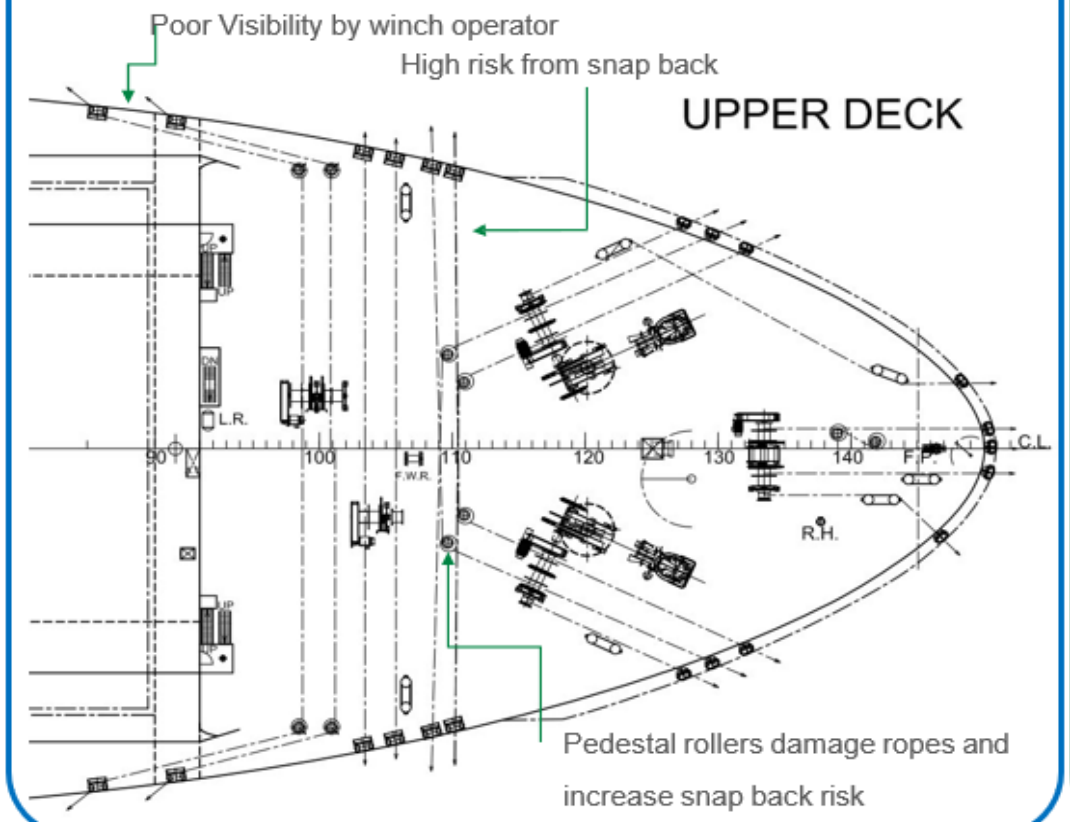
- Captures all relevant terminal information, making it easier and simpler for vessel programmers, schedulers and terminal operators to share information and assess the suitability of the ship/shore interface.

MTOCT ~ Marine Terminal Operator Competence & Training

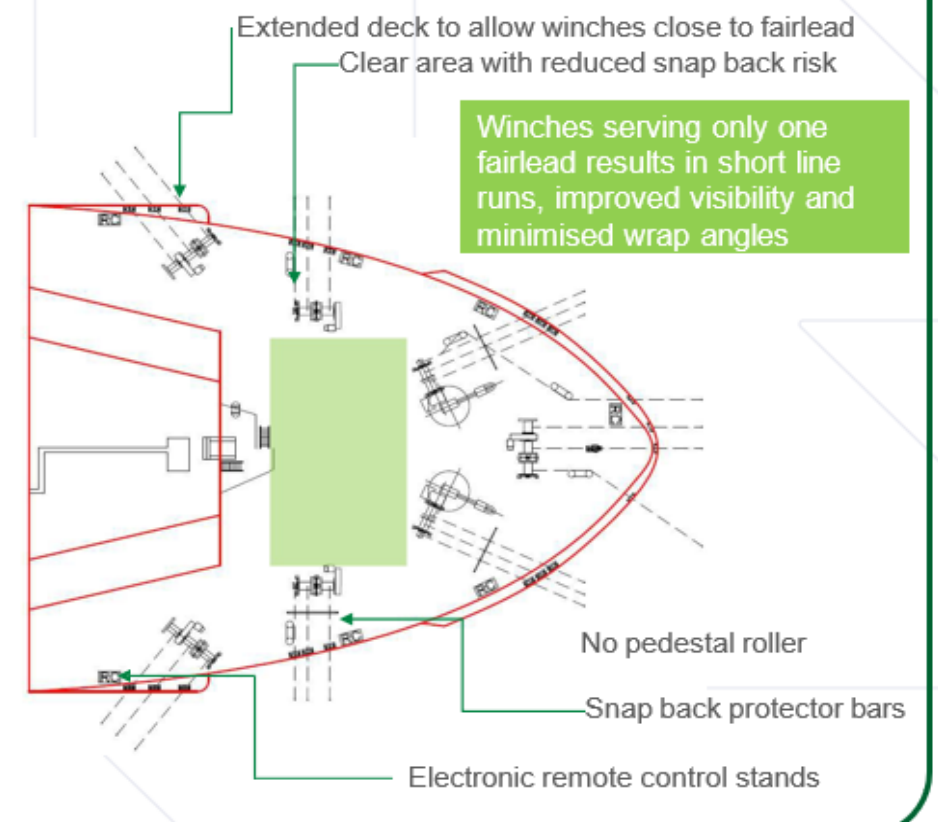
- A guide aimed at helping marine terminal management assess competencies, identify gaps and develop appropriate training of their terminal operators.

Human centric design on mooring arrangements

Conventional



Human Centred Design



Conventional Design – 12 double barrel winches, 18-20 line arrangement

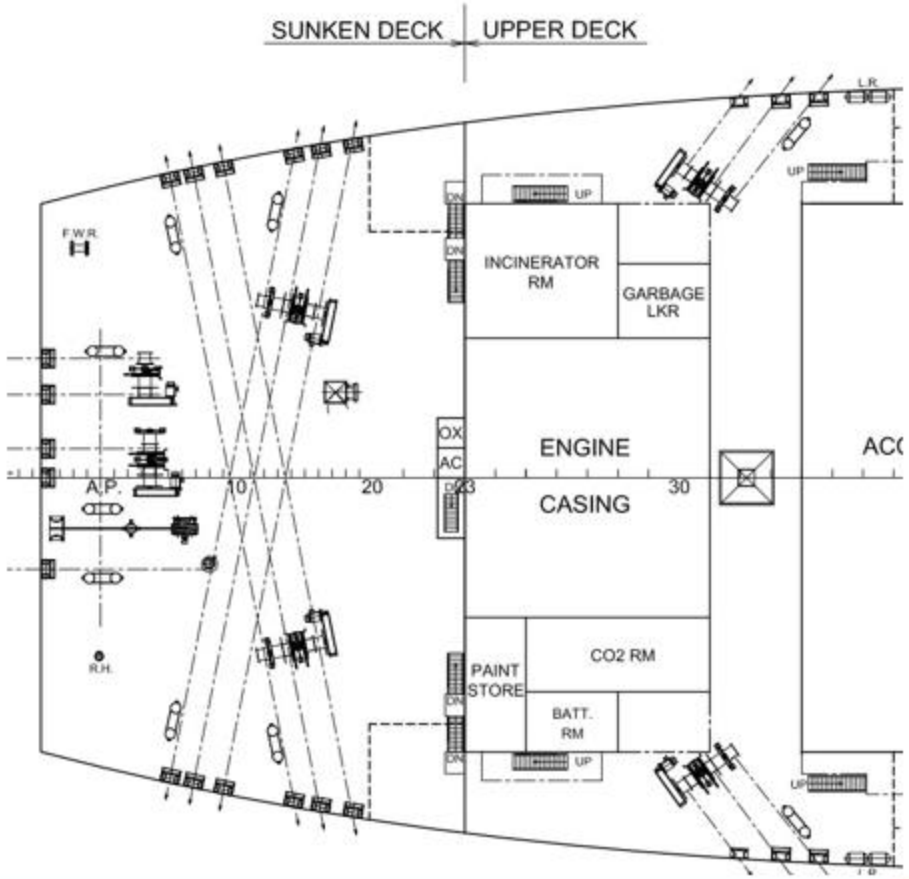
- Increased snap-back risk by:
  - Longer line lengths running on deck & multiple changes of line direction on deck
- Increased wrap angles
- Lack of line of sight between winch operator and signaler (increased personnel)

Human Centric Design – 13 – 15 winches, 18-22 line arrangement (may require some triple winches)

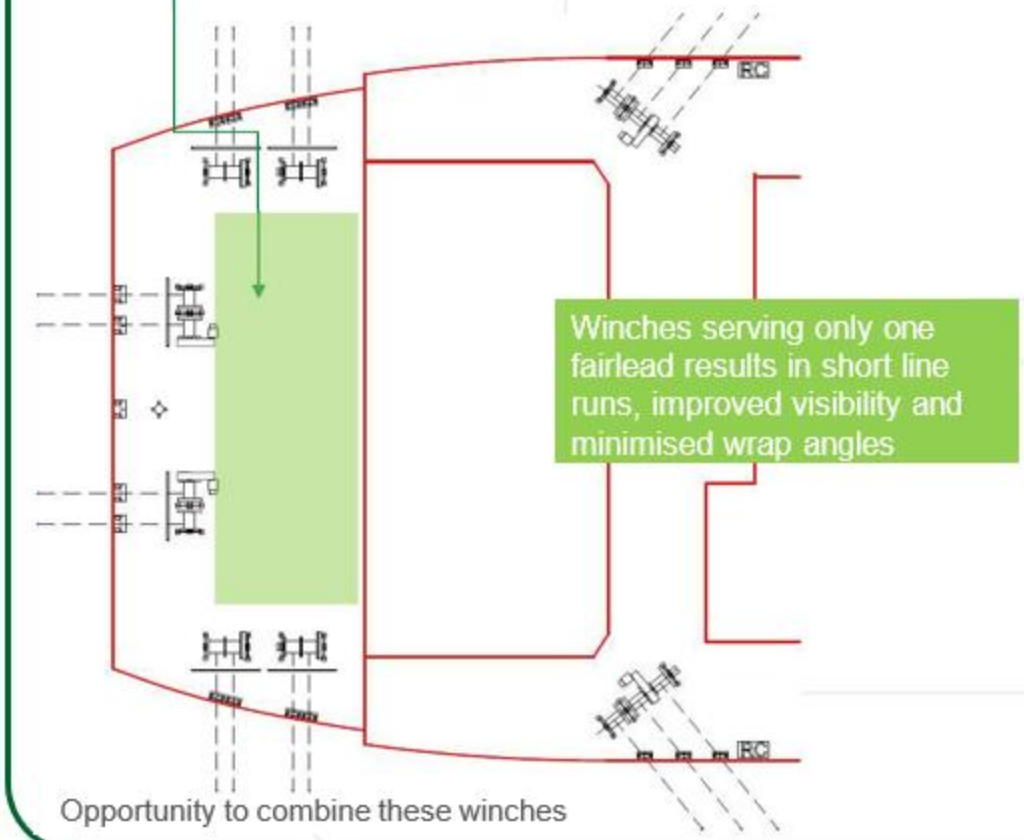
- Straight leads from winch to fairlead
- Shortest possible line lengths on deck (winch closer to fairlead)
- Clear line of sight from winch operator (fewer personnel resource required)
- Safe access available on mooring decks

Human centric design on mooring arrangements

Conventional



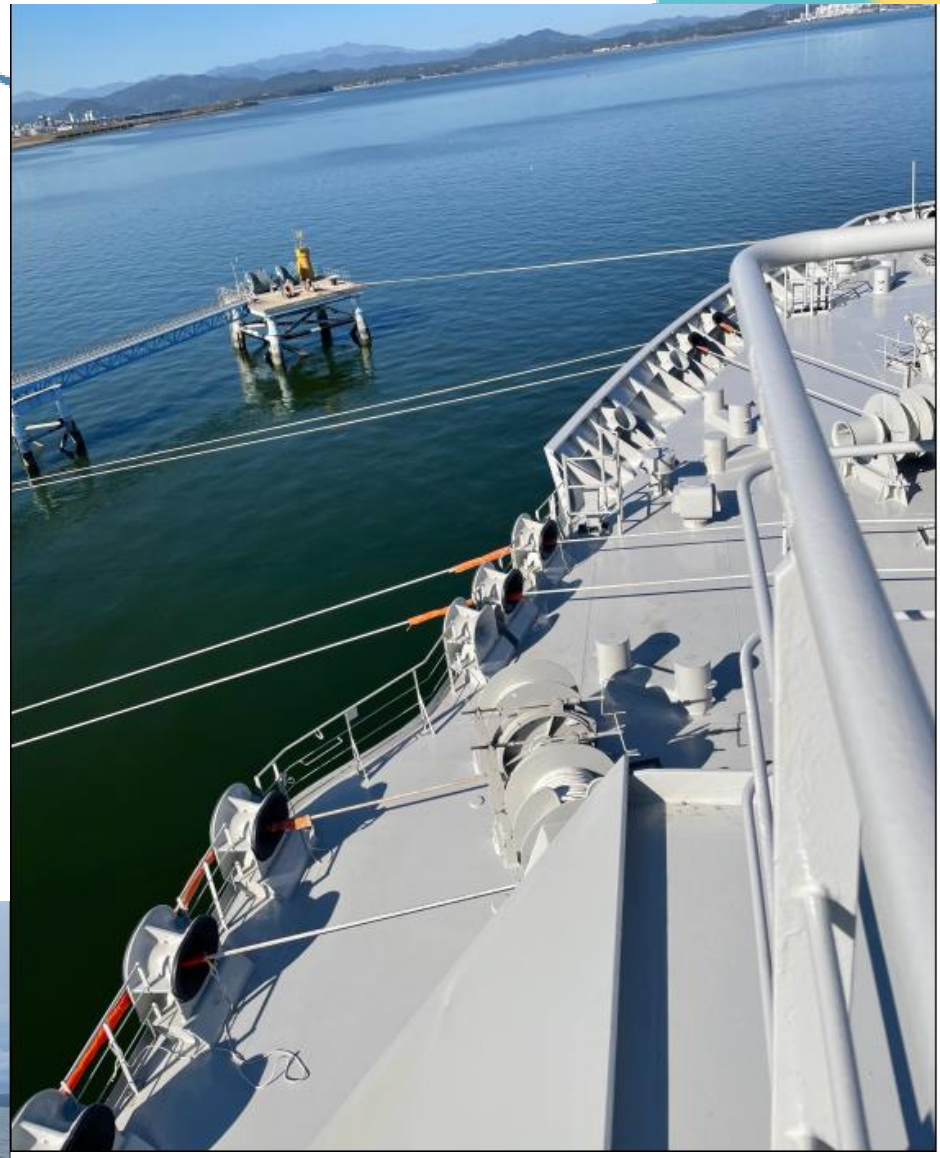
Human Centred Design

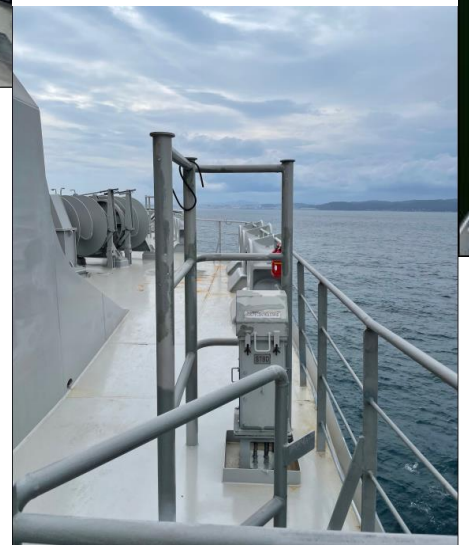


- Winches close to fairleads (single line serves a single fairlead)
- Remote control stands and snap back restriction bars – winch operator has a direct full oversight of each line
- No pedestal rollers, reducing damage, ropes not going around sharp bends (winches angled appropriately)

Human centric design on mooring arrangements

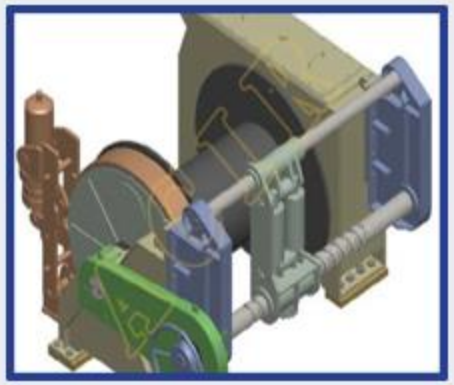
Pictures taken onboard vessels that have HCD mooring decks





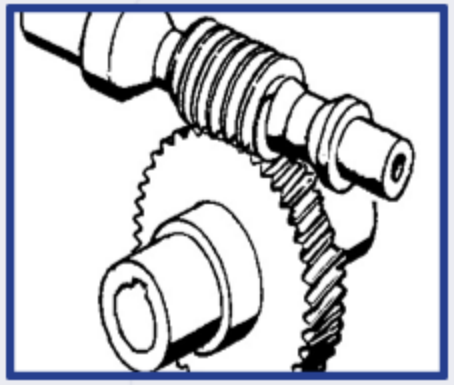
- Currently 15 ships in service that have HCD mooring decks with a few more on order.

Enhanced functionality mooring winches



Auto transfer between Storage to Split drum.

Remote monitoring of load on winches/mooring lines



Remote controlled winch drum engagement/disengagement

Remote winch Brake operation

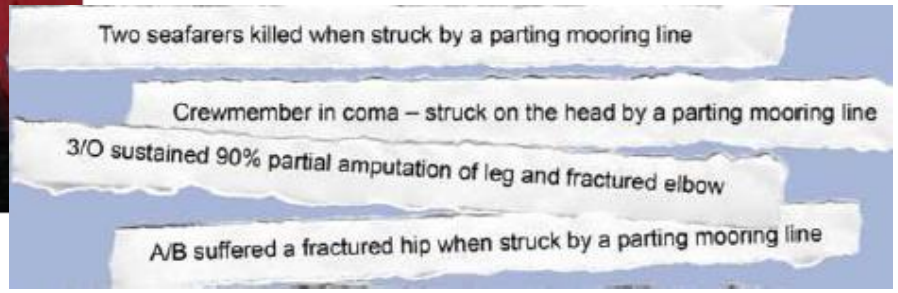
Portable winch controller

Automated mooring systems (vacuum/magnetic)

Safety Impact

Operational efficiency

Personnel exposure reduced



Safest – No manual Handling, No line of fire risk
Cleanest – Reduced emissions ME and Tug
Most efficient – Saving 30 – 90 mins per mooring operation

Capex – Higher for Terminal, dolphins, footprint
Opex – Lower for Vessel, manpower,
Performance – ATEX, dynamic conditions
Reliability – diagnostics, redundancy, limited operational experience

What we know

Mooring operations are repetitive to ship and shore, but are critical to a safe ship/shore interface operation

Any human errors or equipment failures has a potential to result in a severe injury or a fatality

Mooring operations continue to hurt / kill people (onboard ship as well as ashore).

Of all incidents investigated so far:

- 42% – Broken ropes/wires
- 58% – Failed equipment and/or inappropriate design

14% of all mooring related injuries result in death (ie: 1 in every 7)

40% involve life changing injuries to limbs

What we now need to do more of

Companies focus a lot of attention on **training and awareness**,

however, they should start to **invest in a design that is inherently safe**.

Industry needs to work & collaborate with shipyards and regulating bodies to increase acceptance of adoption of HC mooring design arrangements to create a safer future in accordance with OCIMF's MEG 4 and the upcoming SOLAS regulation (II-1/3-8, associated guideline MSC.1/Circ.1619

Human factors

OCIMF's Human Factors Functional Committee (HFFC) provides subject matter expertise in human factors to the Forum. It focuses primarily on preventing harm to people and the environment by implementation of the "OCIMF Human Factors Approach".

Often incidents are attributed to human involvement. This gives the impression that people cause incidents. However, most mistakes, actions and decisions are themselves the result of the way the workplace is set up, how work is designed, equipment and control measures, and how leaders influence the culture in an organisation.

The team is made up of member company 'specialists' and 'generalists'

OCIMF HF Guiding principles

From the OCIMF Human Factor Approach

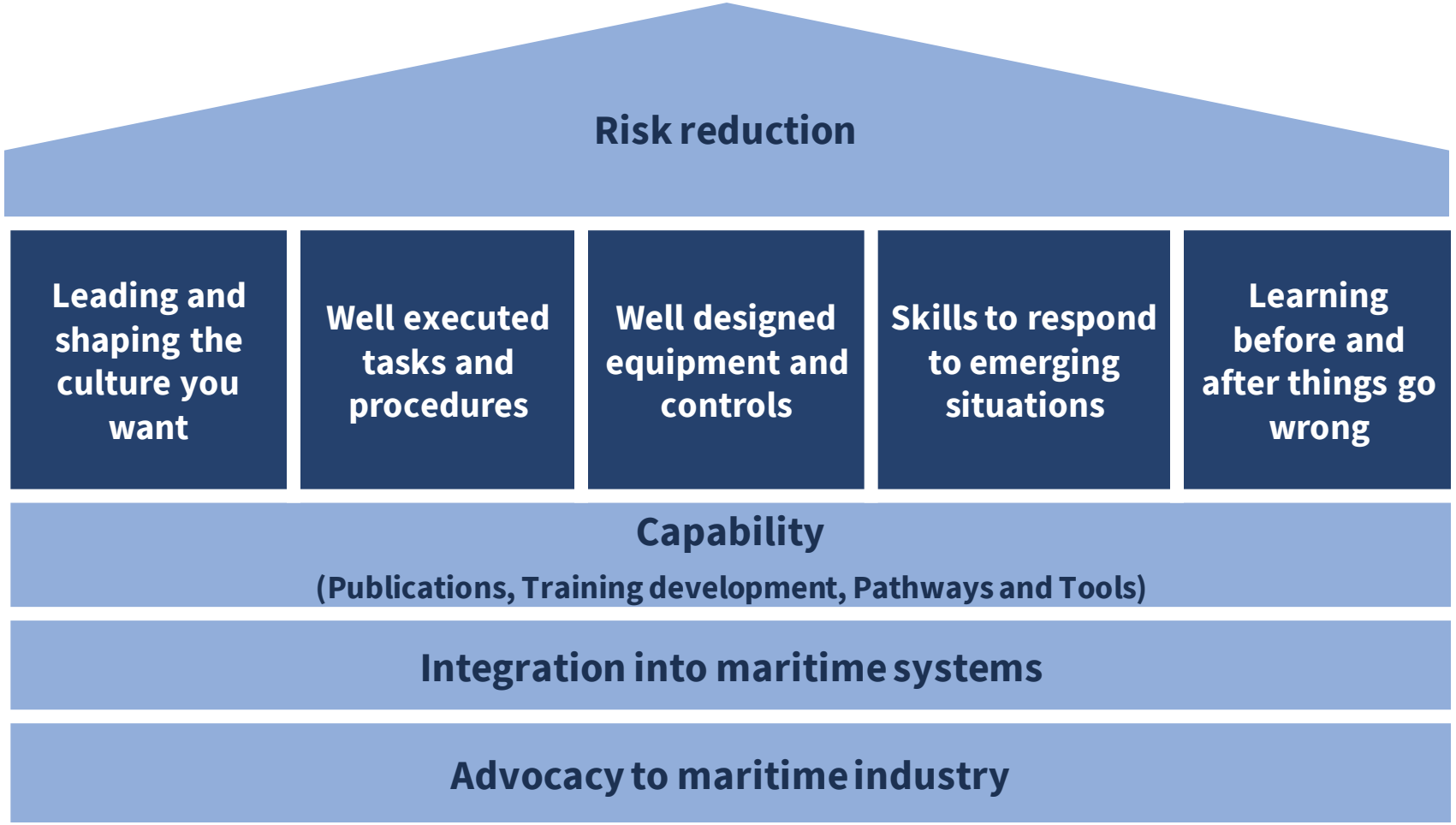
These summarise what we know about human factors and how we understand and address them. We use the principles as a simple script to talk about human factors, and as guard-rails for the improvements we make:

- People will make mistakes
- People's actions are rarely malicious and usually make sense to them at the time
- Mistakes are typically due to conditions and systems that make work difficult
- Understanding the conditions in which mistakes happen helps us prevent or correct them
- People know the most about their work and are key to any solution
- Plant, tools and activities can be designed to reduce mistakes and manage risk better
- Leaders help shape the conditions that influence what people do
- It matters how leaders respond when things go wrong. Take the opportunity to learn

OCIMF's Human Factor approach

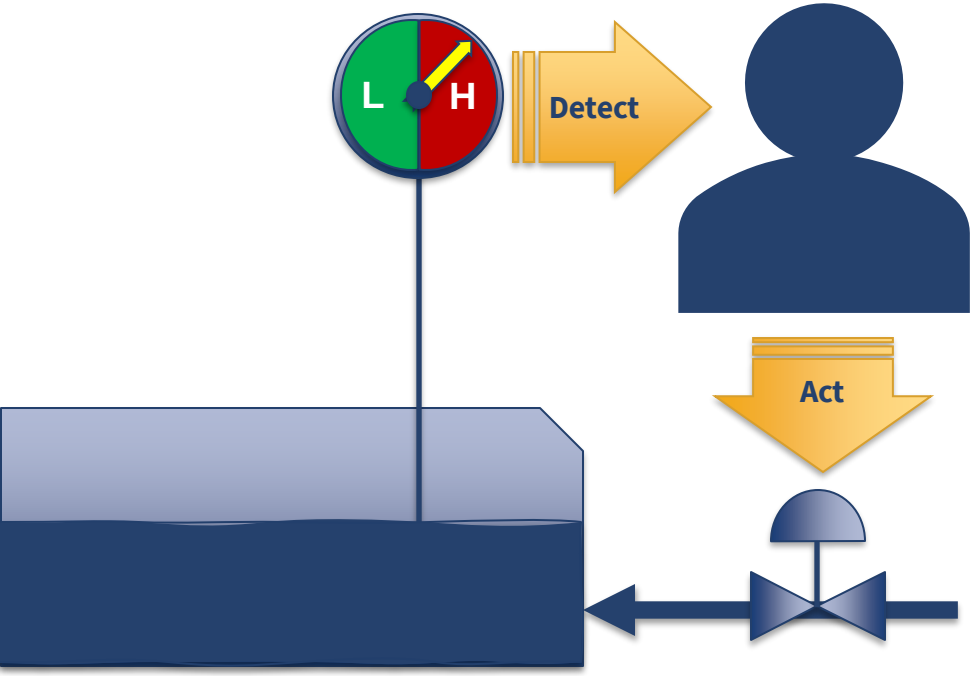
Targeting risk

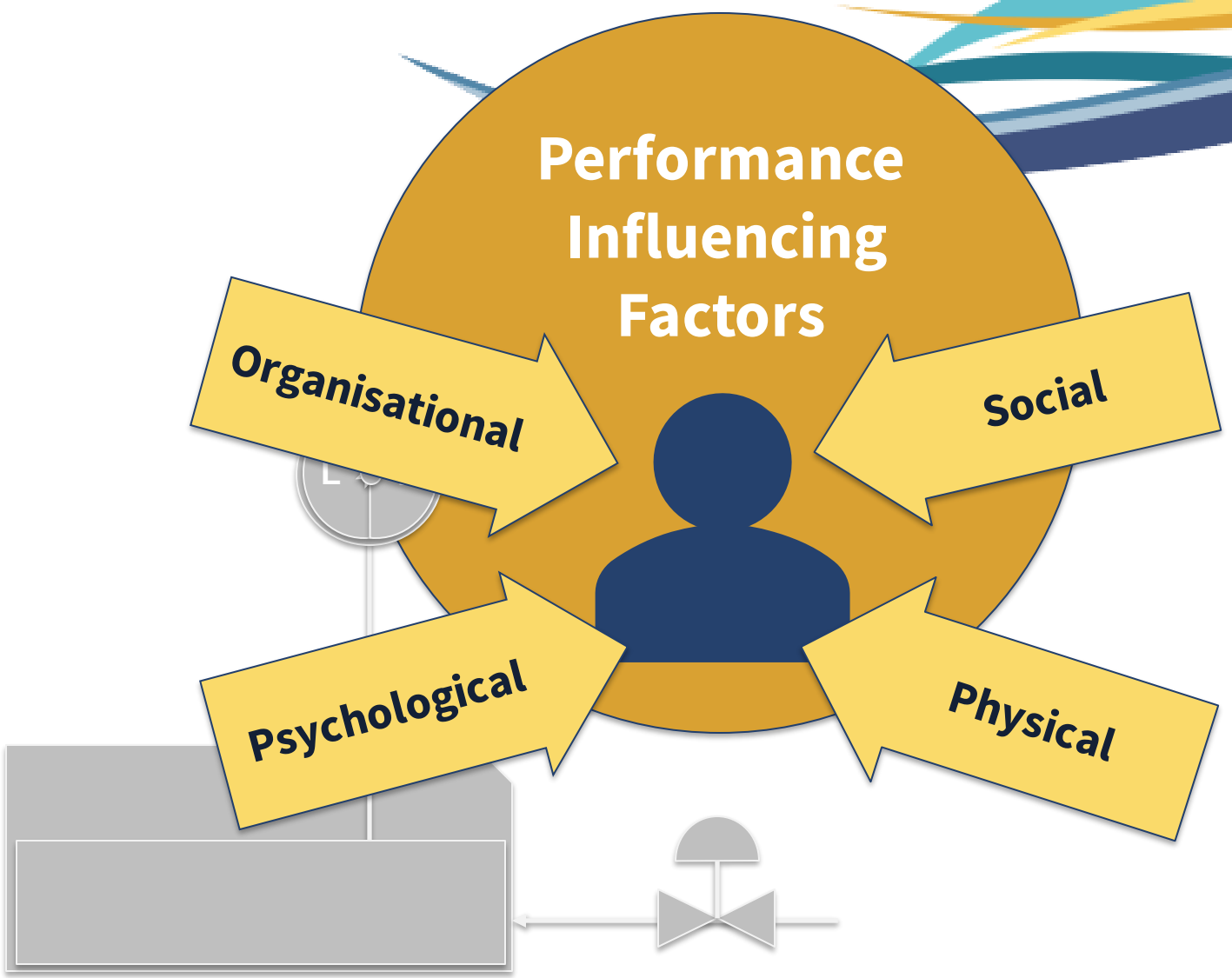
Our goal is to materially reduce maritime risk to crew, ships and terminals, by systemically addressing the systems and latent conditions that influence errors, actions and decisions.



People are part of the system

If you take people away, many systems fail





Human Factors are the **physical, psychological** and **social** characteristics that affect human interaction with **equipment, systems, processes, other individuals and work teams**

OCIMF Human Factor Approach

HFFC Work

Completed

- Integration of Human Factors into SIRE 2.0 and development of supporting training for stakeholders
- HF training for QAs ref SIRE 2.0 completed (Kiel Centre)
- HF contribution on training package for SIRE Inspectors completed. Roll out of training videos for Vessel Operators, Ship Staff and Vetting Operators completed.
- Integrating HF into new docs and during revisions of existing documents

Work coming up

- Development of a HF Publications checklist
- HF input into the STS TG Revision publication & the Global Barge Guide
- Revision of the HF MSA
- Revision of the HF Approach Paper

Engagement and collaboration with the wider industry and advocacy at the IMO

- Psychological safety, bullying, harassment and SASH
- Enclosed space entry
- Incident investigations

HF & all relevant material on SIRE 2.0

https://www.ocimf.org/prgrammes/sire-2-0

SIRE 2.0 Animation

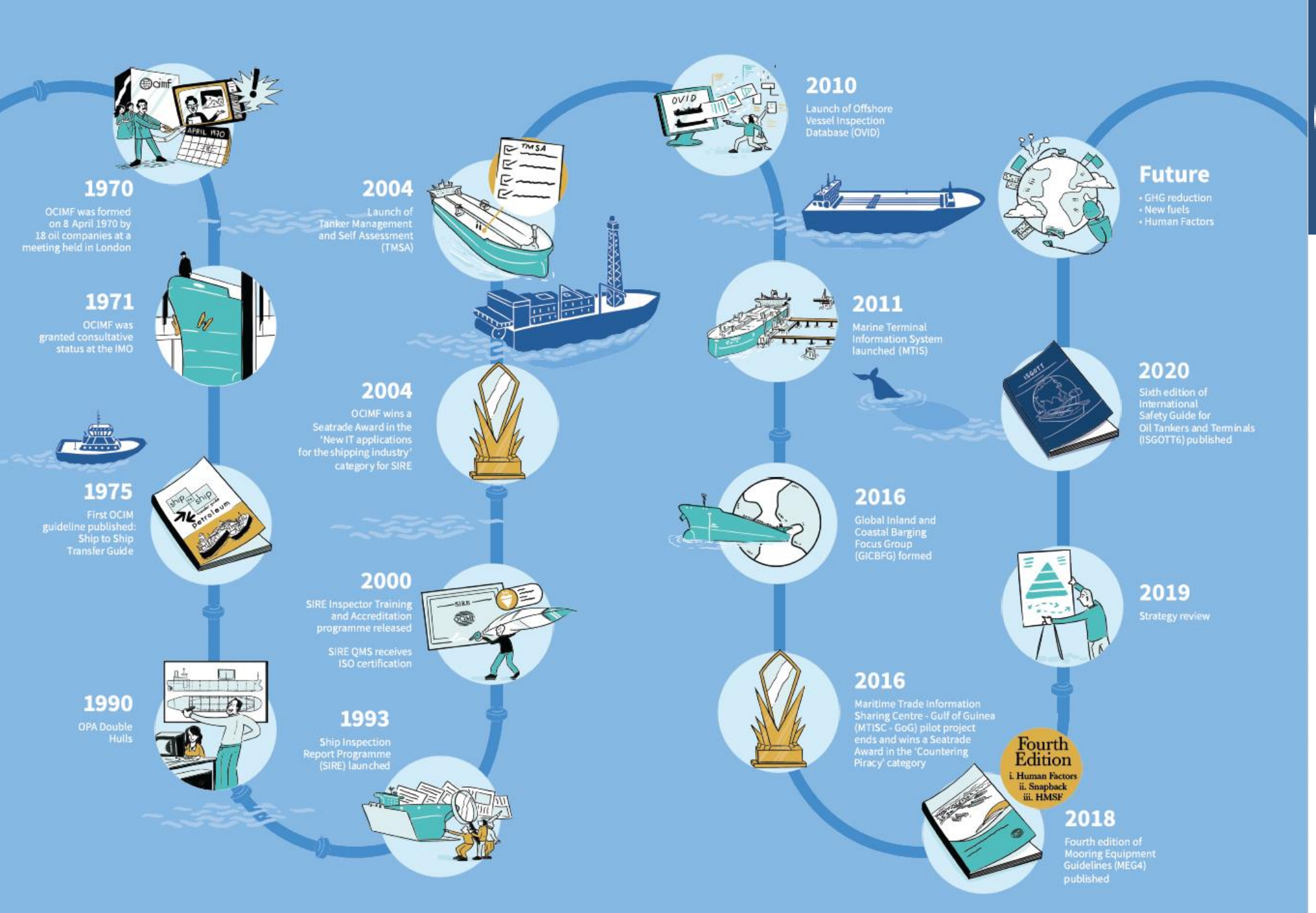
Videos for the Masters, officers and crew

- Officer All Crew Briefing
- Officer Module 1 Additional briefing for vessel officers
- Officer Module 2 More on the inspection
- Officer Module 3 What the inspector reports
- Officer Module 4 Responding to human observations

Videos for vetters, and operators

- Owner Operator Module 1 Human factors in SIRE 2 0 inspections
- Owner Operator Module 2 Risk and human factors
- Owner Operator Module 3 What to expect from the inspection
- Owner Operator Module 4 Responding to human observations
- Owner Operator Module 5 Getting ahead of human factor issues
- Vetting Organisation Module 6 Human factor information to support vetting assessments

“Start with doing no harm – this puts you in the lane of ethical leadership. It’s not score cards, and best practice: It’s investing in people that allows discussion and the capture and sharing of knowledge.”



OCIMF

11-15 SEPTEMBER 2023
LONDON INTERNATIONAL SHIPPING WEEK

Structures, Engineering & Environment by Filipe Santana, Engineering Adviser

OCIMF

20 mins

Publications and Advocacy

Committee/Expert Group structure

Jetty Maintenance and Inspection Guide

Current edition

- This guide provides information on **effective maintenance** of **critical items** of equipment for both **oil and liquefied gas terminal jetties**.
- It advises on **possible failure modes** for each item of equipment and discusses proactive and reactive **maintenance strategies**.
- 1st Edition, 2008

Revision objectives
(1/2)

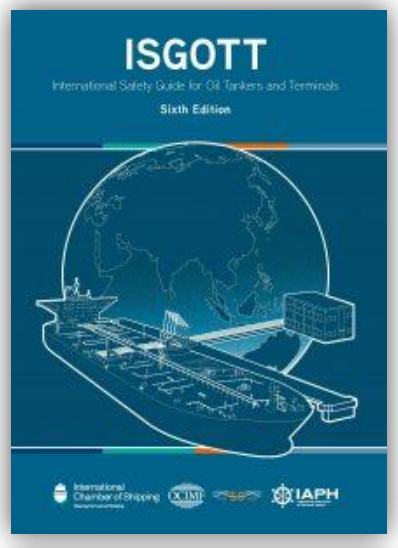
- Incorporate guidance on inspection procedures including degradation mechanism for:
  - Marine loading arms
  - Gangways
  - Quick release hooks
  - Cathodic protection systems

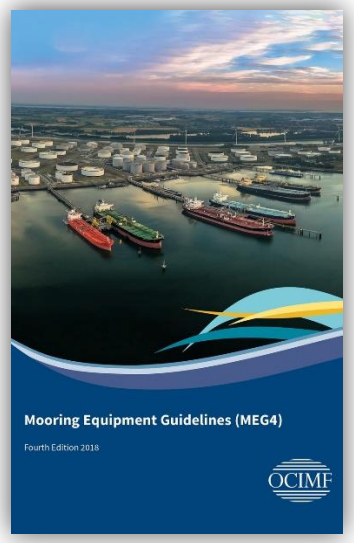
- Condition-based guidance to establish frequency of inspection, repair or retirement of assets.

