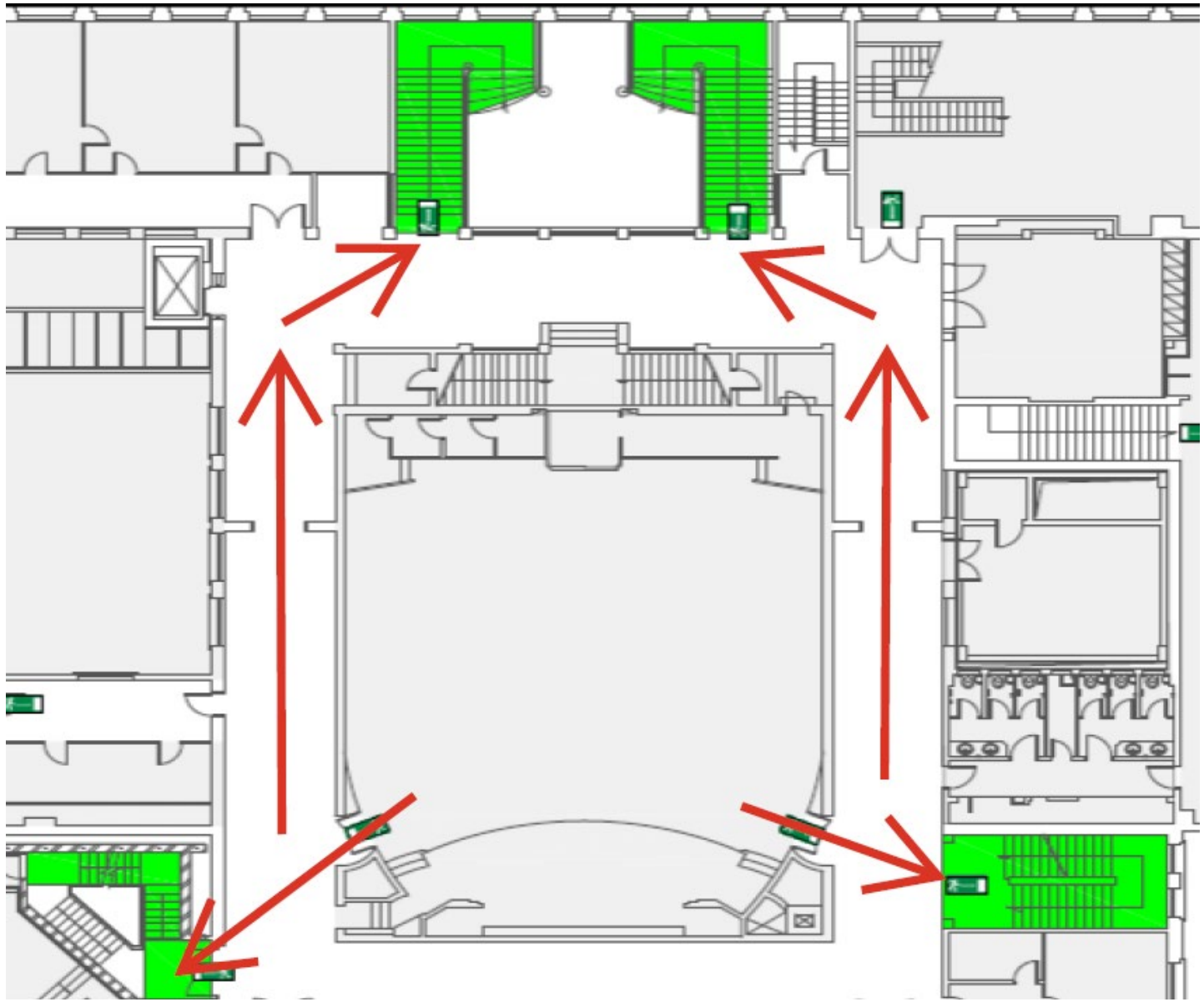
OCIMF Day – 10 June 2025
Athens, Greece

Safety / Logistics Briefing – Eugenides Foundation

- No Drills Planned
- Fire Exits to Ground
- Mind the folding seats
- Main WC on 1st Floor
- Add'l WC's on G and 2nd
- Phones muted please
- Smoking outside
- Coffee / Lunch Breaks



OCIMF Publications and Advocacy Director's Welcome

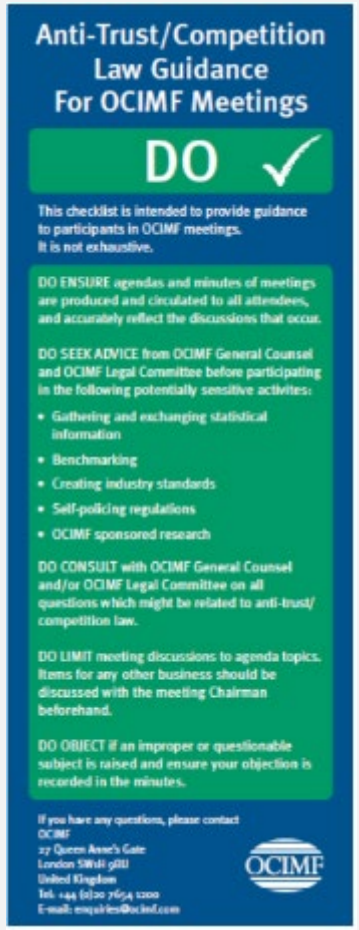
OCIMF Anti-trust/competition law guidance rules & anti-trust statement

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

Legal guidance

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 milestones 1970 to today

1970

OCIMF was formed on 8 April 1970 by 18 oil companies at a meeting held in London

1971

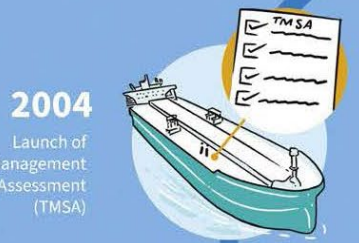
OCIMF was granted consultative status at the IMO

1975

First OCIMF guideline published: Ship to Ship Transfer Guide

1990

OPA Double Hulls



2004

Launch of Tanker Management and Self Assessment (TMSA)

2004

OCIMF wins a Seatrade Award in the 'New IT applications for the shipping industry' category for SIRE

2000

SIRE Inspector Training and Accreditation programme released

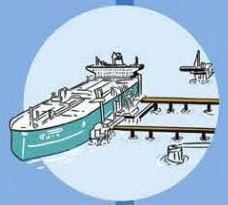
SIRE QMS receives ISO certification

1993

Ship Inspection Report Programme (SIRE) launched

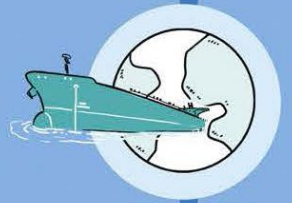
2010

Launch of Offshore Vessel Inspection Database (OVID)



2011

Marine Terminal Information System launched (MTIS)

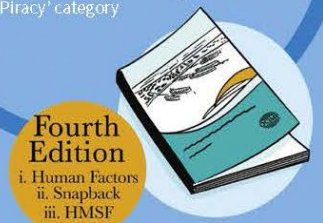


2016

Global Inland and Coastal Barging Focus Group (GICBFG) formed

2016

Marine Trade Information Sharing Centre - Gulf of Guinea (MTISC - GoG) pilot project ends and wins a Seatrade Award in the 'Countering Piracy' category



2018

Fourth edition of Mooring Equipment Guidelines (MEG4) published

2019

Strategy review

2020

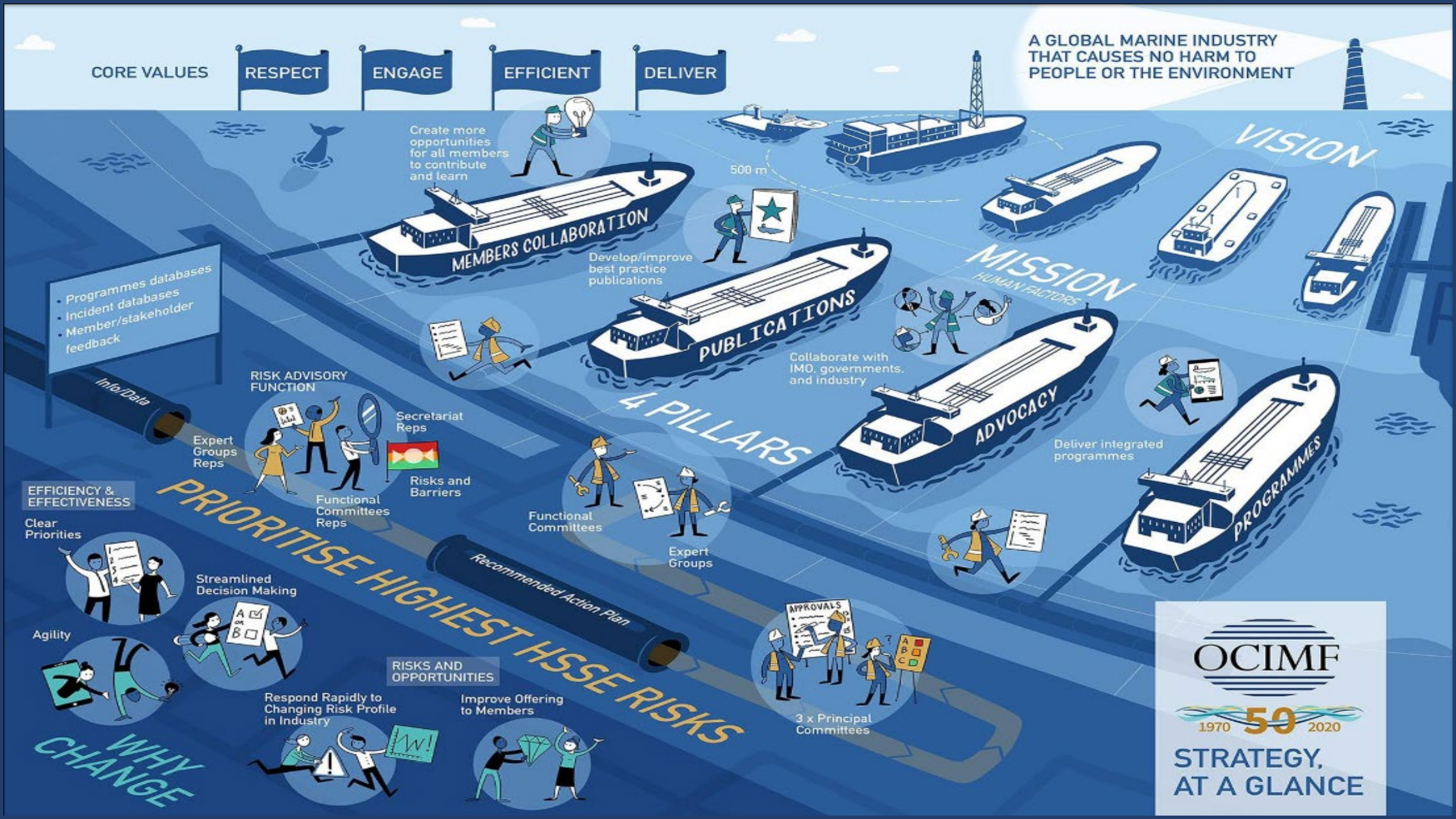
Sixth edition of International Safety Guide for Oil Tankers and Terminals (ISGOTT6) published

2024

Launch of SIRE 2.0

Future

- Global Barge Guide
- GHG reduction
- New fuels
- Human factors


CORE VALUES
RESPECT
ENGAGE
EFFICIENT
DELIVER
A GLOBAL MARINE INDUSTRY THAT CAUSES NO HARM TO PEOPLE OR THE ENVIRONMENT
VISION
MISSION
HUMAN FACTORS
4 PILLARS
MEMBERS COLLABORATION
Create more opportunities for all members to contribute and learn
500 m
PUBLICATIONS
Develop/improve best practice publications
ADVOCACY
Collaborate with IMO, governments, and industry
PROGRAMMES
Deliver integrated programmes
Programmes databases
Incident databases
Member/stakeholder feedback
Info/Data
PRIORITISE HIGHEST HSSE RISKS
RISK ADVISORY FUNCTION
Secretariat Reps
Expert Groups Reps
Risks and Barriers
Functional Committees Reps
Functional Committees
Expert Groups
Recommended Action Plan
APPROVALS
3 x Principal Committees
EFFICIENCY & EFFECTIVENESS
Clear Priorities
Streamlined Decision Making
Agility
WHY CHANGE
RISKS AND OPPORTUNITIES
Respond Rapidly to Changing Risk Profile in Industry
Improve Offering to Members
OCIMF
1970 50 2020
STRATEGY, AT A GLANCE

OCIMF Chair's Opening Remarks

OCIMF

OCIMF Chair’s Opening Remarks

Lambros Klaoudatos
OCIMF Chair

Lambros Klaoudatos is the Senior Vice President, Shipping leading bp's global shipping organization. He is a highly experienced maritime professional with almost 30 years' experience across technical, commercial, project management and leadership roles.

He began his career at sea sailing on passenger vessels in his native Aegean Sea and eventually was a Master/OIM aboard DP-3 Drillships in the Offshore Oil & Gas industry. Having earned an MSc in Economics at Erasmus University in Rotterdam he came ashore to bp in 2007.

Onshore Power Supply Panel Discussions

OCIMF

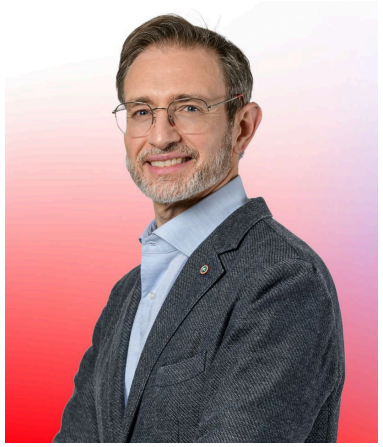
Onshore Power Supply Panelists

Filipe Santana
Petrobras Transporte S.A. - TRANSPETRO

Filipe, Terminal Marine Processes Manager for Transpetro, was previously OCIMF Engineering Adviser 2021 - 2024, acting as the secretary to the Environmental Committee, Engineering Expert Group and Structures Expert Group.

At OCIMF, he managed member teams working on decarbonization projects related to alternative fuels, onshore power supply, emissions capture and control, design of marine and offshore terminals.

Internationally, Filipe served as Director of Interinstitutional Relations for SLOM and was a member of the External Advisory Board of IACS. He made significant contributions best practice guidelines including: International Safety Guide for Oil Tankers and Terminals (ISGOTT), Guidelines for Offshore Tanker Operations (GOTO), and the Jetty Maintenance and Inspection Guide (JMIG).



Luca Imperiali di Francavilla
ABB

Luca has been involved in onshore power supply since 2011 with extensive experience from small shipyards and ferries to the largest cruise ships and container terminals. Luca has managed and advised on many complex applications including development of innovative solutions for Shore Power.

Luca began his career with ABB Research after graduating from Università degli Studi di Padova with a Masters Degree in Electrical Engineering. He later moved to CESI S.p.A. (Milan) as System Engineer; Luca rejoined ABB as Project Engineer in the Power Systems Division. In 2011 he started his involvement in Shore Connection as Regional, and now Global Product Manager Shore Connection.

Thomas Hartmann
DNV SE
Electrical Systems – Ship Classification

Thomas is Senior Principal Engineer in the maritime approval section of electrical systems for DNV – Maritime, focusing on plan approval of low- and medium voltage systems, electrical propulsion systems, type approval of components/ systems, statutory tasks and class rule development. Before joining DNV, Thomas worked as technical manager for ABB marine service in the USA and is a graduate of the University of Applied Sciences Hamburg, Germany with a diploma in electrical engineering.

Over the past 19 years Thomas has contributed significantly to the development of the IEC-standard Utility Connections in Port (IEC/IEEE 80005 series) as a member of the national and international IEC working groups.

Additionally, Thomas has contributed to several shore power supply studies, to the IMO guidelines on safe operation of onshore power supply (OPS), and application approvals of shore power systems.