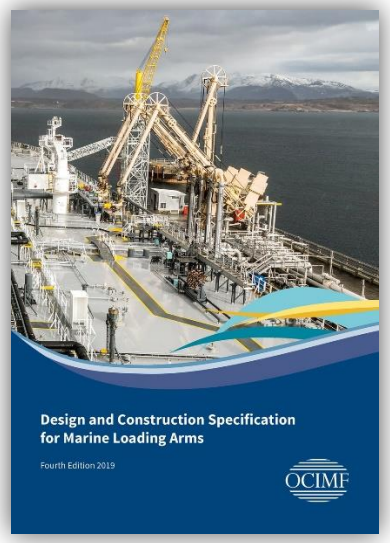
- Guidance on alternative and emerging technologies, such as:
  - Unmanned underwater surveys using remotely operated vehicles (ROV)
  - Drones for topside data acquisition
  - Three-dimensional scanning of the existing jetty

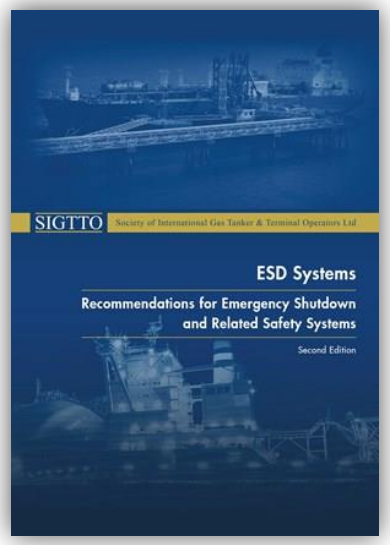
Revision objectives
(2/2)

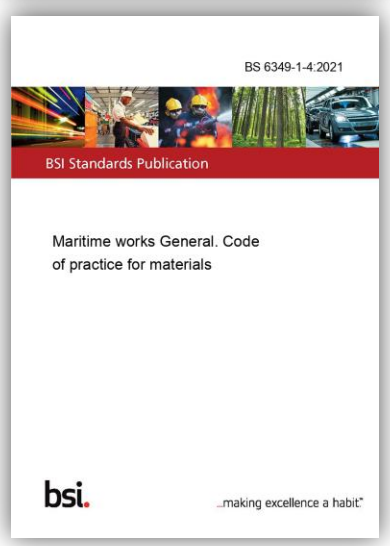
Incorporate updated references and lessons learned.

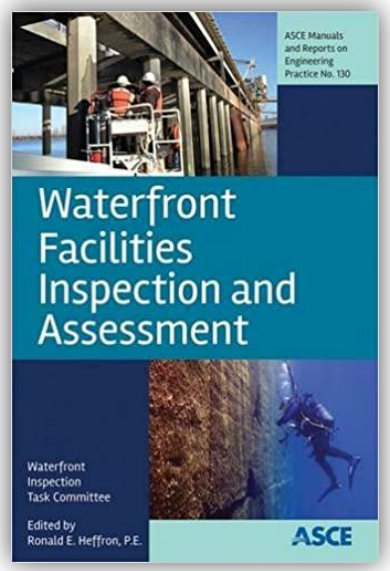












Working Group composition

Chevron

bp

BR TRANSPETRO

CHENIERE

ExxonMobil

eni

OCIMF

SIGTTO

SLOM
Sociedad Latinoamericana de Operadores de Terminales Marítimo Petroleros y Monoboyas

New edition overview

Chapter 1

General guidance

- Inspection and maintenance principles
- Criticality assessment

Chapter 2

Topsides

- Transfer system
- Mooring and berthing
- Ship/shore access
- Ship-shore link
- Lifting equipment
- Firefighting and detection
- Spill containment system
- Env monitoring system
- Common systems
- Bathymetry systems
- Mooring buoys

Chapter 3

Structure

- Superstructure
- Substructure
- Foundation

Chapter 4

Alternative and emerging technologies

- Use of alternative and emerging technologies
- Assessment of alternative and emerging technologies
- Sensor technologies
- Deployment technologies
- Data management

Chapter 1

Provides guidance on designing an inspection and maintenance plan:

1	Asset inventory	• Identifying the main structural elements of a jetty and its equipment and tagging them.
2	Records/ baseline	• Collate records reflecting current and 'as-built' condition for all infrastructure and equipment.
3	Dominant failure modes	• Identify the modes in which the structure or equipment are most likely to fail.
4	Criticality assessment	• Assess the inherent risk, or criticality, associated with each individual failure mode.
5	Remaining life assessment	• Determine the remaining life of the component, since the last inspection, for which it will remain safe to operate.
6	Inspection planning	• The higher the criticality, the greater the inspection frequency should be.
7	Maintenance planning	• Optimise the maintenance schedule for items with a high associated maintenance or replacement cost.
8	Task combination	• Combine the inspection and maintenance tasks of all individual items into one plan.
9	Post event inspection	• Special type of inspection that should be conducted following a significant, potentially damage-causing event.

Chapter 2

Basic function

Typical operation

Typical degradation mechanisms

Inspection, testing and maintenance

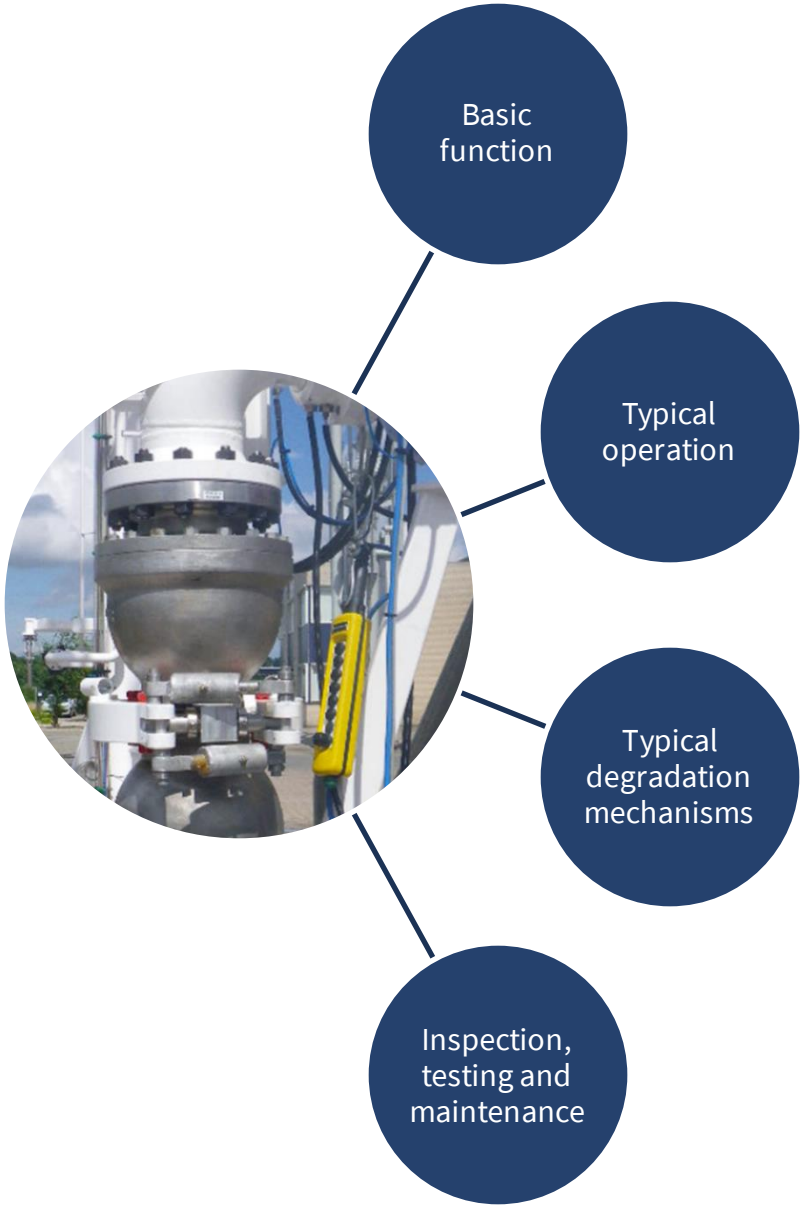
The Emergency Release System (ERS) provides a positive way to release the cargo transfer arms and provide safe isolation between the ship and shore with minimal product spillage.

This system may be activated by the following:

- Fire detection
- Tank high level
- Ship's drift
- Manual signal

COMPONENT	SUBCOMPONENT	POTENTIAL DEGRADATION TYPES
Emergency Release System	A. Ball valves B. Release activation pin and collar spring	1. Seats on valves not tight and do not seal properly 2. Damage to the pre-loaded springs responsible for ERS separation 3. Lack of lubrication of Y shaped connector resulting in inability to safely release on demand

Chapter 2



Task	Pre-use	Quarter	1 year	5 year	Guidance
Full ERS Test Release (while connected to testing barge or dummy manifold)			✓		• The full test release completely disconnects the two halves of the ERS • It is therefore necessary to secure the shipside valve to the ship's manifold, or to a dummy manifold, to prevent it from being damaged or lost to the sea. • The release is then conducted as it would during an emergency, with the shear pin being broken • In addition to the manufacturer's instructions, the detailed testing protocol should be based on a failure mode analysis that is combined with the criticality rating of the particular component. • ERC flanges can be equipped with threaded rods/test clamps that limit flange separation, facilitating the ease of reconnection. However, if this method is adopted care should be taken to ensure that 1) the ship side valve is not connected to any manifold, and 2) the rods/test clamps are removed after testing.
Partial ERS Test Release		✓			Same as the full ERS test release however simulates everything but the full release. *Does not require a dummy manifold or barge to complete. Completing the partial test does not replace the need for the full release test.* Recognize that some original equipment manufacturers recommend monthly partial test
Test of all Interlock Systems		✓			• Confirm functionality of all initiating elements including pushbuttons, range monitoring, hydraulic valves, accumulators, and solenoids • Confirm all permissives and emergency shutdown interlocks function from a cause and effect perspective as designed
ERC Inspection			✓		• Inspect main component of the ERC, the emergency release coupler springs • Appropriate lubrication applied, if necessary.
Valve Closure Test	✓				Confirmation valves close on demand at a speed that is not too quick to cause a pressure that exceeds that permitted for the flange rating of the piping and swivels or too slow that leads to the arm failing prior to the separation of the arm
Valve Pressure Test			✓		Pressurized test of both valves. *This low-pressure pneumatic test not only checks to see if the valves close, but also checks that the valve seats and seals are in good working order.*
Other Components			✓		• Inspect support wires, pins and washers, hydraulic fittings and hoses, shear pins, etc. • Grease added and parts should be replaced • Confirm tightness/torque of the ERC clamping nut
Major Overhaul				✓	Inspect/overhaul by specialized maintenance personnel. Only minor repairs should be carried out on site. The time of the overhaul depends largely on the usage of the transfer arm. The overhaul of the equipment may be performed based on condition based frequency considering risk and potentially at longer intervals than 5 years.

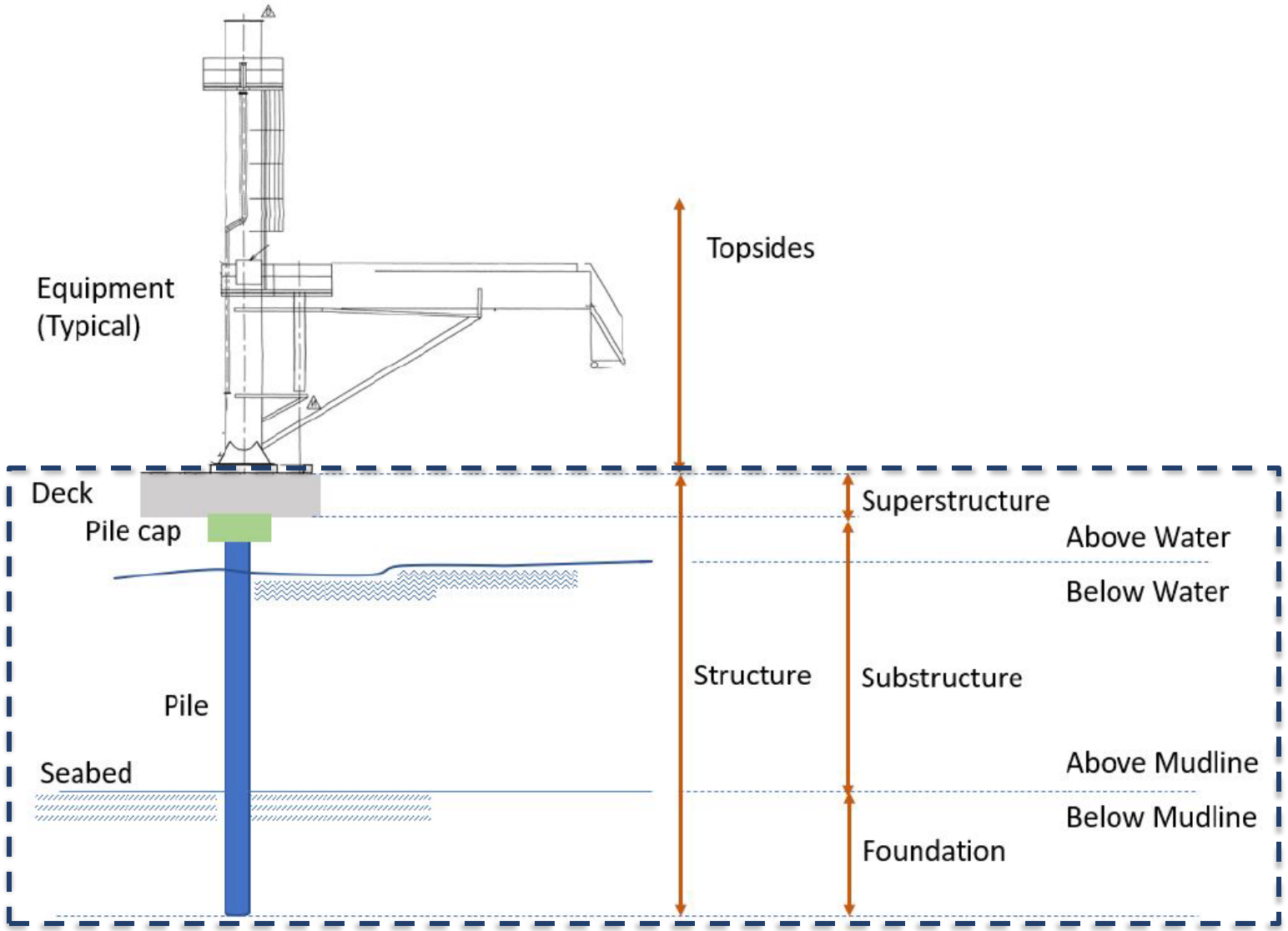
Chapter 3

Information provided

- Likely failure mechanism
- Recommended inspection
- Recommended frequency of inspection
- Per zone:
  - Atmospheric
  - Splash and tidal
  - Submerged
  - Mudline

Materials covered

- Steel
- Concrete
- Timber



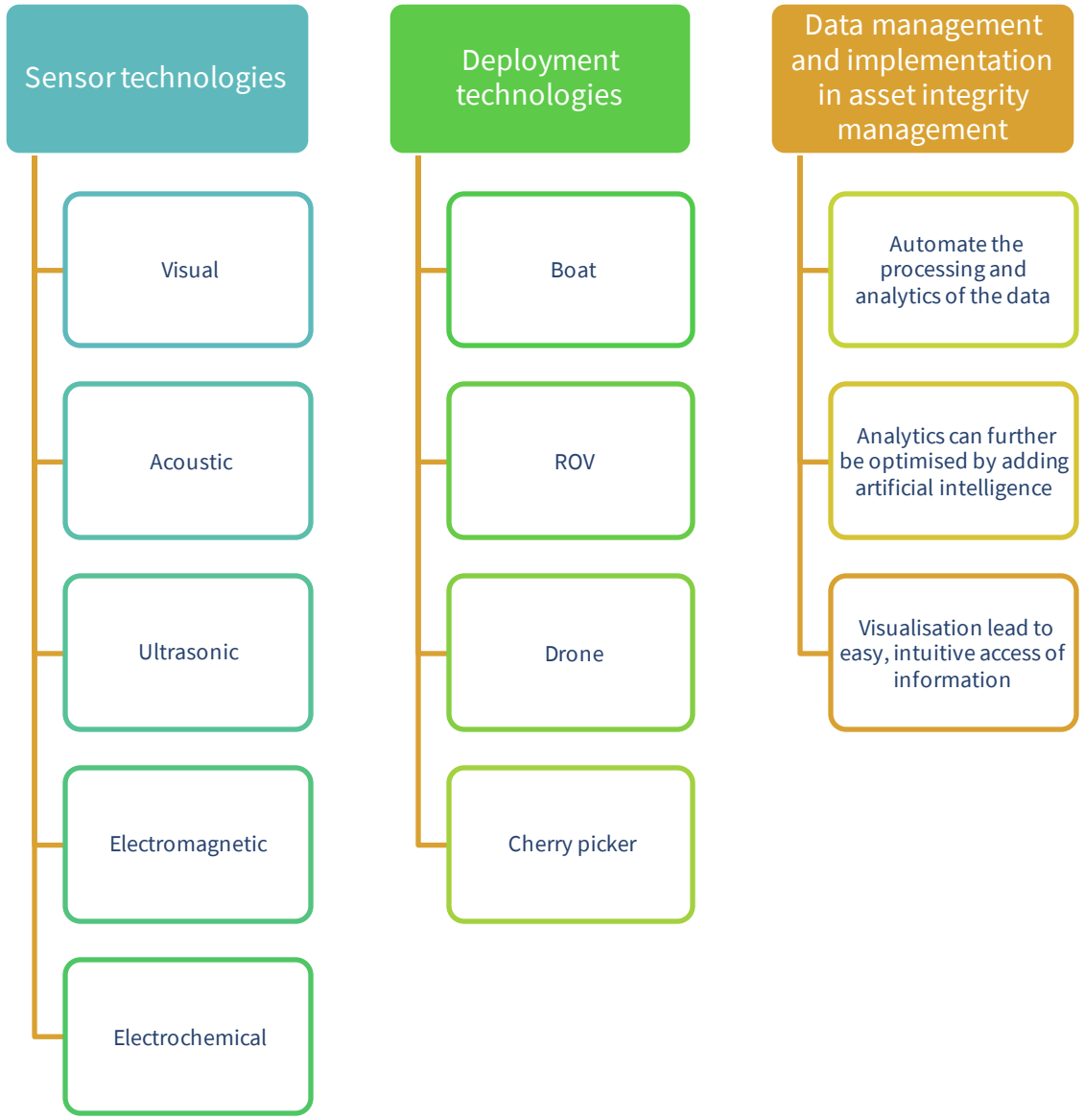
Chapter 3

	Steel	Concrete	Timber	Sheet Piles (steel)
Atmospheric	- Corrosion (coating breakdown, metal thinning & pitting) - Overload (pile cap separation, cracks, deformation, or connection failure)	- Chloride attack (rebar corrosion, cracks, or spalls) - Drainage problems/leaks (rebar corrosion, cracks or spalls) - Overload (movement, crushing or cracks) - Freeze/thaw (spalling)	- Rotting (crumbling) - Weathering (splitting) - Overload (cracks & splinters) - Impact/abrasion (splinters/crushing) - Insect damage (timber consumed)	- Corrosion (coating breakdown, metal loss & pitting) - Loss of soil (sinkholes behind wall) - Loss of anchorage (bulging, tearing) - Overload (bulging/tilting)
Splash and tidal	- Corrosion (coating failure, metal loss, pitting/holes) - Vessel/line contact (twisted/bent flanges) - Ice effects (member distortions)	- Chloride attack - Sulphate attack (softening of concrete) - Weathering/abrasion (wearing & scaling) - Boring molluscs (disintegration)	- Rotting/decay (loss of strength) - Marine borers (reduced diameter) - Ice damage (members dislodged, connections failed)	- Corrosion (coating failure, metal loss & pitting/holes)
Submerged	- Corrosion/abrasion - Overload/impact (buckling/cracking) - Biological corrosion (under marine growth)	- Sulphate attack chloride attack - Abrasion (loss of cover)	- Marine borers (reduced diameter and/or interior cavities) - Rotting/decay (loss of strength)	- Vessel contact (flattening, ovalizing, open seams) - Abrasion (sand in waves) - Abrasion (sand in propeller wash) - Corrosion
Mudline	- Corrosion - Scour of mudline - Dredging damage - Soil failure	- Scour of mudline - Dredging damage - Soil failure	- Marine borer scour of mudline - Dredging damage - Soil failure	- Corrosion - Scour of mudline - Dredging damage - Soil failure

Chapter 4

- **Alternative technologies:** technologies that have a documented track record in another sector but are not yet adopted in the oil and gas terminal sector.
- **Emerging technologies:** technologies that do not have a documented track record in any sector but could be developed in the future to improve the safety and efficiency of the oil and gas terminal sector.

In both cases no known best practice would exist for the oil and gas terminal sector.



Jetty Maintenance and Inspection Guide

2nd Edition

Publication

Q4/2023

Risks associated with engine/shaft power limitation

Background

IMO regulations to reduce GHG emissions

- EEXI
- EEDI
- CII

Less propulsion power available

- Overridable or non-overridable power limitations to comply with regulations

Impact over vessel's manoeuvrability

- Open sea
- Restricted waters
- Station keeping

Key questions

How the EEXI regulation **impact vessel operations and ship/shore interface**?

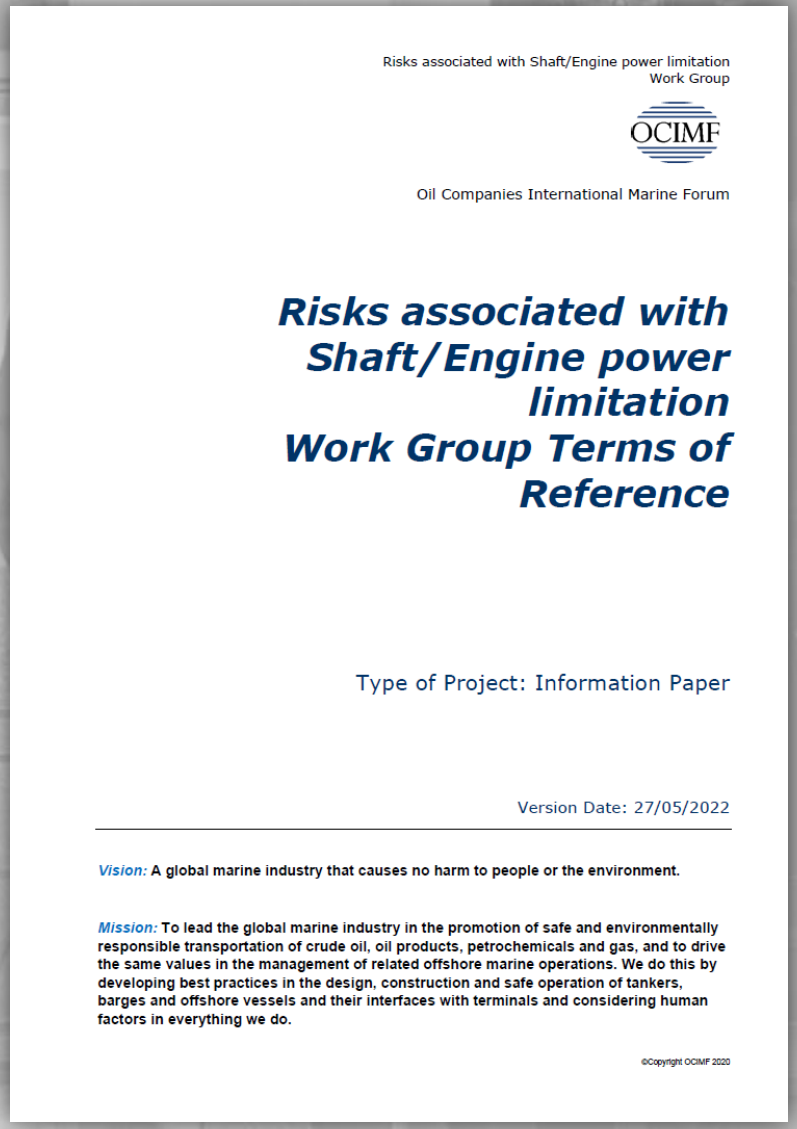
What **emergency response** procedures need to be in place to ensure the safety of the vessel and its crew in case of an incident?

What are the different **barriers and controls** that need to be put in place to **ensure safe compliance** with the EEXI Regulation?

What are the **competency and training requirements** for vessel operators and crew members?

How can we **establish and maintain preventive barriers** to ensure safe vessel operations?

EPL WG



Risks associated with Shaft/Engine power limitation
Work Group

OCIMF

Oil Companies International Marine Forum

Risks associated with Shaft/Engine power limitation Work Group Terms of Reference

Type of Project: Information Paper

Version Date: 27/05/2022

Vision: **A global marine industry that causes no harm to people or the environment.**

Mission: **To lead the global marine industry in the promotion of safe and environmentally responsible transportation of crude oil, oil products, petrochemicals and gas, and to drive the same values in the management of related offshore marine operations. We do this by developing best practices in the design, construction and safe operation of tankers, barges and offshore vessels and their interfaces with terminals and considering human factors in everything we do.**

Objective: To produce an information paper that provides best practice guidance for **managing the risks associated with the implementation and operation of propulsion power limitation** based on identified gaps of the newly introduced EEXI regulation.

EPL WG Members

#	Name	Body	Company
1	Maria Polakis (Chair)	OCIMF/EFC	BP
2	Rohit Abrol (Vice-chair)	OCIMF/EFC	ADNOOC
3	Florian Badel	OCIMF/EEG	TotalEnergies
4	Roy Trydal	OCIMF/EEG	Equinor
5	Dragos Rauta	INTERTANKO	-
6	Vishal Kumar	INTERTANKO	-
7	GilYoung Han	INTERTANKO	
8	Kai Cheong	INTERTANKO	
9	Matthew Williams	IMPA	-
10	Chris Waddington	ICS	-
11	Sunil Krishnakumar	ICS	-
12	Maria del Agua Sires	IACS	LR
13	Kunal Sharma	IACS	
14	Lefteris Karaminas	IACS	ABS
15	Ken Fernandes	OCIMF/NEG	CEPSA
16	Edwin Pang	RINA	Arcsilea
17	George Mathew	INTERTANKO	Teekay

Risk mapping

Threats being covered:

Adverse/extreme sea and weather conditions (open sea)

The effect of environmental conditions in restricted waters

The lack of familiarity with the impact of limited power

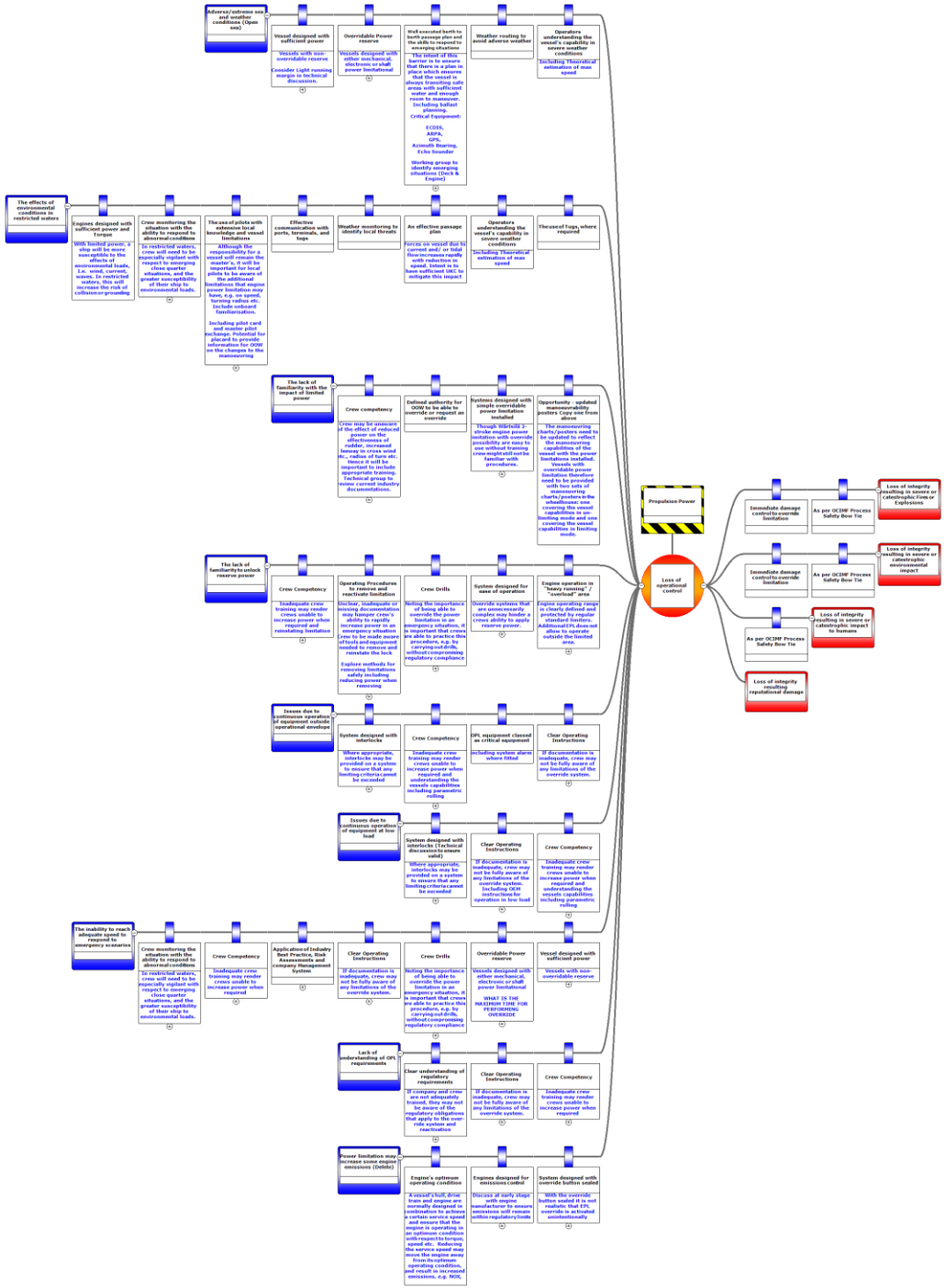
The lack of familiarity to unlock reserve power

Issues due to continuous operation of equipment outside operational envelope

Issues due to continuous operation of equipment at low load

The inability to reach adequate speed to respond to emergency scenarios

Lack of understanding of OPL requirements

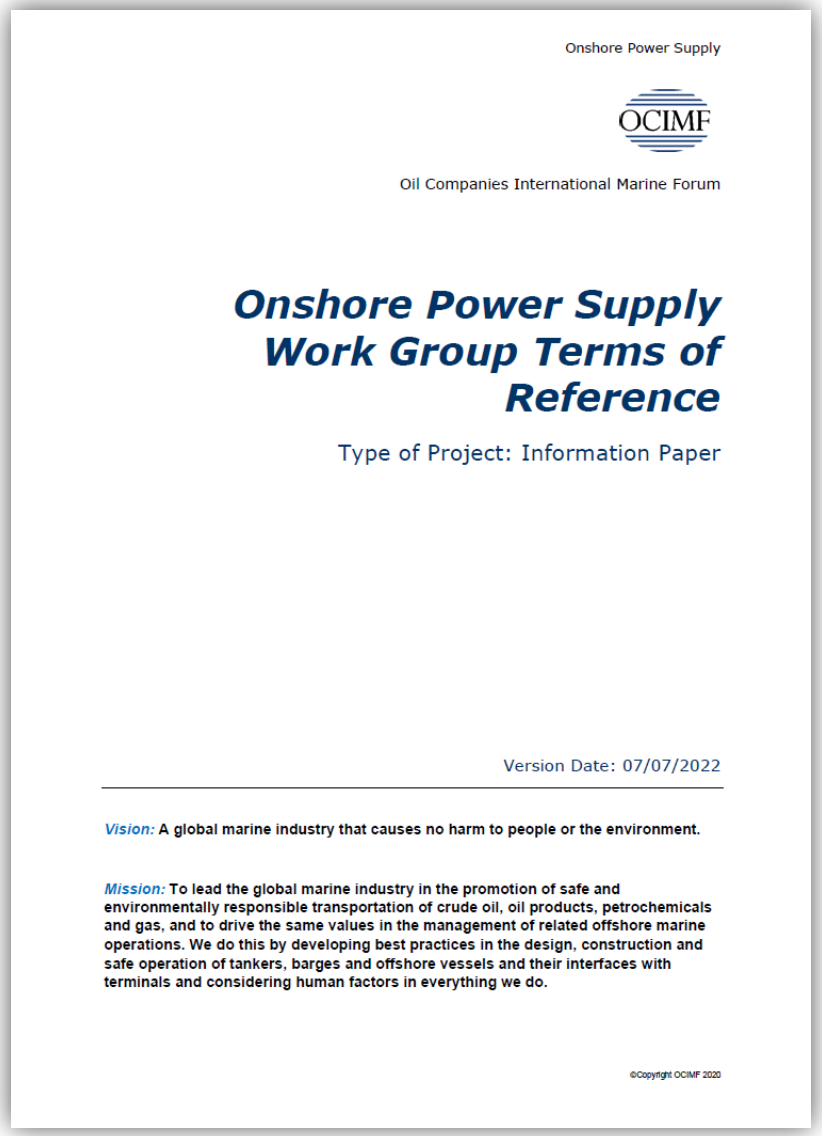


Publication target date

Q1/2024

Onshore power supply

Terms of Reference



Onshore Power Supply

OCIMF

Oil Companies International Marine Forum

Onshore Power Supply Work Group Terms of Reference

Type of Project: Information Paper

Version Date: 07/07/2022

Vision: **A global marine industry that causes no harm to people or the environment.**

Mission: **To lead the global marine industry in the promotion of safe and environmentally responsible transportation of crude oil, oil products, petrochemicals and gas, and to drive the same values in the management of related offshore marine operations. We do this by developing best practices in the design, construction and safe operation of tankers, barges and offshore vessels and their interfaces with terminals and considering human factors in everything we do.**

Objective

- To detail guidance for the global application of onshore power supply (OPS) alongside the berth for tankers, the terminal, and their interface.

- To complement existing industry guidance, which includes:
  - EMSA Shore-Side Electricity Guidance to Port Authorities and Administrations.
  - IMO Draft Interim Guidelines on Safe Operation of Onshore Power Supply (OPS) service in Port for Ships Engaged on International Voyages.
  - IEC/IEEE 80005-1:2019.

Scope

- The focus is on the tanker segment (oil, oil products, and chemical).
- Barges and gas carriers are out of scope.

Working Group

	Name	Company/Body
1	Antti Kettunen	NESTE
2	Arild Røed	IEC
3	Arvid Longva	Equinor
4	Brian R. McElhaney	Marathon Petroleum
5	Claes Möller	Tarntank
6	Eric Harrier	Conocophillips
7	Filipe Santana (S)	OCIMF
8	Franklin Schurum	Marathon Petroleum
9	Gil-Yong Han	INTERTANKO
10	Henk van der Biezen	ExxonMobil
11	Iwona Anaszewicz	BP
12	Jacob Schmidt	Marathon Petroleum
13	James (Jim) Erickson	Moffat & Nichol
14	Jeff Bayham (C)	ExxonMobil
15	Jeremy Richardson	Shell
16	Joost Bos	Port of Rotterdam
17	Jörgen Wrennfors	Port of Gothenburg
18	Kai Cheong Wong	INTERTANKO
19	Paul Martella	Chevron
20	Peter Steinhoff	Chevron
21	Ramesan E	IACS
22	Robert Bridges (VC)	TotalEnergies
23	Sean Crowley	Stolt Tankers
24	Siddharth Barua	IACS
25	Stephen D. Ernst	Marathon Petroleum
26	Thomas Hartmann	DNV
27	Thomas Hoven	Siemens-Energy/IEC

Risk mapping

Threats being covered:

Insufficient power supply from the electrical grid for the potential demand.

Limited access to the shore side supply due ship shore incompatibility.

Fire or explosion risk from ignition sources.

Shore power design may impede specified evacuation time in the event of an emergency.

Safety of the vessel compromised in case of a sudden loss of power when using shore power.

Cybersecurity may impact the safe operation of hazardous cargo.

Insufficient pier strength.

Personnel injuries from exposure to electrical equipment or operations.

Lack of unified standards and procedures for shore power.

Voltage and frequency incompatibility between shipboard power and shore power.

System voltage dip and subsequent faults caused by high inrush current during operations.

Lack of compliance with regulation.

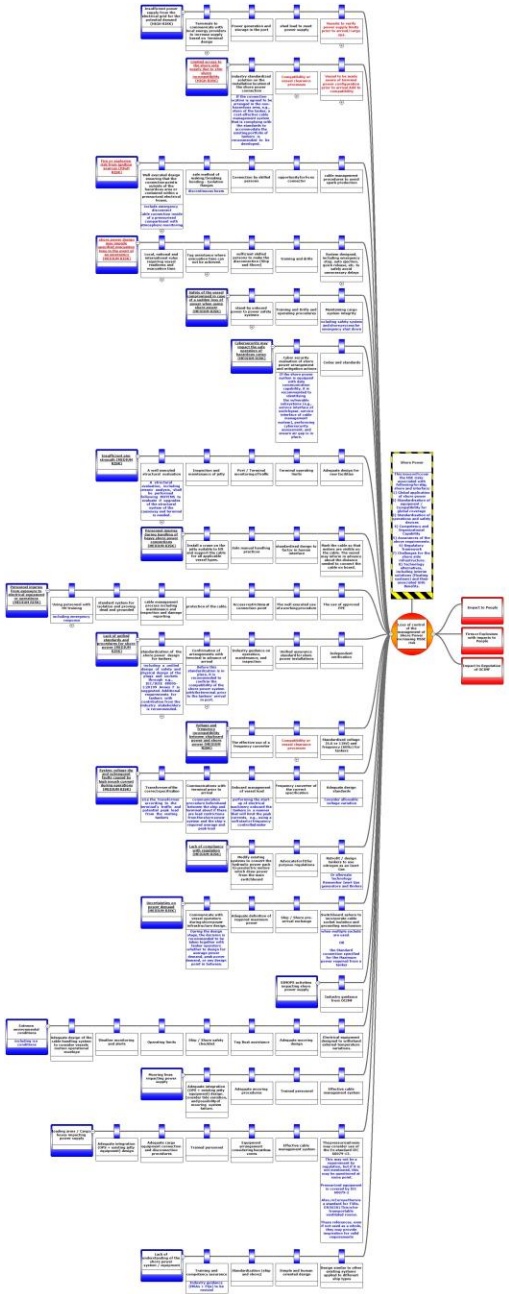
Uncertainties on power demand.