Clas Gustafsson
Furetank

Clas, Technical Manager at Furetank, studied marine engineering at Chalmers University, Gothenburg after which he sailed on various ship types up to chief engineer and has been involved in ship new construction since 1997. In 2002 he came ashore and has worked as technical superintendent, site manager at newbuilding yard and technical manager.

He will be sharing OPS design, construction and operating experience of Furetank, a Swedish tanker company, with 10 vessels (~18k DWT) in service equipped with OPS for full cargo operation (loading, discharging or tank cleaning) and 6 more ordered.

Alexys Nielsen
OCIMF

Alexys is the OCIMF Engineering Adviser, managing the Engineering and Structures expert groups.

After graduating from the California Maritime Academy, Alexys spent 19 years as Engineering Officer with ConocoPhillips, Polar Tankers, progressing from Third Assistant Engineer to Chief Engineer. Alexys has also provided engineering support to the Polar Tankers fleet as Quality Assurance Officer and from shore-based positions, coordinating operational support for vessel repairs and inspection periods as well as materials management and logistical support during special survey dry-docking inspections.

Alexys will be sharing OCIMF member experiences with onboard installation and commissioning of OPS systems.

Gil Yong Han
INTERTANKO

Gil Yong has been with INTERTANKO for the past 9 years, serving as the Senior Technical Manager. Before coming ashore, he was a Deck officer with Hanjin Shipping Company. Gil Yong has worked as a Naval Architect for both IACS and the Korean Register of Shipping. He holds a Masters Degree in Ocean Engineering.

Jörgen Wrennfors
Port Of Gothenburg

Jörgen, Program Manager OPS Development, leads the full implementation of Onshore Power Supply (OPS) at the Port of Gothenburg and serves as the project owner of strategic development initiative focused on enabling high-voltage shore power connections for product tankers which has been in operation at the Port of Gothenburg since January 2025.

Sean Crowley
Stolt Tankers

Sean has worked with Stolt Tankers for nearly 30 years in various capacities, from a seagoing Electrical engineer on chemical tankers to then coming ashore in 2002 as Electrical Supt. and later as Electrical & Automation Manager. He originally qualified as a Radio Officer at RTC Cork and subsequently completed Electro Technical Officer certification at South Tyneside College and has also received his MBA and BEng in Electrical & Electronic Engineering.

Since 2019 he is the Sr. Electrical Project Manager for Stolt Tankers, responsible for electrical and navigational equipment projects. His passion for shore power for tankers extends nearly 20 years and is part of the Port of Rotterdam/Stolt Tankers/Vopak Terminals shore power initiative.

Claes Möller
Tärntank Ship Management AB

Claes began his career with Tärntank Ship Management AB as a deckhand while studying for his master's degree. After completing his studies at Gothenburg, he advanced to second officer and later chief officer, spending time both at sea and at shipyards during new vessel construction. He later transitioned to a full-time office role, supporting ISM code implementation, vetting, and newbuild projects. As Tärntank expanded its shoreside operations, he became Fleet Manager, overseeing the Quality Assurance department; later being appointed as CEO of the company.

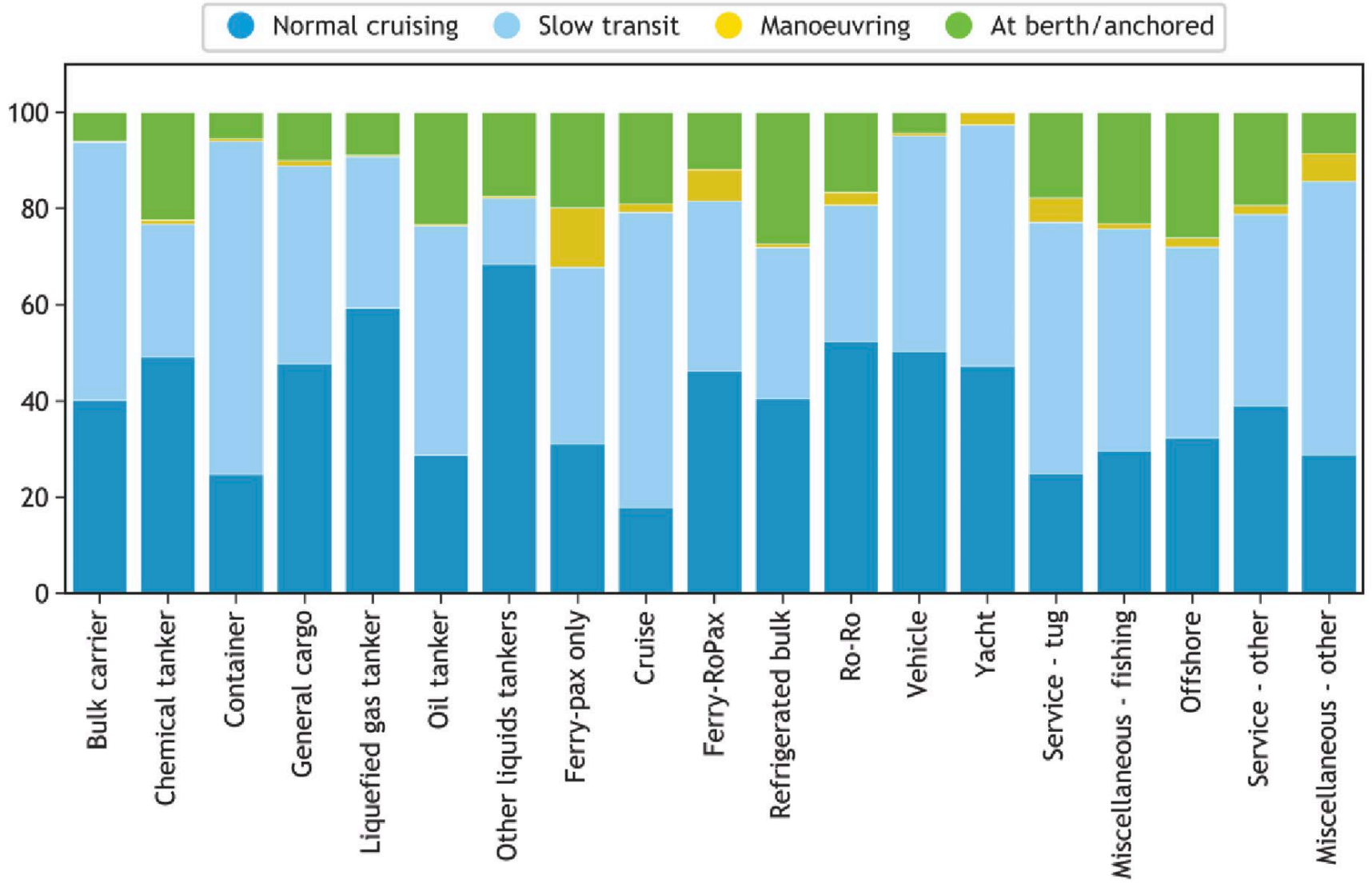
Onshore Power Supply Systems - Recommendations for Tankers and Terminals

OCIMF Day – 10 June 2025
Athens, Greece

OCIMF

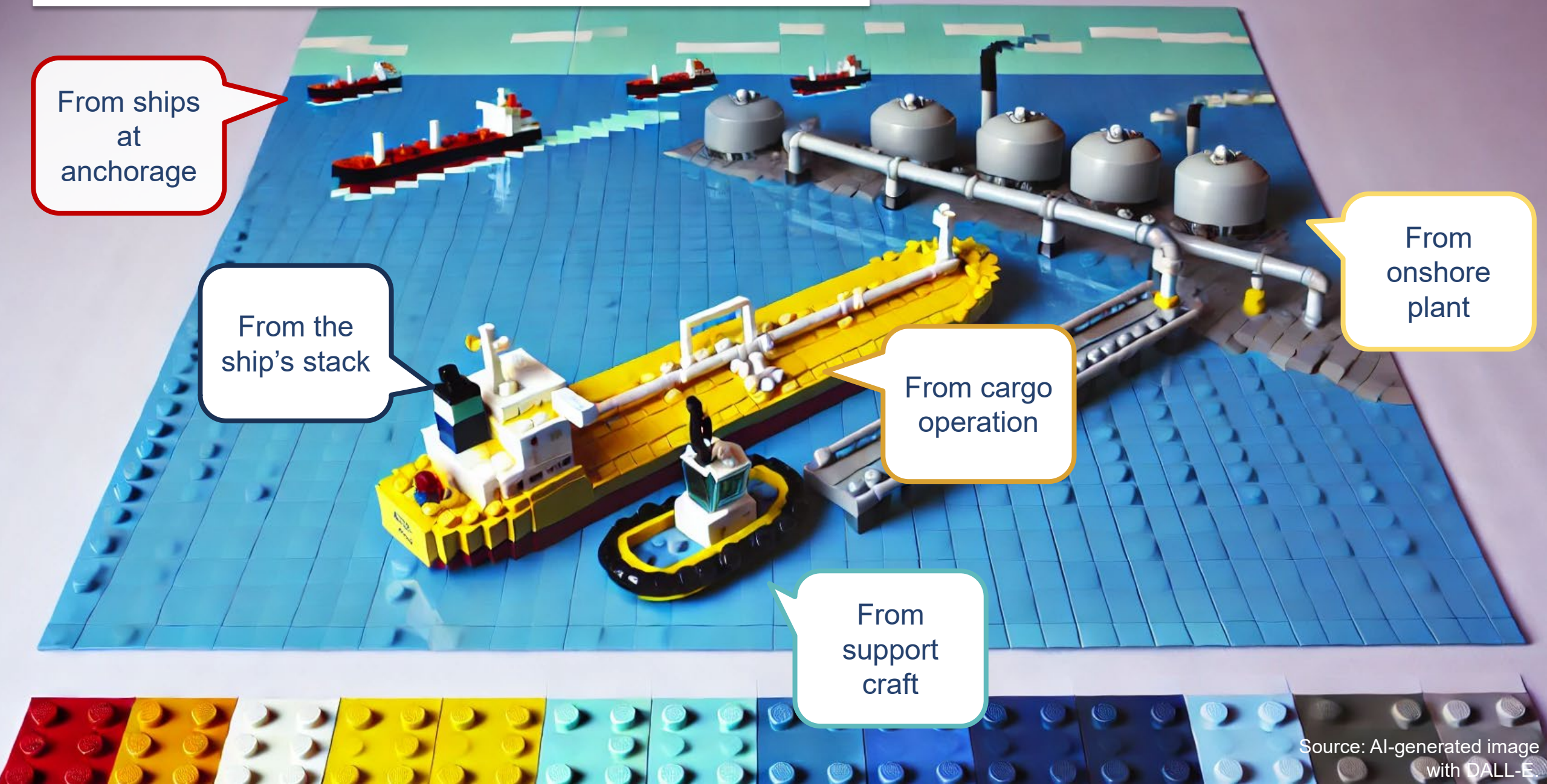
GHG Emissions at marine terminals

Fourth IMO GHG Study 2020



Source: Fourth IMO GHG Study 2020. Available at:
https://wwwcdn.imo.org/localresources/en/OurWork/Environment/Documents/Fourth%20IMO%20GHG%20Study%202020%20-%20Full%20report%20and%20annexes.pdf

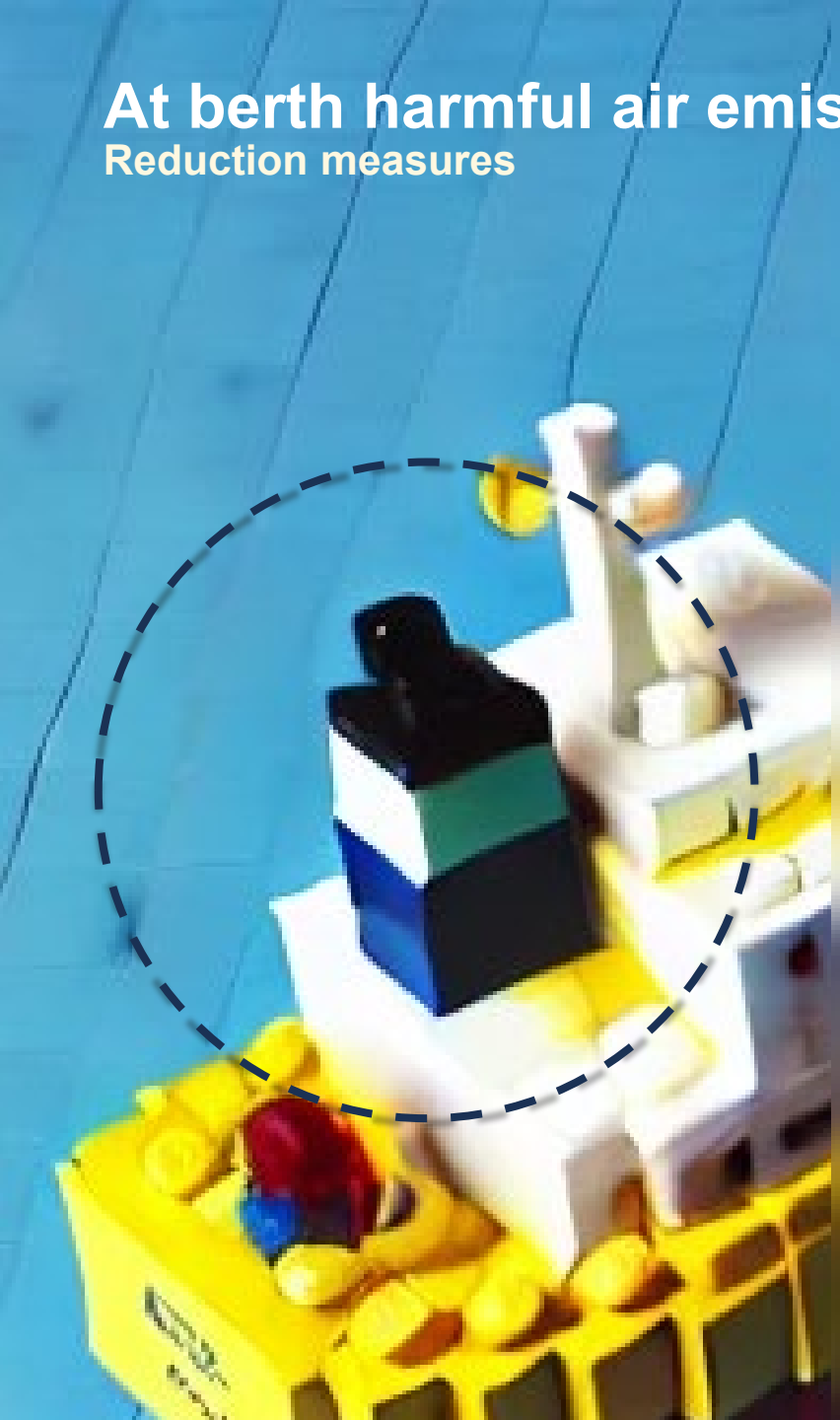
Emission sources in a terminal operation