SIMOPS activities impacting shore power supply.

Extreme environmental conditions.

Loading arms/cargo hoses impacting power supply.

Lack of understanding of the shore power system/equipment.



Initial key design decisions

Position of the **shore power connection** on board:

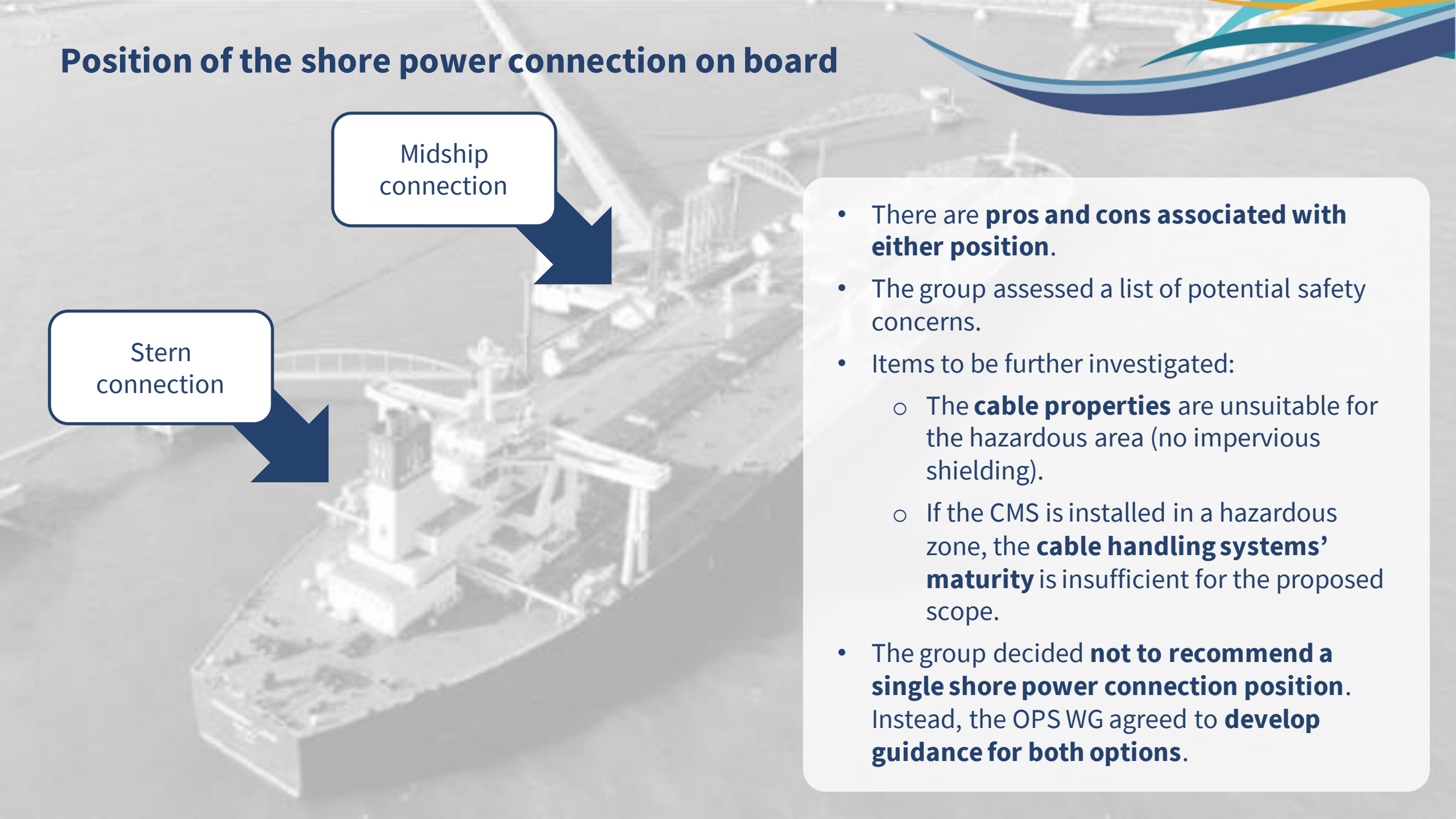
Mid-ship vs stern

Standard **maximum power** available for shore power, **number of cables** and **connections**.

Voltage

(6.6 vs 11 kV)

Position of the shore power connection on board



- There are **pros and cons associated with either position**.
- The group assessed a list of potential safety concerns.
- Items to be further investigated:
  - The **cable properties** are unsuitable for the hazardous area (no impervious shielding).
  - If the CMS is installed in a hazardous zone, the **cable handling systems' maturity** is insufficient for the proposed scope.
- The group decided **not to recommend a single shore power connection position**. Instead, the OPS WG agreed to **develop guidance for both options**.

Voltage, maximum power, number of cables, and connections

- OPS WG developed a survey questionnaire to gather actual power requirements onboard tankers, including accommodation and cargo systems, while in port.
- The survey applied to all types of tankers of all different sizes except gas carriers.
- 550 tankers replied to the survey, mostly INTERTANKO members.
- After analysing and comparing all options, a **voltage of 6.6 kV** is to be provided by the terminal.
- The terminal shall provide the power at **60 Hz**. Most tankers operate on 60 Hz.
- **The number of cables and sockets will be design-specific**, i.e., the terminal and the tanker will define this number based on their needs.
- Additional engineering barriers, such as circuit breaks per cable/connection and interlocks, will be recommended to prevent the threat of live connection ends.

OCIMF will release an interim report with the power survey details and insights on maximum power required, voltage, number of cables, and connections.

Timeline

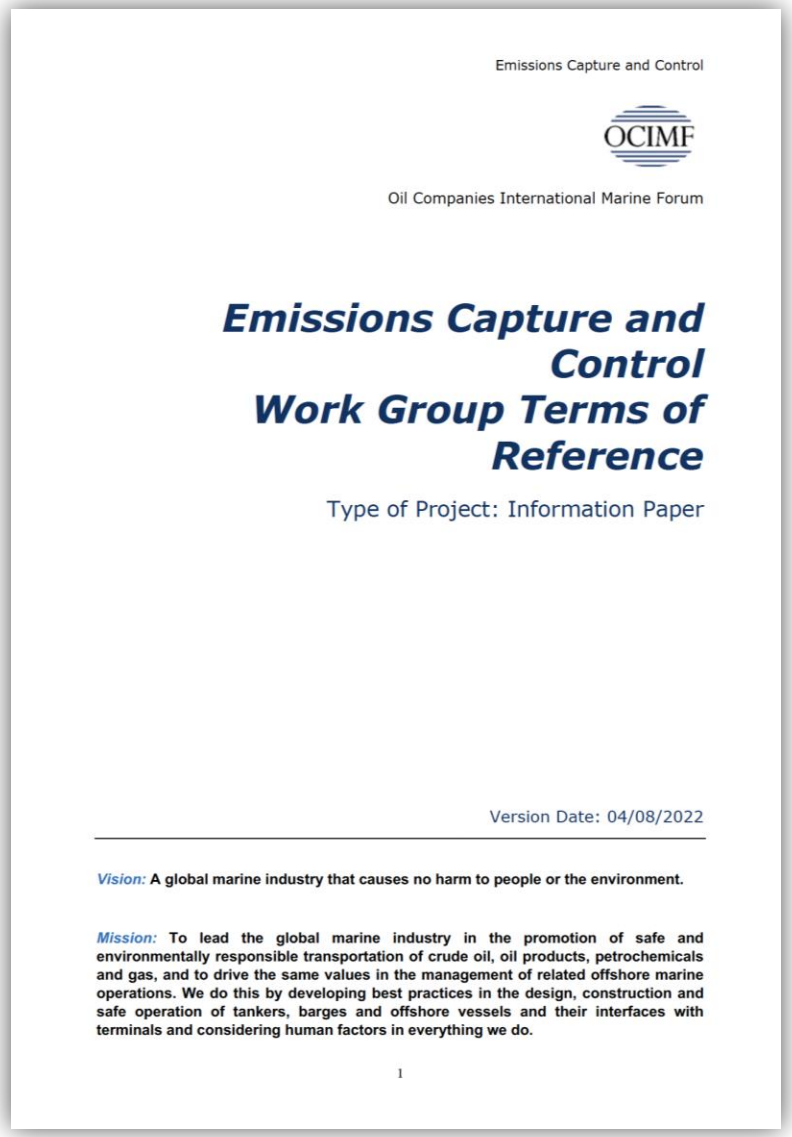
Interim report (fact sheet) – **Q4/2023**

Final guide – **Q3/2024**

Emissions capture and control technologies

Photo: Business Wire

Emissions Capture and Control WG



Emissions Capture and Control

OCIMF

Oil Companies International Marine Forum

Emissions Capture and Control Work Group Terms of Reference

Type of Project: Information Paper

Version Date: 04/08/2022

Vision: **A global marine industry that causes no harm to people or the environment.**

Mission: **To lead the global marine industry in the promotion of safe and environmentally responsible transportation of crude oil, oil products, petrochemicals and gas, and to drive the same values in the management of related offshore marine operations. We do this by developing best practices in the design, construction and safe operation of tankers, barges and offshore vessels and their interfaces with terminals and considering human factors in everything we do.**

1

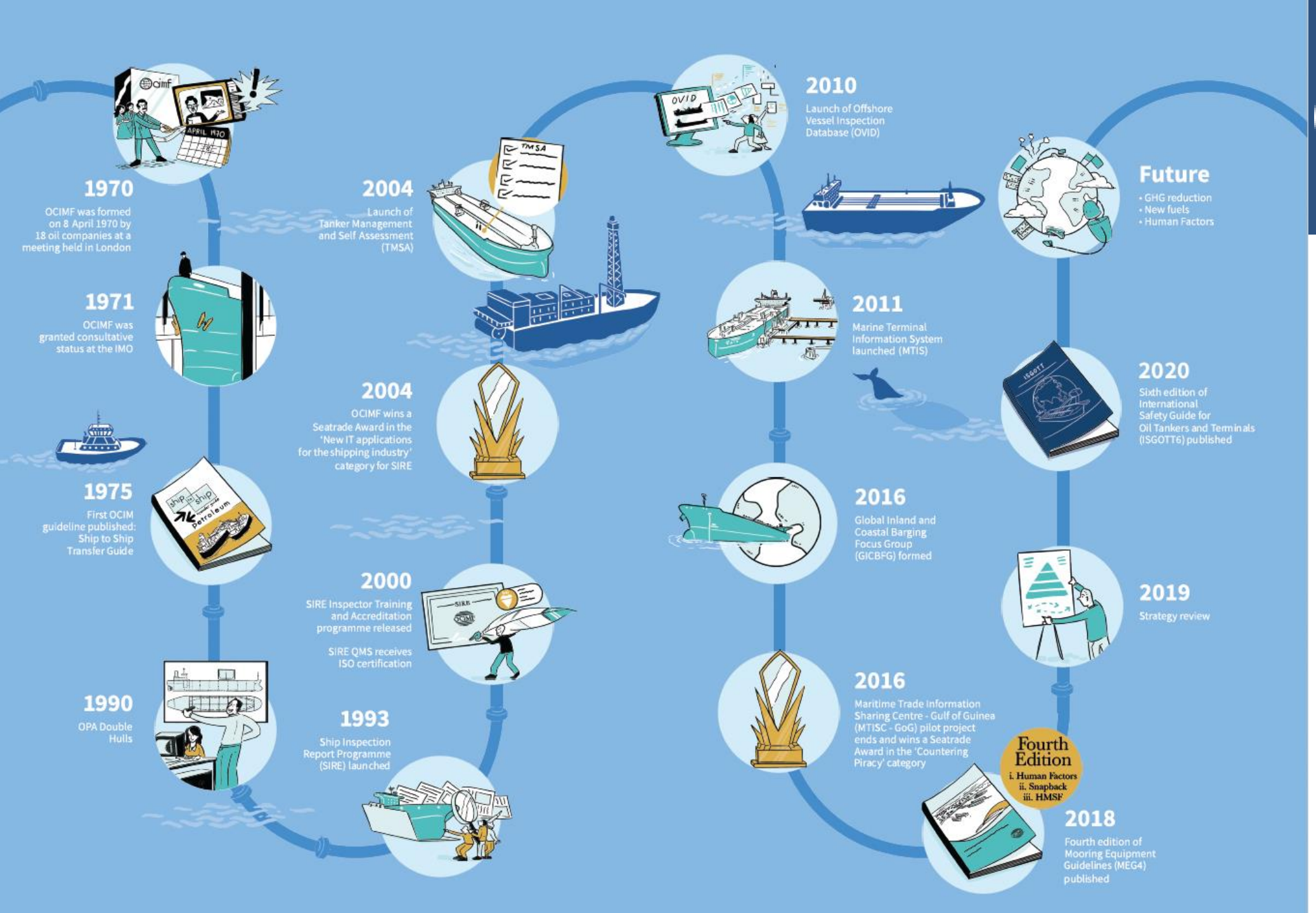
- **Objective:** To produce one information paper on the use of emissions control technologies

Working Group

#	Name	Body	Company
1	Nathaniel Fennell	OCIMF / EFC	Chevron
2	Vineet Plaha (Chair)	OCIMF / EFC	Chevron
3	Eric Harrier	OCIMF / EFC	ConocoPhillips
4	Gil-Young Han	INTERTANKO	
5	Kai Cheong Wong	INTERTANKO	
6	John Zeller	OCIMF / SEG	Chevron
7	Ken Fernandes	OCIMF/NEG	CEPSA
8	Nick Tonsich	PIANC	CAE Maritime
9	Matheus Miranda		Moffatt & Nichol
10	Brian R. McElhaney	OCIMF	Marathon Petroleum
11	Erin M. Mitchell	OCIMF/FSEG	ExxonMobil
12	Jon Are Sørensen	OCIMF/FSEG	AkerBP
13	Carlo Aiachini	IACS	RINA
14	Hamid Etemad	IACS	LR
15	Chris Waddington	ICS	
16	Sunil Krishnakumar	ICS	
17	Erik Frank	OCIMF / BEG	RAIZEN
18	Arvid Longva	OCIMF / EFC	Equinor

Publication target date

Q3/2025



OCIMF

Thank You

11-15 SEPTEMBER 2023
LONDON INTERNATIONAL SHIPPING WEEK

11-15 SEPTEMBER 2023
LONDON INTERNATIONAL SHIPPING WEEK

Maritime Security, by Russell Pegg OBE Security Adviser

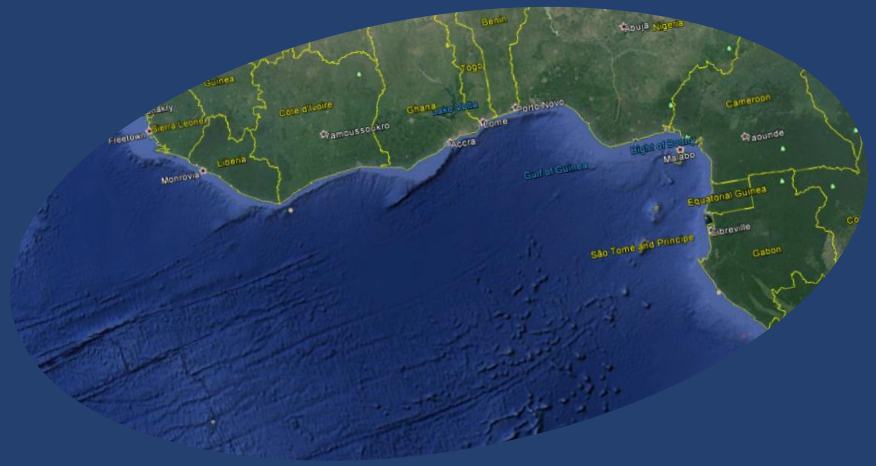
20 mins

OCIMF

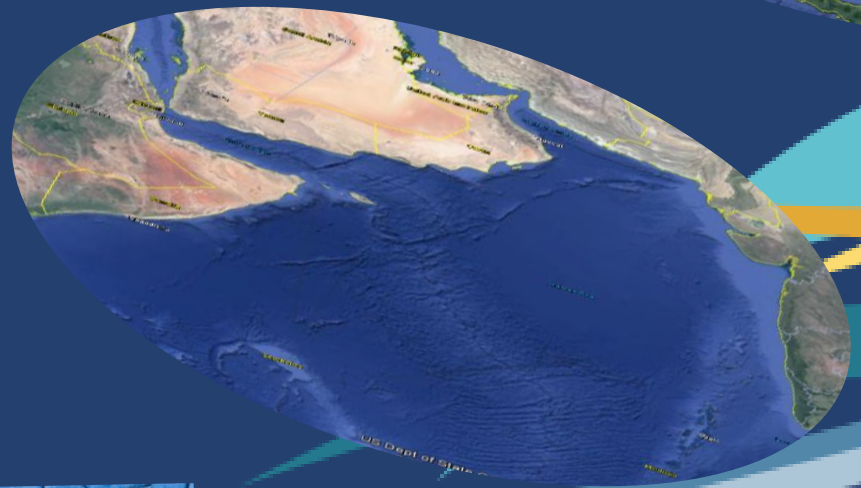
Publications and Advocacy

Committee/Expert Group structure

Scope:


Guinea
Sierra Leone
Liberia
Monrovia
Côte d'Ivoire
Yamoussoukro
Ghana
Accra
Togo
Lomé
Benin
Porto-Novo
Nigeria
Cameroon
Yaounde
Equatorial Guinea
Gabon
São Tomé and Príncipe


Malaysia
Indonesia
Borneo
Celebes Sea




SPYWARE
UPDATE
VIRUS
SPAM
HACKER
SECURITY
Cyber
IDENTITY
PHISHING
FIREWALL
INTERNET
PASSWORD

What do we want?

- Keep our mariners safe in any threat environment.
- Access to timely reliable information on threat to empower our risk mitigation processes
- Work together with navies and coastguards work to keep the global supply chain open.

Our drivers are the safety of our people and protection of the environment which are fundamental to our actions and responses.

DNK IOC MONTHLY THREAT ASSESSMENT – SEPTEMBER 2023

Executive Summary

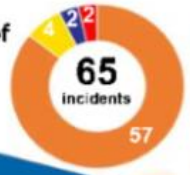
Global threats

CLICK for direct access to area ↓	LOW LOW: Future *Hostilities towards merchant vessels are UNLIKELY (but cannot be ruled out)	MODERATE MODERATE: Future *Hostilities towards merchant vessels are LIKELY	HIGH HIGH: Future *Hostilities towards merchant vessels are HIGHLY LIKELY	CRITICAL CRITICAL: *Hostilities towards merchant vessels are EXPECTED IMMINENTLY
Gulf of Guinea	**Pirates - LOW** *(*Cargo Theft)* Product/Chemical Tankers Wider Gulf of Guinea →	**Pirates - MODERATE** *(*K&R)* Gulf of Guinea →		
Arabian Gulf / Persian Gulf –Gulf of Oman & Arabian Sea		**Regular Forces (Iran) - MODERATE** *(*Hybrid Attack)* Arabian Gulf / Persian Gulf – Gulf of Oman →		
		Regular Forces (Iran) - MODERATE *(*Attack)* Merchant vessels affiliated with Israel Arabian Sea →		
Red Sea & Gulf of Aden	**Insurgents (Houthi) - LOW** *(*Attack)* Southern Red Sea (eastern part) →			
	Regular Forces (Iran) - LOW *(*Attack)* Gulf of Aden ↓			
	Insurgents (STC) - LOW *(*Attack)* Gulf of Aden ↓	**Insurgents (Houthi) - MODERATE** *(*Attack)* Southern Yemeni ports in Gulf of Aden →		
	Terrorists (AQAP/IS-Y) - LOW *(*Attack)* Gulf of Aden →			
SOMS, Natuna Sea & western Java Sea	**Pirates - LOW** *(*Theft/Armed Robbery)* Natuna Sea & western Java Sea →		**Pirates – HIGH** *(*Theft/Armed Robbery)* Singapore Strait →	
	Pirates - LOW *(*Theft/Armed Robbery)* Malacca Strait ↓			
Black Sea	**Regular Forces (Ukraine) - LOW** *(*Collateral Damage)* Along Russian coast in North-eastern Black Sea →	**Regular Forces (Drifting Sea mines) - MODERATE** *(*Collateral damage)* Western Black Sea →	**Regular Forces (Russia) - HIGH** *(*Attack/Collateral Damage)* North-western Black Sea & the Danube Delta →	
Russian TTW	**Regular Forces (Russia) - LOW** *(*Harassment/Detention)* Russian TTW →			
Libyan TTW	**Regular Forces / Insurgents (LNA/former GNA & affiliates) - LOW** *(*Collateral Damage/Attack)* →			

IMB PIRACY REPORT
JANUARY - JUNE 2023

International Maritime Bureau

Number of incidents reported:



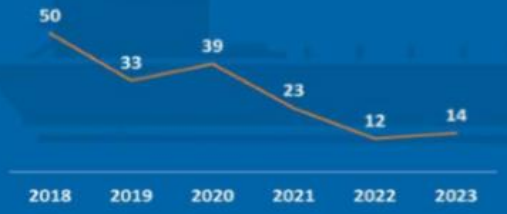
- ATTEMPTED
- BOARDED
- HIJACKED
- FIRED UPON

Impact on crew:

- THREATENED
- KIDNAPPED
- HOSTAGE
- ASSAULTED
- INJURED

Total number of reported incidents comparison:

Gulf of Guinea

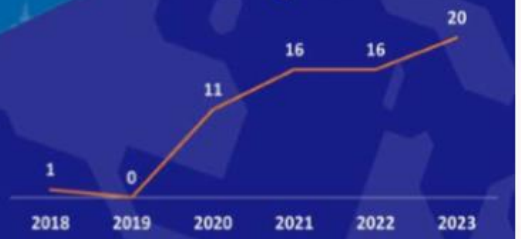


Two vessels hijacked at 305 and 135 nautical miles from the coast with a total of 31 crew taken hostage.

Fourteen crew kidnapped in three separate incidents.

90%
OF VESSELS ATTACKED GLOBALLY WERE BOARDED

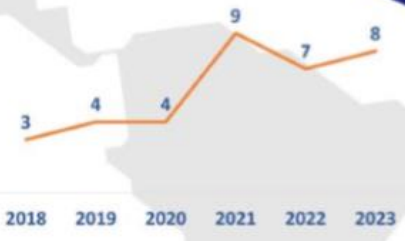
Singapore Straits
Reported incidents



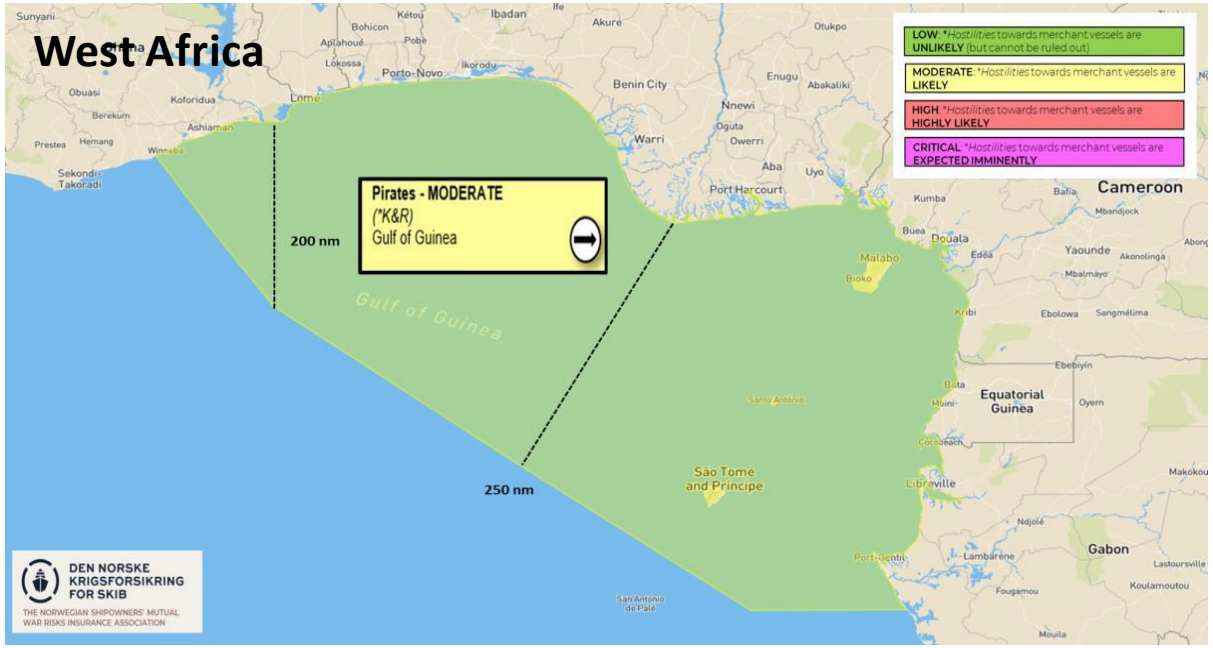
Perpetrators successfully boarded all 20 vessels. One crew taken hostage. Weapons reported in eight incidents.

@IMB_Piracy
#IMBpiracy

Callao Anchorage



Four crew taken hostage, one assaulted and one threatened. Knives reported in five incidents.



GoG MCF/SHADE

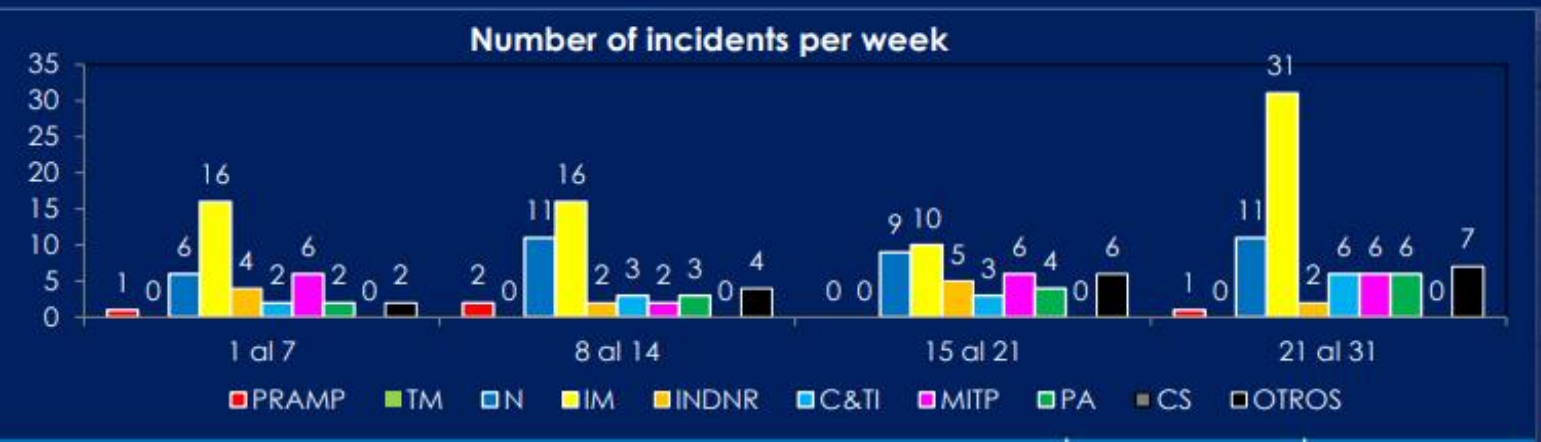
- Nigeria, Yaoundé COC & regional initiatives
- Regional & international collaboration (G7++)
- "Mercury like" communications (SOLARTA).
- Numbers are down

NIMASA/industry Joint WG

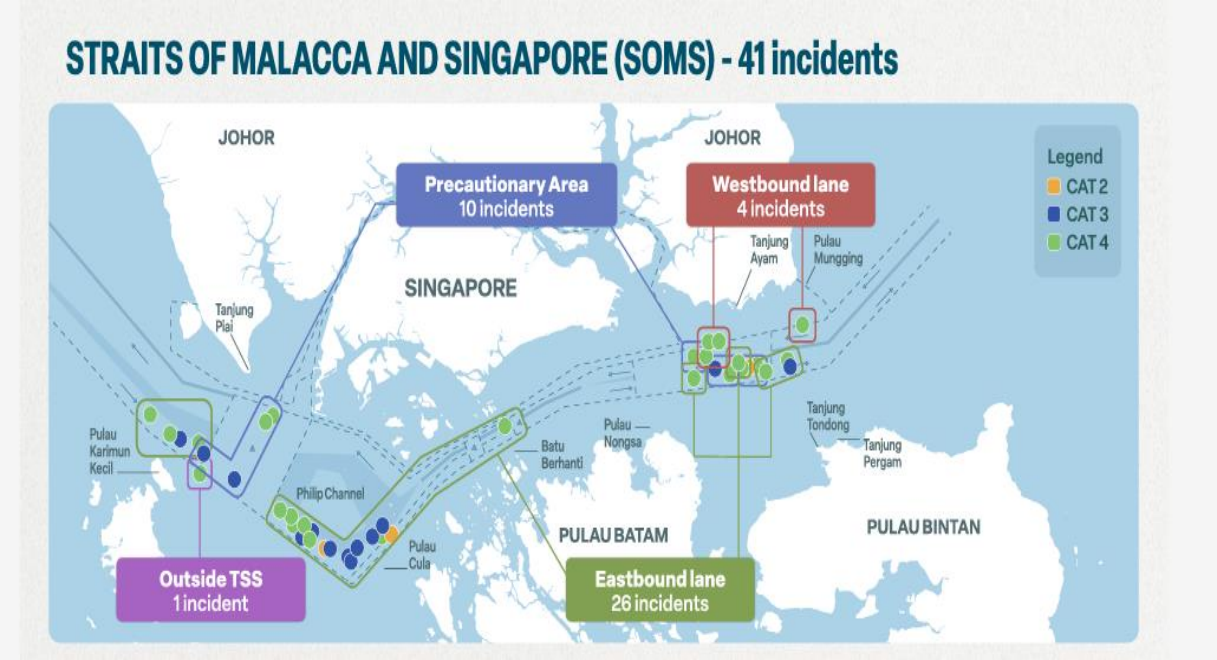
- Formed in April 2020
- Made progress:
  - Joint strategy
  - IMO Support
  - Reporting
  - Development of C4I Centre
  - Deep Blue

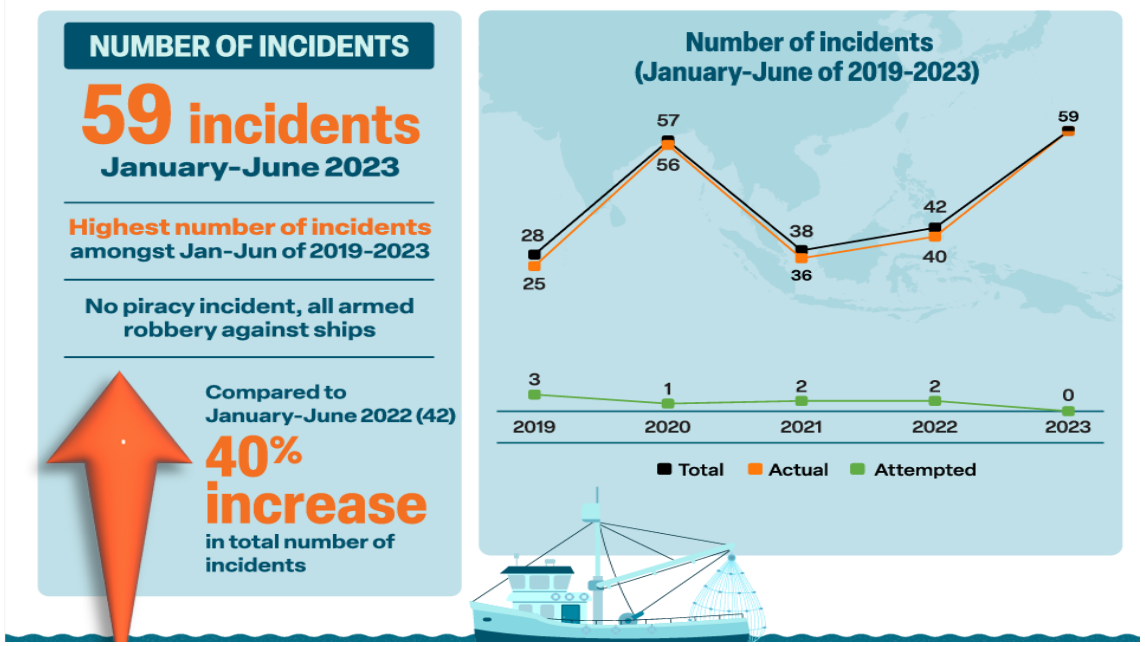
"National maritime reporting needs attention"

Incidents in the IFC-Peru Area of Interest



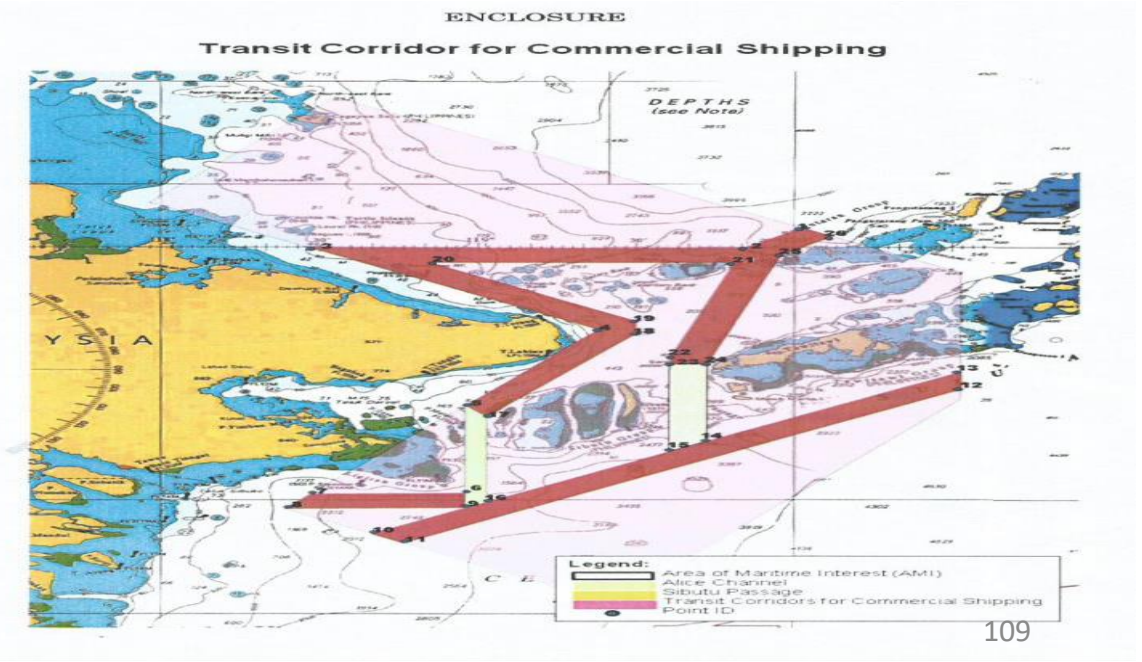
Categories	Quantity month of June 2023	Total Quantity Year 2023
Pillage, Armed Robbery and Piracy at Sea (PARPS)	4	32
Drug Trafficking (DT)	37	313
Maritime terrorism (MT)	0	0
Maritime Incidents (MI)	73	537
Illegal, Unreported and Unregulated Fishing (IUUF)	13	117
Smuggling and Illegal Traffic (S&IT)	14	123
Irregular Migration and Human Trafficking (IMTP)	20	170
Environmental Protection (EP)	15	92
Cybersecurity (CS)	0	0
Others	19	154
Total	195	1,538





Concerns:

- Increase in violent activity
- Sulu-Celebes Sea
- Robbery & theft



The Reality: Today

Geo politics – Challenging

Strategic:

- US/Iran/Yemen
- Cracks in the GCC

- Changes in industry:
- Regional exploration:

Threat – Dynamic

- Piracy/armed robbery
- Missiles/mines/WBIED

Combined Industry/milit mission

Safety of merchant & naval mariners

Maritime stability = Secure global commerce

Collaboration – essential

Working.

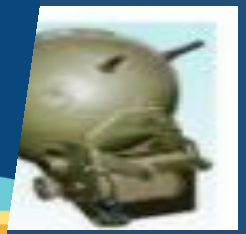
E/UKMTO relevant.

Information Sharing

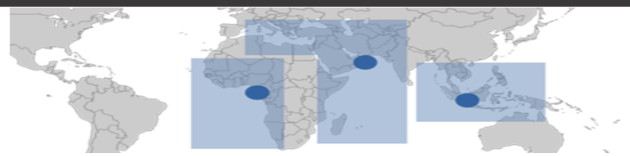
- Informs Us

Exercises – IMX

- Prepares Us



Keeping Mariners Safe

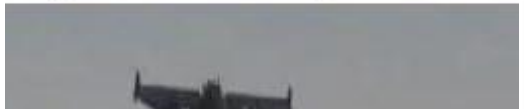


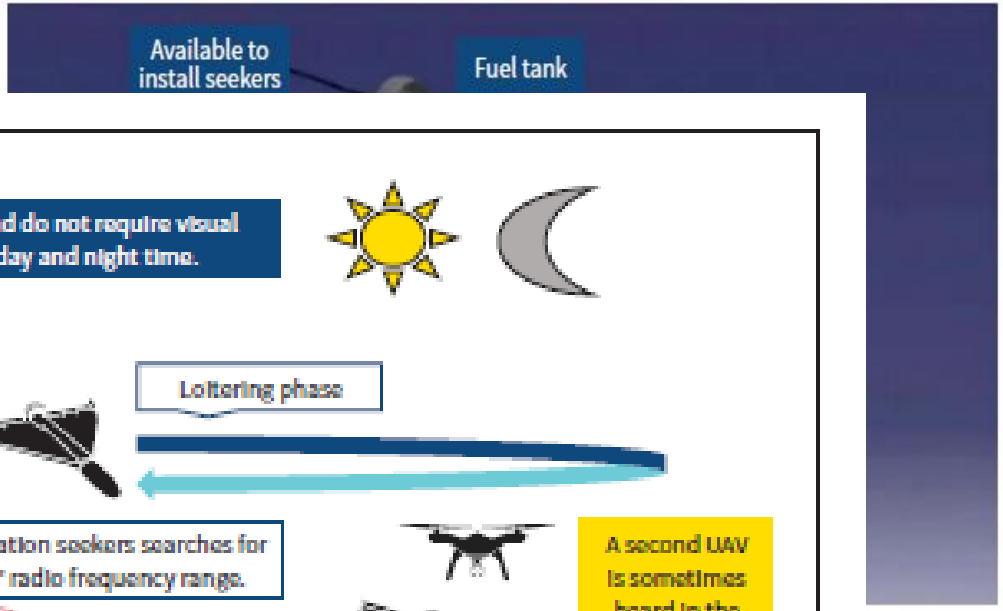
Industry Reporting
Naval Intelligence
Local & Internat'l Gov't Support

Reliable Info Dissemination
Timely Warnings
Robust Response


(U) M/V MERCER STREET (Stock


(U) Debris From Failed Iranian UA




Available to install seekers
Fuel tank

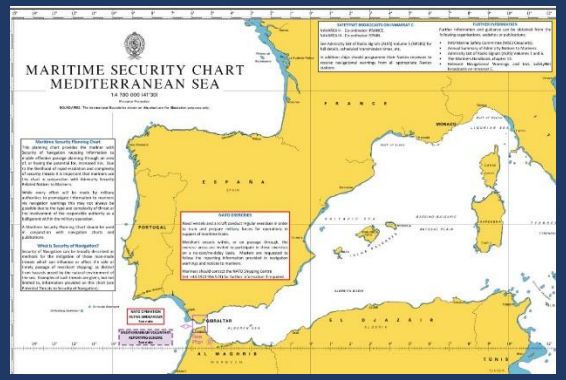

PACIFIC ZIRCON
MONROVIA

Anti-radiation seekers home-in on targets' radio signal, and do not require visual sensors. Hence, operations can be conducted in both day and night time.
3
Loitering phase
Target's radio frequency may be input in the Loitering Munition prior to the operation. The area of operation coordinates can be set in INSS and/or GNSS.
Anti-radiation seekers searches for targets' radio frequency range.
Rocket-assisted take-off (RATO)
Low altitude flight reduces radar detection
2
Following target acquisition, the LM will home-in on the target (top-down attack), detonating upon impact.
A second UAV is sometimes heard in the proximity of the target. This could be an ISR drone feeding live imagery to the command and control centre.
Countermeasures may improve vessels' protection levels.
Actions can be taken to mitigate detection and targeting risks. Manoeuvring may disrupt final LM guidance.
4
1
Ground- / truck- / ship-based launch platform
Target – moving or stationary
Vessels supporting drone operations may also be near the target vessel.

1 Aug

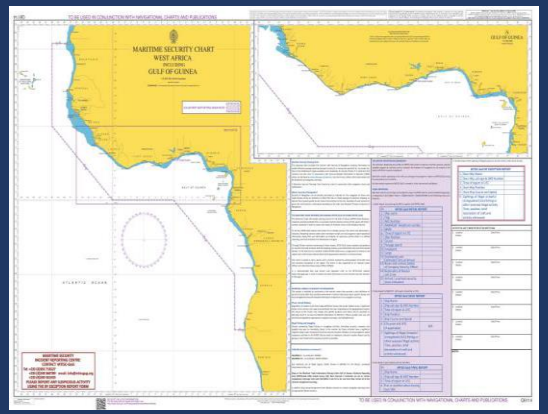
T ogether
E veryone
A chieves
M aritime Security

Coherent reporting – Internationally compliant



Common reporting format
Common lexicon

- IMO MSC
  - Standardise global reporting
  - Refresh IMO Circs 1334/34

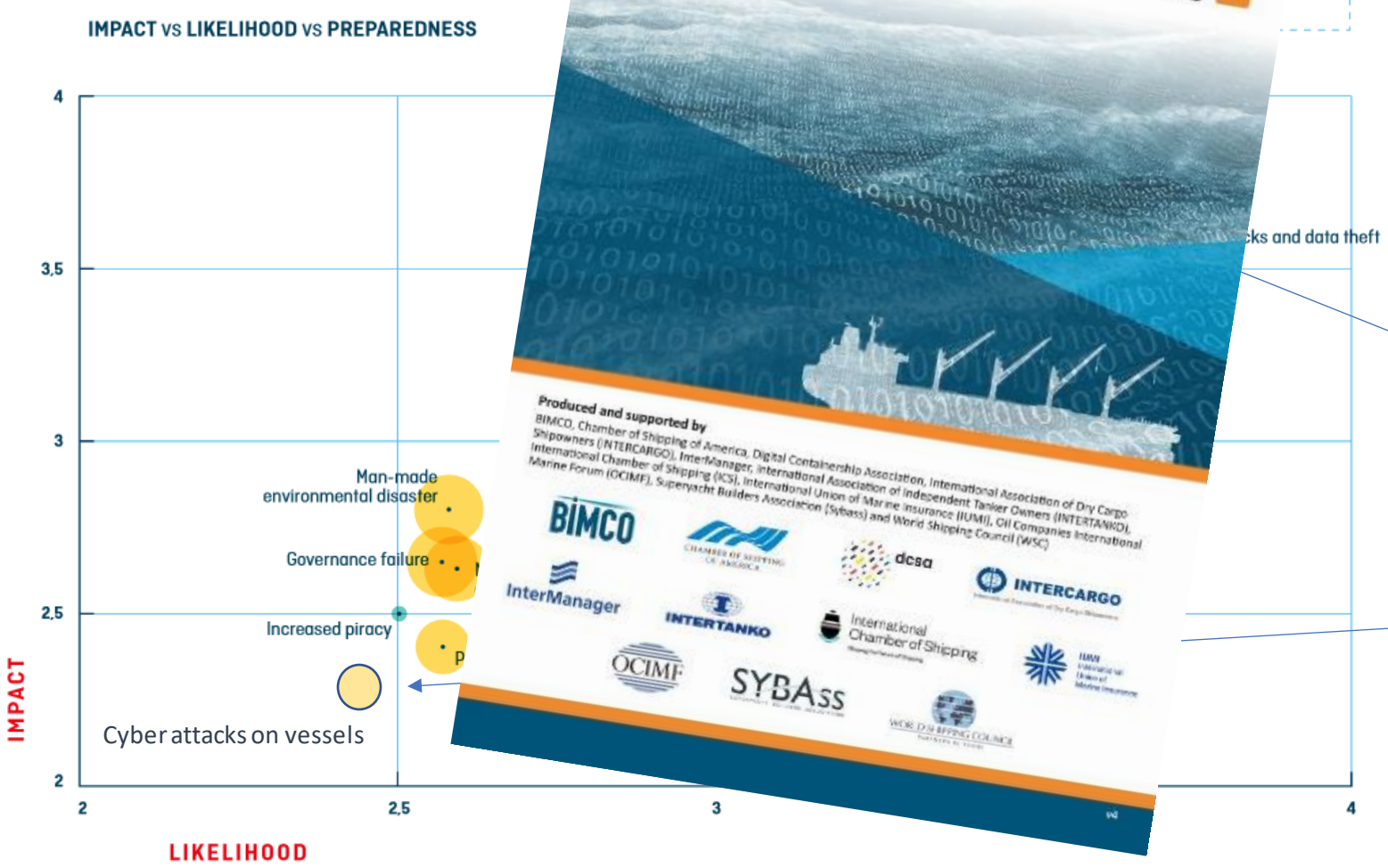


Cyber security is <u>important</u>

- Increase in automation
- Remote access
- Autonomy & AI

Illustrative purposes only

Global marit… issues map



The dilemma:

- Cyber security **is** important at Board level but…..
- Assessments are presented on the basis of the overall supply chain and;
- Not specifically for vessels

11-15 SEPTEMBER 2023
LONDON INTERNATIONAL
SHIPPING WEEK

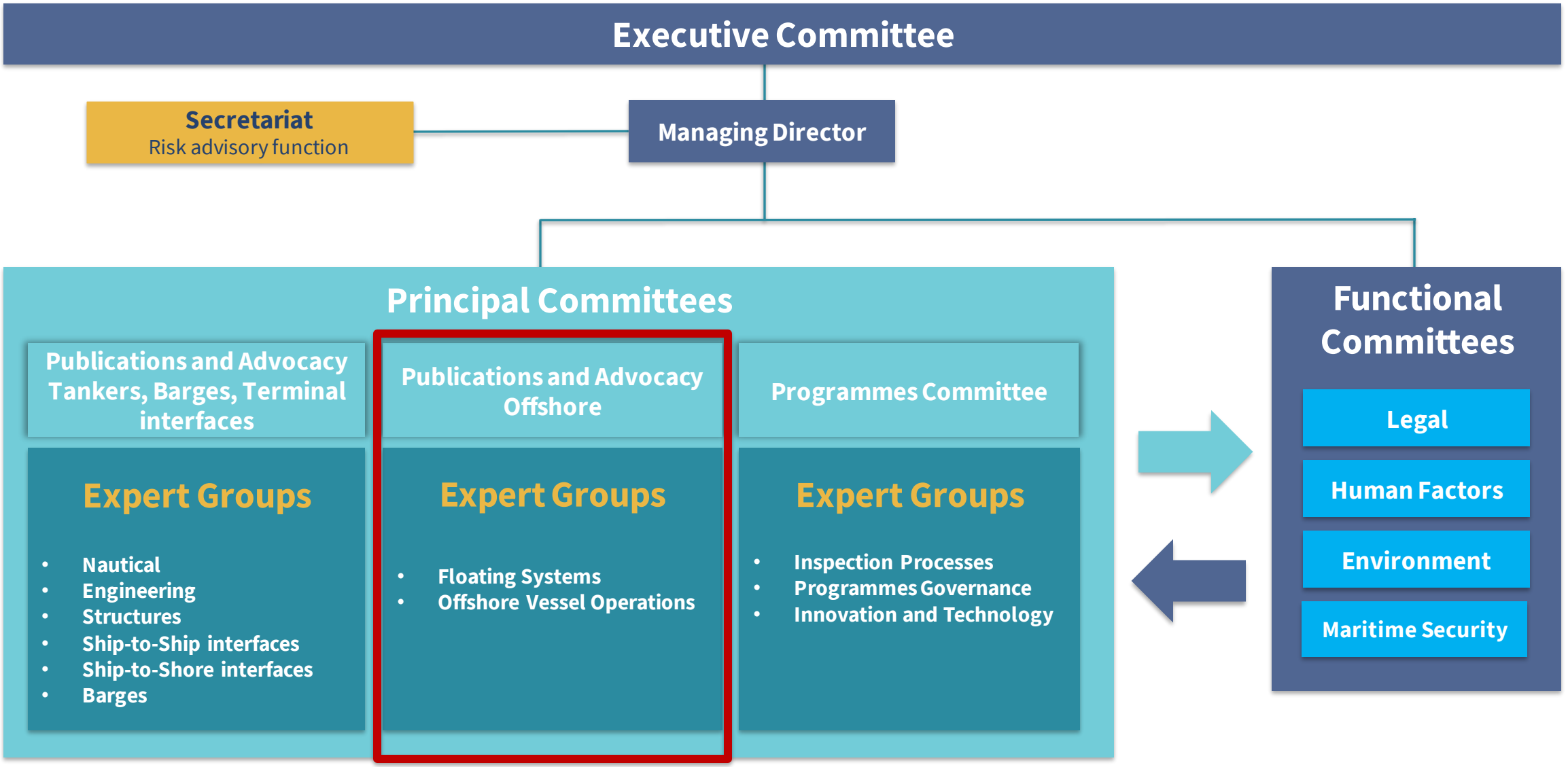
Offshore by Graham Coles
Offshore Adviser

20 mins

OCIMF

Publications and Advocacy

Committee/Expert Group structure



Publications and Advocacy

Offshore – 2023 Focus areas and activity

OCIMF 2023 Priorities	
Offshore P1 Risks and Focus Areas	
P1	**Collisions, Allisions, and Groundings** 1) DP Assurance 2) Management of attending Offshore Vessels within Safety Zone
P1	**Loss of Primary Containment - Structural Integrity** 3) FPSO Assurance & Asset Integrity
P1	**LSA Operations and Drills** 4) Offshore Lifeboat and FRC Operations on Fixed and Floating Installations
P1	**Offshore Renewable Operations** 5) Engage with members and industry stakeholders to assess key HSSE issues and develop recommendations on gaps and opportunities
P1 or P2 (TBD)	**Principal Committees (TBT & Offshore)- Common Emerging Risks** Decarbonisation MASS Cyber
P1	**Conflicts, Piracy, and Armed Robbery (MSC)** Maritime Security Threat Assessments
P1	**GHG / Air pollution (EFC)** Shore Power Engine Power Limitation (OPL) Emission Control Technology
P1	Human Factors (HFFC) Safe workplace, culture, bullying and harassment Accident and incident investigations Safe Mode – toolkit and advocacy
IMO	Outputs from any of the above P1 actions - would result in Advocacy either at: IMO (submissions), changes via Programmes, Best Practices or through Industry engagement

Strategic Priorities

Publications

Develop best practices on critical areas of safety, health, security and environment.

Advocacy

Promote best practices and regulatory compliance through engagement with governments and industry.

Programmes

Develop inspection and self-assessment programmes for promoting best practices and regulatory compliance.

Members collaboration

Provide a forum for members to learn, share expertise and develop best practices.

Publications and Advocacy

Offshore – Member collaboration

Focus activity (underway/completed)

Management of Lifesaving Appliances on Fixed/Floating Installations

Management of Attending Vessels

Renewable Marine Operations

Focus activity (planned)

FPSO Asset Integrity and Assurance

DP Assurance

Publications and Advocacy

Offshore – Publications

Updates (in progress)

Guidelines for the Purchasing and Testing of SPM Hawsers ***[2000]***

Guide to Manufacturing and Purchasing Hoses for Offshore Moorings (GMPHOM) ***[2009]***

Preliminary Findings for Best Practice Management of Survival Craft on Fixed/Floating Offshore Installations

- Information paper [NEW]

Updates (planned)

Competence Assurance Guidelines for F(P)SO's ***[2008]***

Publications and Advocacy

Offshore – Programmes

OVID Update

Stakeholders

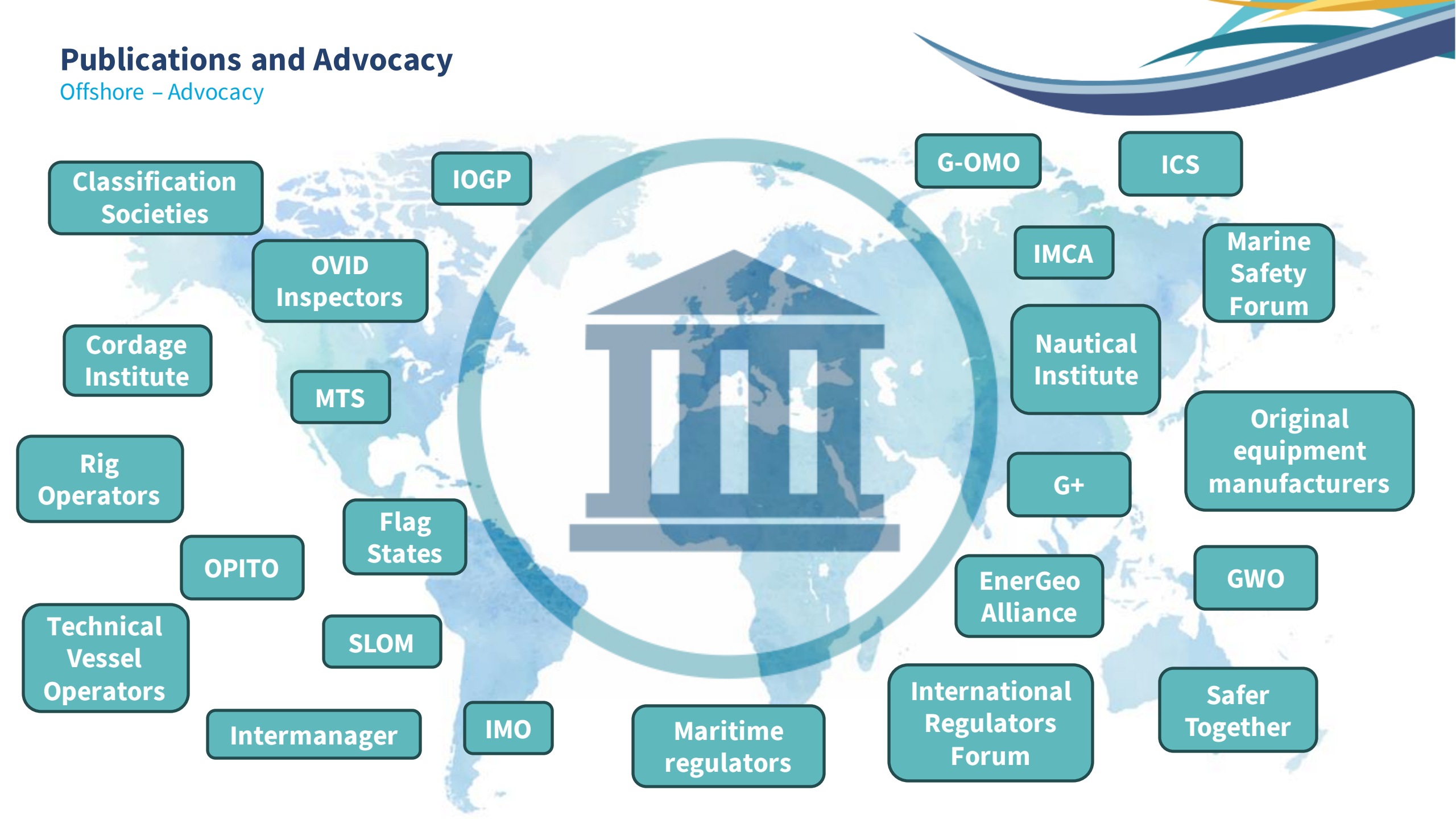
OCIMF Members
OVID Users (Inspectors, Vessel/Rig Operators)
IMCA
MTS
EnerGeo Alliance
Safer Together

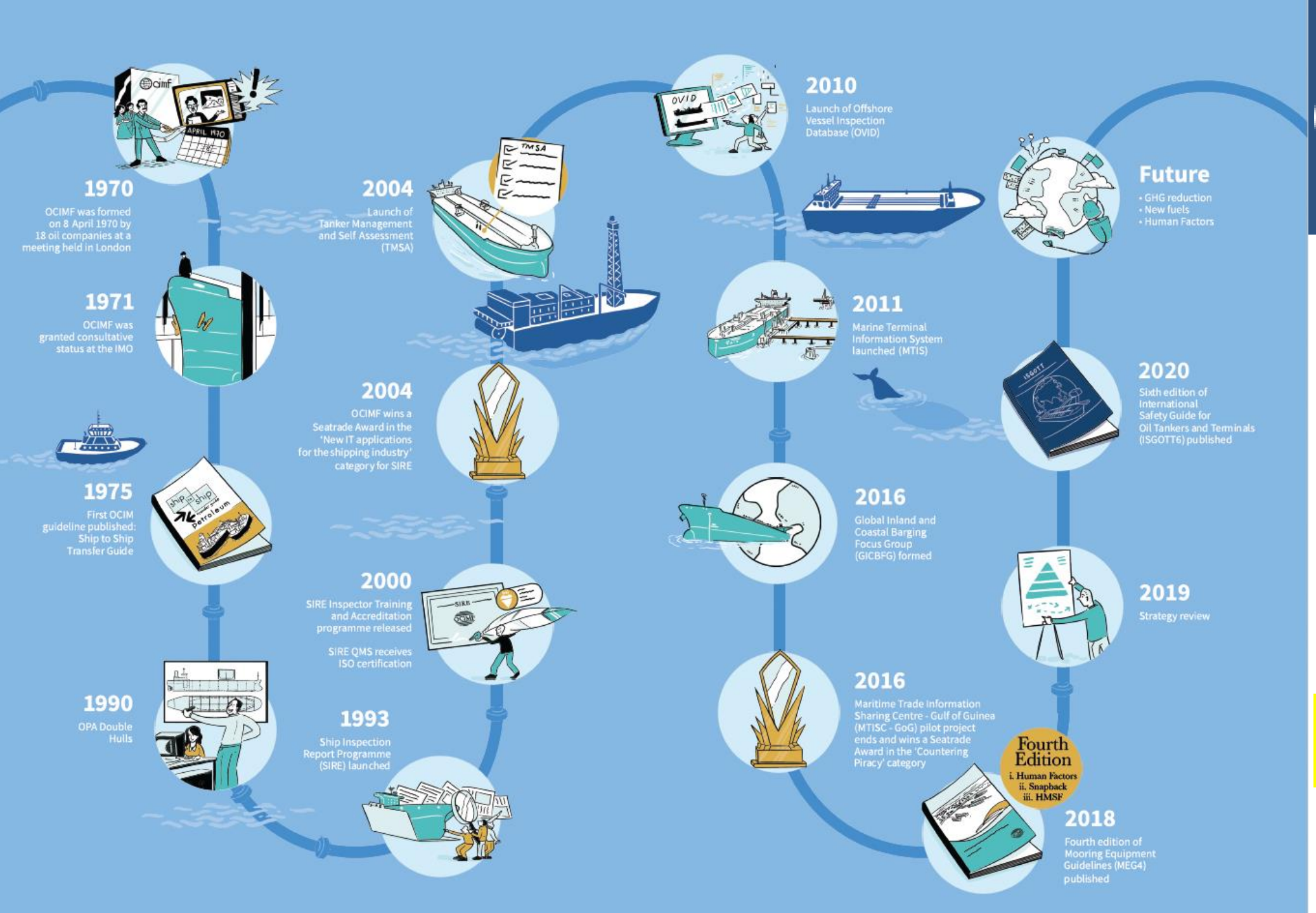
Template updates

OVIQ/MODU Small Craft Inspection Templates
OVPQ
Crew Matrix

Publications and Advocacy

Offshore – Advocacy





OCIMF

Question time
11:20-11:35

11-15 SEPTEMBER 2023
LONDON INTERNATIONAL SHIPPING WEEK

11-15 SEPTEMBER 2023
LONDON INTERNATIONAL SHIPPING WEEK

Introduction to our Guest Speaker Dr. Nick Wayth, CEO, Energy Institute

OCIMF

By Dr. Waddah (ExCom Member) – 5 mins

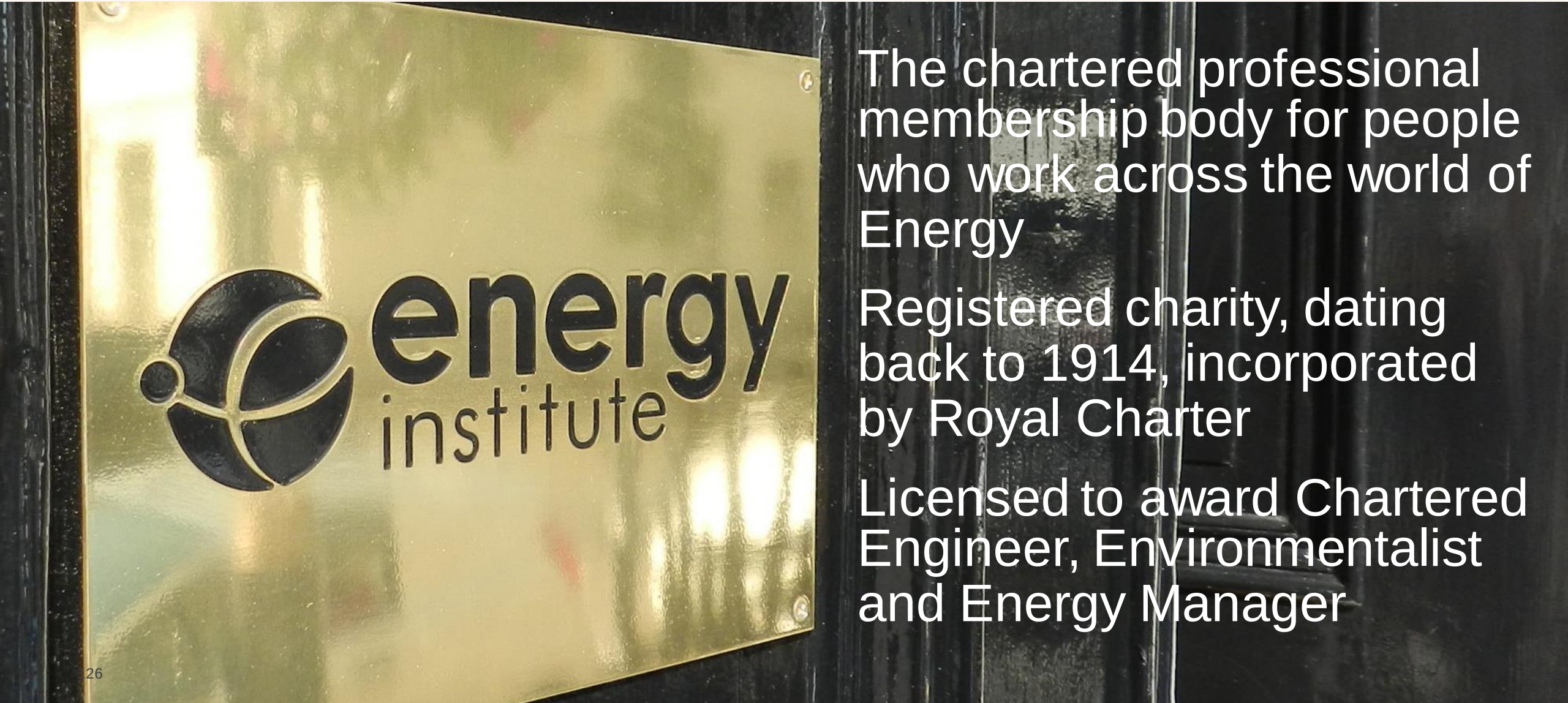
Energy, emissions and shipping: seeing the big picture

Dr Nick Wayth CEng FEI

11 September 2023

energy institute

The Energy Institute

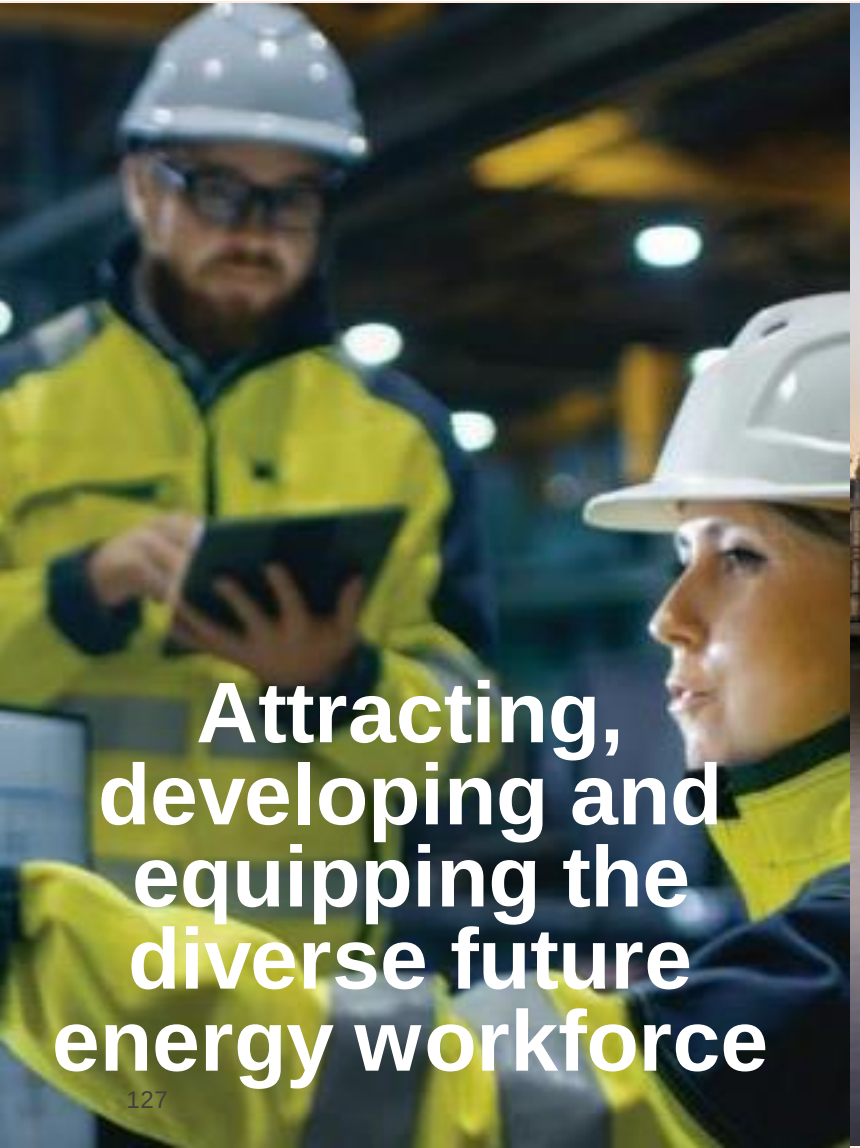


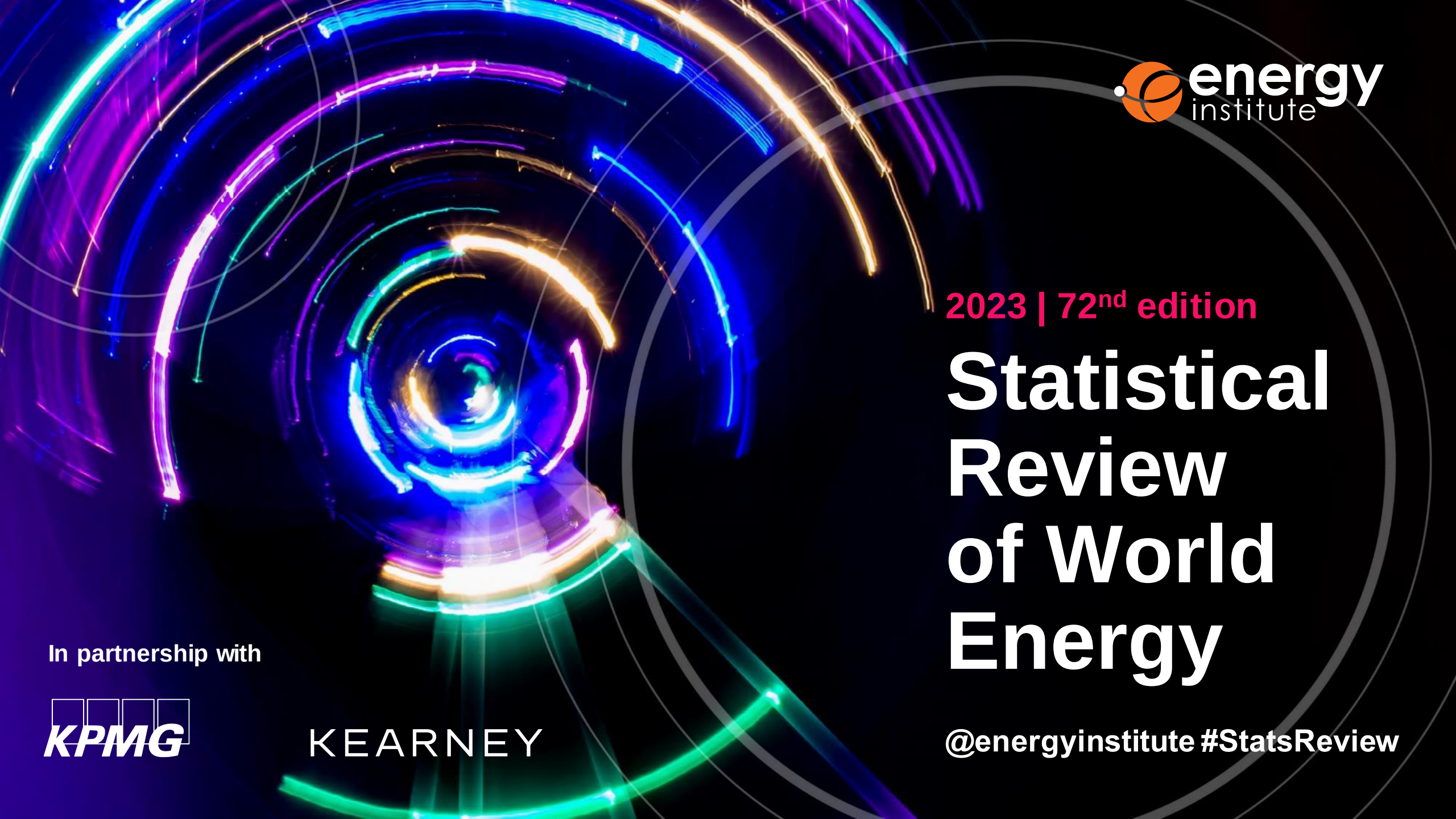
The chartered professional membership body for people who work across the world of Energy

Registered charity, dating back to 1914, incorporated by Royal Charter

Licensed to award Chartered Engineer, Environmentalist and Energy Manager

Creating a better energy future





energy institute

2023 | 72nd edition

Statistical Review of World Energy

@energyinstitute #StatsReview

In partnership with

KPMG

KEARNEY

2022 five stories from the data

01. Post-COVID, transport fuel demand patterns continued to return, but with major variations across geographies and fuel types.

02. The Ukraine conflict precipitated record international gas prices and unprecedented shifts in global oil and gas trade flows.

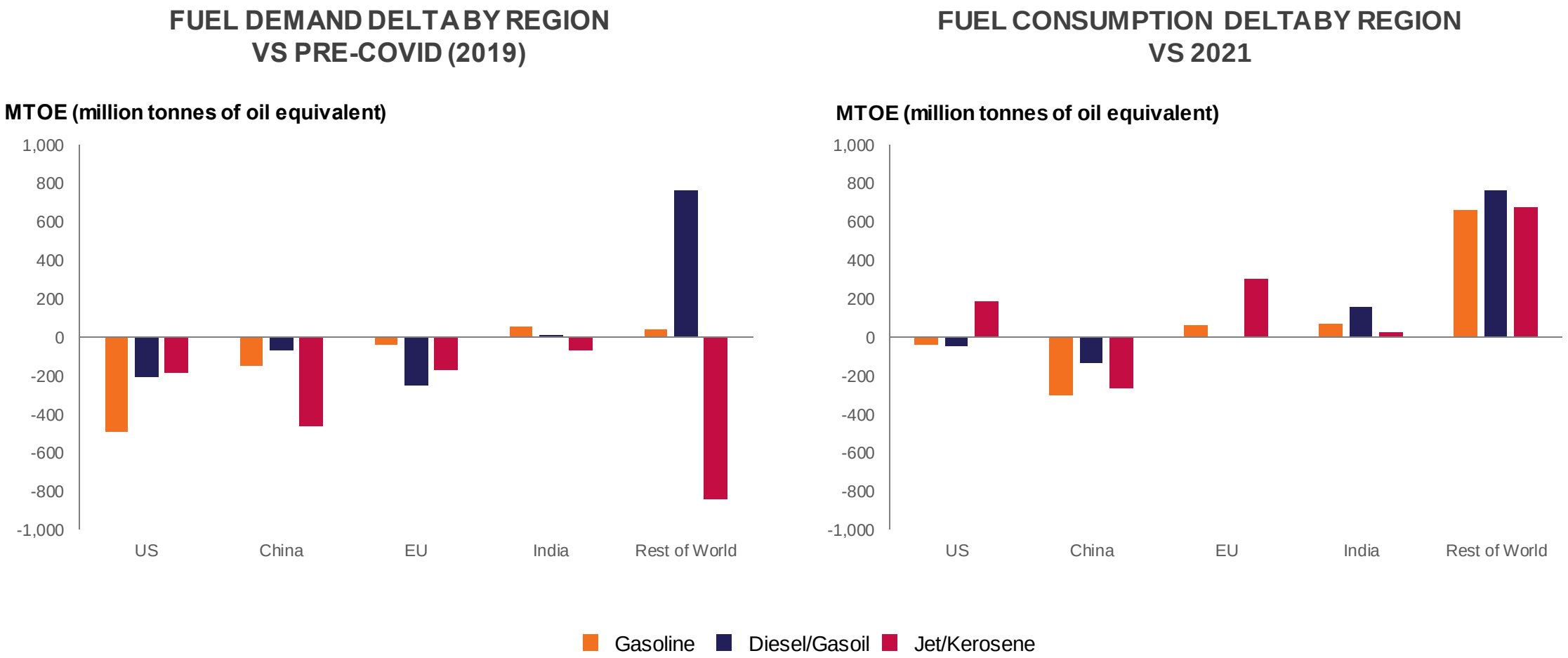
03. Record deployment of wind and solar in the power sector accounted for around 84% of net electricity growth.

04. Global primary energy consumption grew by 1%, with the dominance of fossil fuels barely dented at 82%.

05. Global energy-related emissions continued to grow, up 0.8%, with use of higher carbon fuels negating strong growth in renewables.