Source: AI-generated image with DALL-E

At berth harmful air emissions

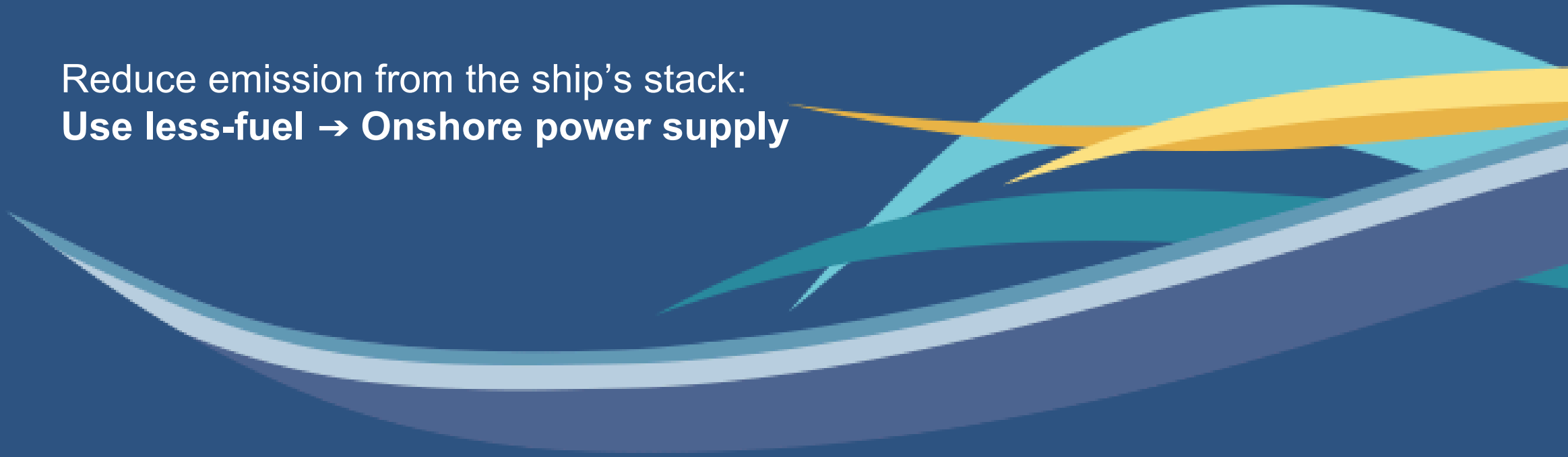
Reduction measures



Options to reduce emission from ship's stack

- Use less fuel → Onshore power supply ⚡
- Capture and store emissions ☁️📦
- Use a low-carbon fuel 🌱⛽

Reduce emission from the ship’s stack:
Use less-fuel → Onshore power supply



Direct electrification

Comparison with green fuels

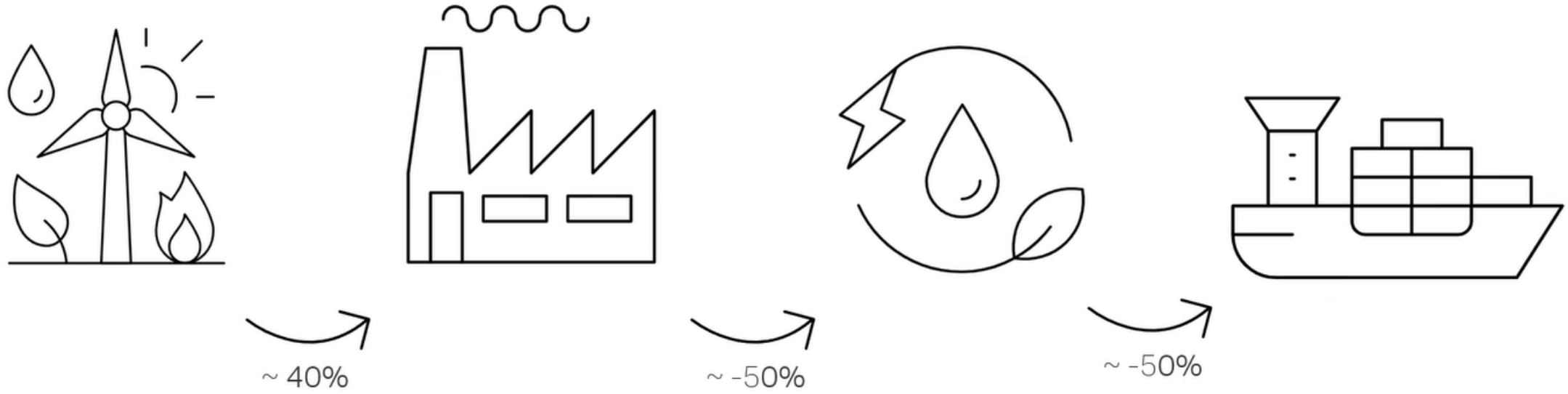
200 GW

Renewable energy installed capacity

~ 700,000 GWh
(~2.5 EJ)
Renewable energy generated for the production of e-fuels

~ 350,000 GWh
(~1.2 EJ)
Available energy onboard from e-fuels

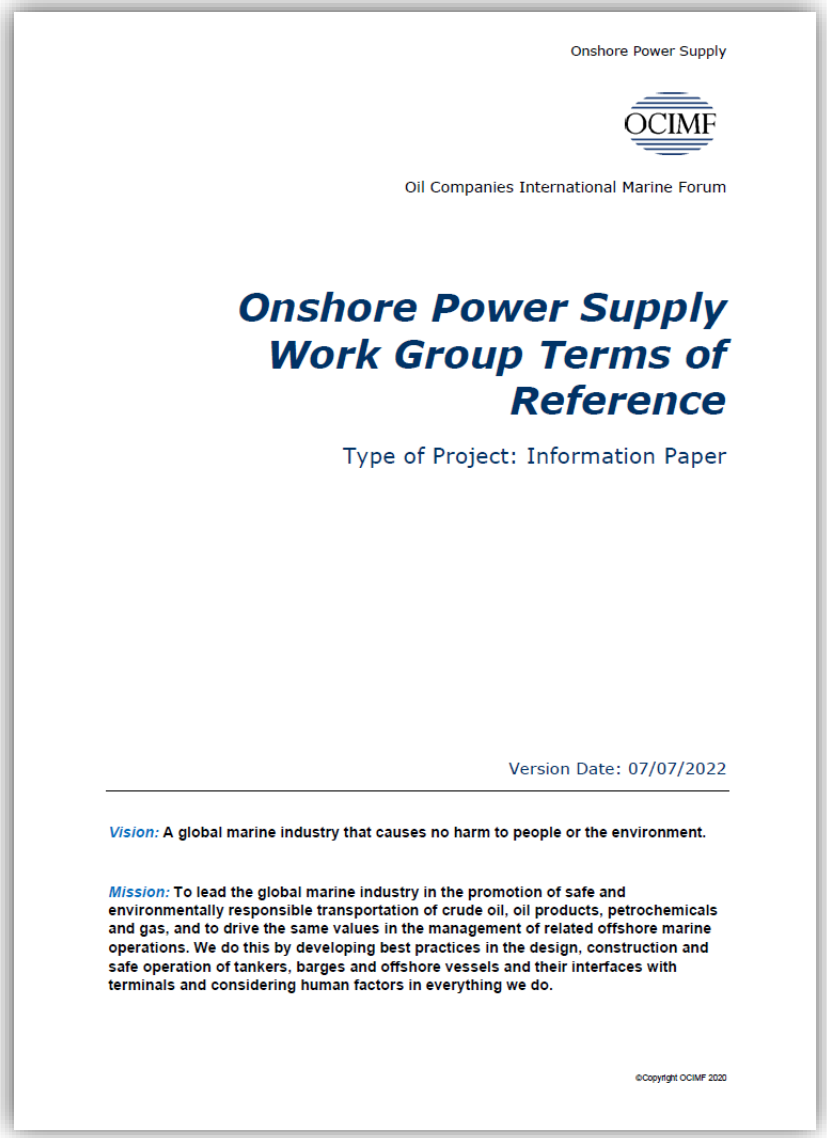
~ 175,000 GWh
(~0.6 EJ)
Delivered power onboard for propulsion and electrical needs



Source: Picture from Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping. Data from NavigaTE.

Direct electricity may be **multiple times more efficient** due to the energy losses through green fuel production and the use chain.

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 standardised practices 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

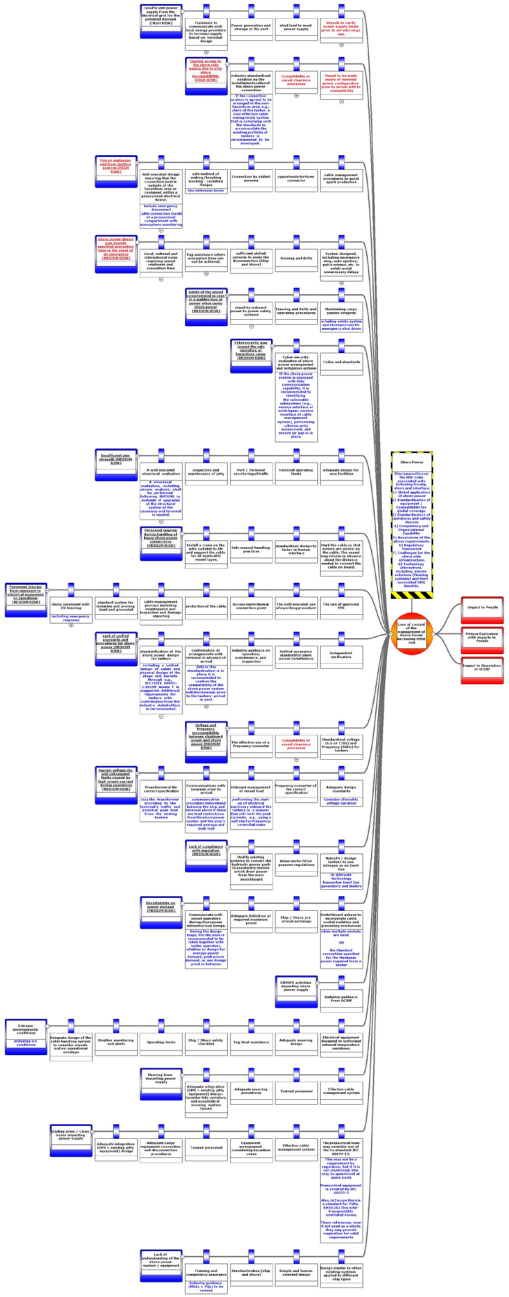
- The **focus is on the tanker segment** (oil, oil products, and chemical).
- Barges and gas carriers are out of scope.

OPS WG

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 if 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:

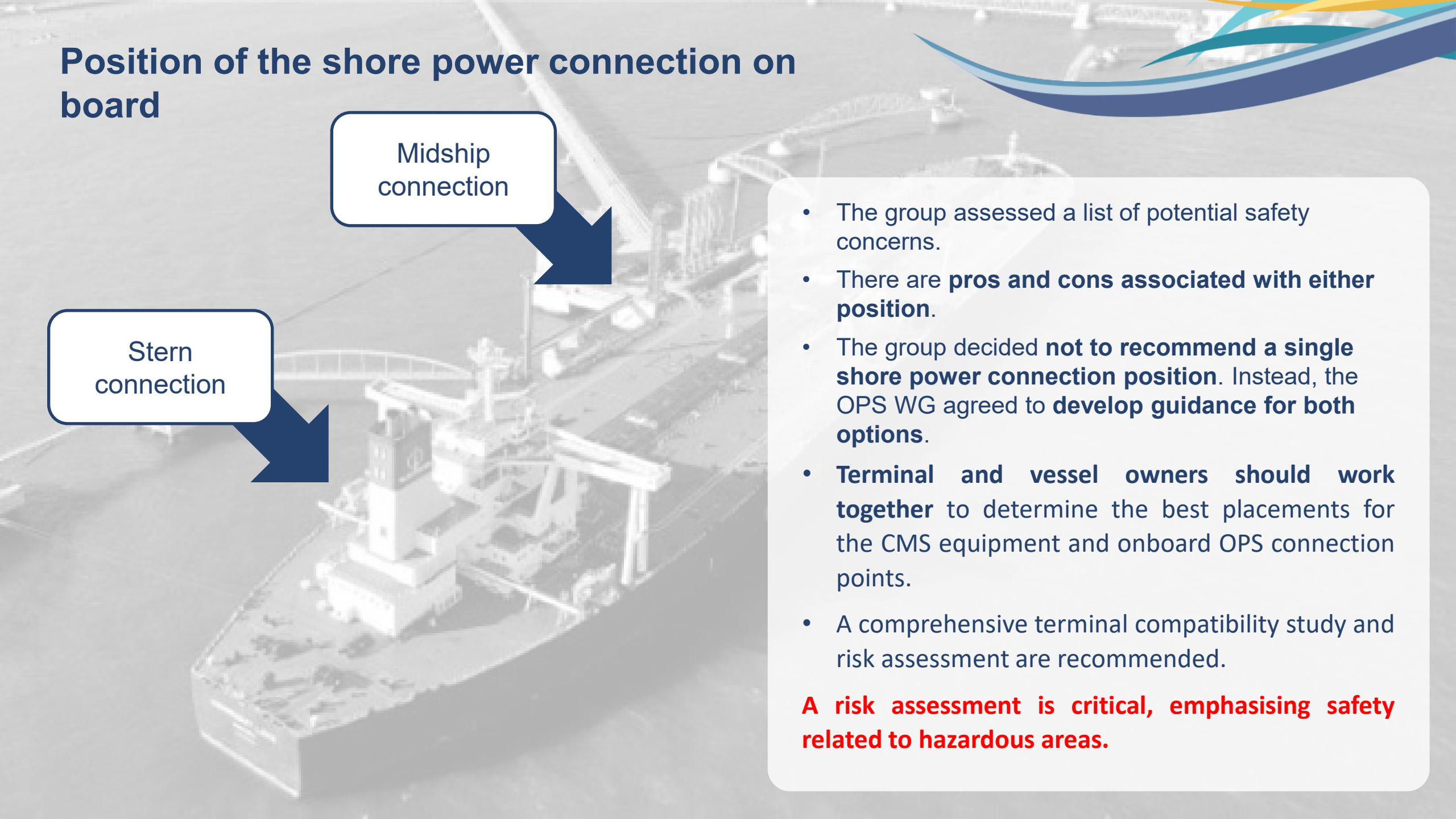
Mid-ship vs stern

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

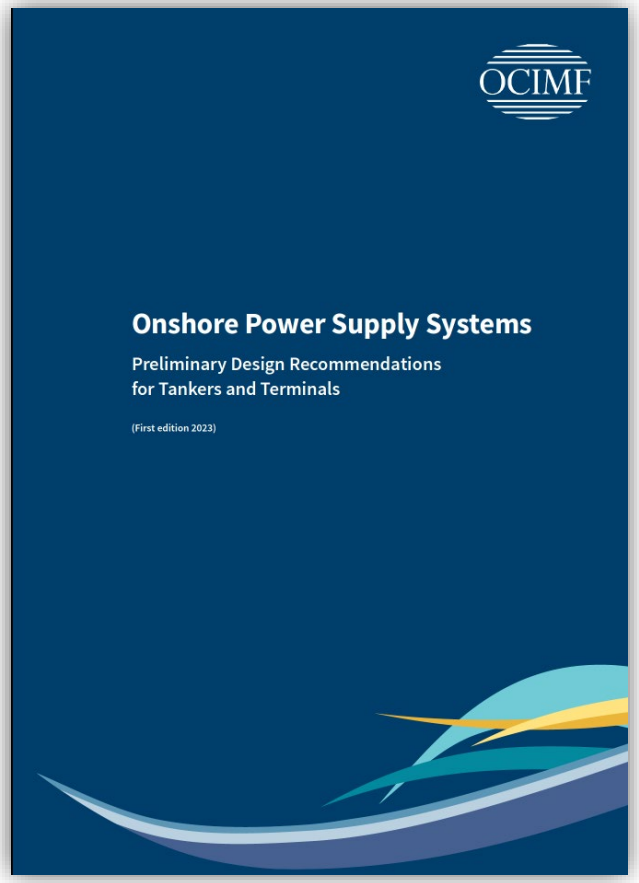


- The group assessed a list of potential safety concerns.
- There are **pros and cons associated with either position**.
- The group decided **not to recommend a single shore power connection position**. Instead, the OPS WG agreed to **develop guidance for both options**.
- **Terminal and vessel owners should work together** to determine the best placements for the CMS equipment and onboard OPS connection points.
- A comprehensive terminal compatibility study and risk assessment are recommended.

A risk assessment is critical, emphasising safety related to hazardous areas.