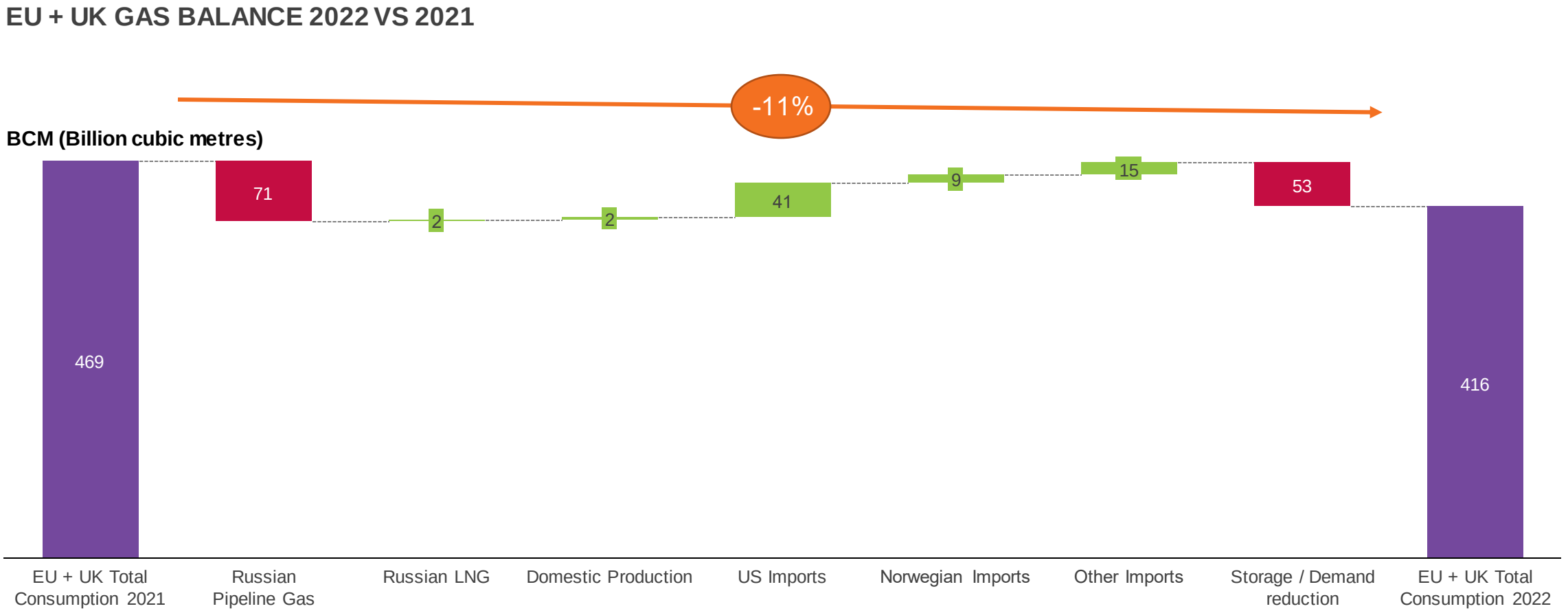
Post-COVID, transport fuel demand patterns continued to return, but with major variations across geographies and fuel types

China lagged in post-COVID recovery



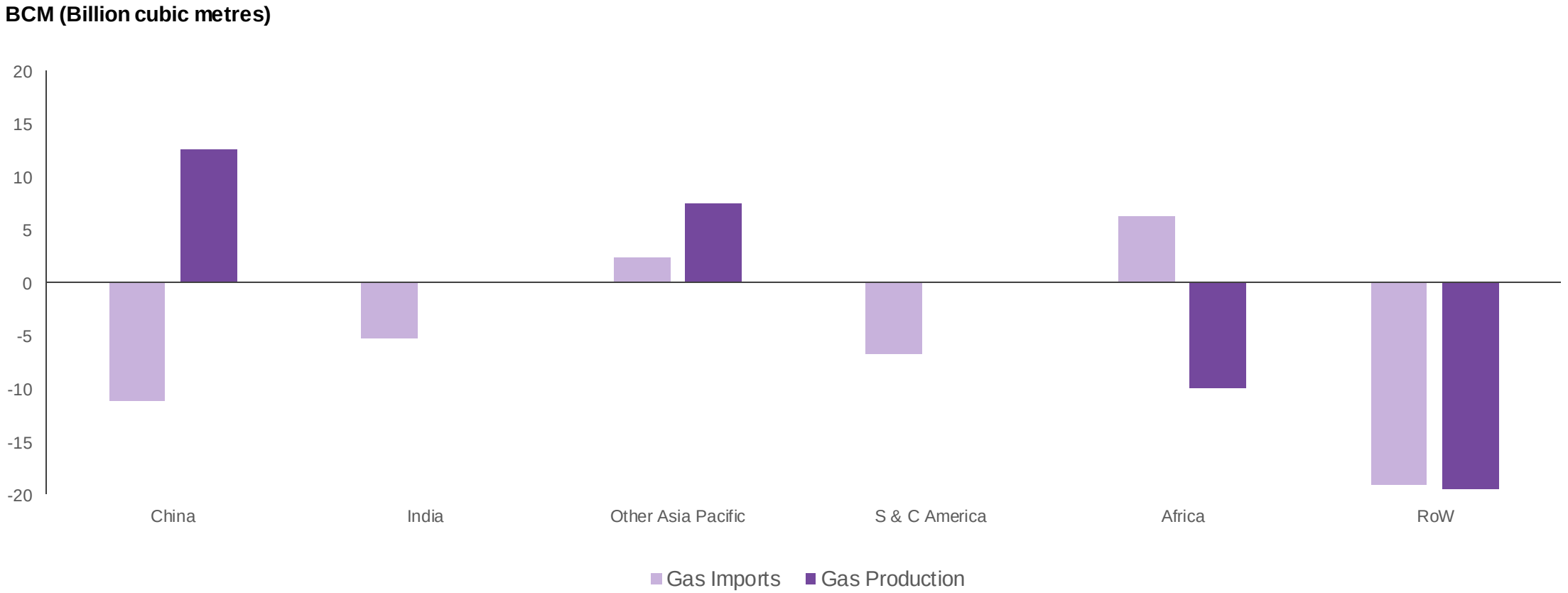
The Ukraine conflict precipitated record international gas prices and unprecedented shifts in global oil and gas flows

Europe rebalanced gas imports…



…reshaping the global gas market

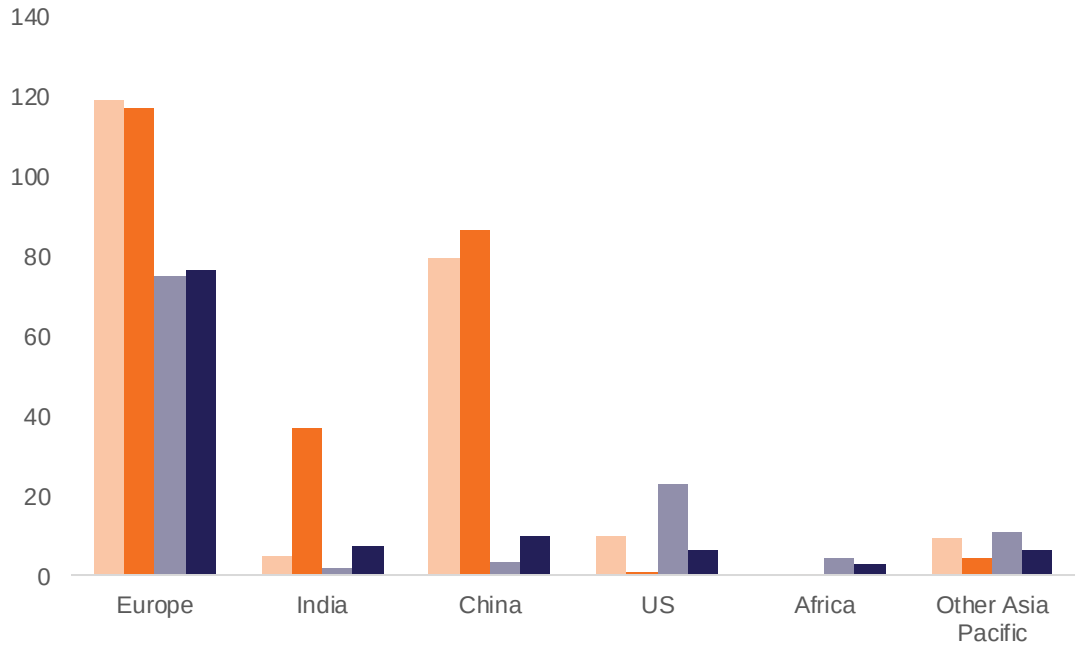
GAS CHANGE TRADE FLOWS BY REGION



US and Middle East met increased crude demand from Europe

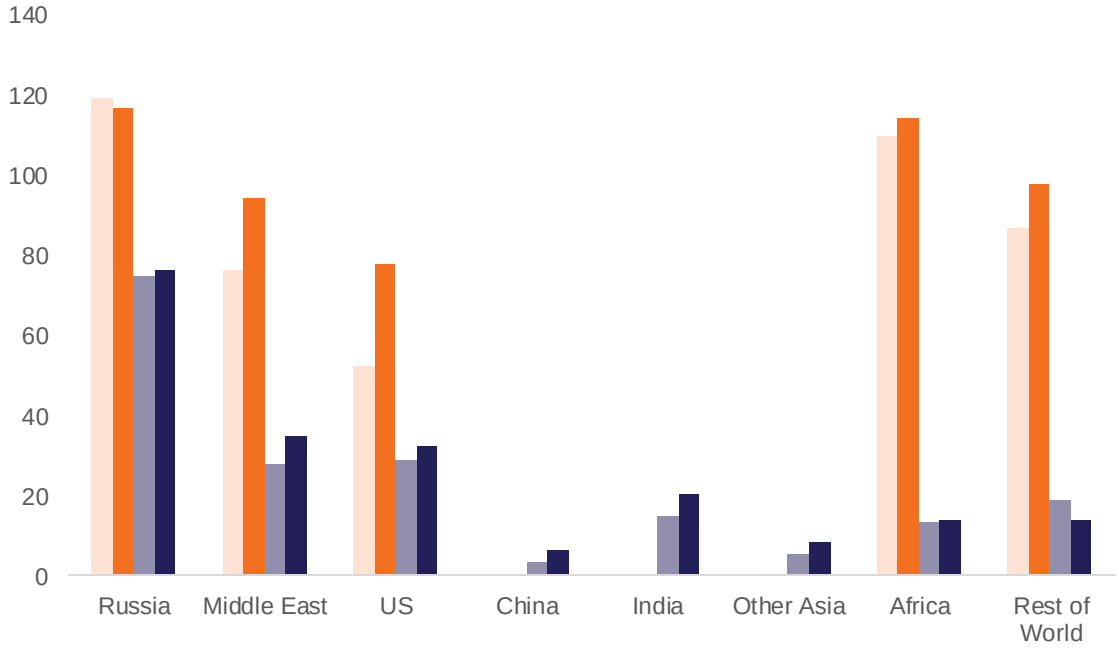
RUSSIA CRUDE AND REFINED PRODUCT EXPORTS BY DESTINATION 2022 VS 2021

MTOE (million tonnes of oil equivalent)



EUROPEAN CRUDE AND REFINED PRODUCT IMPORTS BY ORIGIN 2022 VS 2021

MTOE (million tonnes of oil equivalent)

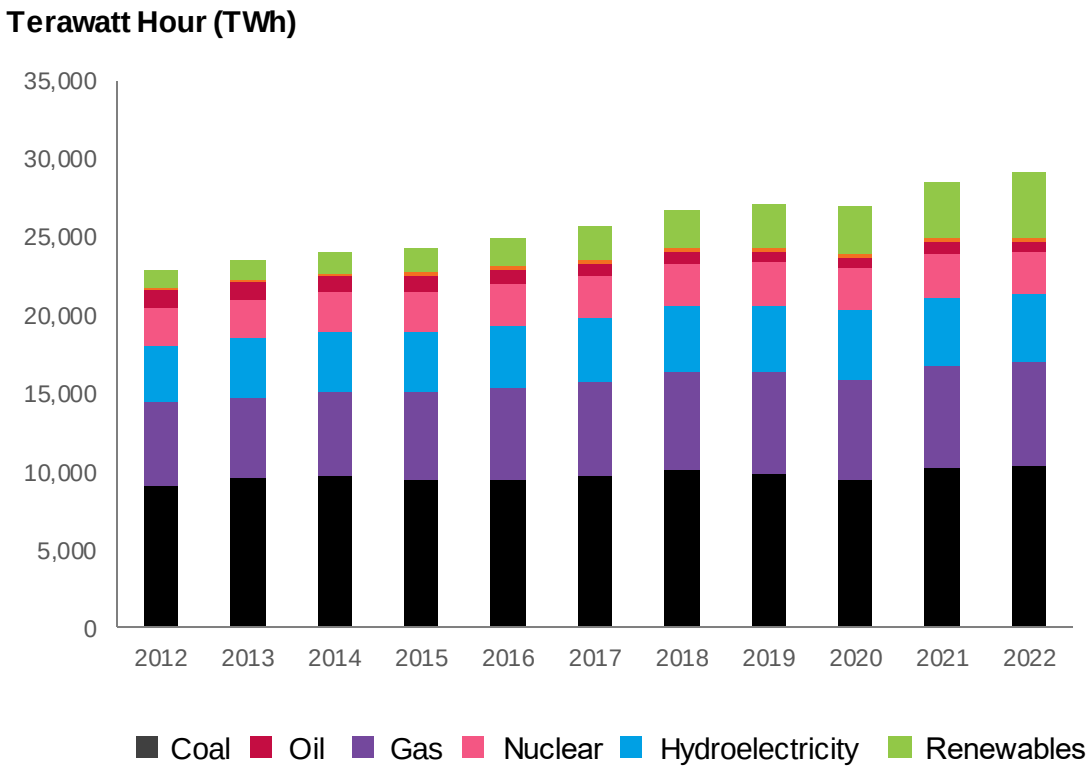


Crude 2021 Crude 2022 Refined Products 2021 Refined Products 2022

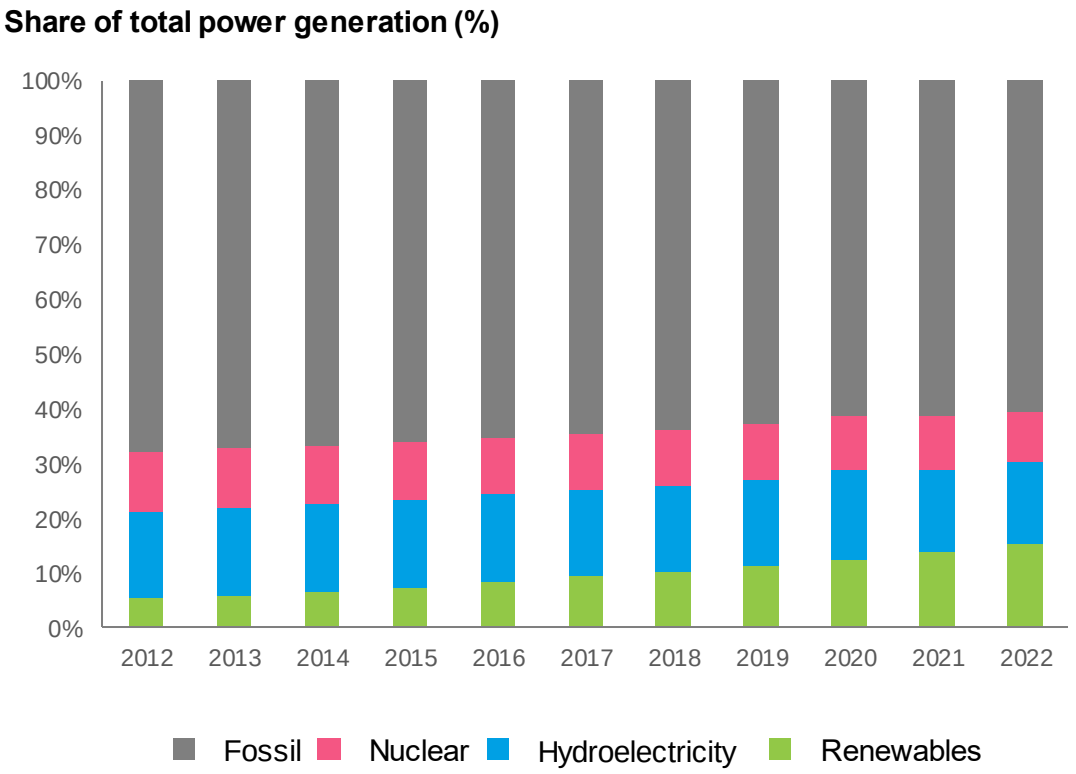
Record deployment of wind and solar in the power sector accounted for around 84% of net electricity growth

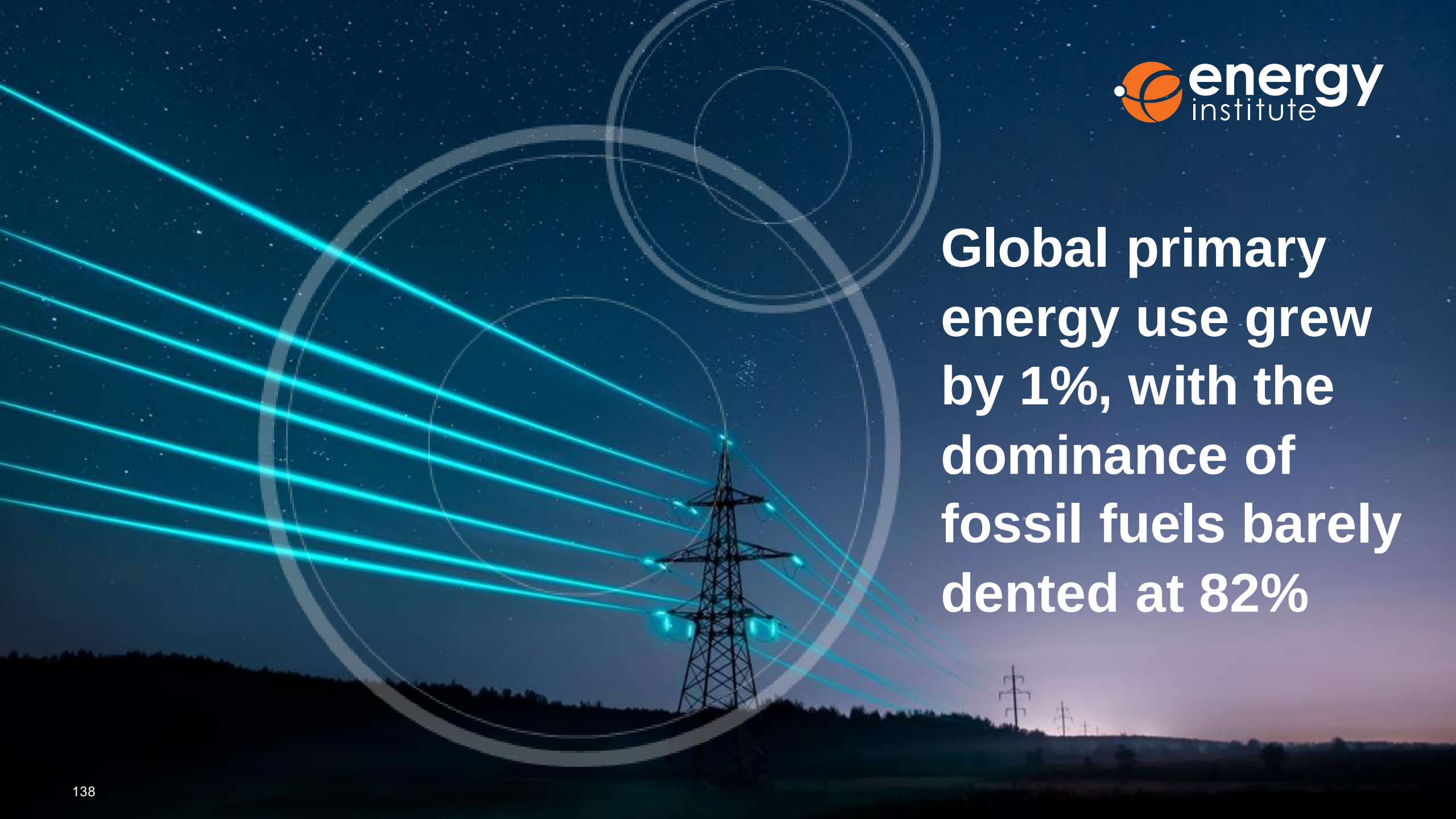
Power grew by 2% predominantly driven by renewables

POWER GENERATION BY TYPE

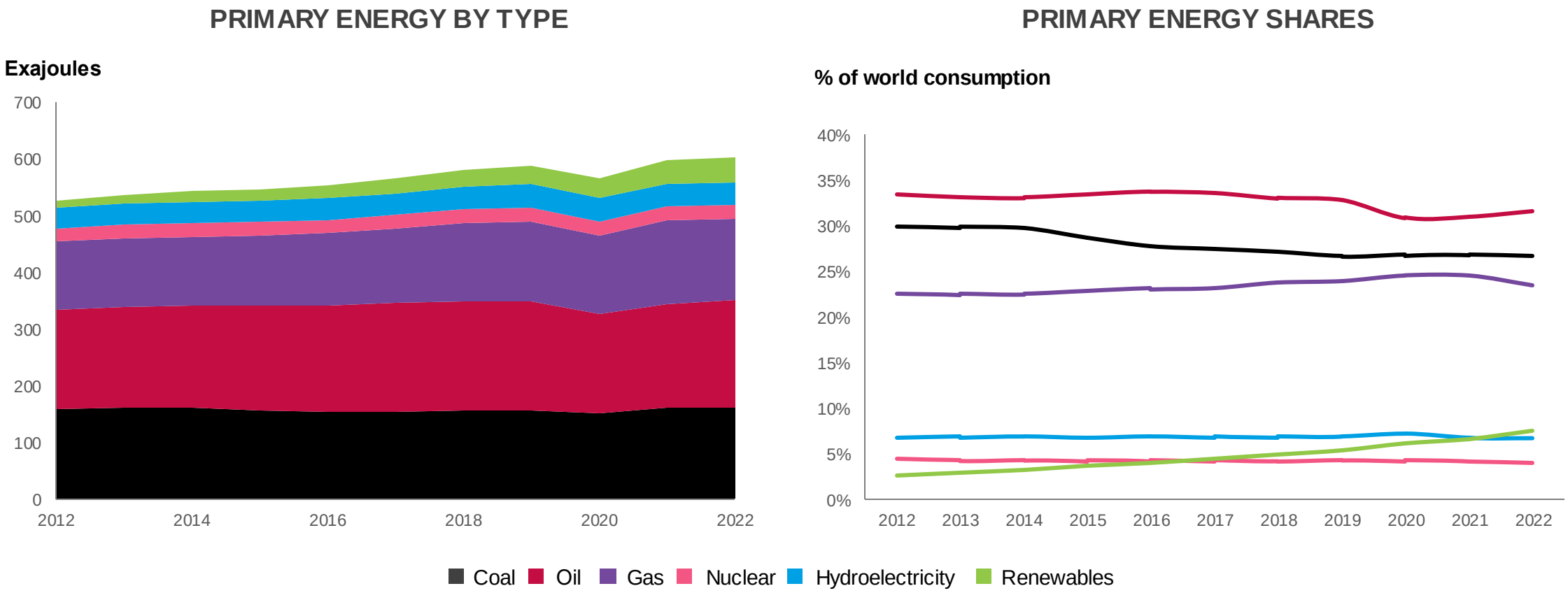


POWER SPLIT FOSSIL VS NON-FOSSIL %

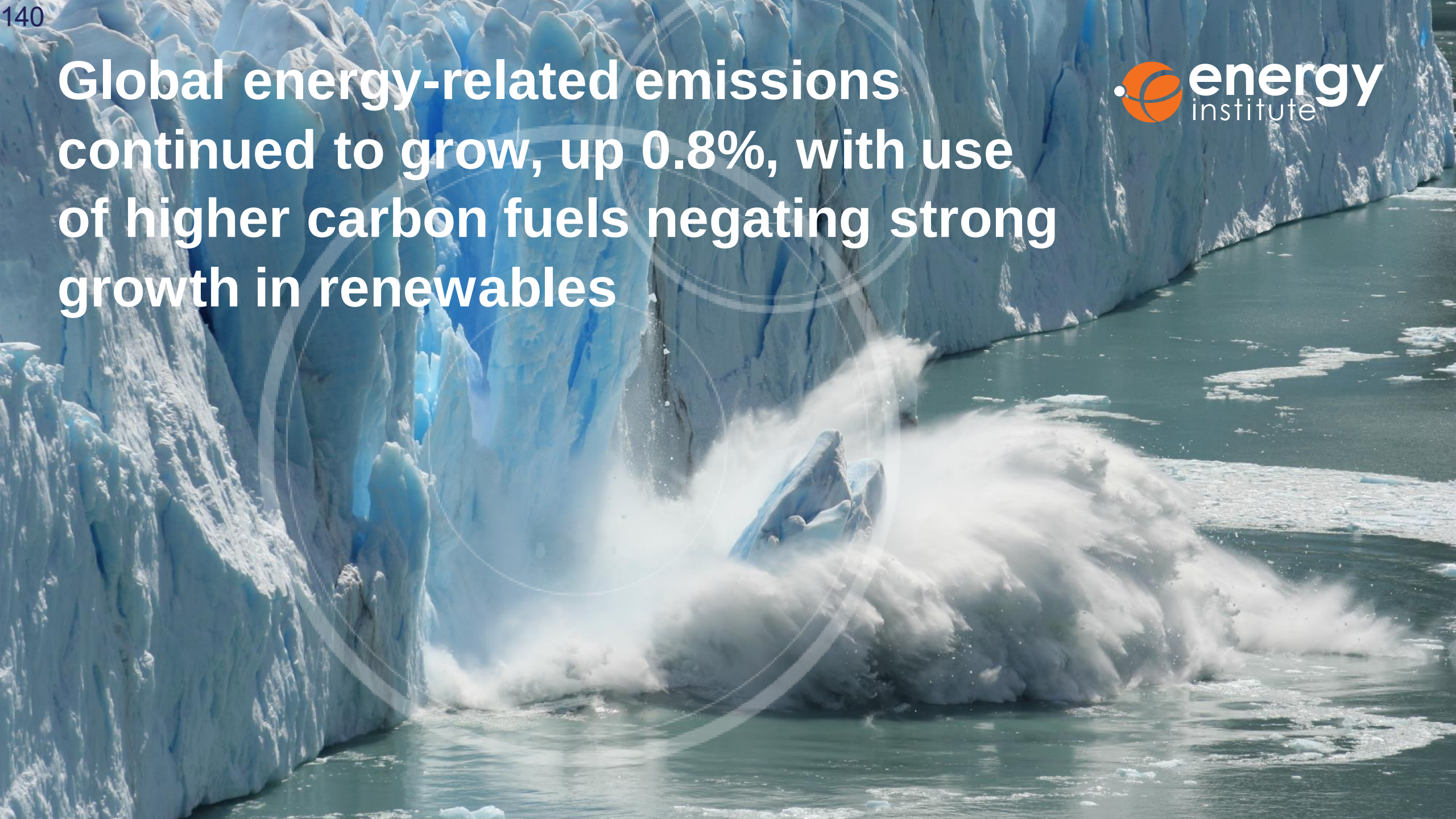



energy
institute
Global primary energy use grew by 1%, with the dominance of fossil fuels barely dented at 82%

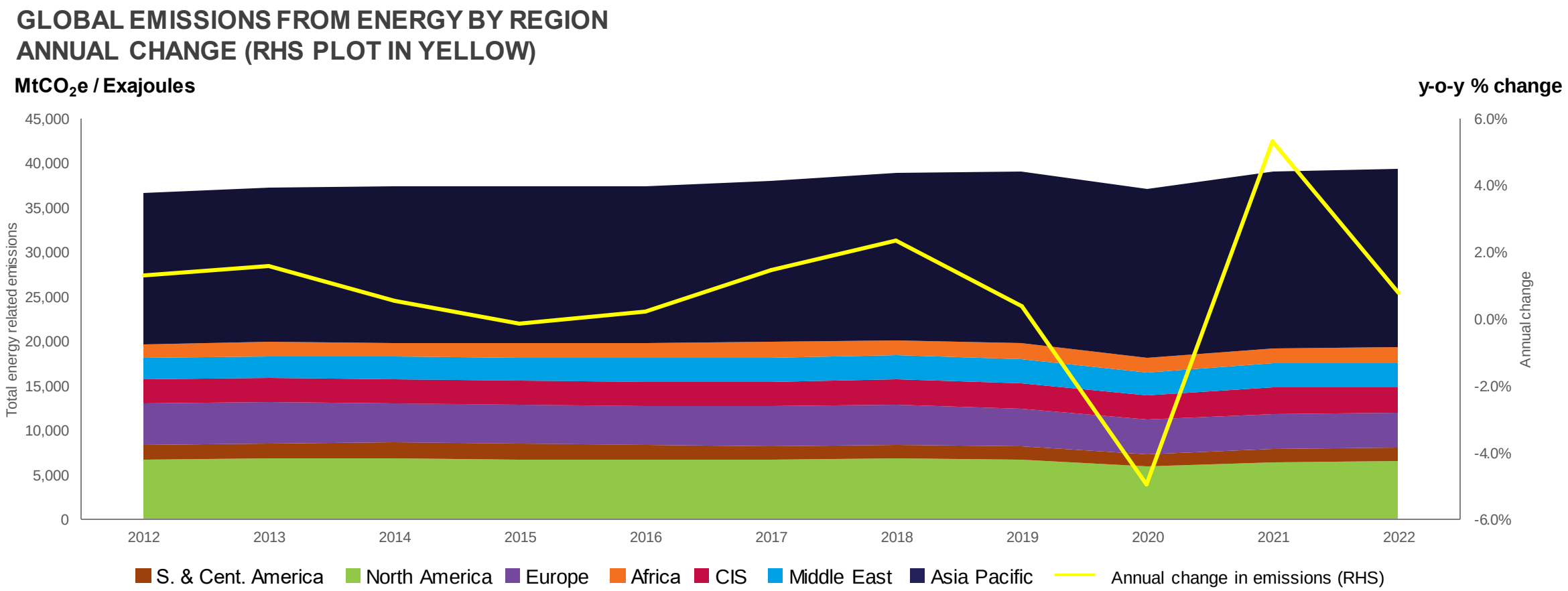
Fossil fuels remained at 82%, despite renewable growth



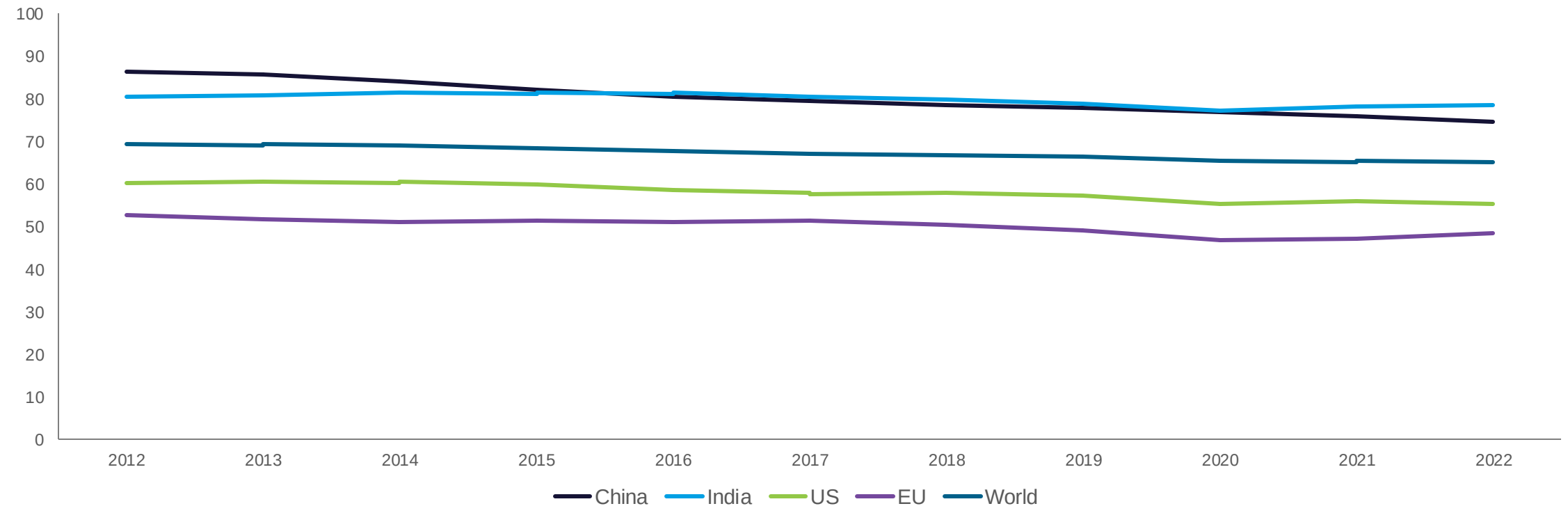
Global energy-related emissions continued to grow, up 0.8%, with use of higher carbon fuels negating strong growth in renewables



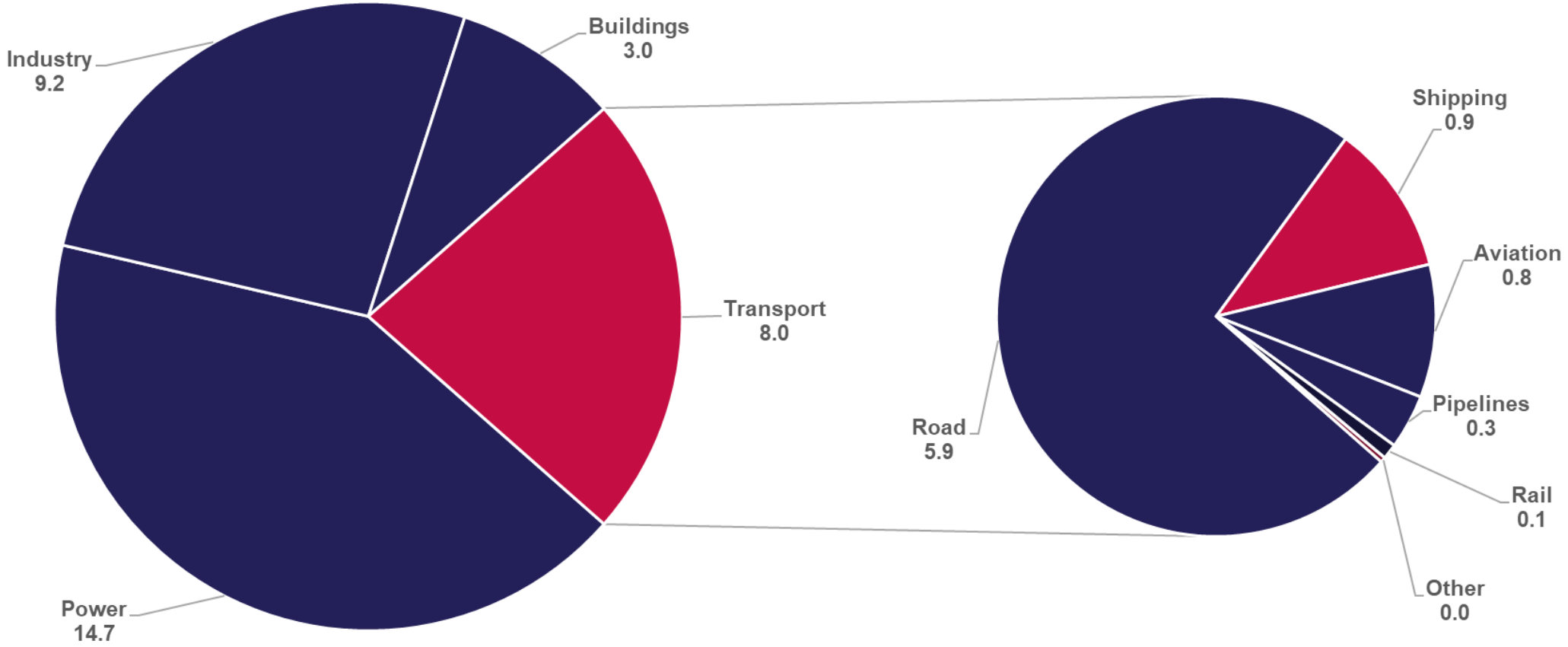
Absolute emissions from energy not on track to meet Paris Accord



Emissions intensity changes driven by shifts in energy mix



2022 global CO_2 emissions from energy by sector and source (Gt)



Efficiency of shipping

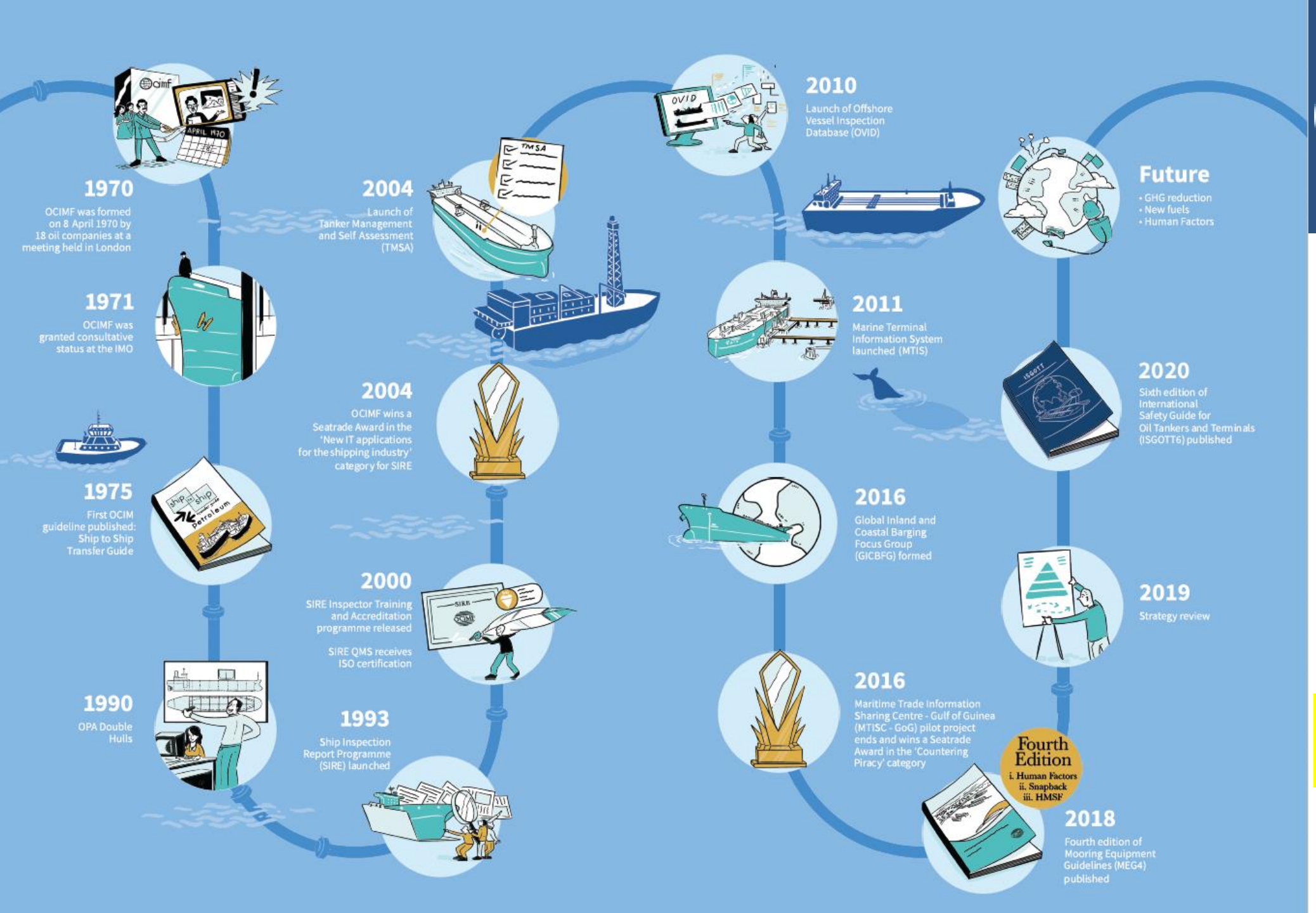
In 2021, shipping accounted for 73% of the total global freight, but only 20% of its emissions