Onshore power supply

2023 Interim guide



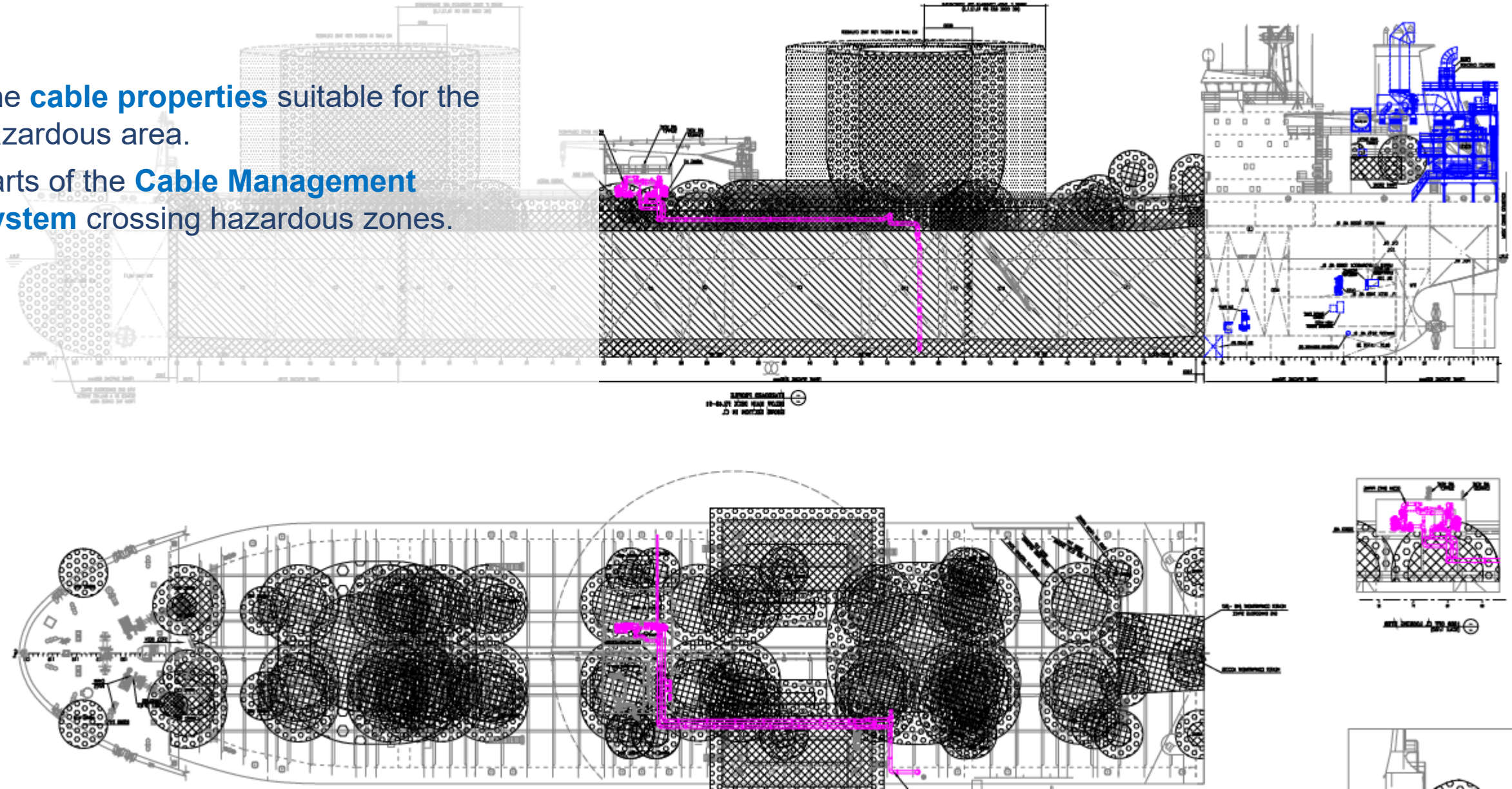
- **Executive summary:**
  - The shore power connection should follow IEC/IEEE 80005 Series Standards, as amended.
  - The provision of OPS at **6.6 kV, 60 Hz** as standard is recommended.
  - The OPS system may have **1 or 3 cables** depending on the power demand of the typical design ship.

A risk assessment is critical, emphasising safety related to hazardous areas.

Onshore power supply

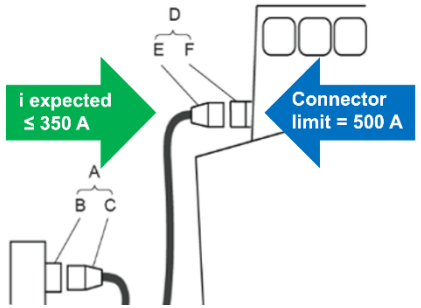
Risks to be managed

- The **cable properties** suitable for the hazardous area.
- Parts of the **Cable Management System** crossing hazardous zones.

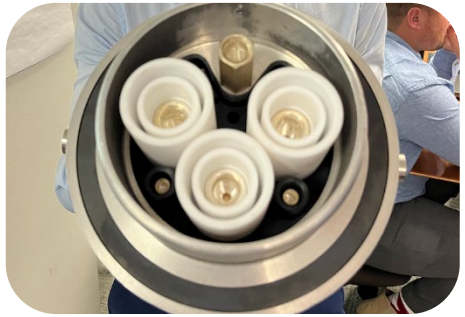


Onshore power supply

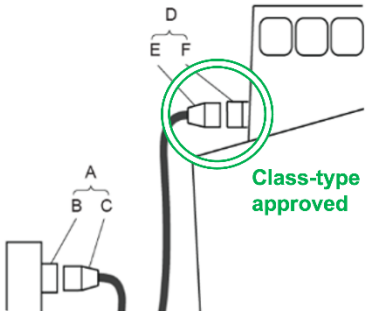
Complete guide upcoming



Nominal current per connection requirement.

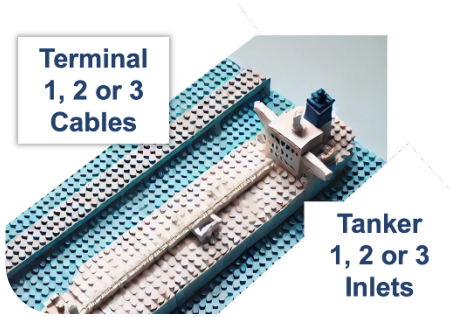


Connector design and nominal capacity.

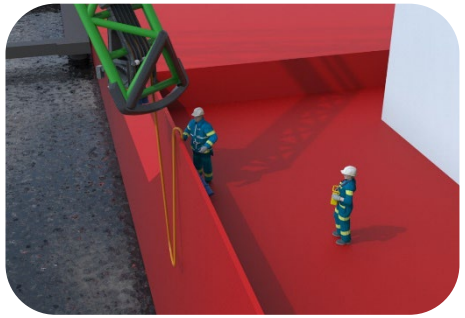


Cass-approval requirements.

Cable design.



Scalable number of cables and ship's inlets.



Cable lifting and payout requirements.

Cable storage and parking requirement.

Cable tension and movement monitoring.

SINGLE CABLE

Bonding or control.

OPS shutdown and emergency decoupling

Onshore power supply

Complete guide upcoming

The information is organized into **three primary sections**:

Tanker	Marine Terminal	Interface

Tanker Part

OPS Paper

- **General OPS Overview:** Basic system understanding and relevant codes/standards for tankers.
- **Ship Layout & Design:** Locating OPS equipment considering hazardous areas, structural needs, cable lifting, and interaction with mooring and gangways.
- **Ship Electrical Equipment:** Designing the ship's electrical system for OPS, including power needs, voltage, frequency, safety systems, transformers, and switchboards.
- **Additional Design Points:** Standby power, cargo system integrity during power loss, and fire protection.
- **Tanker Operations:** Procedures for connection, operation, disconnection, emergency actions, and safety checks.
- **Inspection, Maintenance & Training:** Ensuring the tanker’s OPS equipment is maintained and personnel are competent.

Terminal Part

OPS Paper

- **Berth Layout & Design:** Terminal's OPS connection, effective cable management systems (CMS), and structural requirements.
- **Terminal Electrical Equipment:** Designing the terminal's electrical supply, including power demand, connection methods, frequency conversion, transformers, and switchboards.
- **Additional Design Points:** Shore power generation, electrical isolation, and arc flash safety.
- **Terminal Operations:** Responsibilities, procedures for cable handling, connection, disconnection, and emergency response.
- **Inspection, Maintenance & Training:** Ensuring the terminal’s OPS equipment is maintained and personnel are competent.

Interface Part

OPS Paper

- **Design Philosophy:** Guiding principles for a safe and compatible ship-to-shore OPS connection.
- **Hazardous Area Management:** Managing hazardous zones at the interface.
- **Compatibility & Coordination:** Ensuring ship and terminal systems can work together, including electrical protection and isolation.
- **Startup & Commissioning:** Procedures for the initial setup and testing of the OPS interface.
- **Interface Operations:** Practical steps for screening ships, pre-arrival communication, roles and responsibilities, cable handling, sequencing of connection/disconnection, and emergency procedures.
- **Safety Checklists:** Tools to verify safe conditions before and during OPS use.

Thank you

(Link) Onshore Power Supply Systems: Recommendations for Tankers and Terminals

STS Transfer Guide 2nd Edition Panel Discussions

OCIMF

STS Transfer Guide 2nd Edition Panelists

Kevin Coelho
OCIMF

Kevin is the Nautical Adviser and manages the Nautical, Ship to Shore and Ship to Ship expert groups.

Kevin is seconded from Shell and is a Class 1 Master Mariner with over 30 years of experience in the shipping and maritime industry. After having sailed on oil tankers and LNGC's, Kevin made the transition ashore in 2003 where he worked for Brunei Shell Petroleum as an Offshore Marine Operations Supervisor. He then transitioned to London to work as a Marine Facilities Advisor and in a global lead maritime assurance role. He then served as Terminal Team Lead onboard 'Prelude' FLNG through hook-up, commissioning and start-up operations.

Kevin is the OCIMF secretariat responsible for planning and leading the STS Transfer Guide revision working group.

Adarsh Agarwal
EXMAR Shipmanagement BV

With over two decades of seafaring experience from 1996 to 2017, primarily aboard oil and gas tankers, Adarsh transitioned ashore in 2017 to take on the role of Marine Superintendent at EXMAR Shipmanagement BV. Since then, he has taken on key responsibilities including STS (Ship-to-Ship) operation screenings and the in-house management of STS services. His dedication and leadership led to his promotion as Head of Fleet Management, where he now oversees vessel performance, compliance, and operational excellence across the fleet. Adarsh and his company participated in the STS Transfer Guide revision working group as members of SIGTTO.

Capt. Ajit Balwant Natu
Fleet Management Limited – Hong Kong

Capt Natu has a maritime career spanning three decades; he is a former Master Mariner largely sailing on parcel chemical tankers. He is currently working with Fleet Management Limited as Director Tanker Operations department for the last 11 years. He has been a member of CDI technical committee since 2015 and previously took part in the ISGOTT 6th Ed. revision working group. Ajit and his company participated in the STS Transfer Guide revision working group as members of CDI.

Arjan Kreuze
Stolt Tankers

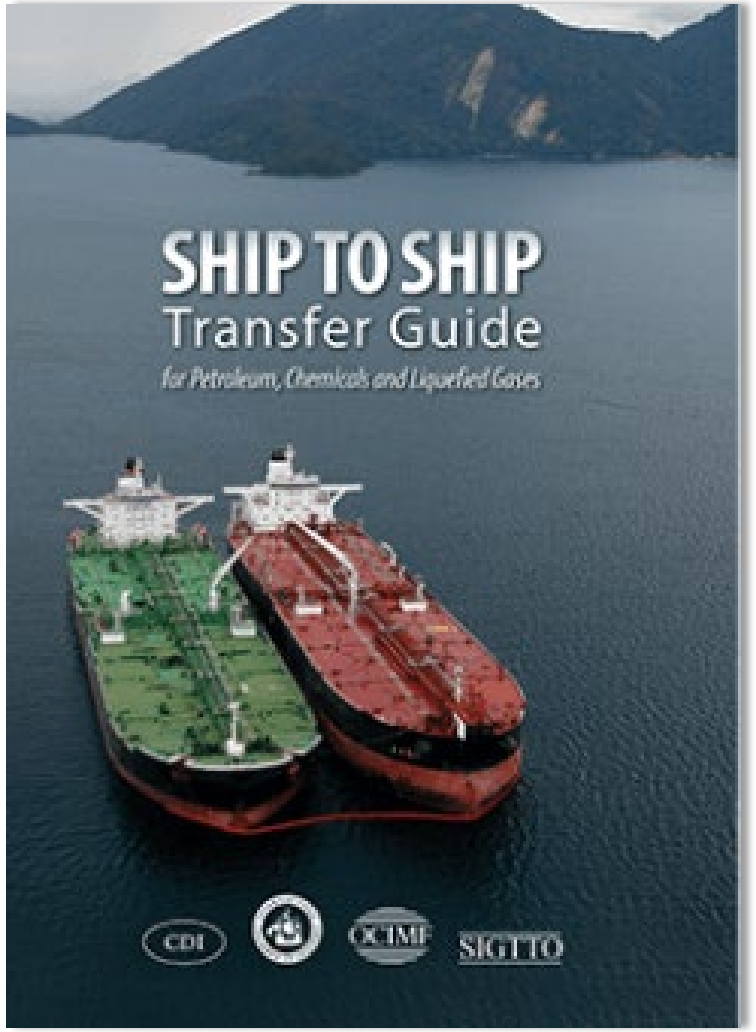
Arjan graduated from the Nautical College in Amsterdam and began his sailing career with Jo Tankers BV in 1984, becoming Master in 1993. In 1998 he moved to the offices of Jo Tankers BV as safety and environmental affairs manager and continued in safety with additional roles as training and sea personnel manager for the Dutch fleet. With the introduction of ISM and ISPS Code he also took on the roles of DPA and CSO. In 2006 he was named MD of Jo Tankers BV in 2006, continuing in that role until the 2016 acquisition by Stolt Tankers, taking on the role of Compliance and Safety Behavior Manager. Additionally, Arjan is Chair of the ICS Oil Tanker Panel and he participated in the STS Transfer Guide revision working group through his role with ICS.