Priorities for decarbonisation

Decarbonisation pathways

Impacts on shipping of net zero

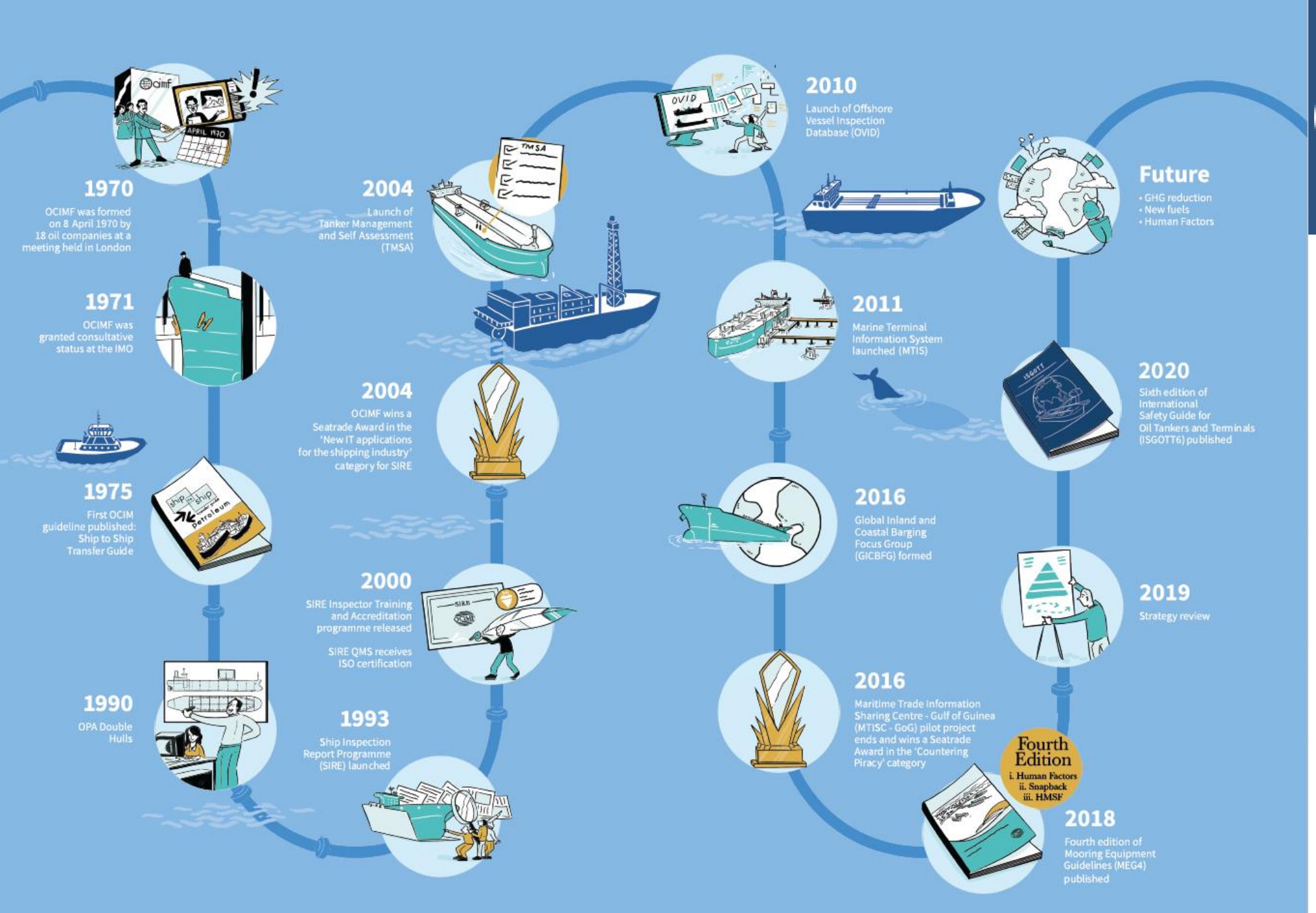

energy institute
In partnership with
KPMG
KEARNEY
energyinst.org/statistical-review
@energyinstitute #StatsReview



OCIMF

Question time
12:30 – 13:00

10 YEARS
11-15 SEPTEMBER 2023
LONDON INTERNATIONAL SHIPPING WEEK



OCIMF

Lunch Break
1 hour
13:00 to 14:00

10 YEARS
11-15 SEPTEMBER 2023
LONDON INTERNATIONAL SHIPPING WEEK

Emerging risk & opportunities session

11-15 SEPTEMBER 2023
LONDON INTERNATIONAL
SHIPPING WEEK

IMO updates by Abhijit Aul
Risk & Regulatory Affairs Adviser

20 mins

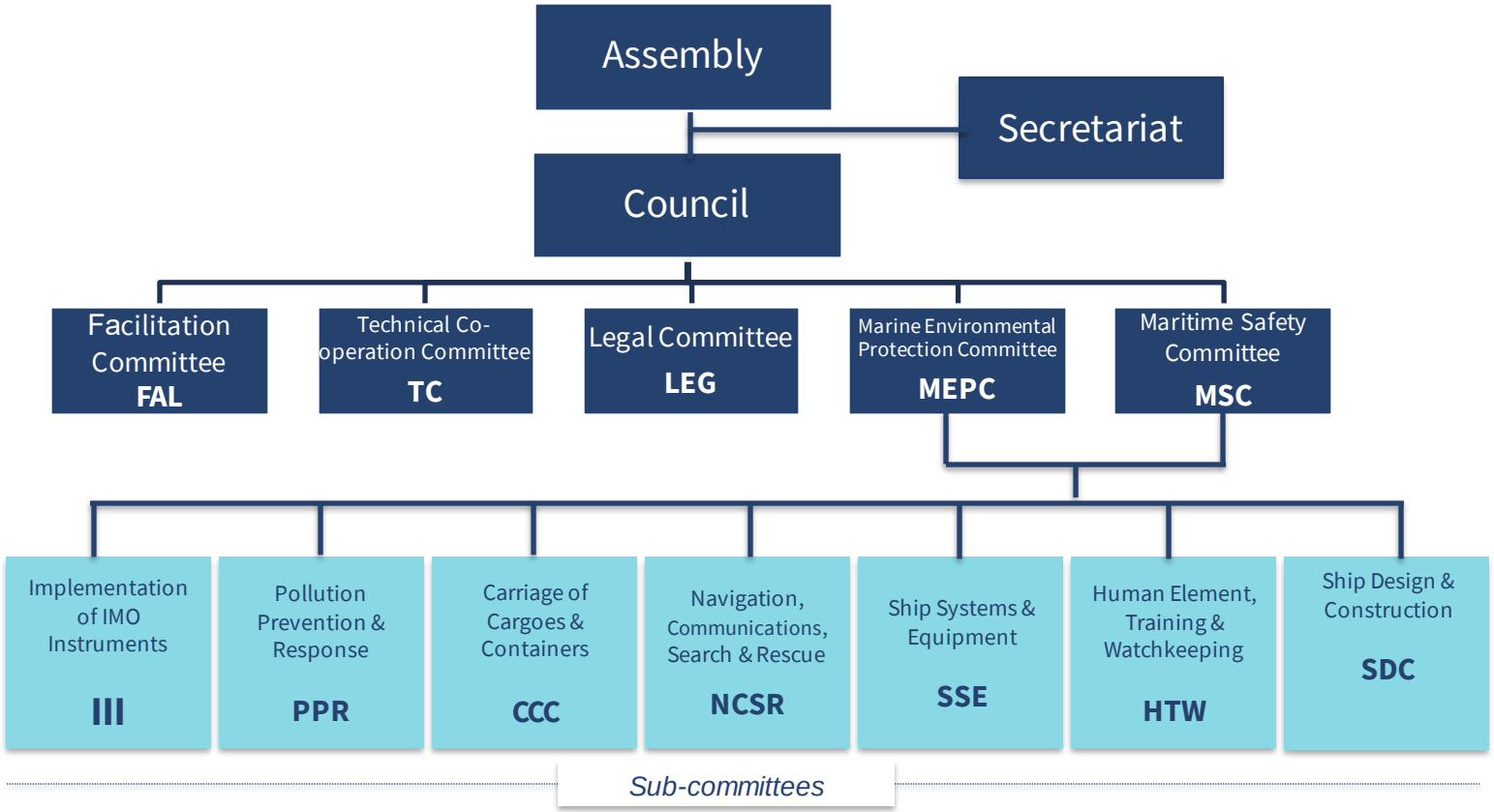
OCIMF

An overview

1. OCIMF at the IMO
2. IMO greenhouse gas reduction strategy
3. Maritime Autonomous Surface Ships (MASS)
4. Areas of engagement

1. OCIMF at the IMO

The IMO structure



INTERNATIONAL MARITIME ORGANIZATION

- 175 Member States
- 3 Associate Members
- 66 IGOs
- 88 NGOs
- Approximately 300 permanent employees work for IMO Secretariat

Advocacy at the IMO – how we prioritise

Priority 1: Advocate & engage

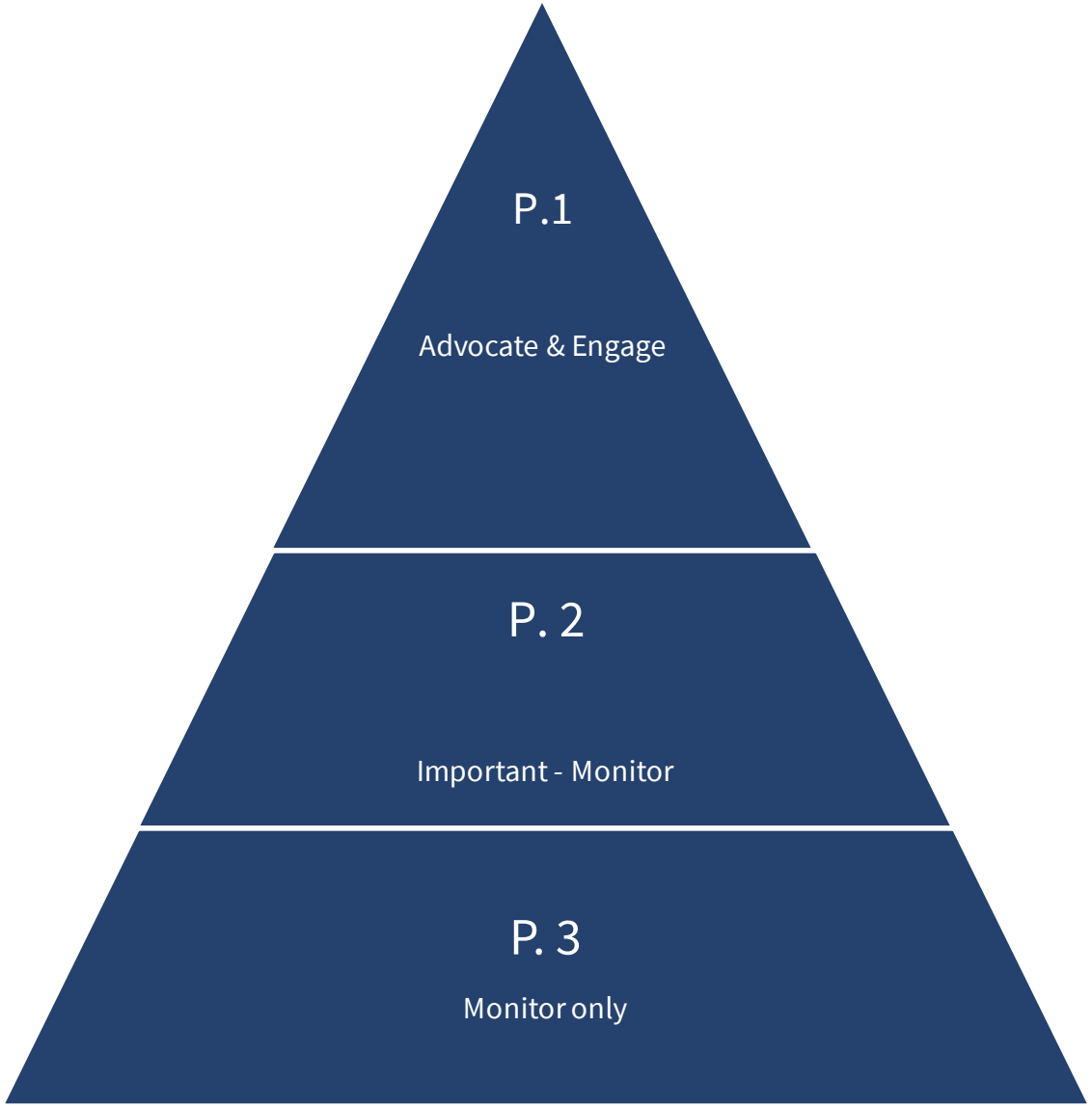
- OCIMF has the expertise to offer solutions and advocacy action is needed to drive legislative change via member States
- Existing OCIMF publications on the subject-matter is available and a capability to provide immediate technical expertise.

Priority 2: Important and monitor

- Important, with the potential to be escalated to P.1, subject to developments at the IMO and collective wisdom of OCIMF membership.
- Issues at IMO that are closely linked with OCIMF publications and programmes.

Priority 3: Potentially relevant issues – monitor during the development phase at the IMO

- Matters of lower degree of relevance to OCIMF
- Expertise for providing technical contributions to the discussion can be developed or gained as needs be



2. IMO 2023 Greenhouse gas strategy

The IMO ambition

Today	2030	2040	2050
EEDI, EEXI, CII regulations	total annual GHG emissions reduction from international shipping by at least 20% (striving for 30%)*	At least 70% reduction (striving for 80%)*	Net-zero GHG emissions

Judicious implementation of short-term measures → Carbon intensity reduction as average across international shipping, by least 40%*

IMO Guidelines: LCA/fuel cells/NH3/H2/ methanol → Uptake of zero/ near-zero GHG emission technologies, fuels and/or energy sources to at least 5%, ideally 10%, of the energy used by international shipping

*compared to 2008 emissions

Mid-to-long term outlook

Well-informed policy


Source: IMO

- Assess the impact on nations
- Learning lessons from implementation of short-term measures – CII/EEXI
- Finalisation of a “basket of technical and economic measures” by Spring 2024
- Technical: marine fuel standard
- Economic: market-based pricing mechanism
- Approval of BoM by Spring 2025
- Adoption, followed by entry into force by 2027

Investment

Source: Maersk McKinney Moller Centre

- R&D
- Ship-and shore-side infrastructure supporting new technology and fuels
- Delivering decarbonisation safely – training of all stakeholders

3. Autonomous ships

MASS projects across the globe

- **MEGURI 2040 project**, Japan
- 95m Container ship Suzaku successfully undertook 426nm round trip between Ports of Tokyo and Tsu-Matsusaka
- Achieved near fully-autonomous operation supervised by a shore-based “Master”

- **Autoship project**, Norway – Transition to next gen autonomous ships in EU
- Pallet shuttle barge, intended to operate fully autonomously in the Antwerp inland waterway region

- A **Fugro Uncrewed Surface Vessel (USV)**, part of its “Blue Essence” fleet
- Remotely launched and recovered from Fugro ROC in Aberdeen
- Delivered inspections on the structure of the wind turbines – mimicking the role of ROV support vessels

- 180K m^3 **LNG/C Prism Courage** built by Hyundai Heavy Industries
- Travelled part-autonomously from the Gulf of Mexico, via the Panama Canal arriving at LNG terminal in South Chungcheong, Korea

MASS threats matrix

Threats

Greater potential for collisions at sea

Increased risk of cyber attacks

Reliability of communications

Reliability of automation

Limited capability to respond to emergencies on board

Opportunities

Logistical & infrastructure improvements

Technological breakthrough and machine learning

Reducing the scope for human error (?)

IMO Strategic plan to “integrate new and advancing technologies in the regulatory framework”

Safe autonomous shipping

Known challenges

Role and responsibility of the master/remote operator

Training of onshore “crew”

Questions of liability

Consistency with existing regulations SOLAS, COLREGS, STCW

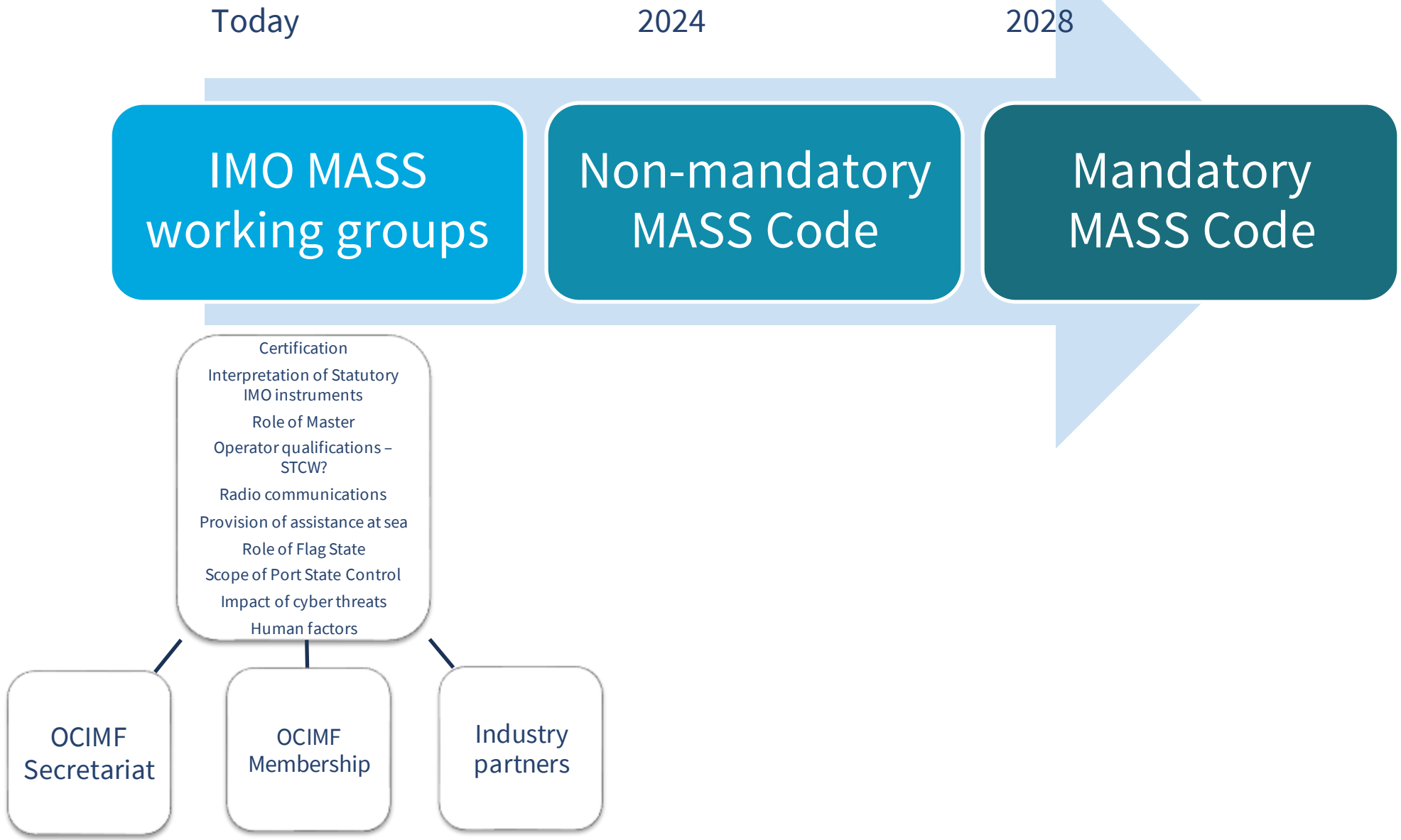
Carriage of certificates

Unknown – humans vs machine

AI assisted remote operator versus trained crew onboard

?

OCIMF MASS engagement



4. Areas of engagement

OCIMF priority areas of engagement at the IMO

Environment

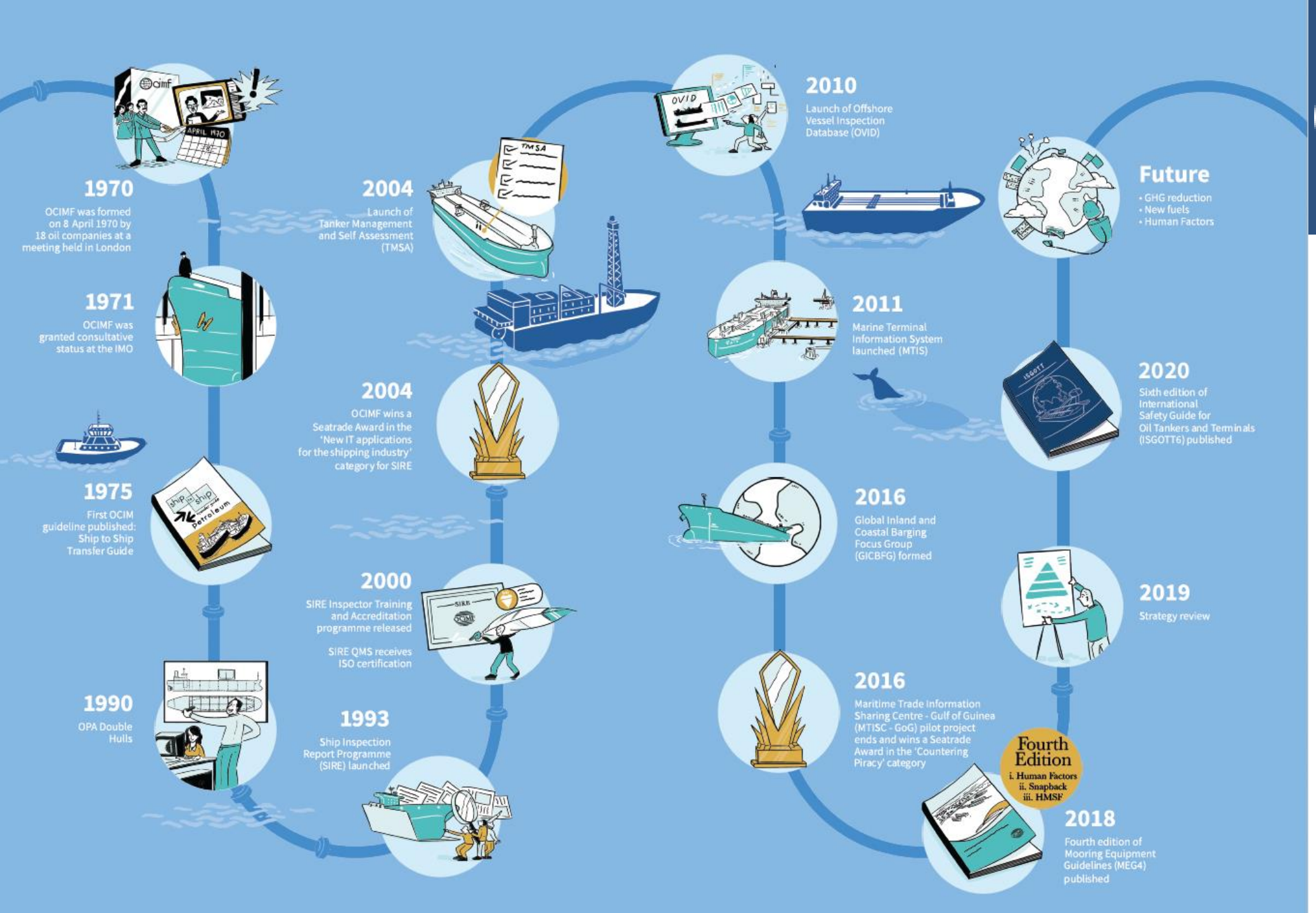
- GHG reduction – Implementation of EEXI, CII, mid-and long-term measures
- Air pollution – VOCs, SOx, NOx and Black Carbon emissions
- Marine fuels lifecycle assessment guidelines
- Development of guidelines for new fuels and technologies – ammonia, hydrogen

Human factors and legal

- Review of the STCW Code
- Bullying and sexual harassment in the maritime industry
- Enclosed space entry
- Safe ship-to-ship transfer of oil
- Safe mooring
- IOPC Funds
- Implementation of the ISM Code
- Maritime single window concept

Safety and Security

- Safety of navigation – routeing, e-Navigation, ECDIS performance standards
- SOLAS II-2 – Fire protection, cargo tank safety
- Piracy and armed robbery at sea
- Lifeboat launching appliances and safety
- Autonomous shipping
- Lessons learnt from marine casualty investigation
- Management of risks associated with the introduction of new fuels and technologies
- Safety of pilot transfer on board
- Review of guidelines on maritime cyber risk management
- Carriage of liquid hydrogen in bulk



OCIMF

Offshore renewables

Mariana Carvalho, Technical Manager, G+

OCIMF

Presentation to:

OCIMF Day

Health & Safety in and expanding Offshore Wind industry

Mariana Carvalho

Technical Manager, G+

11th September 2023

Working to a create safer offshore wind industry

Working to create a safer and healthier global offshore wind industry.

The G+ at a glance

A clear vision:

Creating a safer and healthier global offshore wind industry.

Harnessing the power of data across 4 areas:

Incident data reporting, Good practice guidance, Safe by Design workshops, Learning from incidents.

Over a decade of proven contributions to OSW safety.

25+ members and associates

The only global OSW member organisation.

Independent and not for profit.

No agenda other than driving a safer offshore wind energy industry.

G+ is setup in partnership with the Energy Institute

energy institute

G+

Who are the members of G+?

Our member relationships are central to what we do. Collaboration within our community and shared data contributes to more frontline offshore wind workers getting home safely.

Members

sse
IBERDROLA
equinor
VATTENFALL
OW OCEAN WINDS
eDF renewables
bp
NORTHLAND POWER
Ørsted
SIEMENS Gamesa RENEWABLE ENERGY
RWE
CORIO

Associate Members

Van Oord Marine ingenuity
Vestas
CIP COPENHAGEN INFRASTRUCTURE PARTNERS
GE Renewable Energy
FLOTATION ENERGY
Dominion Energy Actions Speak Louder
TotalEnergies
EQUIS
MAINSTREAM RENEWABLE POWER
MAPLE POWER
TWP THISTLE WIND PARTNERS
VENA ENERGY
ESB Energy for generations
Schroders capital
SDIC Red Rock Power Limited
eni
EnBW
BlueFloat ENERGY
Falck Renewables PURE POWER TO GROW
Eneco
BUCHAN OFFSHORE WIND
G+

Board

Associates

FG US | FG Europe | FG APAC

Data reporting and analysis

Good Practice Guidelines

Safe by design

Toolbox

toolbox

Workstream 1 | Workstream 2 | Workstream 3 | Workstream 4 | Workstream 5 | Workstream 6 | Workstream 7 | Workstream … | Workstream n

Developer Group | Construction Group | Operations Group

G+ Secretariat

- Kate Harvey, General Manager
- Martin Maeso, Secretary
- Bea Hildenbrand, Head of the Americas
- Mariana Carvalho, Technical Manager
- Vacant, Data Manager
- Vacant, Technical Officer
- Caren Hsiao, APAC Representative
- Jak Currie, Technical Officer

Industry Collaboration Committee (ICC)

GWO | IMCA | RUK | WE | ACP | VGBE | OPITO | BNOW

Wider Stakeholders

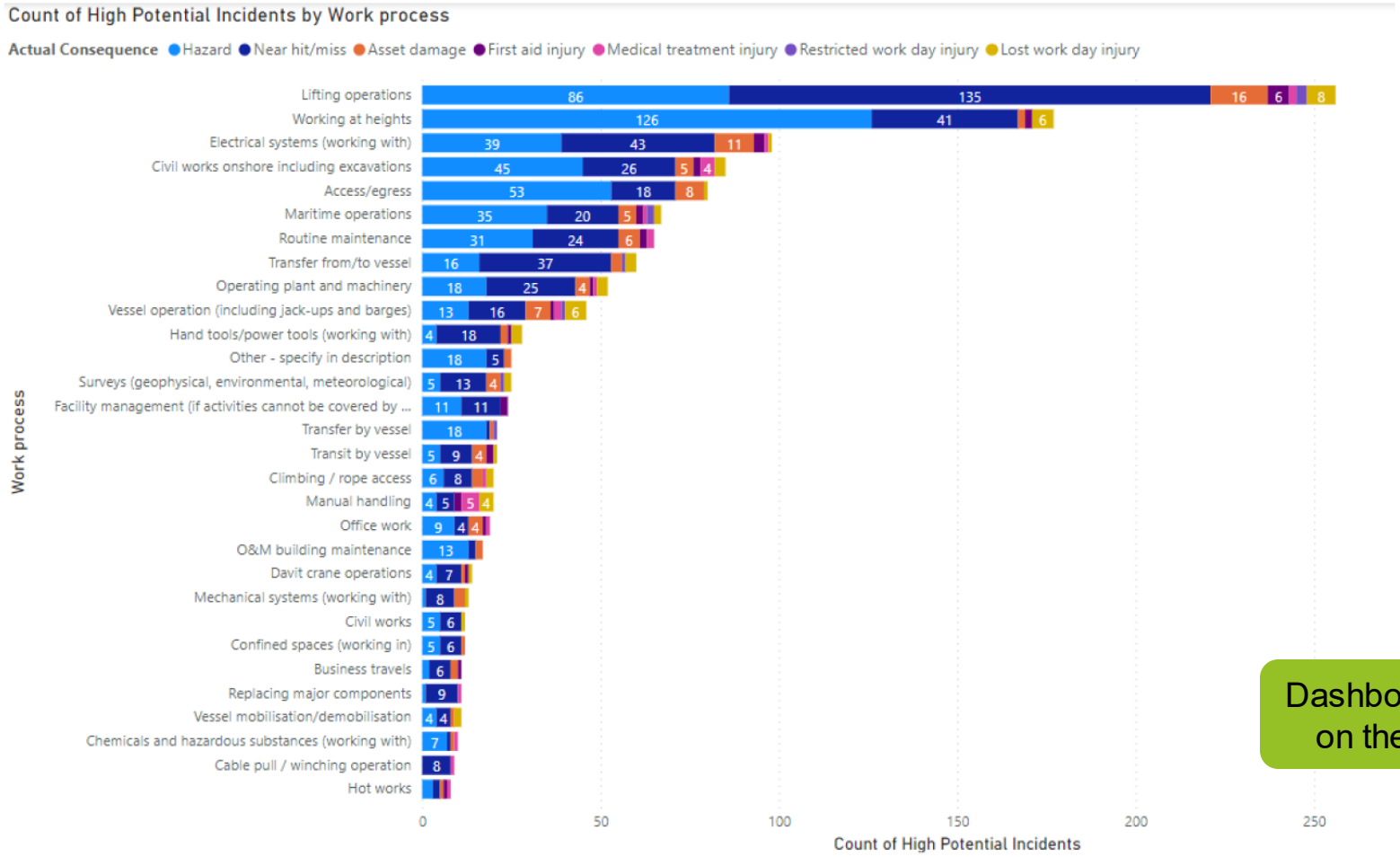
- Technical and Innovation
- Events
- External Affairs
- Knowledge
- Membership and Accreditation
- EI Academy

PfW

energy institute

OW key risks & incidents

The top areas for incidents and high potentials (including near-miss and hazard observations), according to the G+ incident data are: **lifting**, **manual handling** and **working on electrical systems**.



Dashboard available on the G+ website

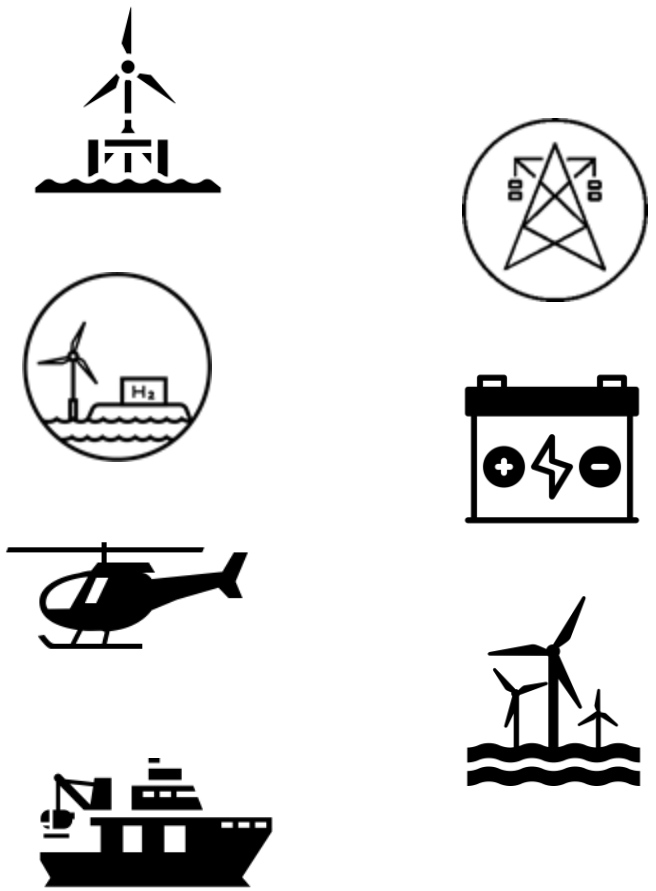
Fig.1 – High Potentials reported by G+ Members, sorted by 'Work Process' category, 2014-2022

Areas of growth and challenges

With the ever-growing and expanding OW industry, there is expected to be a rise in areas for growth, along with their associated challenges, in the next 10-15 years.

They are expected to be prevalent in the following OW integration areas:

- Floating wind
- High-voltage direct current (HVDC)
- Hydrogen
- Battery storage
- Helicopter use
- Larger projects
- Larger vessels



Areas of growth and challenges

As a rapidly expanding industry entering new regions with little/no experience of OW, G+ and its members paying particular attention to

- Competence and skills of workforce
- Vessel supply
- Country-specific regulation
- Infrastructure
- Manufacturing capabilities
- Changes in technology

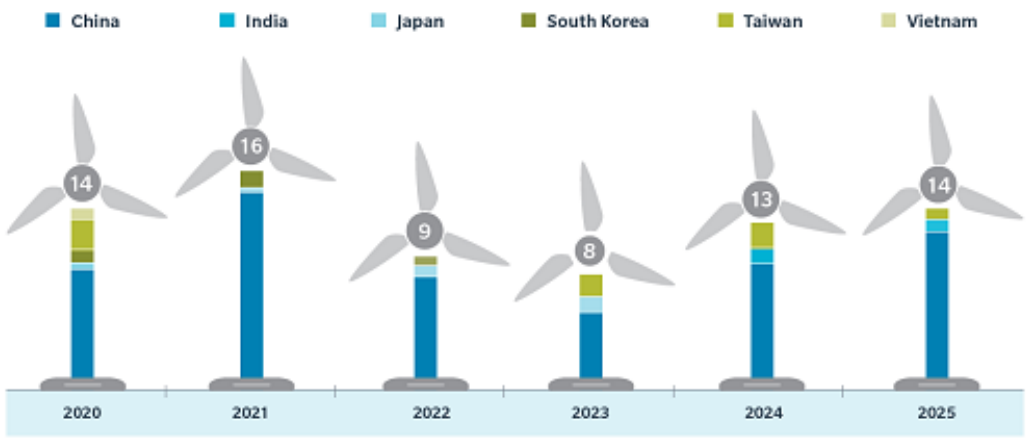


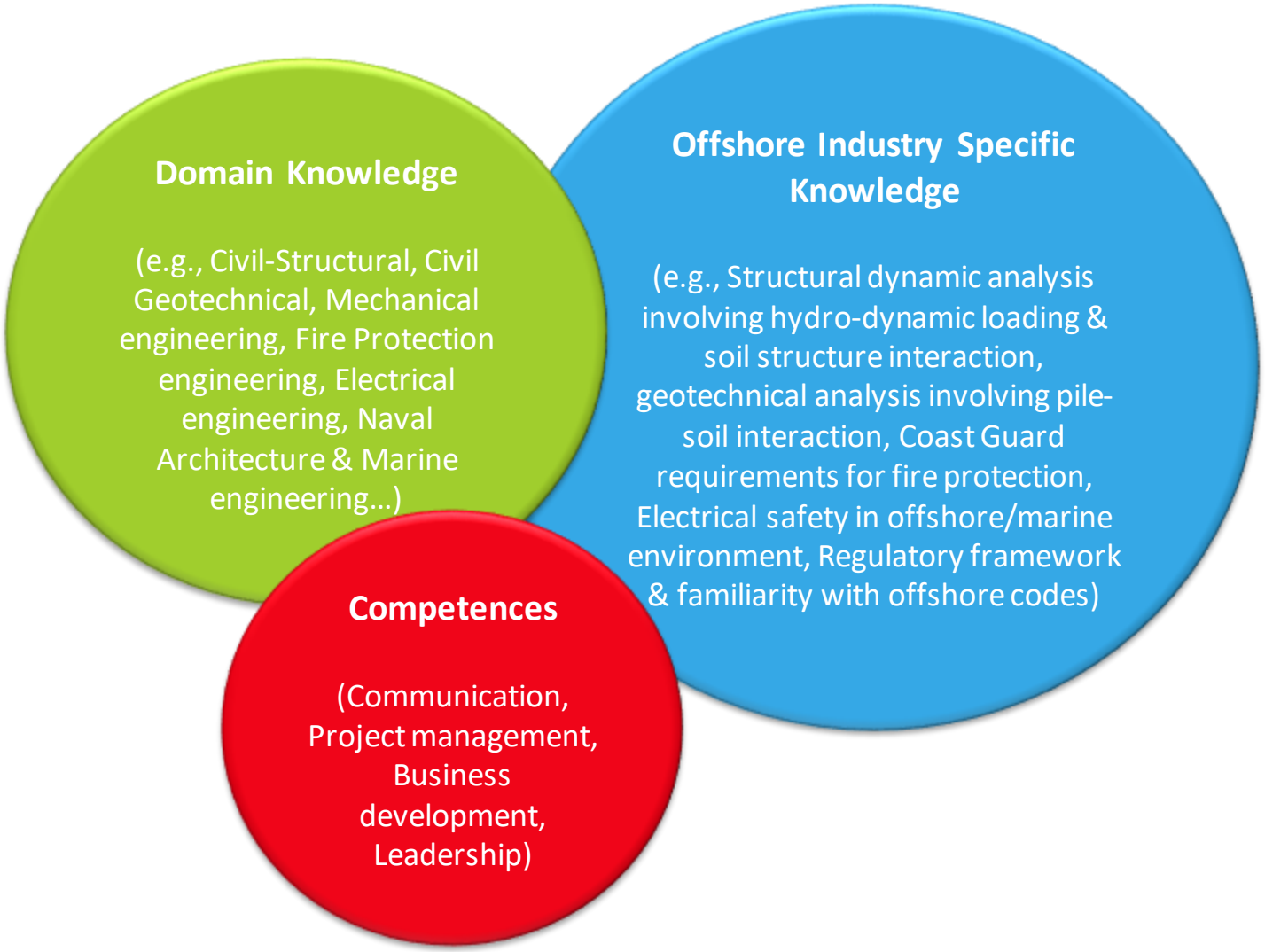
Fig. 2 - Total Estimated Upcoming OW Capacity (GW) in APAC (Beck, 2023)

What can industry do better to improve safety?