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

OCIMF Day – 10 June 2025
Athens, Greece

OCIMF

Ship to Ship Transfer Guide - 1st Ed. 2013

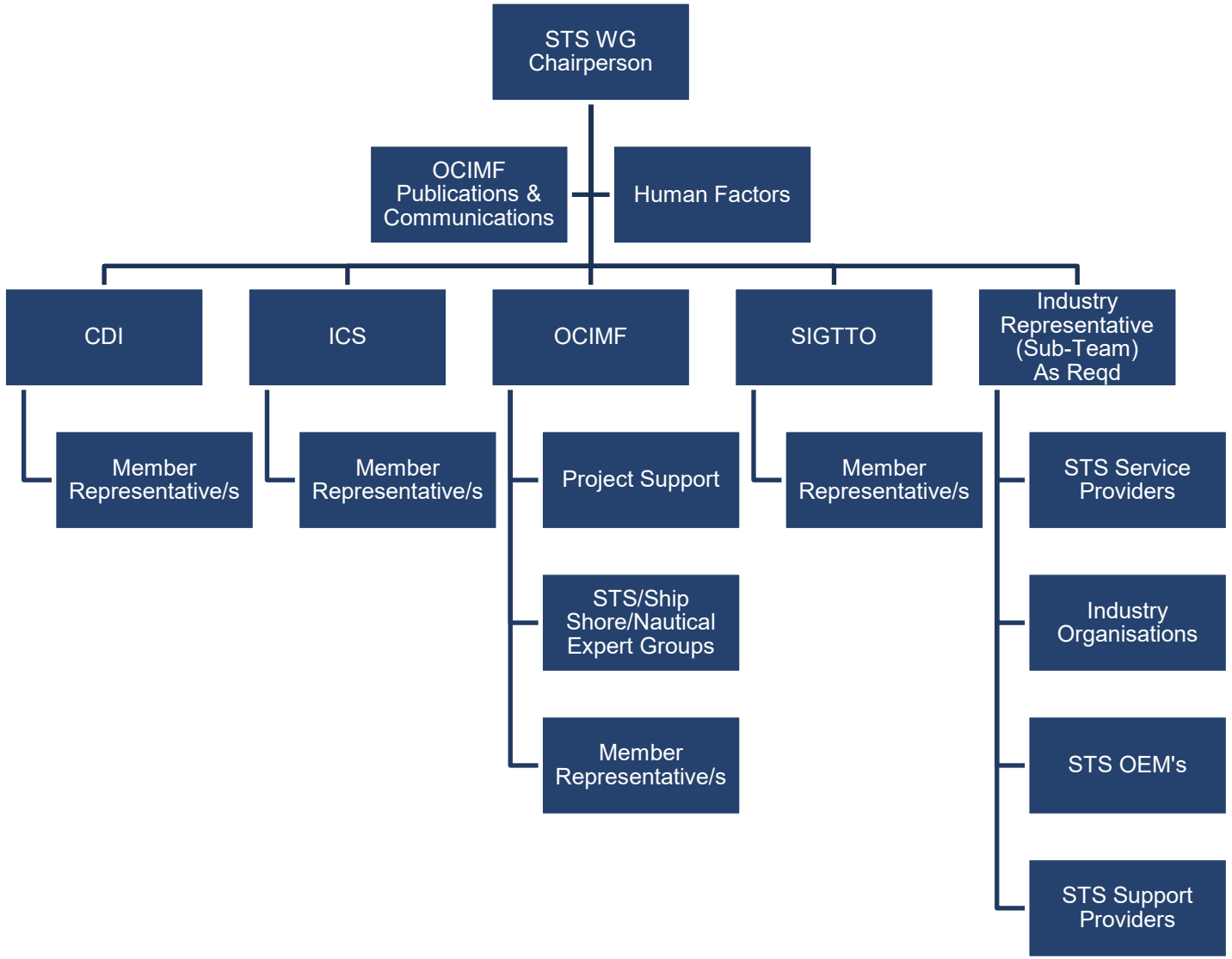


- 2013 Edition encompassing STS operations for Annex I (Petroleum), Annex II (Chemical), LNG and LPG-type cargoes
- Superseded the previous individual editions for all cargoes
- Collaboration between 4 co-authors: CDI, ICS, OCIMF and SIGTTO
- Aim was to provide guidance and recommendations to industry on operational procedures and best practices on STS transfers
- **Topics covered include:**
  - Recommended checklists for STS operations
  - Ship compatibility
  - Safety, risk assessment, Communications
  - Operational Preparations
  - Manoeuvring and mooring/ unmooring operations
  - Cargo procedures while ships are alongside
  - Equipment used (Fenders, transfer hoses, personnel transfer equipment)

CDI- Chemical Distribution Institute, ICS- Int. Chamber of Shipping, OCIMF-Oil Companies Int. Marine Forum, SIGTTO- Society of Int. Gas Tanker & Terminal Operators

Revision Working Group

- Revision to 1st Edition (2013) commissioned by all four Co-authors:
  - CDI, ICS, OCIMF and SIGTTO
- 22 participants sourced for the WG – from all co-authors
- Project Plan developed with co-authors
- Work commenced July 2023
- Comments Register template circulated to capture proposals for change
- 900+ responses received / evaluated



STS Transfer Guide Working Group

Publication Update – General

- The second edition is ‘stand-alone’.
- References numerous authoritative publications
- Provides all the information required for safe STS transfer operations.
- Clear and strengthened guidance on the POAC/STS Supt terminology and expectations

Publication Update – Human Factors

Chapter 2 provides detailed guidance on human factors

Introduces concept of: alternative, emerging and innovative technologies in STS operations

Human factors guiding principles:

- 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 prevent or correct them.
- People know the most about their work and are key to any solution.
- Facilities, tools and activities can be designed to reduce mistakes and manage risk better.
- Leaders shape conditions that influence what people do.
- It matters how leaders respond when things go wrong and that they take the opportunity to learn.

Publication Update - Personnel Transfer

- Chapter 5 provides guidance on personnel transfer.
- Includes guidance previously found in 2018 OCIMF information paper “Transfer of Personnel by Crane Between Vessels”
- Encourages Operators and Masters to be guided by a risk management approach.
- Recommendations on suitability of methods depending on geography, exposure of the STS transfer location and support boat capabilities.
- Practical guidance on preparations for Personnel Transfer Basket operations.
- Guidance to end users on selecting the safest transfer method.

Publication Update contd…

Cargo Transfer

- Chapter 10 split in four sections, for Oil, Chemicals, LPG and LNG.
- Four supporting appendices from 1st Ed. are incorporated in chapter 10

STS Specific Equipment

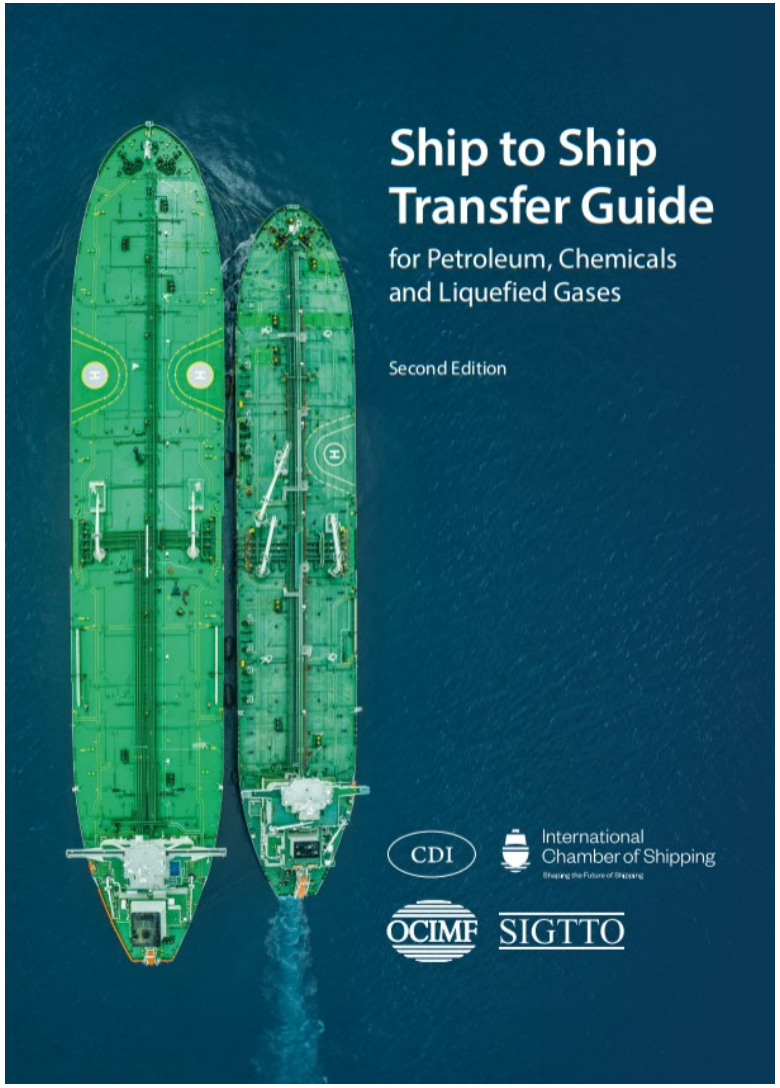
- Enhanced guidance for STS equipment- fenders, cargo and vapour hoses and mooring equipment
- Updated fender-sizing calculations, representing current best practice

Ship to Ship Safety Checklists

- Checklists updated to follow the methodology used in ISGOTT Sixth Edition
- Checklists, in six sections, sequentially cover the whole STS operation
- Vapour balancing checklist incorporated in the STS Safety check Lists
- Checklists reflect changes in understanding of the impact of human factors

STS Transfer Guide - Revision Overview

- 3 SG meetings and 12 WG meetings held – 3 were F2F meetings at OCIMF & ICS premises, the others virtual meetings.
- First draft of revisions (12 Chapters & 10 supporting appendices) sent to the WG for a full review – comments received by mid Oct. 2024
- Conducted final full draft review (F2F meeting) to address comments – full week final week of Oct 2024 at OCIMF.
- Revised draft handed over to Publication in Dec 2024.
- Revised draft shared with Co-Authors for a Technical review in Dec 2024 - received in Jan 2025 with minor comments – now incorporated.
- 2nd Edition planned for release Q3 2025



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OCIMF Programmes Updates

OCIMF

OCIMF Programmes Updates Presenters

Fahmi Tarmizi
OCIMF

Fahmi Tarmizi currently serves as Programmes Technical Manager at OCIMF on from MISC Maritime Services (MMS). He oversees programmes development, supporting SMEs in updating vessel inspection and MSA processes

As co-lead of the SIRE 2.0 Project Team, Fahmi was involved in the phased rollout of the programme, focused on system testing and critical success factors. The project began its first transition phase in May 2023, with full rollout in September 2024

Sashidaran Gopala
OCIMF

SIRE 2.0 Technical Adviser, Sashi, is seconded to OCIMF from BP Shipping with over 30 years at sea and in shore-based audit and compliance roles. In his last posting with BP, he was a serving senior Captain in the fleet, with more than 15 years in direct command.

From 2017-2020, he worked as a management systems senior auditor guiding the establishment of a risk-based audit regime and in-house fleet HSE training programme. He also designed the remote audit programme to ensure compliance during COVID-19. He also led training for a new team of auditors supporting operating management system requirements and compliance with industry guidelines and maritime regulations.

Anastasios Kartsimadakis
Tsakos Group of Companies

Anastasios graduated from the Merchant Marine Academy of Chios and holds a Class A Engineer CoC and MSc in Maritime Management with distinction. He joined the Tsakos Group of Companies in 2007 and has been the Group's Vetting & Inspections Manager since 2016. From 2021 to 2023, Anastasios was seconded to INTERTANKO as Vetting Manager, focused on implementation and integration of the SIRE 2.0 program in collaboration with OCIMF and was a principal contributor to INTERTANKO's Seafarers' Practical Guide for SIRE 2.0. He is currently Vice Chairman of the INTERTANKO Vetting Committee.

In addition to his operational responsibilities, he has contributed to publications of the World Maritime University and co-authored the first Greek-language textbook on ship inspections for maritime academies, published by the Eugenides Foundation in October 2024 and lectures at the Tsakos Enhanced Education Nautical School in Chios.

Overview of Current OCIMF Programmes

OCIMF Day – 10 June 2025
Athens, Greece

Introduction to OCIMF Programmes

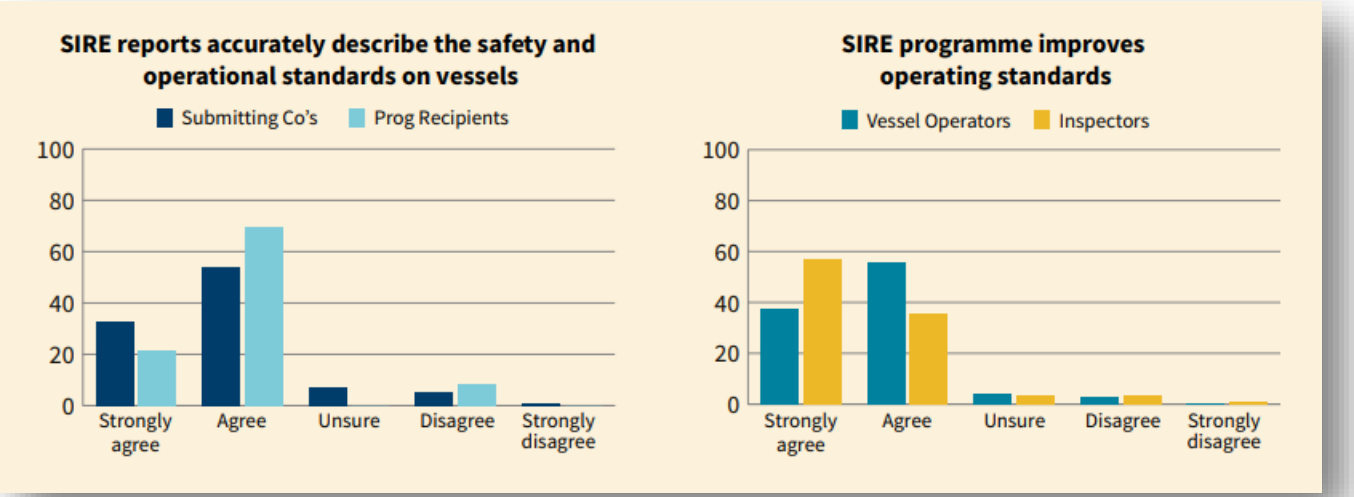
SIRE Programme

SIRE 2.0: Key Features of the Current Programme

- Transition to a risk-based, human factor-centric inspection model.
- Uses a Dynamic Question Library (DQL) tailored to each vessel and operational context.
- Focuses on crew familiarity, system management processes, and operational safety culture.

Future Value to the Maritime Industry

- Promotes a culture of continuous improvement and safety leadership.
- Encourages investment in crew training, competency, and wellbeing.
- Aligns with global trends in digitalisation, ESG compliance, and risk management.



* SIRE Programmes Survey 2022/23

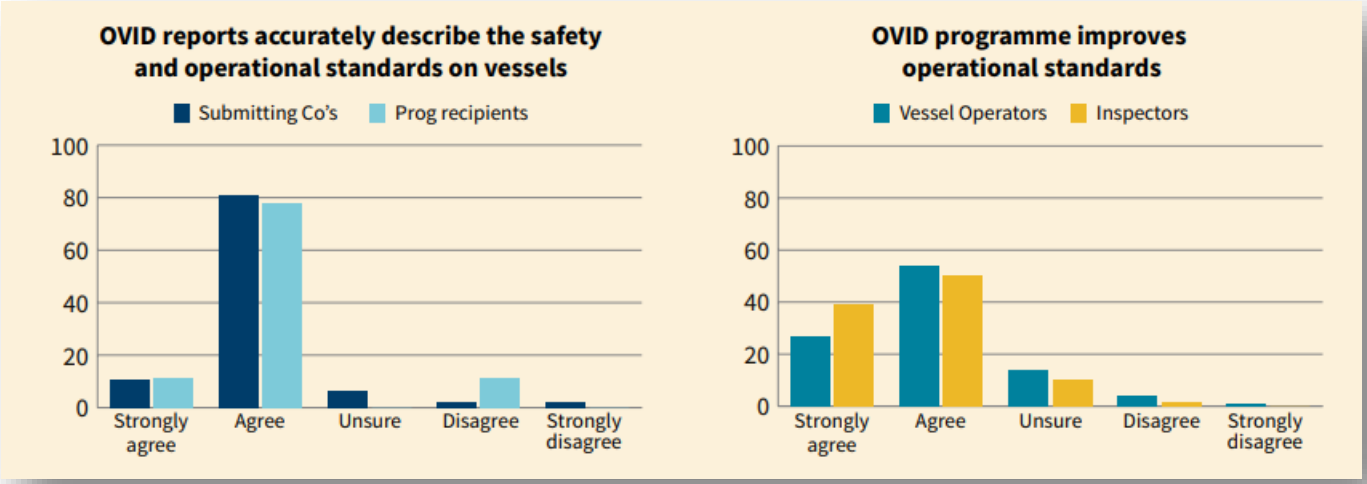
OVID Programme

OVIQ4: Key Features of the Current Programme

- Expanded scope: 146 new questions covering topics like LNG/hybrid fuel training, cybersecurity, SEEMP, and crane management.
- Emphasis on human element: questions on bullying and harassment prevention, crew familiarity, and Management of Change (MOC) in vessel reactivation.
- Anonymous Reporting Scheme and Submitting Company Guidance added to promote transparency and fairness.

Future Value to the Maritime Industry

- Strengthens crew safety, readiness for alternative fuels, and vessel operation in offshore operations.
- Supports emerging technologies and fuels by assessing hybrid systems, LNG training, and energy efficiency measures (SEEMP).
- Aligns offshore assurance with global expectations on ESG, cyber security, and crew competence.



* OVID Programmes Survey 2022/23

Programmes Snapshot FY2024

	SIRE	BIRE	OVID
	2024	2024	2024
Programme Recipients (including PSCs)	494	Shared figure with SIRE	95
Inspectors accredited in total	468	124	386
Inspection reports published	24,333	9,906	3,400
Distinct vessels inspected in 12 months	9,842	8,218	3,223
MSA published	1,763	Shared figure with SIRE	457
Technical vessel operator registered in the system	2,964	Shared figure with SIRE	1,592

*BIRE shared numbers with SIRE

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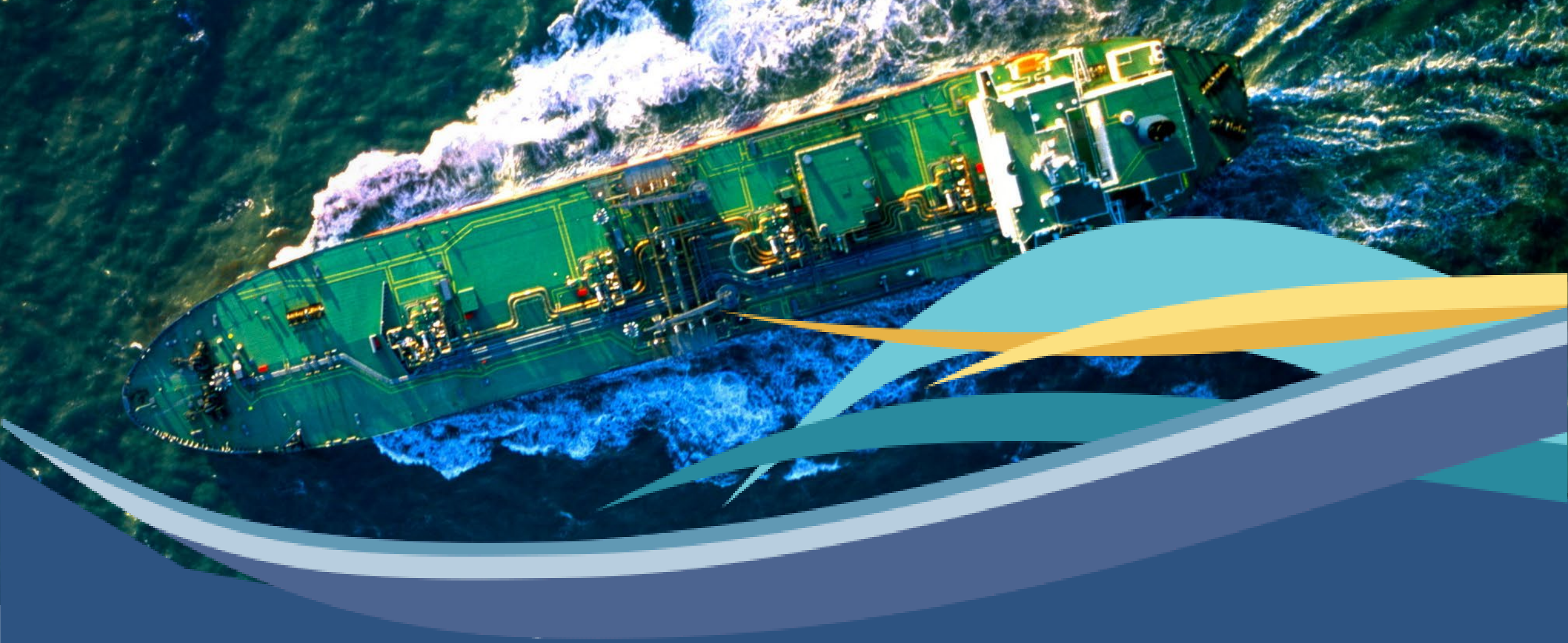


SIRE 2.0 Inspection Management Process – Lesson Learned

OCIMF Day – 10 June 2025
Athens, Greece

OCIMF

Simplified Inspection Process Flow - Overall

Operators	Inspection Request	Inspection request accepted by Submitting Company	Operator uploads PIQ Photographs Certificates	Operator accurate declaration.
Submitting Company	Accepts inspection request.	Manage Inspector allocations according to compliance rules.	Reassigning Inspector - this can be done up until physical stage started.	Process and validate draft report prior to Operators comments.
Inspector	CVIQ generated	Pre-Inspection work completed	Inspection conducted and report checked for errors.	Report submitted - via tablet.

Submitting Company should make sure that the inspector has received any message relating to changes or cancellations to the inspection and, does not embark on a necessary journey

Important considerations – Pre-Inspection

- **Inspection booking tool, HVPQ and PIQ**
  - ❖ Ensures the CVIQ is correctly compiled.
- **Inspection booking tool:**
  - ❖Cargo type that will be loaded/onboard/discharged during the inspection.
  - ❖If change in cargo type, cancel the booking and raise a new inspection request.
  - ❖If STS operations expected during the inspection, these variant must be selected.
- **The following restrictions applies to SIRE 2.0 inspection booking:**
  - ❖There can be only one *active inspection booking request* for a vessel until report published.
  - ❖*Within 30 days of the last published report* will prompt the Operator to provide a reason from a drop-down menu.

Important considerations – Pre-Inspection

- **Pre-inspection Declaration:**
  - ❖Any changes made to the PIQ, certificates & photographs after signing the declaration, changes will not be reflected in the CVIQ.
  - ❖If change is needed, cancel booking after informing the Submitting Member.
- **Photographs:**
  - ❖Should accurately reflect current condition.
  - ❖Quality & specifications of photographs as listed in guidance.
  - ❖The requirement for item 21 – ‘Aft emergency towing equipment storage arrangement’
  - ❖The requirement for item 26 – ‘The oil filtering equipment (Oily Water Separator – OWS)’
  - ❖The requirement for item 40 – 'IG system pressure/vacuum-breaking (P/V) device’
  - ❖The requirement for item 42 – ‘One main cargo pump and, if in pump room, including bilges’

Important considerations – Pre-Inspection

- **Certificates update:**
  - ❖ Ensure HVPQ is updated first, before updating certificate details.
- **CVIQ:**
  - ❖ The CVIQ is compiled and made available to the Inspector when Pre-Inspection Declaration is signed.
  - ❖ Declaration should be signed as soon as possible, recommended ideally 96 hs but no less than 48 hs.
- **Port Change:**
  - ❖ Any change of port call does not require cancellation of inspection booking.
- **Travel:**
  - ❖ Inspector must not travel prior to receiving the CVIQ and completing the pre-work.
- **Cancellation (before inspection commences):**
  - ❖ Must inform the Submitting Member, ensures the Inspector does not undertake travel.

Important considerations – During Inspection

- **Cancellation (once inspection commences):**
  - ❖ Must inform the Submitting Member.
  - ❖ Inspector terminates the inspection.
  - ❖ CVIQ submitted regardless if it is not completed fully.
- **Tablet use at Terminal:**
  - ❖ If Master / Operator is aware of any restrictions in the use of tablet for terminal, promptly inform the Inspector / Submitting Member.
- **Printer:**
  - ❖ The details and requirements can be obtained from Mopria's website & SIRE 2.0 website FAQs.
  - ❖ Ensure a LAN printer is disconnected from LAN before connecting.
- **Wi-Fi:**
  - ❖ During inspection, no Wi-Fi is required, as tablet works in off-line mode.

Important considerations – After Inspection

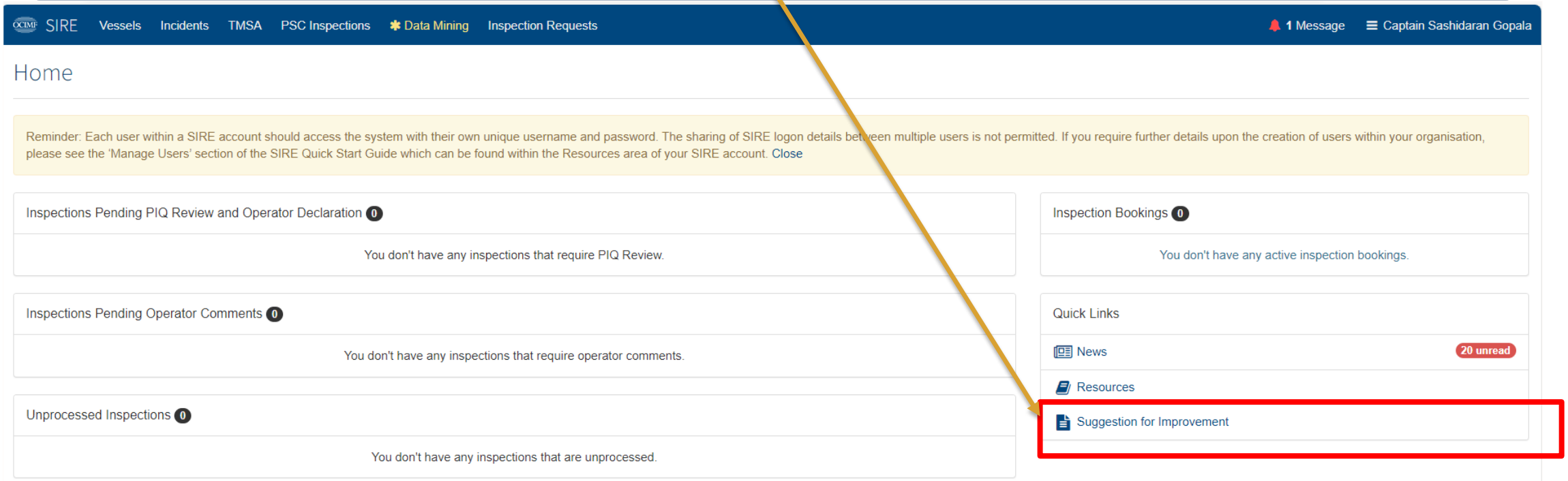
- **Resubmission:**
  - ❖ Can only be done via the online editor. Once a CVIQ is submitted, it remains read only in Tablet.
- **Operator Comments:**
  - ❖ Once draft report is validated by Submitting member, Operator has 14 days before the report is auto published.
  - ❖ Operators can continue to input subsequent comments for the time report remains available for download (12 months from published date).
- **Published:**
  - ❖ Once report published, only option is to withdraw a report if any significant errors.

Important considerations – After Inspection

- **Observations:**
  - ❖ SIRE 2.0 is risk-based approach, is about continual improvement and reducing potential hazards and incidents.
  - ❖ No counting numbers of observations (negative/positive).
- **Validity of reports:**
  - ❖ All inspection reports will remain viewable for up to 12 months from the date of inspection.
  - ❖ OCIMF does not set a validity period for all type of reports.
- **Idle, Load & Discharge SIRE:**
  - ❖ Under SIRE 2.0, inspection can be completed in any operational condition. Programme Recipients will conduct their own assessment of the report based on their internal marine assurance policy.
- **Support :**
  - ❖ For support or query, please contact support@ocimf.org

Use of Feedback Portal

Questionnaire Feedback (QF) & Suggestions for Improvement (SFI) portal can be accessed from the SIRE home page.

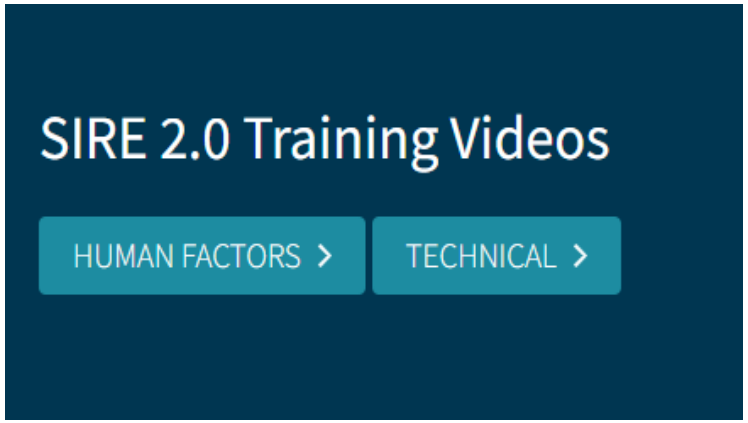


We can assure you the SFIs and QFs are being read weekly, if not daily by Programme Technical team. However, due to some limitations with the portal in terms of providing proper feedback response, no acknowledgment is seen by those raising SFIs. Improvements to this portal is in the pipeline. Hence, please continue inputting SFIs as it will help in the continual improvement of the programme.

Detailed Information Available

The following are a selection of information / documents available:

- SIRE 2.0 Programme Introduction and Guidance.
- SIRE 2.0 Conditions of Participation Policies and Procedures
- SIRE 2.0 Phased Transition Guidance
- SIRE 2.0 Question Library – Part 1 – Chapters 1 to 7.
- SIRE 2.0 Question Library – Part 2 – Chapters 8 to 12.
- SIRE 2.0 Inspection Management Processes Operator.
- SIRE 2.0 Instructions for Completing the Pre-Inspection Questionnaire.
- SIRE 2.0 Instructions for uploading photographs to the Photograph Repository.
- SIRE 2.0 Instructions for uploading certificates to the Certificate Repository
- SIRE 2.0 Instructions for entering data into the Suggestions for Improvement Portal.



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

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OCIMF Day

SIRE 2.0 – The Operator Perspective

Committed to Safe, Clean & Efficient Shipping Operations.

Anastasios Kartsimadakis - TST Group Vetting Manager

Contents

SIRE 2.0 vs VIQ.7

01

SIRE 2.0 – More Than Just an Upgrade. A Transformation in Inspection Philosophy

- ✓ Vessel's profile at OCIMF webpage is well structured.
- ✓ No IT issues with pre-inspection phase.
- ✓ Ship specific CVIQ available.
- ✓ Effective handling of defect reporting system.

- ➢ Discrepancies between HVPQ and PIQ, resulting in negative observations.
- ➢ Lack of a verification mechanisms and HVPQ editor limitations.
- ➢ No available API for certificate validation or integration.
- ➢ Inconsistent photograph orientation.
- ➢ Inspection bookings lack visibility to OCIMF members.
- ➢ Requests for comments on unpublished SIRE reports.

Nine months into SIRE 2.0

Best Practices & Key Challenges

02

Nine Months into SIRE 2.0 – Best Practices Identified

Structural and Methodological Enhancements
Officers and ratings now actively demonstrate tasks, shifting from paper-based to performance-based assessments.

Human Element Integration & SMS Alignment
SMS procedures were revised and aligned with SIRE 2.0, enhancing crew understanding and embedding human factor protocols.

Crew Engagement and Learning Culture
Promotes the recording of positive observations, reinforcing a constructive learning culture.

Nine Months into SIRE 2.0 – Best Practices Identified

Data-Driven Improvements

The implementation of focused analytics and benchmarking has enhanced visibility of fleet performance and enabled targeted training campaigns.

System and Technology Enhancements

From a scheduling standpoint, the cancellation tool has proven highly effective, offering greater transparency and flexibility to operators.