1. Further develop OW Safe by Design: [Safe by Design workshops | G+ Offshore Wind Health and Safety Organisation (gplusoffshorewind.com)]

2. Explore injury severity further
3. Explore impacts of longer-term injuries
4. Delve more into human performance aspects of injuries
5. Adapt with the evolving industry and technologies

Transferable skills for OW

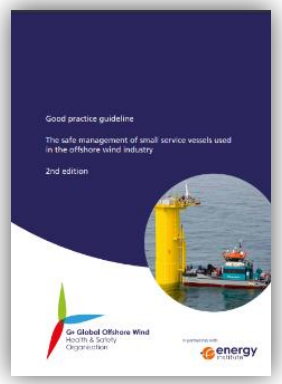


Marine assurance challenges

Vessel charterers have a duty of care to ensure employed vessels are fit for purpose, follow Flag & Class regulations and charterer's specifications.

Every vessel requires a pre charter inspection.

The **G+ vessel vetting standards workstream** was recently discussed at the **2023 G+ Stakeholder Forum.**



The project has two primary aims:

1. **Update Annex A of the G+ Good Practice on Small Service Vessels**

2. **Create a harmonised pre charter vessel inspection template to be applied globally across the wind farming industry**

It is NOT intended to replace IMCA CMID & MISW or OCIMF OVID inspections

Marine assurance challenges

What difficulties can be expected in making this vessel vetting process globally applicable?

- Different maturity levels of emerging markets
- Universal support for using the current standards, ideas such as ‘ladder approach’ to stage increases in vessel requirements were not well supported

Is it practical for one wind farm developer to perform an inspection of a vessel and for that vessel to be accepted on another wind farm developers’ site? How is quality to be maintained?

- Although IMCA and OCIMF inspections are required now, there is worry that introduction of this template could lead to a change of heart in the future
- Positive about the idea of reducing the number of audits, unsure about practicality

Marine assurance challenges

How often should the template be reviewed? How can emerging technologies be best addressed in the vessel vetting process?

- Answers to this varied from annually to no more than three years. It was universally agreed that this template should be a living document and it was important it be reviewed to remain current
- Time frame be established for review, but flexibility to perform changes if required to respond to big changes in e.g., legislative requirements or technology
- Concern on the ability of inspectors to determine pass fail criteria for new technologies as the levels of understanding of new technologies will be low

Possible future work could include the development of an inspection app to ease to support inspectors during an inspection.

Contact Details

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@G+ Global Offshore Wind Health and Safety Organisation

gplus@energyinst.org


Thank you for
listening.

References

Beck, M. (2023) *The Untapped Potential in Asian Offshore Wind Power*. Available at: https://www.marsh.com/sg/industries/energy-and-power/insights/the-untapped-potential-in-asian-offshore-wind-power.html (Accessed: 04 September 2023).

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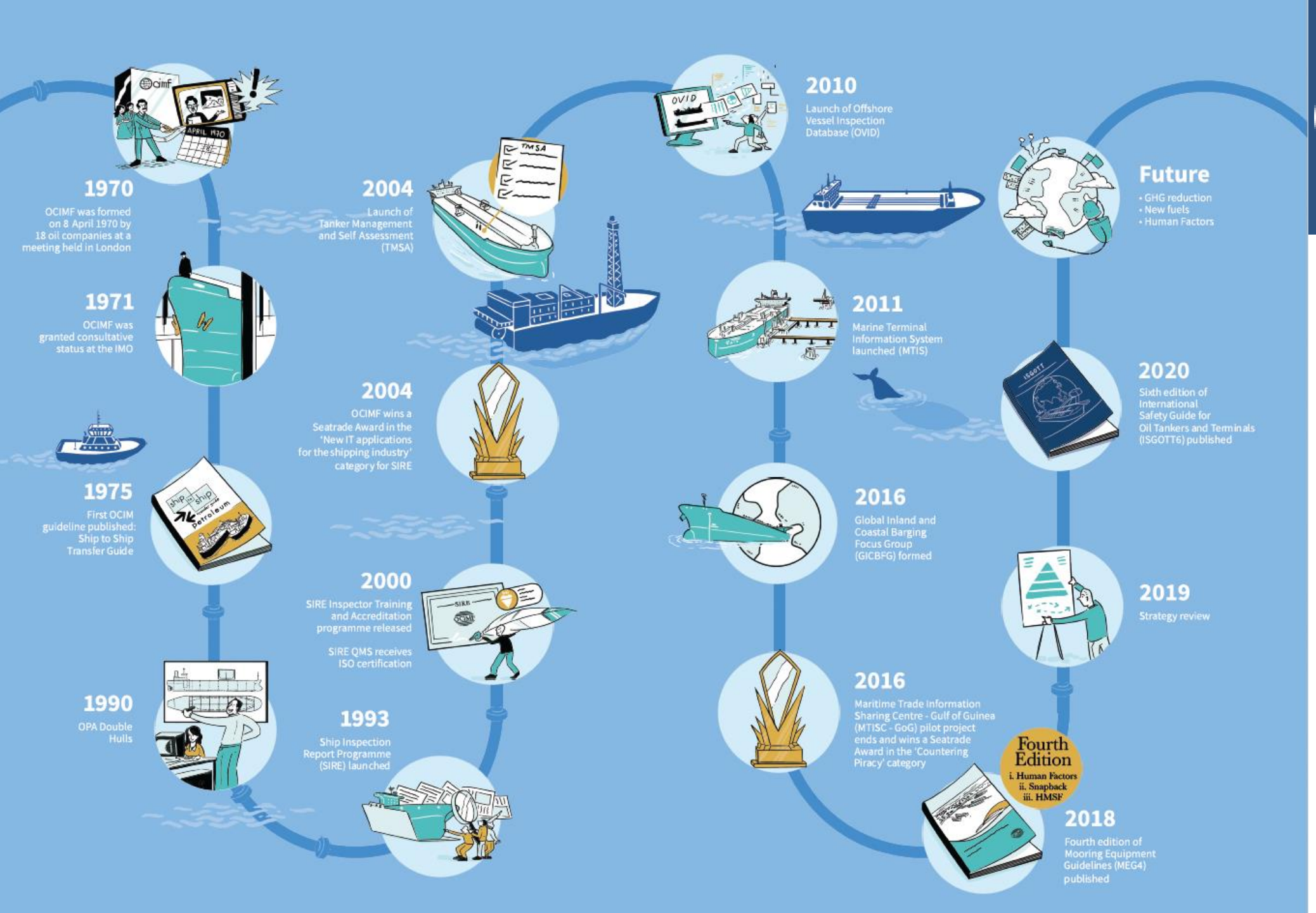
Sarada, S. (2021) *Transferrable engineering skills: from offshore O&G to offshore wind*. Available at: https://www.linkedin.com/pulse/transferrable-engineering-skills-from-offshore-og-wind-sarada/ (Accessed: 04 September 2023).



OCIMF

10 YEARS
11-15 SEPTEMBER 2023
LONDON INTERNATIONAL SHIPPING WEEK

Programmes session

Overview – Welcome & Programmes Update

Capt. Aaron Cooper, Programmes Director

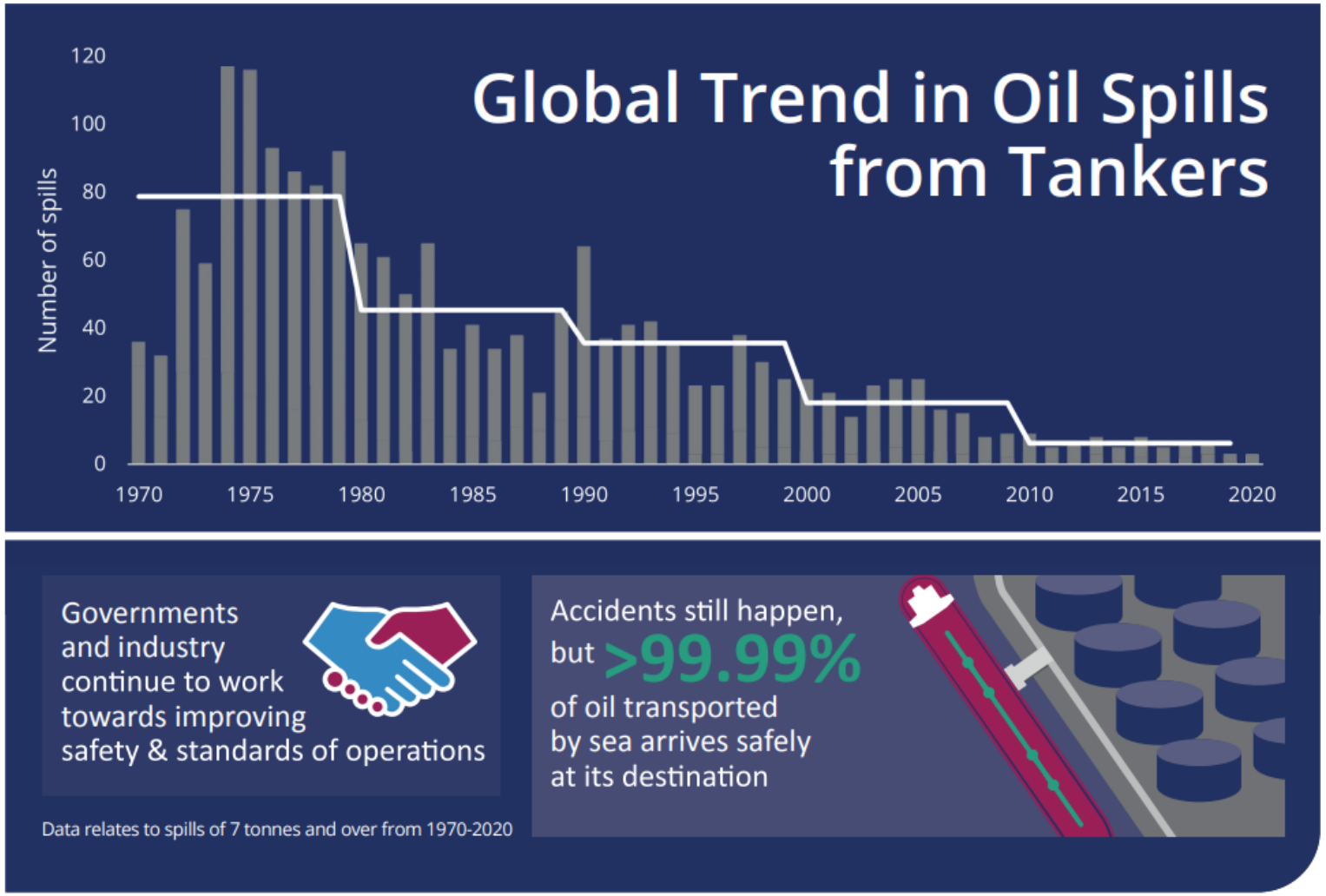
OCIMF

OCIMF Overview

Committee/Expert Group structure

A step change towards OCIMF vision

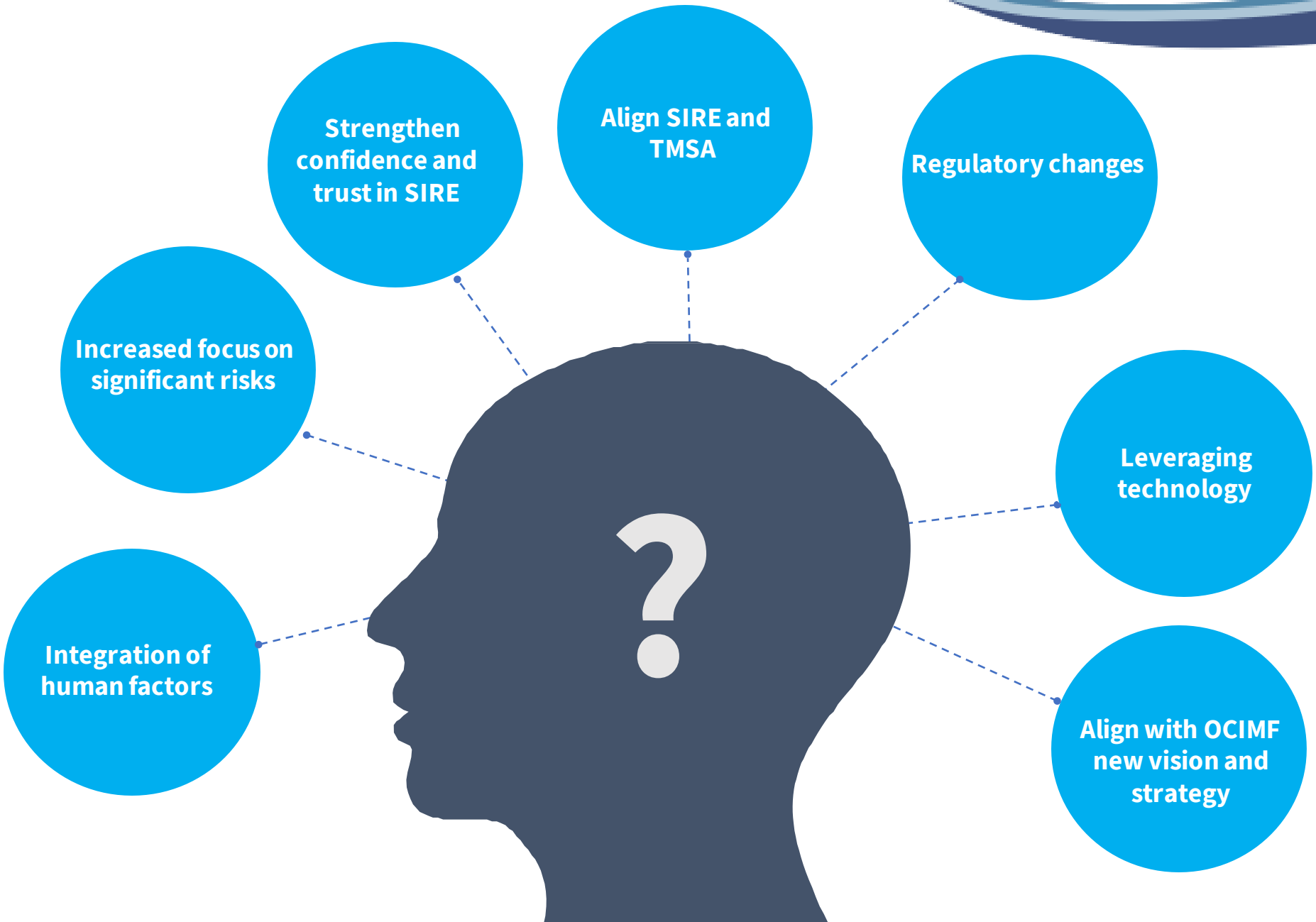
- A global marine industry that causes no harm to people or the environment
- To lead the global marine industry in the promotion of safe and environmentally responsible transportation of crude oil, oil products, petrochemicals and gas.



[1] *This relates to spills with confirmed volumes*

[2] *Quantity rounded to nearest thousand*

Why SIRE 2.0?


Strengthen confidence and trust in SIRE
Align SIRE and TMSA
Regulatory changes
Increased focus on significant risks
Leveraging technology
Integration of human factors
Align with OCIMF new vision and strategy
?

SIRE vs SIRE 2.0

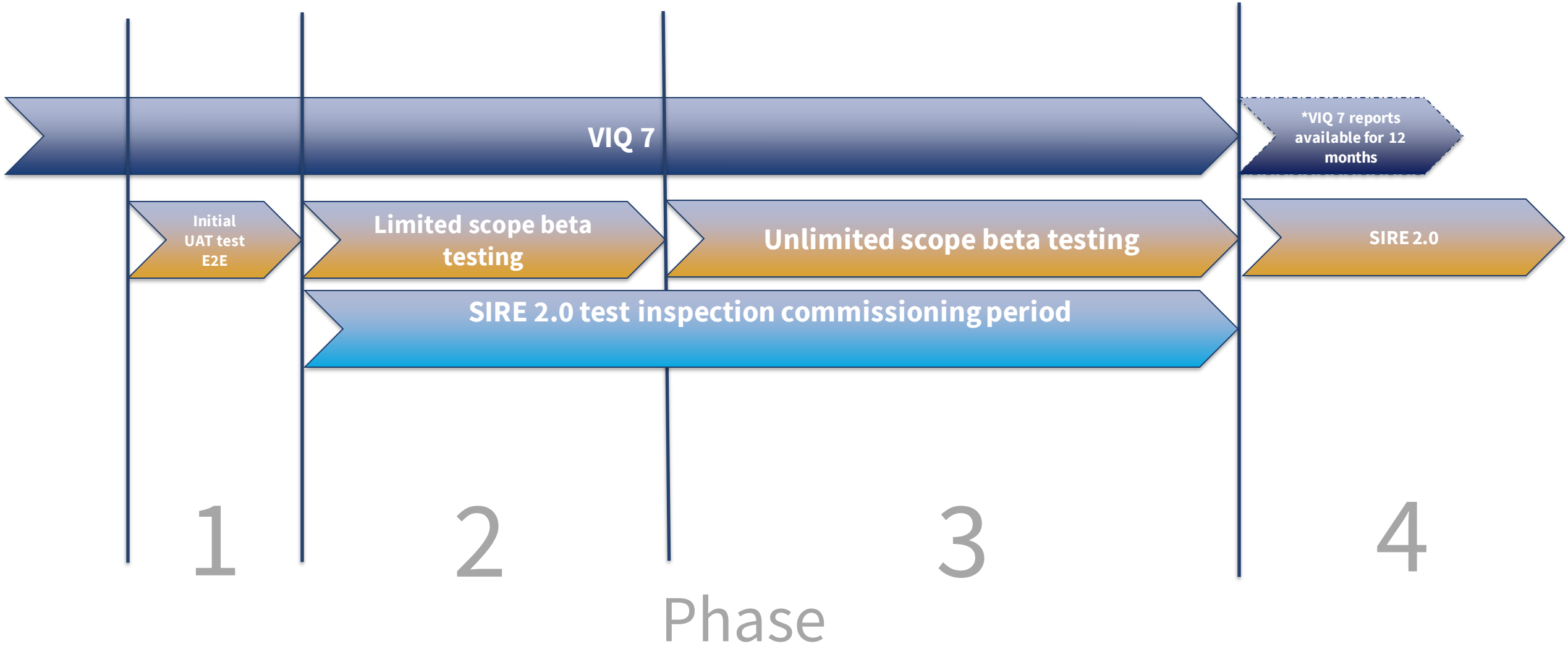
	SIRE 2.0	SIRE
Granulated question set; greater opportunity for data analysis	✓	✗
Proactive vs reactive changes to question sets/guidance	✓	✗
Recognition of positive performance	✓	✗
Risk-based questions; bespoke question set	✓	✗
TMSA alignment	✓	✗
Consideration of human factors	✓	✗

OCIMF guiding principles on human factors

These guiding principles summarise what we know about human factors and how we understand and address them. We use the principles as a simple script to talk about human factors, and as guard-rails for the improvements we make.

- People will make mistakes
- People's actions are rarely malicious and usually make sense to them at the time
- Mistakes are typically due to conditions and systems that make work difficult
- Understanding the conditions in which mistakes happen helps us prevent or correct them
- People know the most about their work and are key to any solution
- Plant, tools and activities can be designed to reduce mistakes and manage risk better
- Leaders help shape the conditions that influence what people do
- It matters how leaders respond when things go wrong. Take the opportunity to learn

Transition plan



11-15 SEPTEMBER 2023
LONDON INTERNATIONAL SHIPPING WEEK

SIRE 2.0 – Perspectives of an OCIMF Member

Alan Adamson, Chevron, Europe Marine Manager

OCIMF

SIRE 2.0

Perspectives from OCIMF Member

Purpose of this segment is to provide some perspectives and observations from an OCIMF Member's viewpoint. The viewpoint is grouped into 3 categories:

The material is aimed at setting focus and uses highlight 'keywords' throughout

- SIRE 2.0 and the promise to industry
- Key takeaways from a Member's view
- Reflections as we move to operationalise SIRE 2.0

SIRE 2.0

Promise to industry

- Improve the quality and consistency of inspections. A more comprehensive inspection regime with enhanced tools
- More in-depth reporting outcomes, following a risk-based approach
- Strengthened governance processes. Advent of Quality Assessors will re-enforce tactical and system governance at all levels
- Digitization brings immediate and emerging benefits along with its own challenges. Use of tablet will increase efficiency once all the early-stage learnings are addressed
- SIRE 2.0 will enable continuous improvement of the inspection regime by providing feedback mechanisms for operators and inspectors
- Tailored inspections will greatly improve the value of the period inspector is onboard
- Training and accreditation regime for SIRE Inspectors has been greatly enhanced along with inspector governance
- Advent of Quality Assessors and improved governance across the whole programme

Four key areas of focus:

Accuracy

Facilitating an accurate description of how key safety and operational risks are managed and verified onboard a vessel.

Capability

Training and developing inspectors who are of the highest quality, consistency and integrity.

Reliability

Strengthening vessel inspections and reducing the number of repeat inspections required.

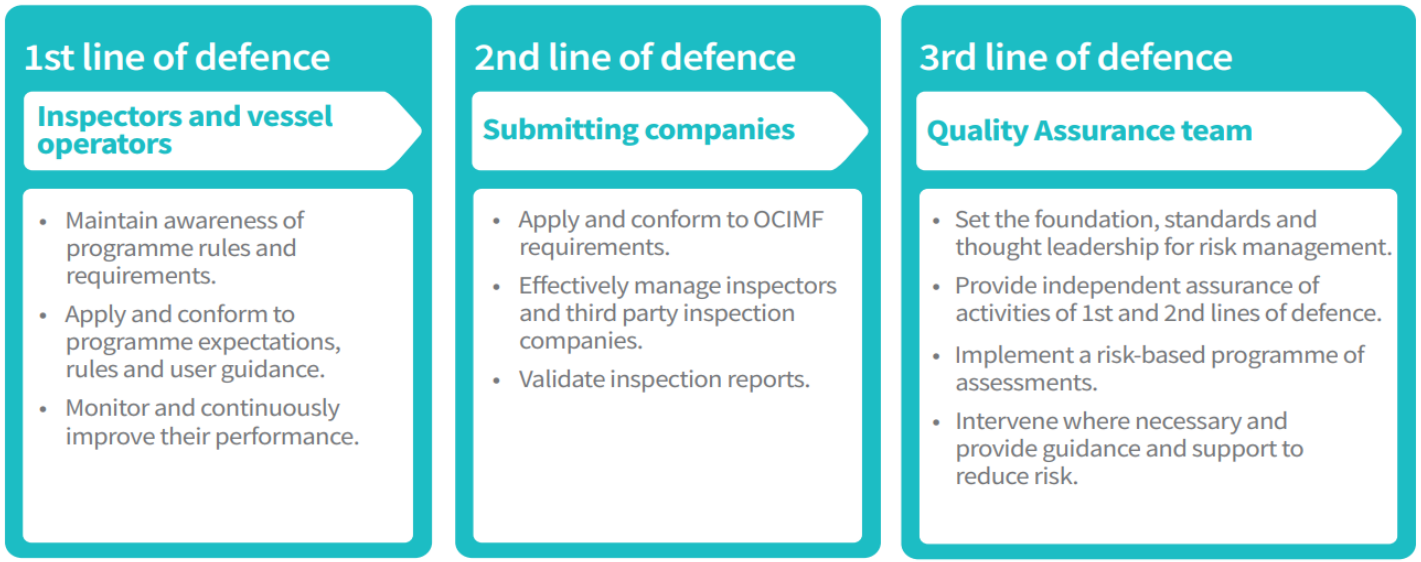
Adaptability

More rapid response to human factors, industry changes, regulatory framework updates and technology advances.

SIRE 2.0

Key takeaways from a Member's view

- Mindset requires re-aligned to an extent, as a result of the re-design and introduction of human factors.
- The system provides an elevated emphasis on risk management towards the desired outcomes:
- Marine Vetting Specialists (MVS) review continues – Marine risk is assessed by our trained MVS, and that principle will not change, but elevate in importance.
- Data driven decision making
- Governance focus and advent of Quality Assessor regime will enable a better-quality feedback regime in operation



SIRE 2.0

Reflections as we move to operationalize SIRE 2.0

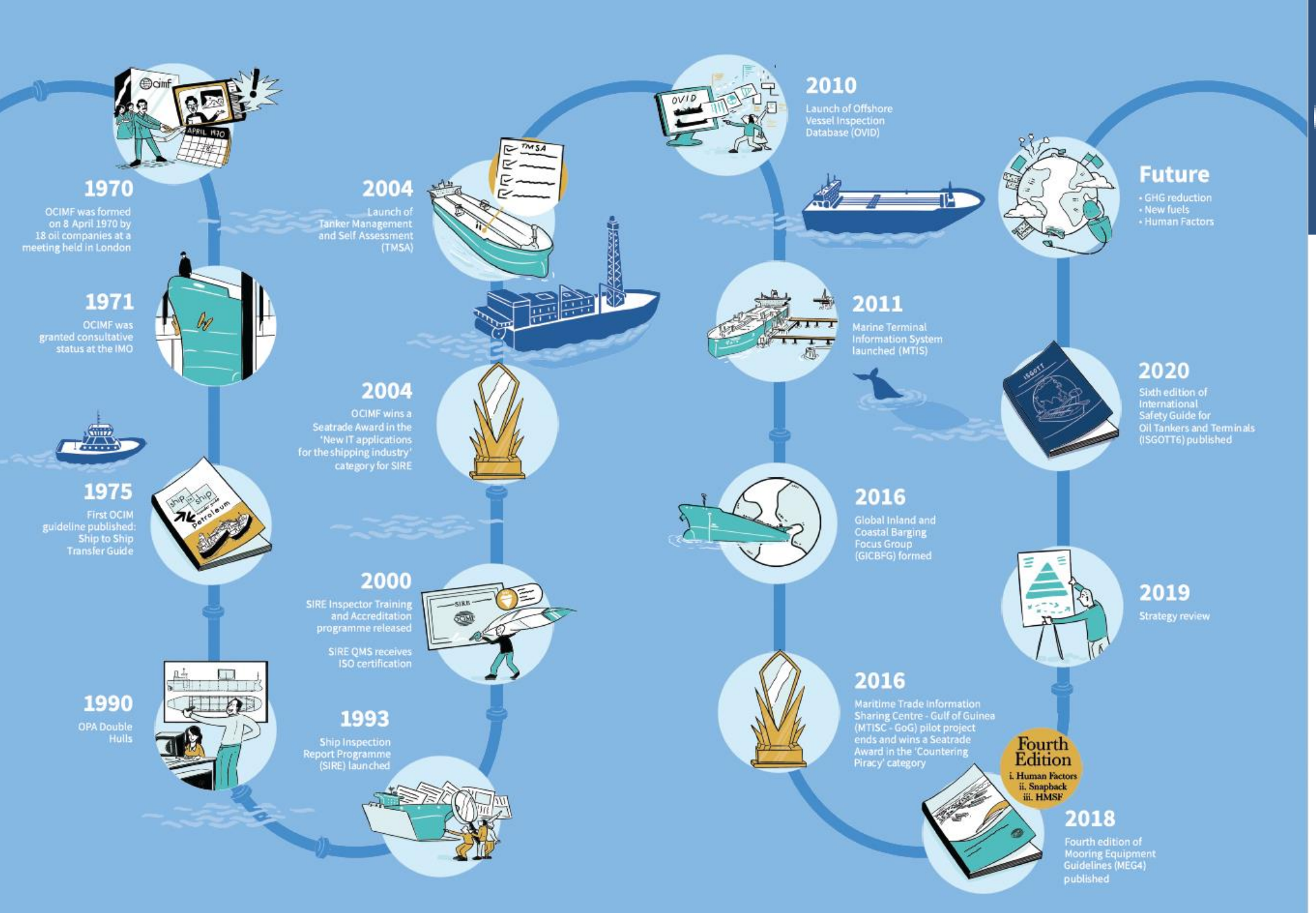
- As with all change, there will be some initial turbulence and we are fully committed to supporting the system through roll-out to full maturity
- Entire range of representative 'users are encouraged to collectively act in a supportive manner for the benefit of the whole system. There is a mutual and shared value in all participants fostering a vested and collaborative approach to SIRE 2.0.
- Apply focus on the strengthened link between the TMSA submission made by the management and the vessel practices.
- 3 lines of defence model to improve integrity will secure and build upon the SIRE 1 legacy – OCIMF is rigorously driving to ensure accuracy, reliability and integrity of input and output from all its programmes

Focus

SIRE 2.0 focuses on how a vessel is "managed", not simply on how it is maintained. The emphasis in terms of how 'effective' is the 'result' observed as a function of all three elements of human factors, hardware, and procedures

Final observation

- When considering the whole gamut of change which SIRE 2.0 heralds, we are more than ever confident that SIRE 2.0 will deliver to industry more opportunities to continuously learn and improve.
- We also feel the new approach will deliver not simply in 2024 but looking ahead including the changing risk profile of the industry including the technological and regulatory challenges ahead.



OCIMF

thank you

10 YEARS
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11-15 SEPTEMBER 2023
LONDON INTERNATIONAL SHIPPING WEEK

INTERTANKO

OCIMF

SIRE 2.0 Perspective – Industry -Intertanko

Frans Ubaghs, Sr. Vetting Manager, Deputy Marine Director

About INTERTANKO 2023

Members lead the continuous improvement of the tanker industry's performance and strive to achieve the goals of:

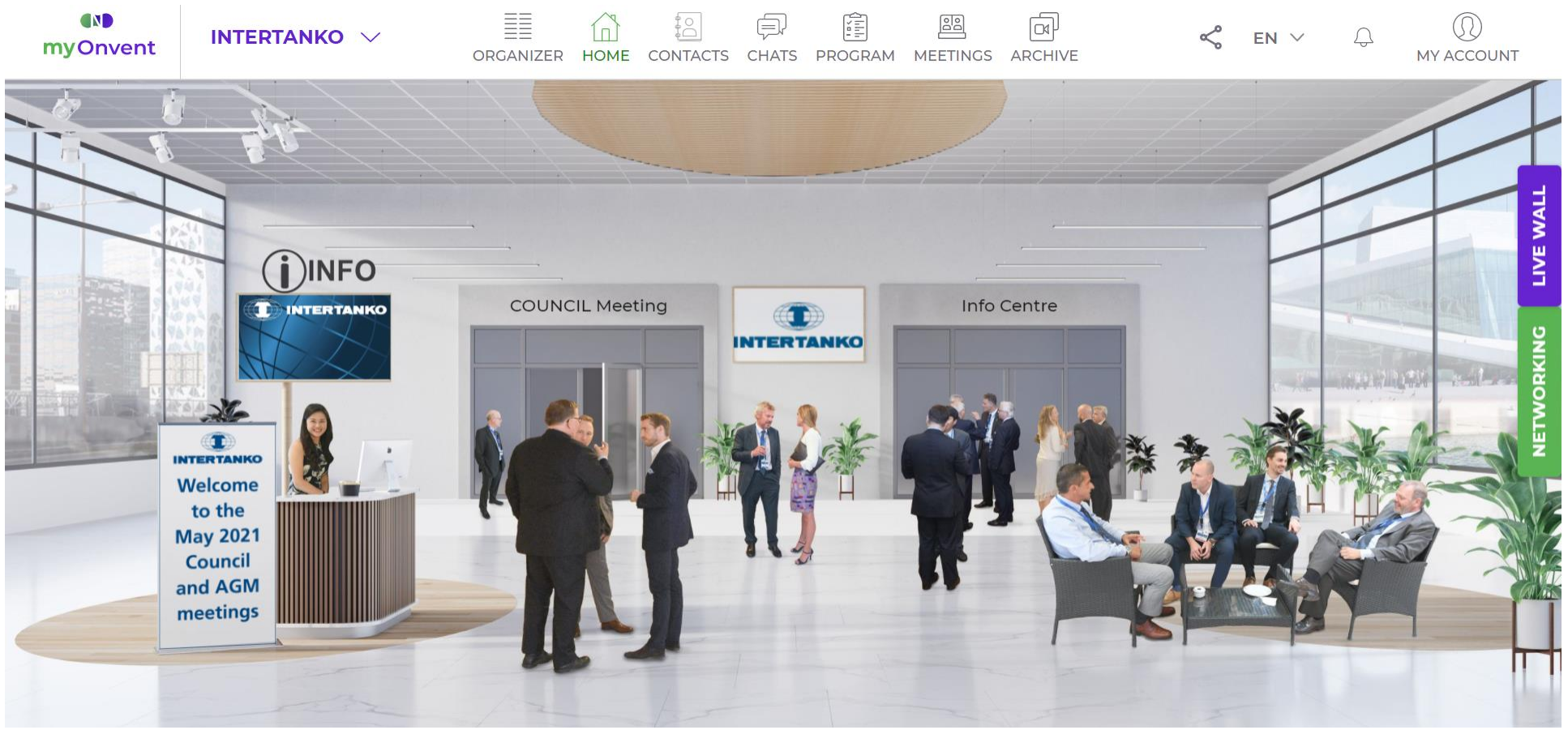
ZERO fatalities
ZERO pollution
ZERO detentions

Deliver highest quality services to meet stakeholders' expectations

Promote availability and use of personnel with best marine skills and competencies

Association Activities

FORUM - where Members meet to share information and best practice
ADVISOR - providing guidance on issues affecting Members interests
CHAMPION - speaking and acting for independent tanker owners



Four Strategic Objectives

- To **develop and promote best practices** in all sectors of the tanker industry, with owners and operators setting the example.

- To be a **positive and proactive influence** with key stakeholders, developing policies and positions, harmonising a united industry voice, and engaging with policy and decision makers.

- To **profile and promote the tanker industry**, communicating its role, strategic importance and social value.

- To **provide key services to Members**, with customised advice, assistance and access to information, and enabling contact and communication between Members and with other stakeholders.