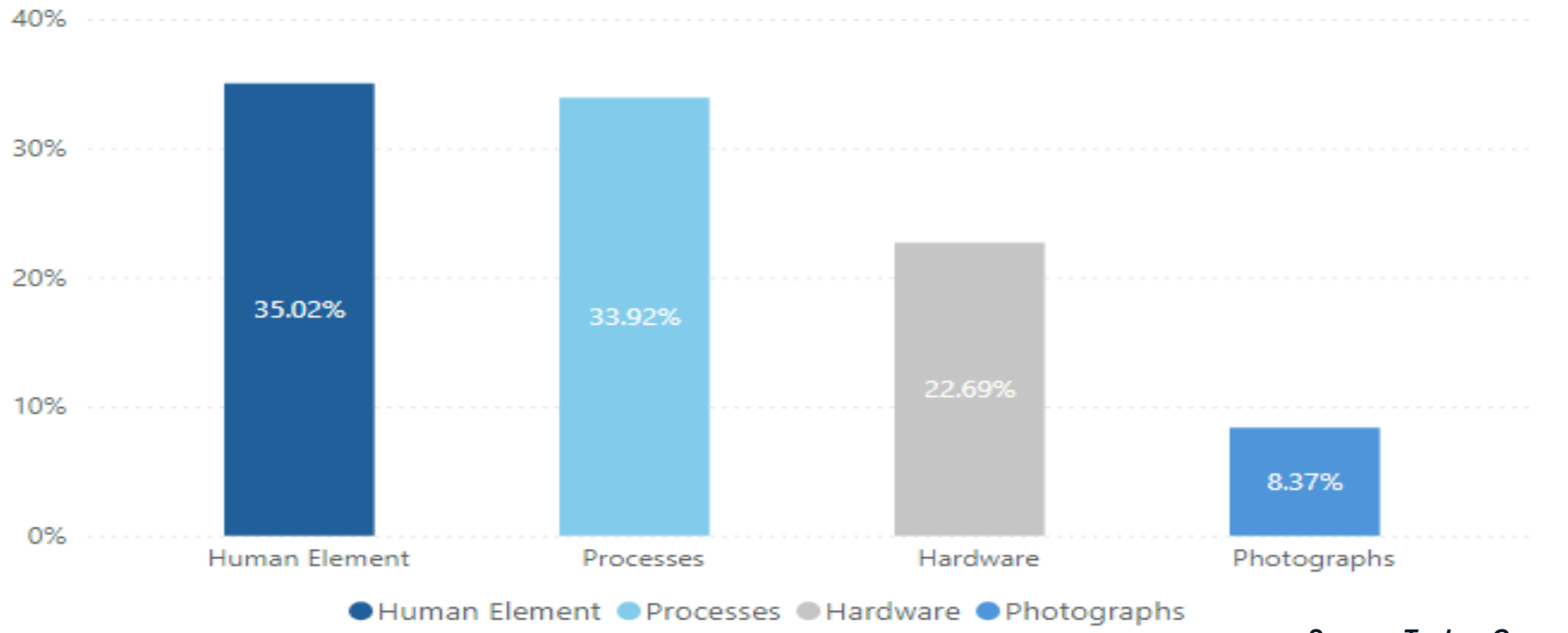
Nine Months into SIRE 2.0 – Key Challenges

- Reluctance to Record Positive Observations with unclear impact during screening.
- “Largely as Expected” comments generate feedback request, but lack clear follow-up value.
- In some cases, full inspection reports are not shared, leaving operators unable to see all inspector remarks or LAE flags.
- Observations are frequently duplicated across categories (e.g., Hardware and Human, Process and Human) or wrongly appointed to certain CVIQ elements (5.81 & 5.8.2).
- Acceptance of Loading SIREs remains inconsistent.

Measurement and Analysis

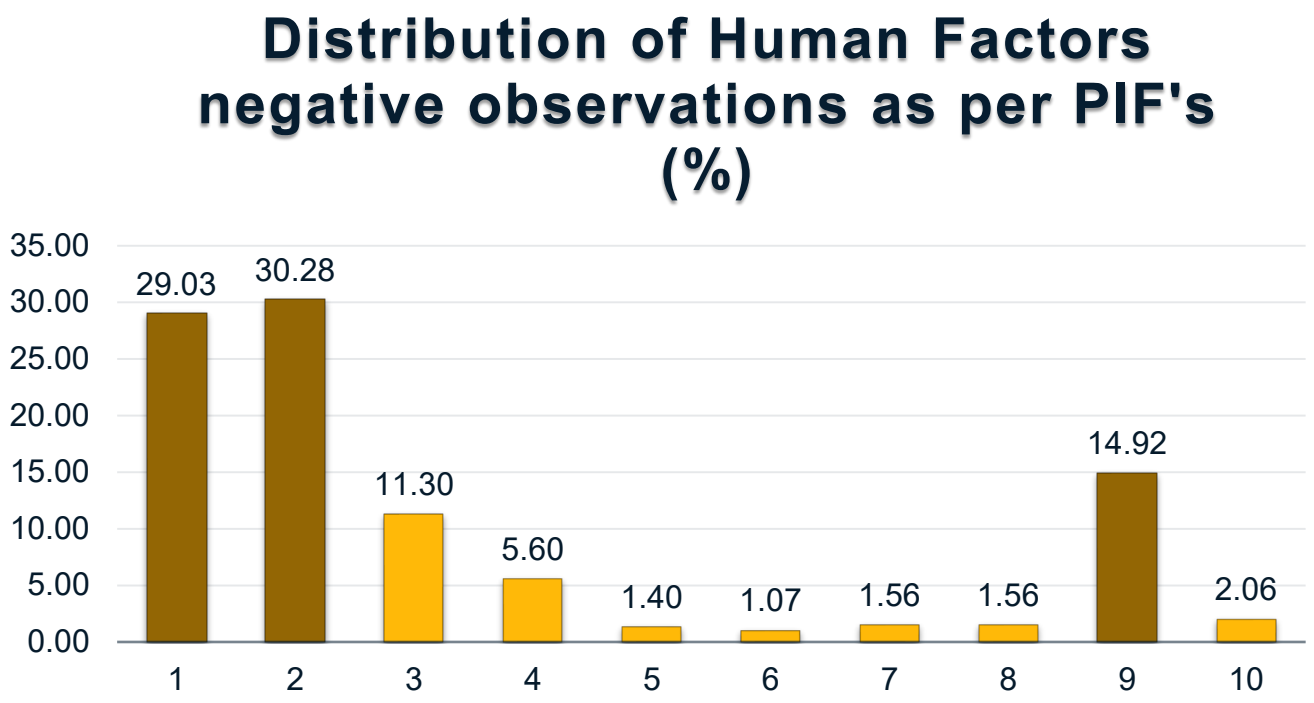
03

Human Element Primary Observation Driver in SIRE 2.0



Source: Tsakos Group

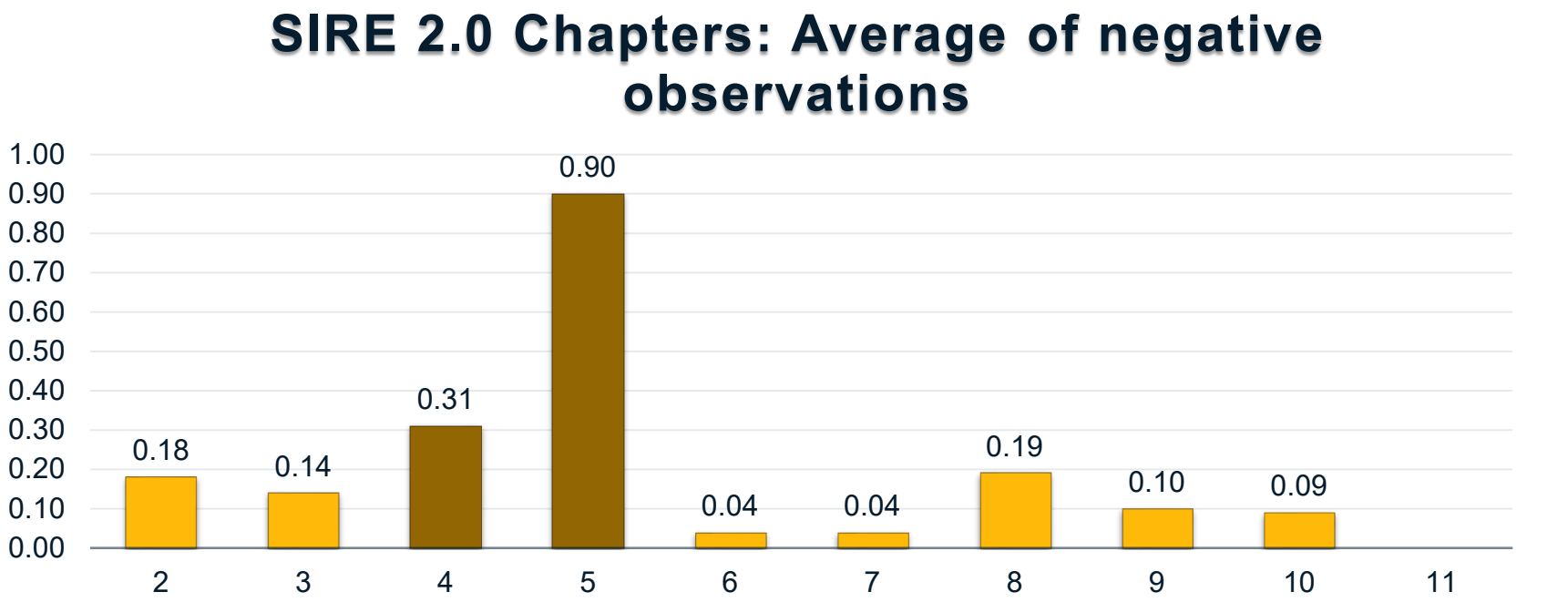
Human Element Primary Observation Driver in SIRE 2.0



1. Recognitions of safety criticality of the task or associated steps.
2. Custom and practice surrounding use of procedures.
3. Procedures accessible, helpful, understood, and accurate for task.
4. Team dynamics, communications, and coordination with others.
5. Evidence of stress, workload, fatigue, time constraints.
6. Factors such as morale, motivation, nervousness.
7. Workplace ergonomics including signage, tools, layout, space, noise, light, heat etc.
8. Human-machine interface (e.g., controls, alarms, etc.)
9. Opportunity to Learn or Practice
10. Not Identified – Not a PIF (option provided where a PIF could not be identified with confidence)

Source: INTERTANKO

Human Element Primary Observation Driver in SIRE 2.0



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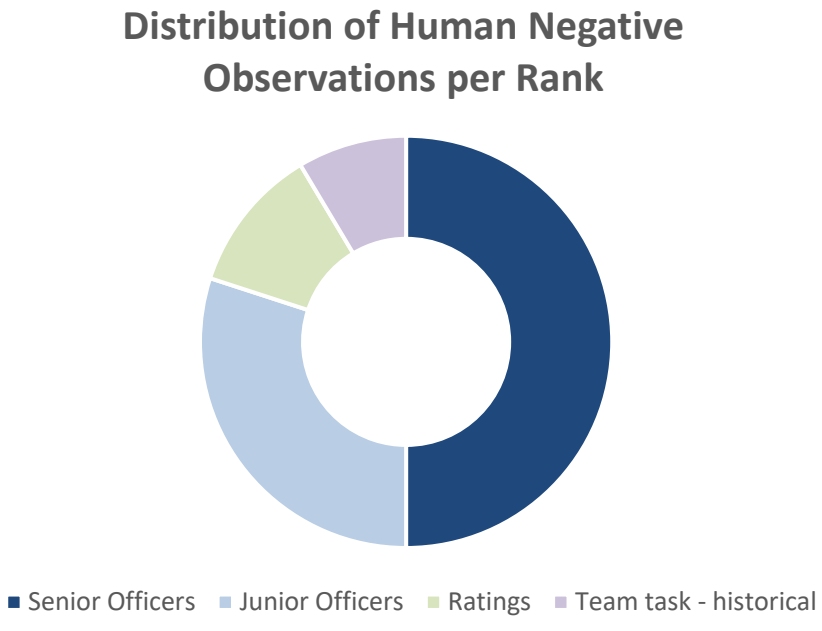
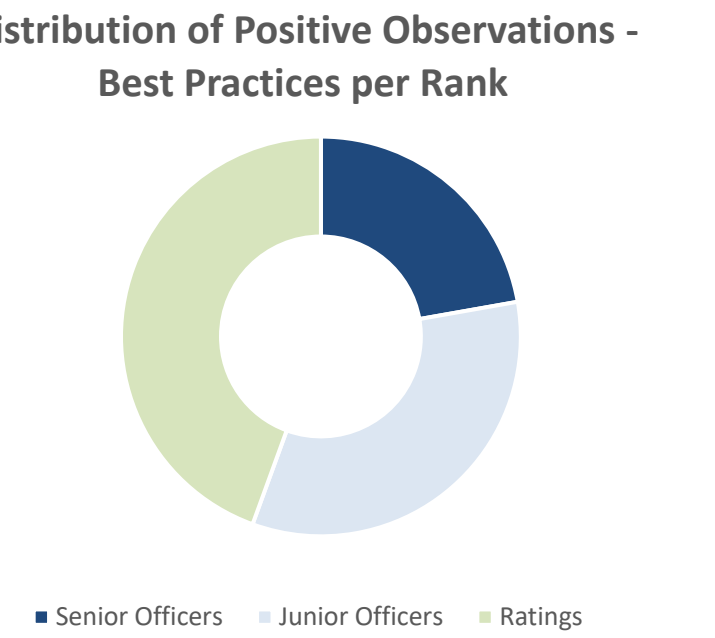