Members working for Members

Strategic Workplan - Main Focus Areas

1.SAFETY AND TECHNICAL

1.1 Tanker design & construction

1.1.1 Application of CSR
1.1.2 Classification standards
1.1.3 Safety Criteria for EEDI compliant tanker designs

1.2 Machinery & equipment

1.2.1 Lifesaving appliances
1.2.2 Classification standards
1.2.3 Anchoring and mooring systems

1.3 Cargo

1.3.1 Properties
1.3.2 Safe entry into enclosed spaces
1.3.3 Inert gas

2. HUMAN ELEMENT

2.1 Fair treatment

2.1.1 Criminalisation
2.1.2 Shore access & visas
2.1.3 Medical treatment

2.2 Crew competence

2.2.1 Training requirements
2.2.2 Competence Management
2.2.3 Officer matrix

2.3 Seafarer welfare

2.3.1 Cadet berthing
2.3.2 Health and wellness

2.4 Maritime Security

2.4.1 Security
2.4.2 Piracy
2.4.3 Refugees
2.4.4 Cyber risk management

3. ENVIRONMENT

3.1 Air Emissions

3.1.1 Greenhouse gas emissions reduction
3.1.2 Energy efficiency
3.1.3 Onshore Power Supply
3.1.4 MARPOL Annex VI (SOX, NOX, VOC)
3.1.5 Alternative Fuels

3.2 Ballast water management

3.3 Biofouling and hull management

3.4 Ship Recycling

3.5 Waste Management

3.5.1 On board waste management
3.5.2 Shore waste reception facilities

3.6 Places of Refuge

3.7 Underwater noise

4. QUALITY OPERATIONS

4.1 Vetting and Risk Management

4.2 Port State Control

4.3 Ports and Terminals

4.4 Offshore operations

4.5 Safe navigation

4.5.1 eNavigation
4.5.2 Pilotage

4.6 Chemical tanker ops

4.7 Gas tanker ops

4.8 Fuel

4.8.1 Quality
4.8.2 Sampling
4.8.3 Switching operations

5. COMMERCIAL SUSTAINABILITY

5.1 Chartering

5.1.1 Worldscale
5.1.2 Charter party terms & documentation
5.1.3 Freight Demurrage
5.1.4 Payment Performance

5.2 Insurance & Liability

5.2.1 Marine Insurance
5.2.2 Liability and Compensation regimes
5.2.3 Sanctions

5.3 Anti-corruption

5.4 ESG Reporting

Main Issues 2023

Key issues 2023

- Environmental protection - reducing GHGs emissions from ships
- Seafarers and the human element
- Security
- Tanker risk management – vetting & SIRE 2.0
- Commercial sustainability
- Environmental protection

Guidance & Publications

Regulatory and Member relevant issues addressed

Focus on practical Member support

Benchmarking & DBs

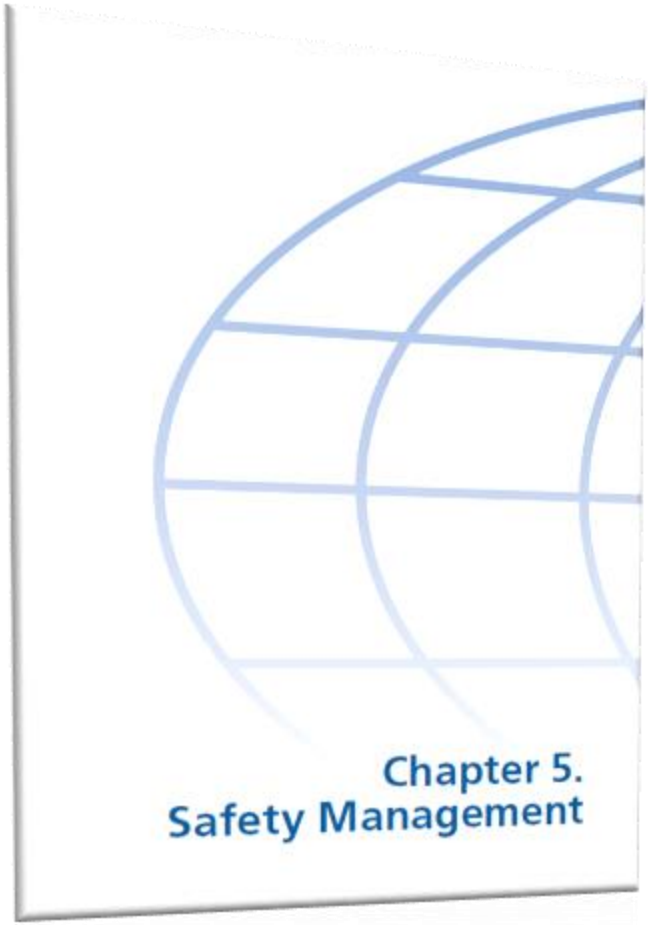
PPS (Payment Performance System) MORE INFORMATION ACCESS NOW	TMSA (Tanker Management and Self-Assessment) MORE INFORMATION ACCESS NOW	LTI (Lost Time Indicator) MORE INFORMATION ACCESS NOW	VIQ (Vessel Inspection Questionnaire) MORE INFORMATION ACCESS NOW
Officer and Crew Retention MORE INFORMATION ACCESS NOW	Vessel & PSC Inspection Feedback MORE INFORMATION ACCESS NOW	Terminal Vetting (TVD) MORE INFORMATION ACCESS NOW	Environmental Performance and Monitoring MORE INFORMATION ACCESS NOW

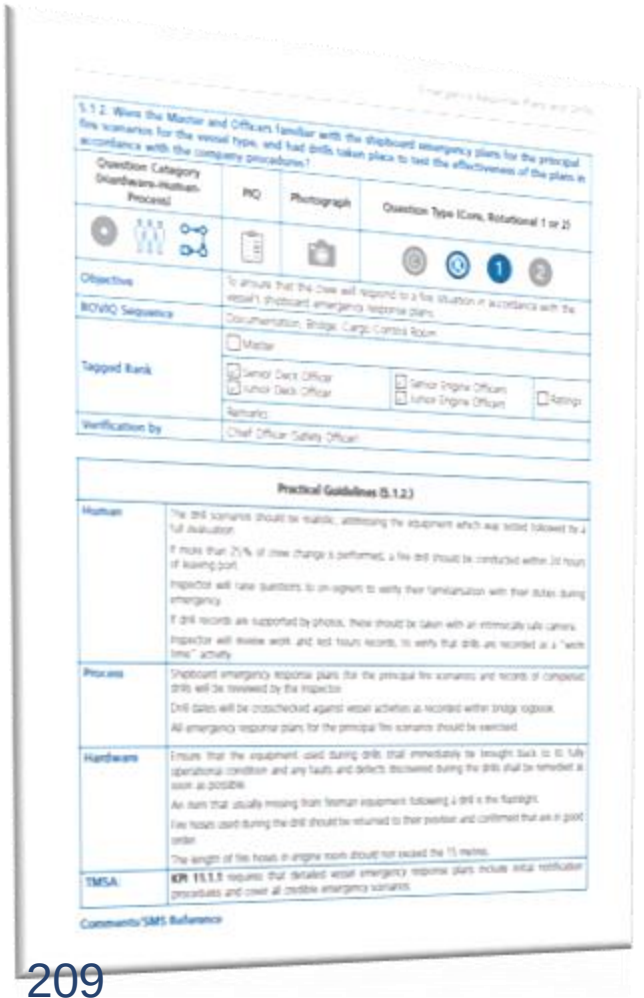
SIRE 2.0 – cooperation is key

Close cooperation between OCIMF and INTERTANKO in recent years:

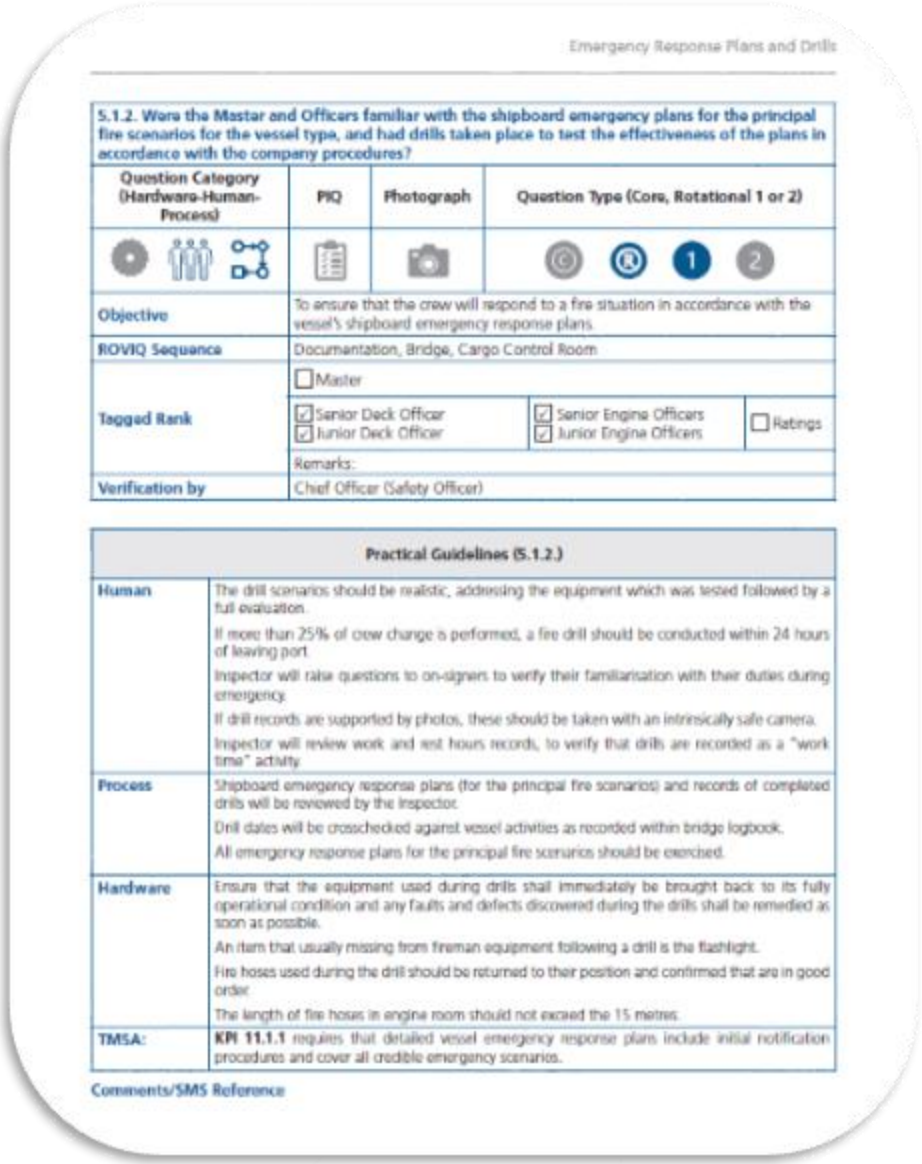
- Security
- Joint meetings (ExCom)
- IMO submissions and review of documents which are relevant to Tankers
- Safety Initiative
  - BCAV
  - Tanker Accident Database (TAD) - discontinued
  - Incident Investigation Methodology – UC
- Review project on the Human Factors future TMSA element
- **SIRE 2.0 Programme**
  - Question Library Technical Accuracy Review
  - Workshops with Vetting Committee delegation
  - Continuation of SIRE 2.0 transition inspections
  - OCIMF Secretariat Team & OCIMF Members participating in INTERTANKO Forums
  - Future integration of IT systems (input to and output from SIRE 2.0)
  - Re-establishment of meetings with the SIRE Focus Group

SIRE 2.0: Seafarers Practical Guide





SIRE 2.0: Seafarers Practical Guide



Emergency Response Plans and Drills

5.1.2. Were the Master and Officers familiar with the shipboard emergency plans for the principal fire scenarios for the vessel type, and had drills taken place to test the effectiveness of the plans in accordance with the company procedures?

Question Category (Hardware-Human-Process)	PIQ	Photograph	Question Type (Core, Rotational 1 or 2)
● 👥 ⚙	📋	📷	© Q 1 2

Objective	To ensure that the crew will respond to a fire situation in accordance with the vessel's shipboard emergency response plans		
ROVIQ Sequence	Documentation, Bridge, Cargo Control Room		
Tagged Rank	☐ Master		
	☑ Senior Deck Officer ☑ Junior Deck Officer	☑ Senior Engine Officers ☑ Junior Engine Officers	☐ Ratings
	Remarks:		
Verification by	Chief Officer (Safety Officer)		

Practical Guidelines (5.1.2.)	
Human	The drill scenarios should be realistic, addressing the equipment which was tested followed by a full evaluation. If more than 25% of crew change is performed, a fire drill should be conducted within 24 hours of leaving port. Inspector will raise questions to on-signers to verify their familiarisation with their duties during emergency. If drill records are supported by photos, these should be taken with an intrinsically safe camera. Inspector will review work and rest hours records, to verify that drills are recorded as a "work time" activity.
Process	Shipboard emergency response plans (for the principal fire scenarios) and records of completed drills will be reviewed by the Inspector. Drill dates will be crosschecked against vessel activities as recorded within bridge logbook. All emergency response plans for the principal fire scenarios should be exercised.
Hardware	Ensure that the equipment used during drills shall immediately be brought back to its fully operational condition and any faults and defects discovered during the drills shall be remedied as soon as possible. An item that usually missing from fireman equipment following a drill is the flashlight. Fire hoses used during the drill should be returned to their position and confirmed that are in good order. The length of fire hoses in engine room should not exceed the 15 metres.
TMSA:	**KPI 11.1.1** requires that detailed vessel emergency response plans include initial notification procedures and cover all credible emergency scenarios.

Comments/SMS Reference

Top level question is reproduced exactly as displayed in the SIRE 2.0 Question Library Parts 1 & 2.

Key Features

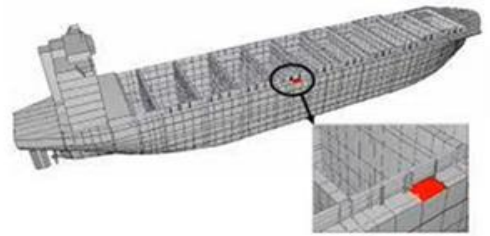
Use of pictograms for :

- *Question Category (Hardware-Human-Process)*
- *Question Type (Core or Rotational 1 or 2)*
- *Pre-Inspection Questionnaire (PIQ) reference.*
- *Photograph Repository Reference.*

- **Tagged Rank** : Tick Boxes for easy review and selection of questions per rank.
- **Verification by** :Editable text to be completed by the Operator
- **Practical Guidelines for:** Human, Process and Hardware
- **TMSA KPI** identification
- **Comments/SMS Reference:** Editable text box to be completed by the Operator

INTERTANKO SIRE 2.0 Webinars

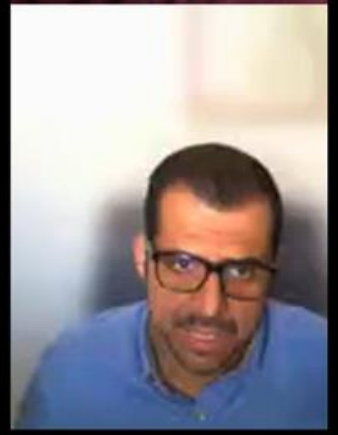
SIRE 2.0 – Hardware Verification



Hardware Response Tool is assigned when a question or supporting guidance refers to vessel **structure, machinery, outfitting or equipment.**

Verification can be done under a **graduated response**:

- Free from obvious deterioration or deficiency
- Slight superficial deterioration - no supporting comment necessary
- Slight superficial deterioration – with description (mandatory comment and/or photograph)
- Observable or detectable deficiency – **Negative Observation to be recorded.**



PB Bhaumik, Pradip (...

MM Morohara, Michin...

RS

RS

Advises to Members

- Review your TMSA submission with the clarity from the new question set and PIQ.

- Once the opportunity arises, do conduct transition SIRE 2.0 inspections (phase 3) on every type of vessel in your fleet (LNG, LPG, Shuttle, etc)

- Identify the PIQ questions that are static and dynamic to ease the submission / update of PIQ.

- Start preparing your photos and ensure that numbering and specifications meets the OCIMF guidance.

- Educate charterers (and brokers) to be aware about SIRE 2.0 expectations - look at the overall picture, don't just count negative observations.

Thank you.

Frans.ubaghs@intertanko.com

LEADING THE WAY,
MAKING A DIFFERENCE

INTERTANKO

11-15 SEPTEMBER 2023
LONDON INTERNATIONAL SHIPPING WEEK

SIRE 2.0 – Perspectives Tanker Operator

Tasos Kartsimadakis, Tsakos Shipping & Trading S.A.

OCIMF

Tsakos Shipping and Trading S.A

The journey to SIRE 2.0 . . .

Remote Inspections under OCIMF Programmes

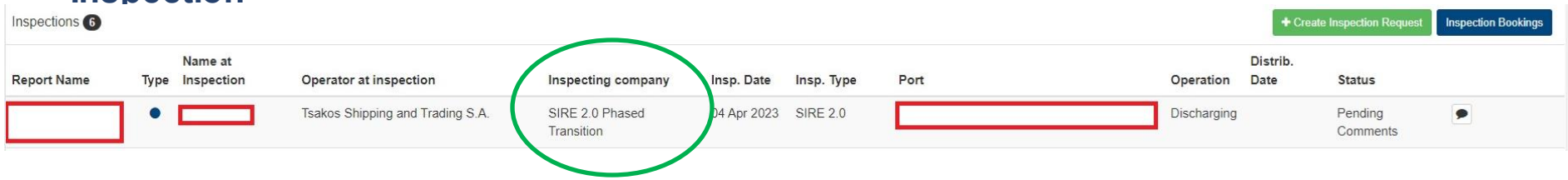
- Commissioning Inspection Documents Repository
- Commissioning Certificates Repository

Pre-Transition (Trial) SIRE 2.0 Inspections

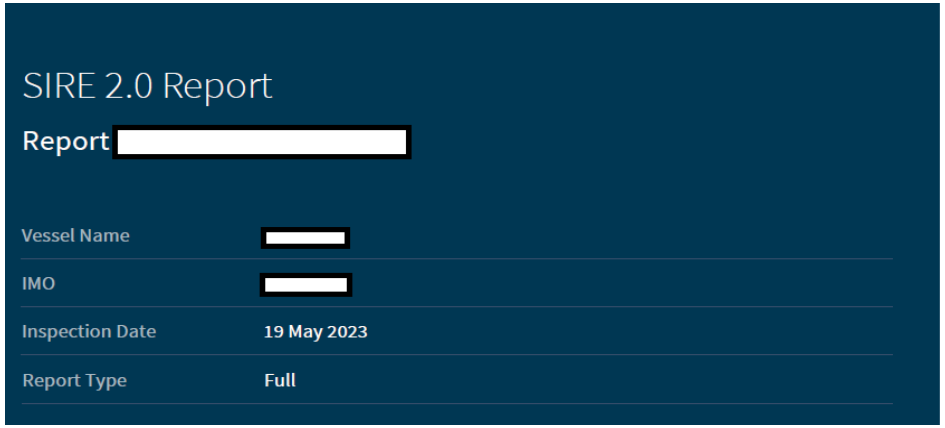
- 15 June 2021: Conducting the very 1st Trial SIRE 2.0 Inspection
- 26 August 2021: Conducting the 2nd Trial SIRE 2.0 Inspection
- 15 Sept 2021: Conducting the 3rd Trial SIRE 2.0 Inspection

The journey to SIRE 2.0 . . .

- **Assist in SIRE 2.0 Software and Systems Testing**
- **Access to the "live production" account of SIRE 2.0**
- **04 April 2023: SIRE 2.0 Pre- Transition Phase Inspection**

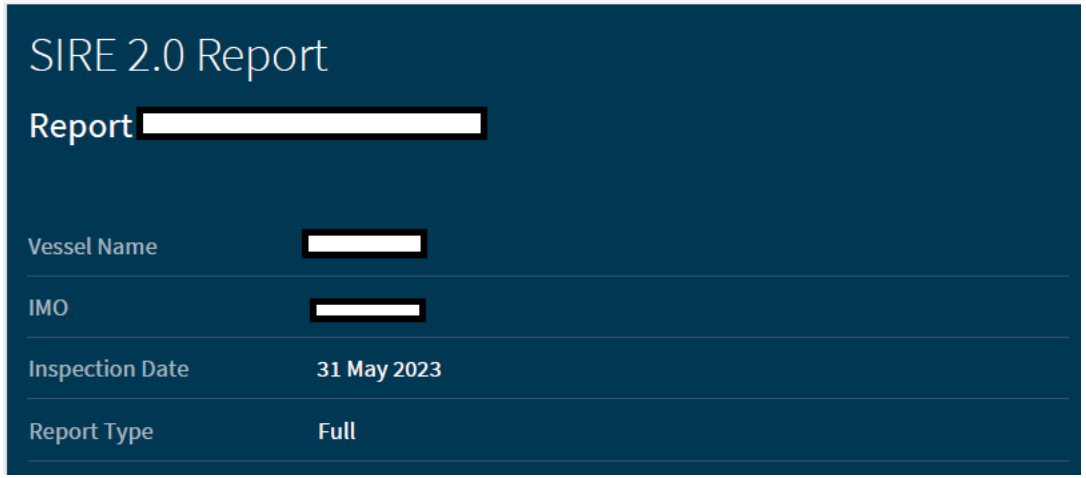


- **19 May 2023: 1st SIRE 2.0 Phase 1 Inspection**

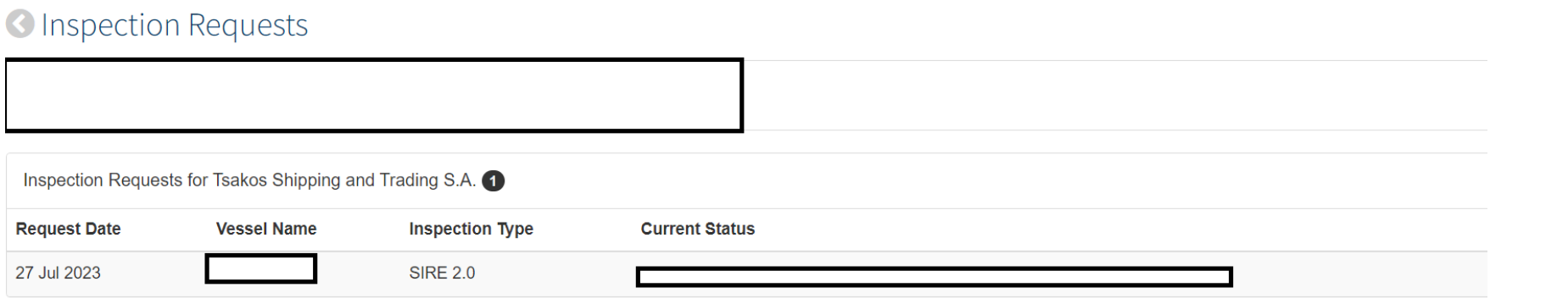


The journey to SIRE 2.0 . . .

- **31 May 2023: 2nd** SIRE 2.0 **Phase 1** Inspection



- **10 Aug 2023: 1st** SIRE 2.0 **Phase 2** Inspection



Benefits to the Industry

INTERTANKO

OCIMF

Phased roll-out for OCIMF's SIRE 2.0 vessel inspection regime

18 November 2022– (LONDON) - The Oil Companies International Marine Forum (OCIMF) has confirmed its updated Ship Inspection Report Programme (SIRE 2.0) will be delivered to industry in a 'phased approach' comprising four stages, rather than a single 'go-live' switch between the current SIRE (VIQ7) and new SIRE 2.0.

OCIMF was pleased to attend, present and engage in a question and answer session during INTERTANKO's annual Tanker Summit held in Singapore on 24 November.

INTERTANKO Tanker Summit

OCIMF

High Level Takeaways

- ✓ Improvement of Human Factor via PIFs (Positive and Negative)
- ✓ Advanced inspection process with the use of tablet
- ✓ Transparency (Photos, Incidents and PSC history sharing, etc.)
- ✓ Clarity on negative observations identification
- ✓ Unified approach and reduction of SIRE reports
- ✓ Opportunity for improvement on Operators' procedures.

SIRE 2.0 VIQ with extensive guidance

SIRE 2.0 Question Library
Part 1 – Chapters 1 to 7
Version 1.0

5.5. Permits to work

5.5.1. Were the Master, officers and ratings familiar with the company enclosed space entry procedures, and was evidence available to demonstrate that all enclosed space entries had been made in strict compliance with the procedures?

Inspection Guidance:

The vessel operator should have developed procedures for enclosed space entry which:

- Defined the term enclosed space entry.
- Identified spaces onboard managed vessels which were defined as enclosed spaces.
- Identified enclosed spaces onboard managed vessels which did not require the issue of an enclosed space entry permit but were subject to controlled entry procedures.

Suggested Inspector Actions

- Sight, and where necessary review, the company enclosed space entry procedures.
- Review the categorisation of enclosed spaces onboard which identified spaces that:
  - Required the issue of an enclosed space entry permit.
  - Did not require the issue of an enclosed space entry permit but where entry was controlled through an alternative documented process.

Expected Evidence

- The company procedures which defined the enclosed space entry requirements for the identified enclosed spaces found onboard.

Potential Grounds for a Negative Observation

- There were no company enclosed space entry procedures.
- The company enclosed space entry procedures had not identified all spaces that were considered to be enclosed spaces along with corresponding precautions for entering each type of identified enclosed space.

SIRE 2.0 Report with enhanced content

5.4.1. Were the Master and officers familiar with the operation of the davit-launched lifeboats, release mechanisms and launching appliances, and were they in good order with records available to demonstrate that they had been inspected and tested as required?

Operator uploaded photos

Hardware	**Free from obvious deterioration or deficiency.**
Process	**As expected – procedure and/or document present.**
Human	**Senior Engineer Officer: As expected.**
Human	**Junior Deck Officer: As expected.**

SIRE 2.0 Report with enhanced content

8.99.2.	Were the Master and all officers with a direct responsibility for cargo, tank cleaning or ballast operations familiar with the requirements of the ISGOTT Ship/Shore Safety Checklist (SSSCL) and, were appropriate sections of the SSSCL in use with all applicable provisions and agreements maintained throughout?
Hardware	**Observable or detectable deficiency.** **Discharging Systems: Maintenance task available – records incompatible with condition seen** Manifold starboard appeared to be passing with pressure gauge registering. Valve tightened & pressure relieved. 
Process	**As expected – procedure and/or document present.**
Human	**Deck team task - historical: Largely as expected.** Missed the gauge reading higher than normal during regular checks of manifold. **1. Recognition of Safety criticality of the task or associated steps** **4. Team dynamics, communications and coordination with others** **9. Opportunity to learn or practice**

SIRE 2.0 Preparation from shore side

Following actions are implemented in line with **Management of Change** process:

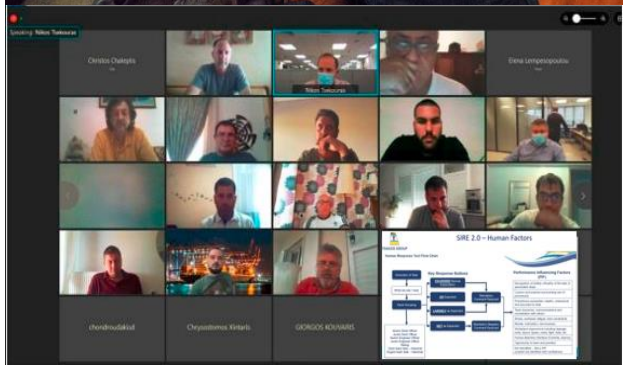
Internal and External Seminars
For seafarers ashore and on board, as well as for shore personnel.

Development of in-house tools
For supporting the SIRE 2.0 inspections on board and ashore

Mapping SIRE 2.0 questions
To company's SMS

Assess potential gaps
In our procedures

Update and Implement
The new procedures



Challenges ahead…

- ✓ **Commercial (Brokers, 3rd party screening entities) awareness on SIRE 2.0 perspectives.**
- ✓ **Focus on quality aspects of SIRE 2.0 and identification of positive PIFs of Human Factor.**
- ✓ **APIs sharing (Certification) & Analytics Development (Xml/Json) files of SIRE 2.0 reports.**

Suggestions for Improvement Portal

SIRE | Vessels | Incidents | TMSA | PSC Inspections | Data Mining | Inspection Requests | 30 Messages | Mr Anastasios Kartsimadakis

SIRE / Resources / Suggestion for Improvement / Submitted Feedback

Submitted Feedback

Questionnaire Feedback 0 — Show Search

There is no feedback to show

Suggestions for Improvement 4 — Show Search

Area	Feedback	Status	Date submitted
Format	Currently, information for a new inspection is available to all OCIMF members, irrespective if the inspection report is published or not. It is recommended, once SIRE 2.0 will be launched, this information to be available only when the report is released. Considering that all OCIMF members will ask for the submission of the report, during vessel's screening, Operator should have the full inspection report, before to release the comments for the negative observations.	Not Reviewed	03 Jun 2023
Content	Operator should provide comments for each Nature of Concern (NOC), when a negative obsevation is recorded. Considering that this is time consuming and at the most of the time there is no difference in the response, it is suggested, only one response to be required for a negative observation of same category, irrespective of the number of NOCs raised by the inspector.	Not Reviewed	03 Jun 2023
Certificate Repository	Currently, operator should download the certificates from Class website and then to upload one by one at OCIMF repository. In addition, dates should be manually completed which is extremelly time consuming and prone to type errors. It is recommended OCIMF to enable API to Class Societies and following the approval/authorization by Operator, certificates to be uploaded directly.	Not Reviewed	03 Jun 2023
SIRE 2.0 Training Videos	It is recommended training videos to be translated to the following languages (or relevant substiles to be provided): Romanian Russian Tagalog	Not Reviewed	24 Mar 2023

SIRE 2.0 – Inspectors Perspective

Capt. Tony Jones, SIRE Quality Assessor/SIRE 2.0 Inspector

OCIMF

SIRE 2.0 - Inspectors Perspective.

01 General Information.

02 Inspectors Perspective - Positive.

03 Mindset Change.

04 Gaining Trust – Interview v Interrogation .

SIRE 2.0 Inspections Carried Out.

SIRE 2.0

To date I have carried out approximately 15 SIRE 2.0 Inspections, one as an observer and, 1 accompanied by a Human Factor Specialist

I have also carried out a full and partial paper based contingency inspection to test the system.

SIRE 2.0 – Inspectors Perspective - Positive

Advantages

- Operator supplied photographs gives a visual insight to the vessel before boarding.
- The HVPQ and PIQ references applicable to CVIQ questions record data such as UKC etc.
- Comprehensive supporting guidance for all CVIQ questions.
- The observations from the previous inspection for core CVIQ questions.
- Pre-boarding work reduces on board documentation review.
- Reduced number of questions – a risk base approach.
- Human observation - ability to reward.

SIRE 2.0 – Inspectors Perspective – Mindset Change

SIRE 2.0 is NOT VIQ 8

- Completing the Pre-Inspection work and getting to know the question set is key
- In the beginning returning to the comfort zone of VIQ 7 is normal.
- Number of questions reduced – there is the initial psychological ‘fear’ something is missed.
- High risk items will be covered by the core questions.
- ROVIQ sequence ensures all areas of the vessel visited – “catch all questions”.
- Tablet use rather than ‘note book’ is initially strange – but advantageous.
- Use of camera and addition of photographs to include in the report is a positive.

SIRE 2.0 – Inspectors Perspective – Gaining Trust

Interview vs Interrogation ?

A key skill that all inspectors must develop is knowing how to interview people. It's also important to know how to avoid your interviews being construed as being interrogations.

Be conversational, establish rapport, and ask open questions factually and without any insinuation of wrongdoing.

De-escalate tense situations. Reassure the person you are interviewing of your role in the inspection process.

Explain that your job is simply to ask questions, document responses, and seek out the facts.

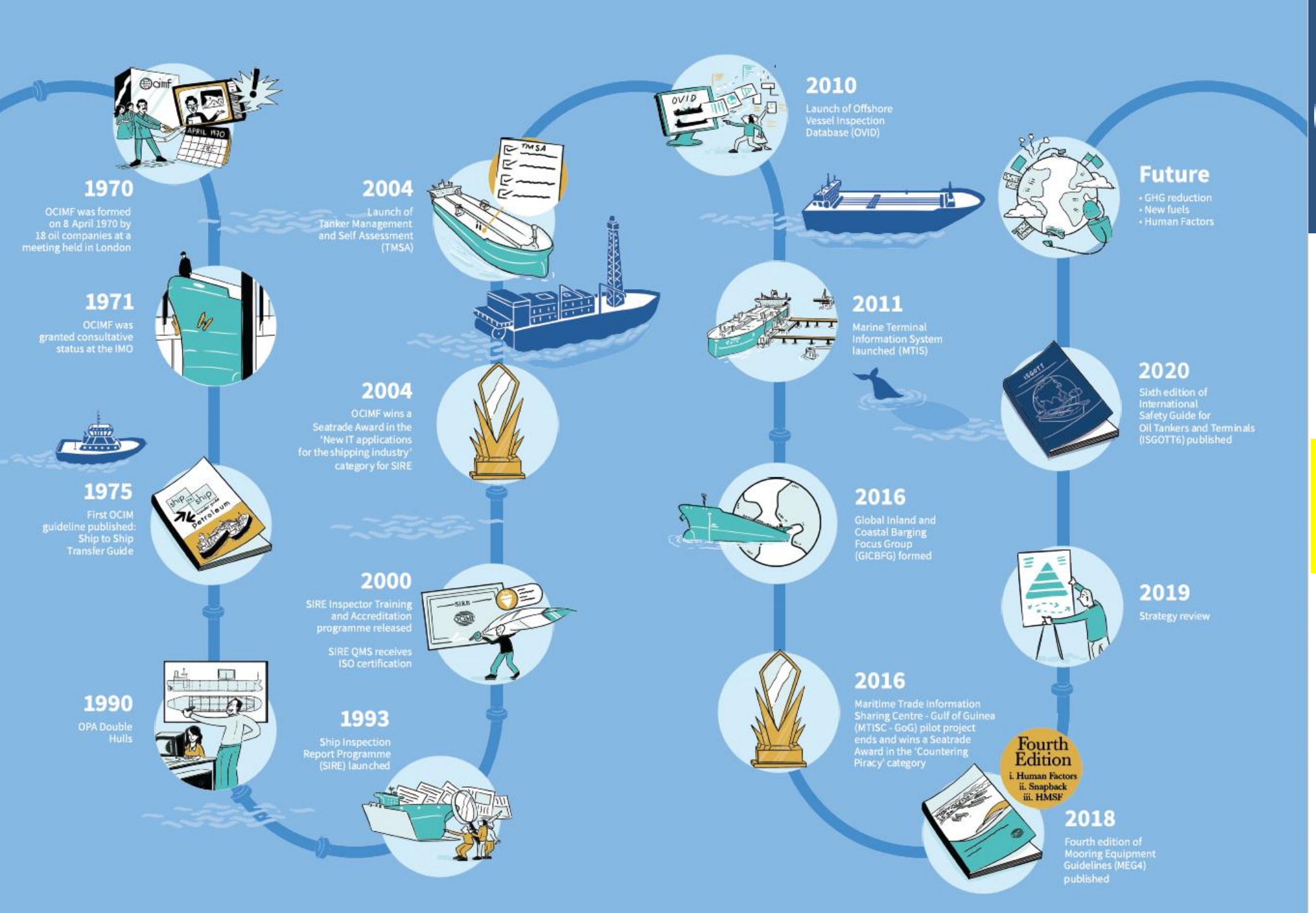
Finally, be respectful and remember you are a guest on board.

Conclusion.

SIRE 2.0

The overall SIRE 2.0 inspection process has been a positive experience.

Look forward to answering any questions you may have during the panel session.



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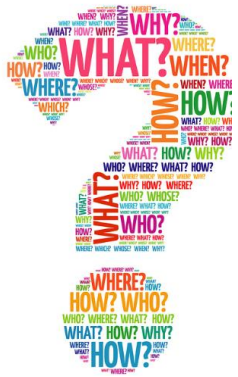
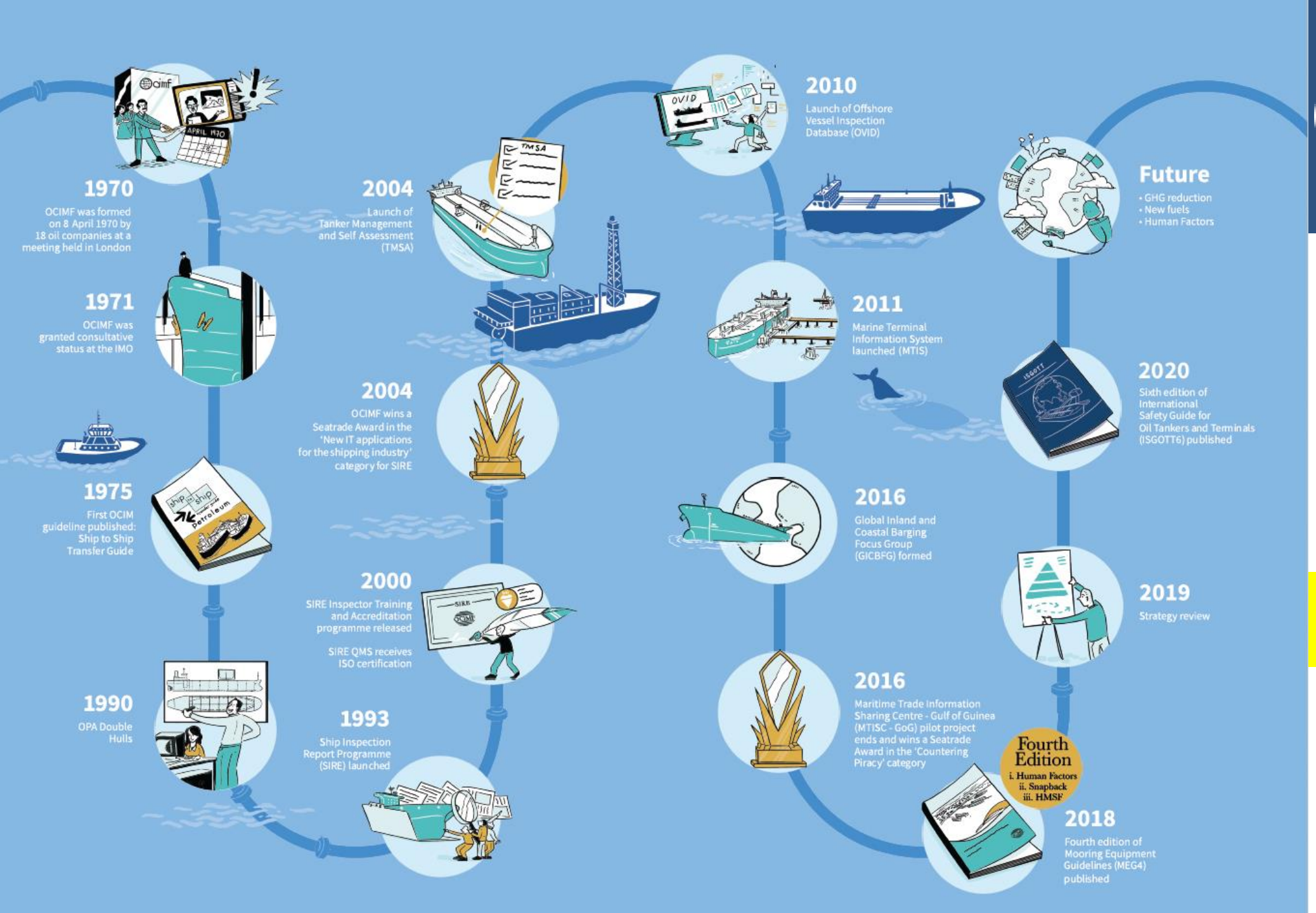
Panel Session & Q&A
16:40 – 17:10



10 YEARS
11-15 SEPTEMBER 2023
LONDON INTERNATIONAL SHIPPING WEEK

Closing remarks by MD, Capt. Karen Davis



OCIMF

Evening Reception

10 YEARS
11-15 SEPTEMBER 2023
LONDON INTERNATIONAL SHIPPING WEEK

Thank you

Our Vision

A global marine industry that causes no harm to people or the environment

OCIMF

www.ocimf.org

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