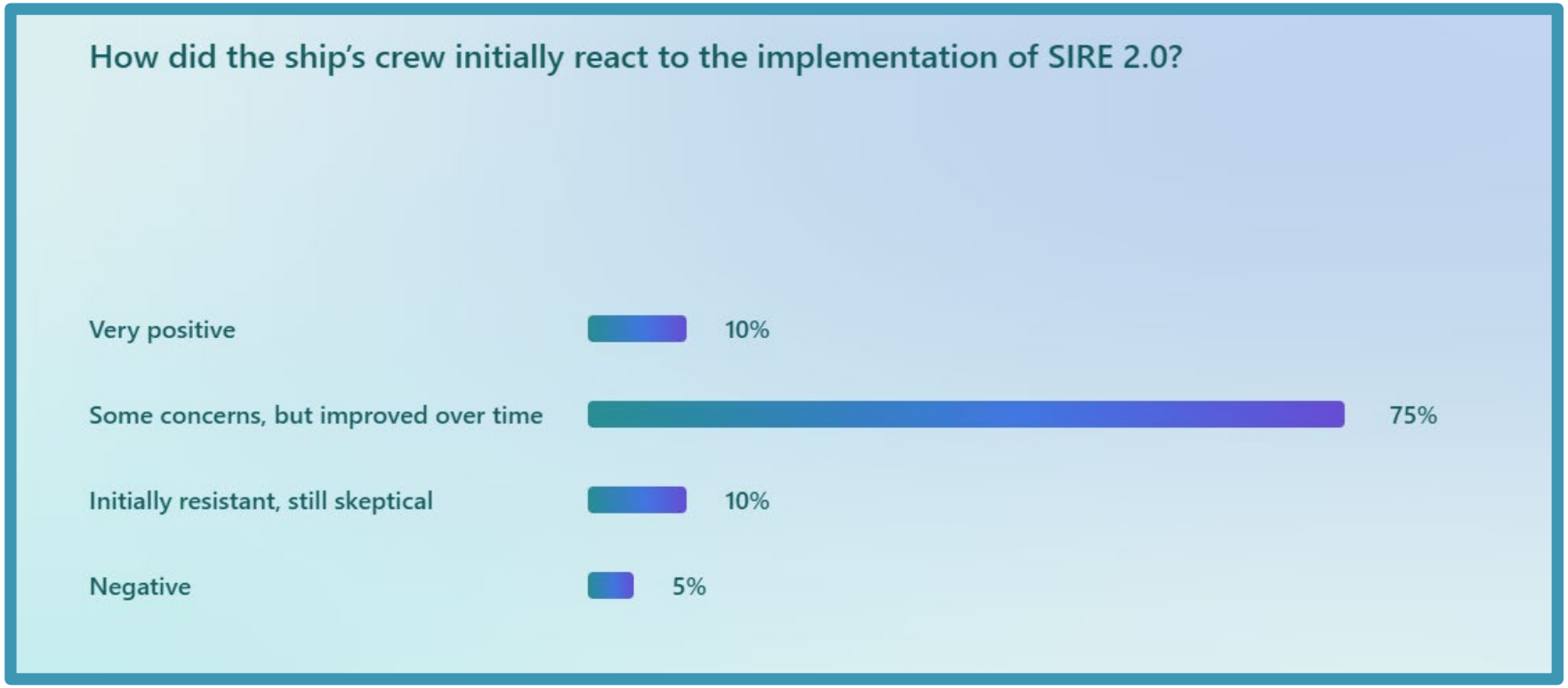
Source: TST

SIRE 2.0 Through the Eyes of the Crew

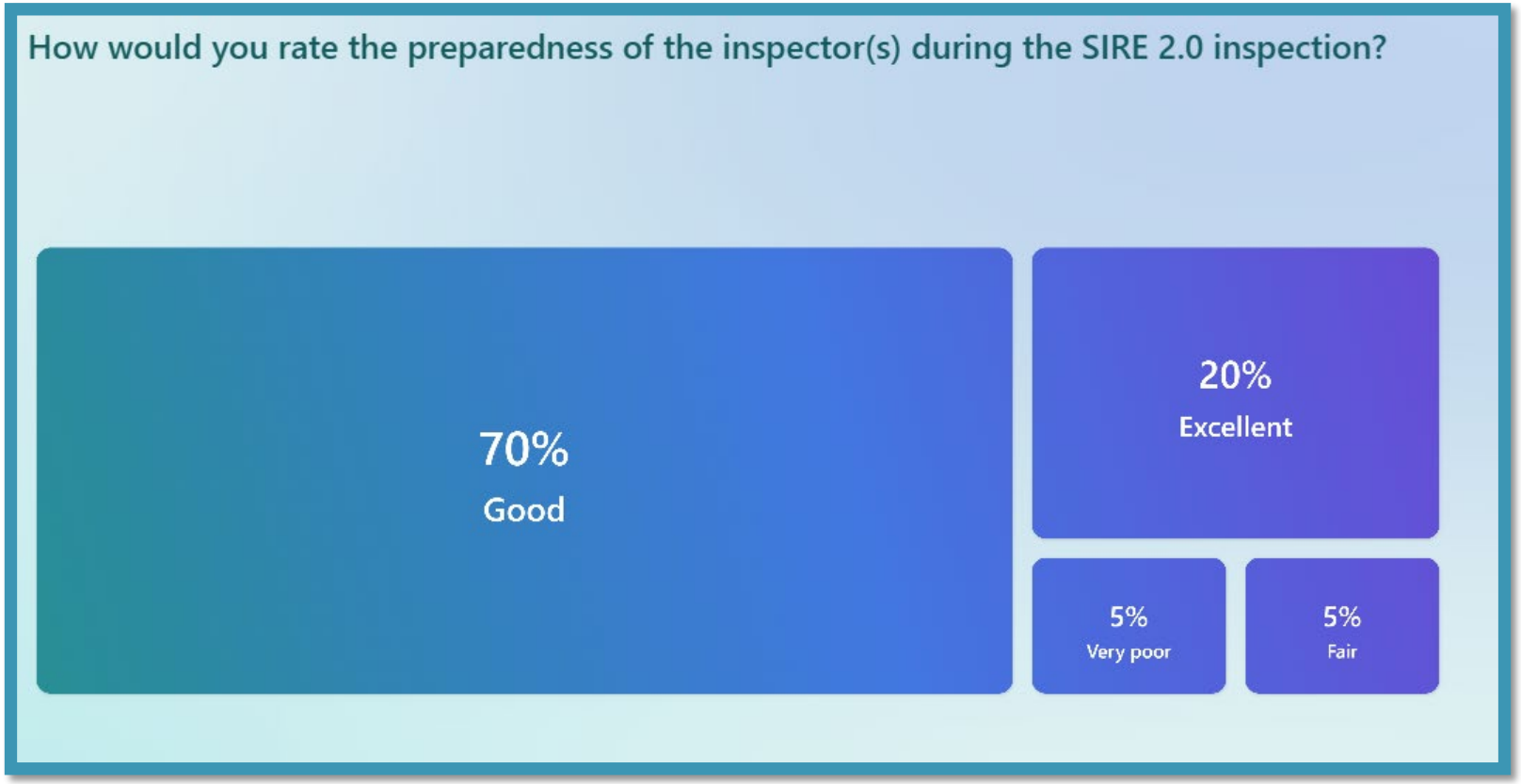
04

SIRE 2.0 Through the Eyes of the Crew

SIRE 2.0 Through the Eyes of the Crew



SIRE 2.0 Through the Eyes of the Crew



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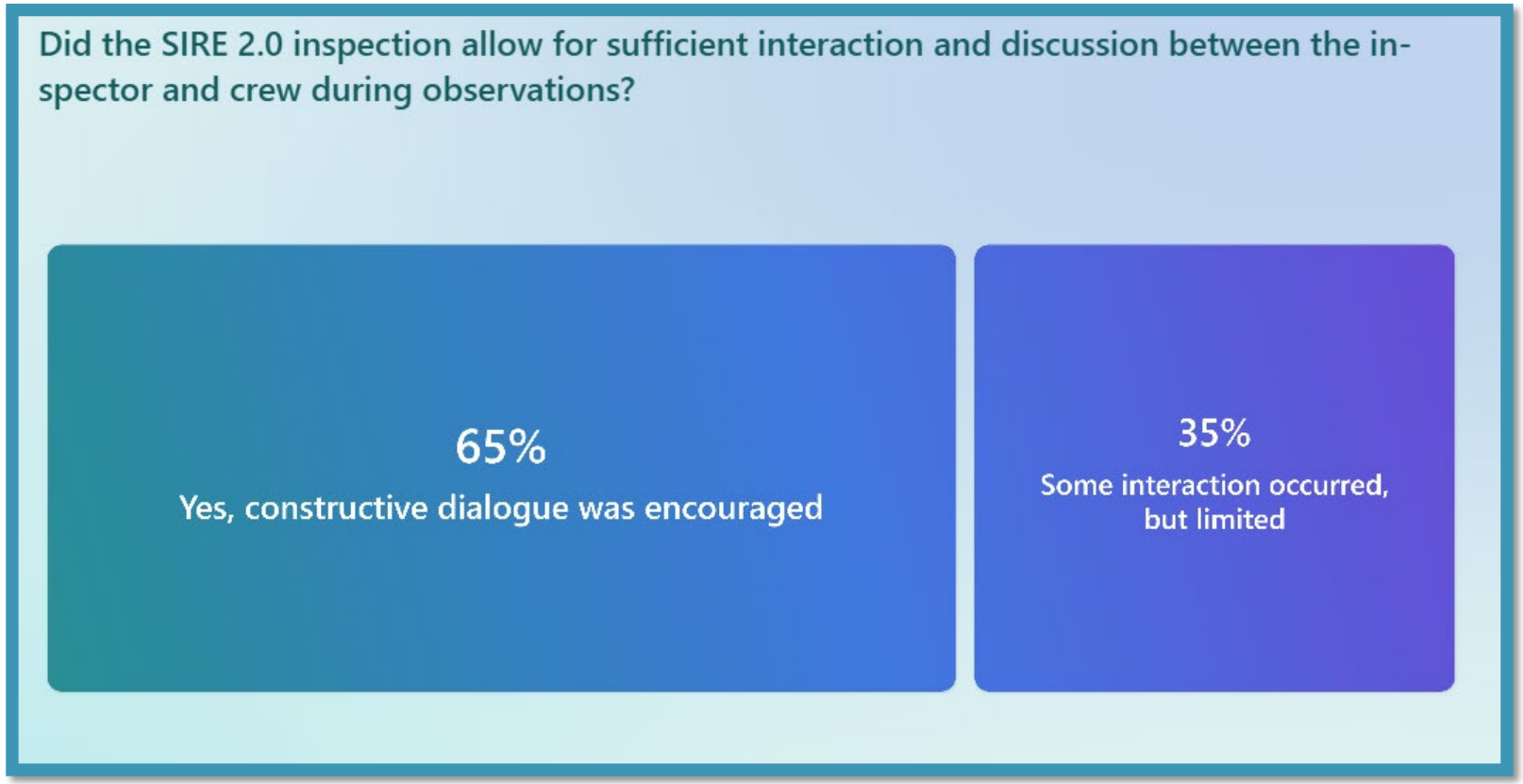
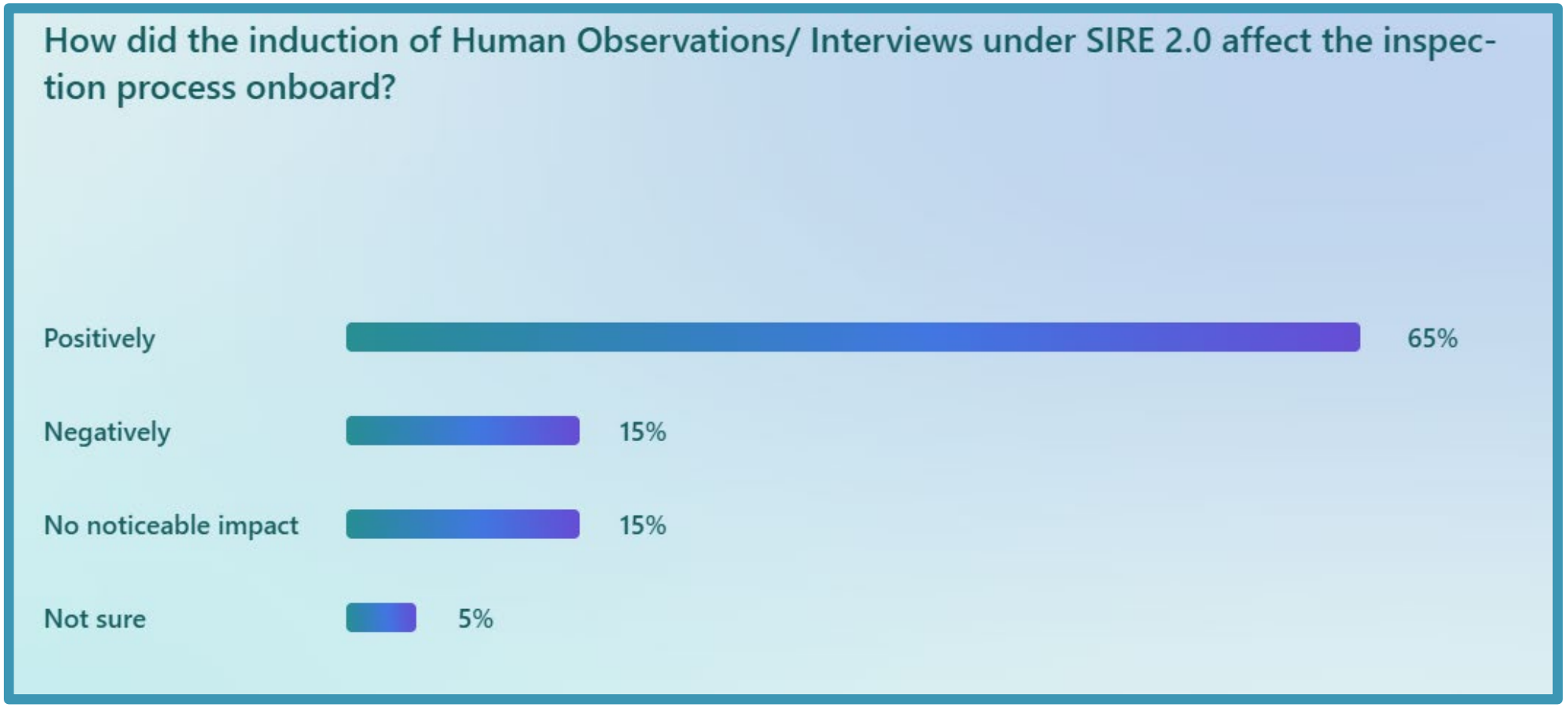


SIRE 2.0 Through the Eyes of the Crew

Tsakos Group – OCIMF Day | SIRE 2.0 The Operator Perspective

SIRE 2.0 Through the Eyes of the Crew



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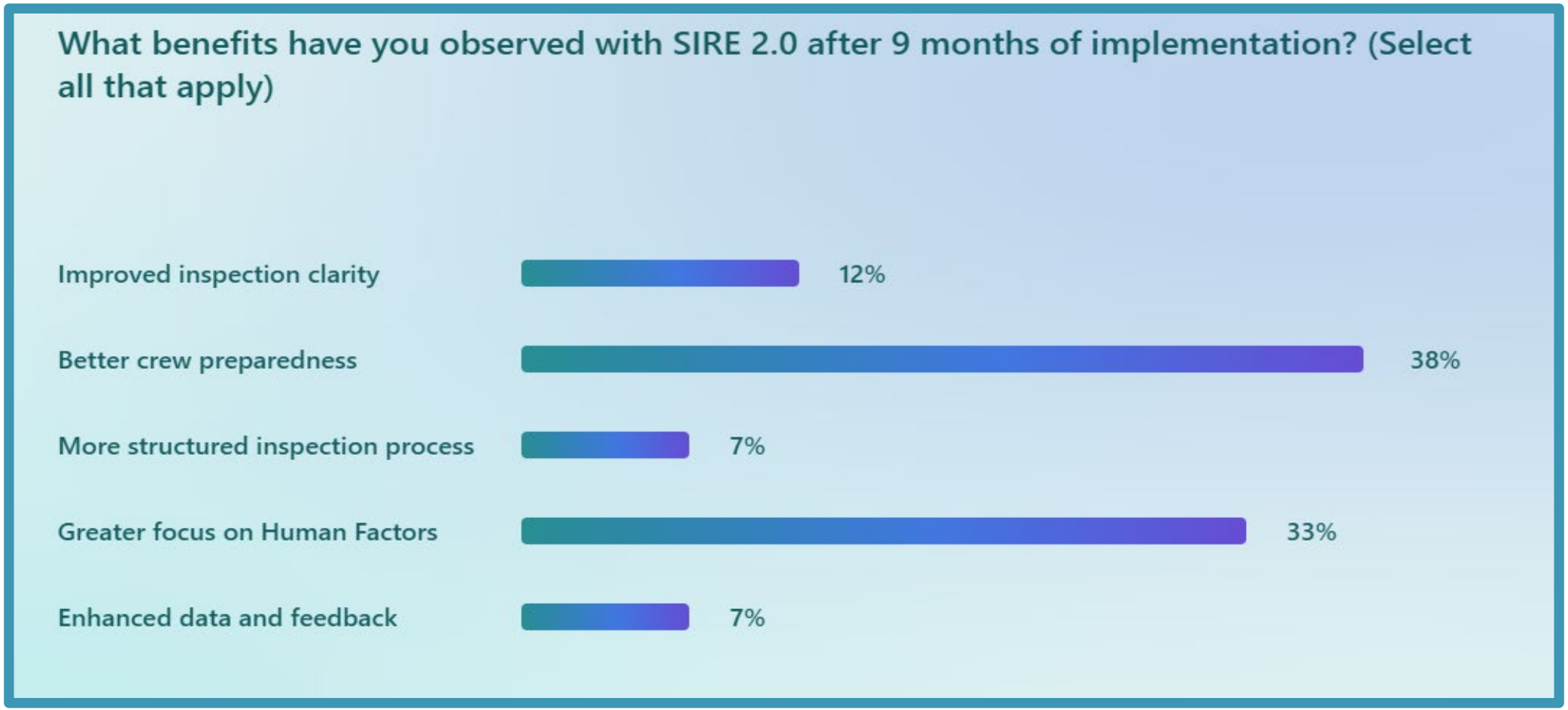
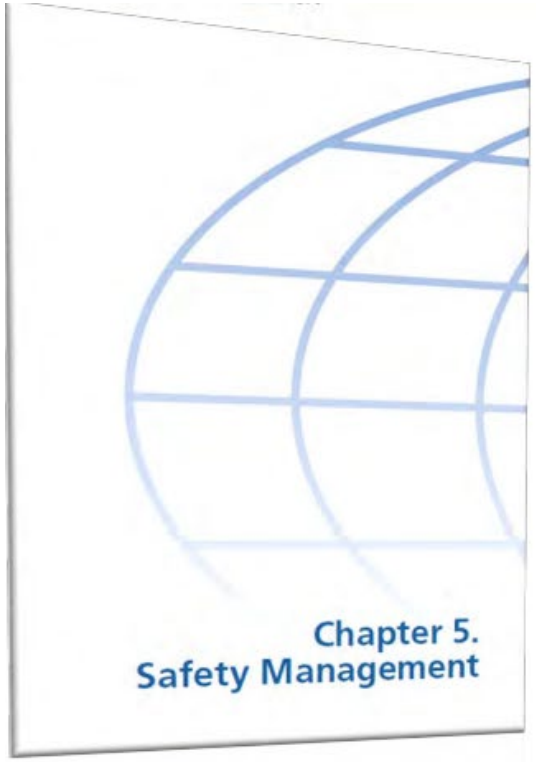


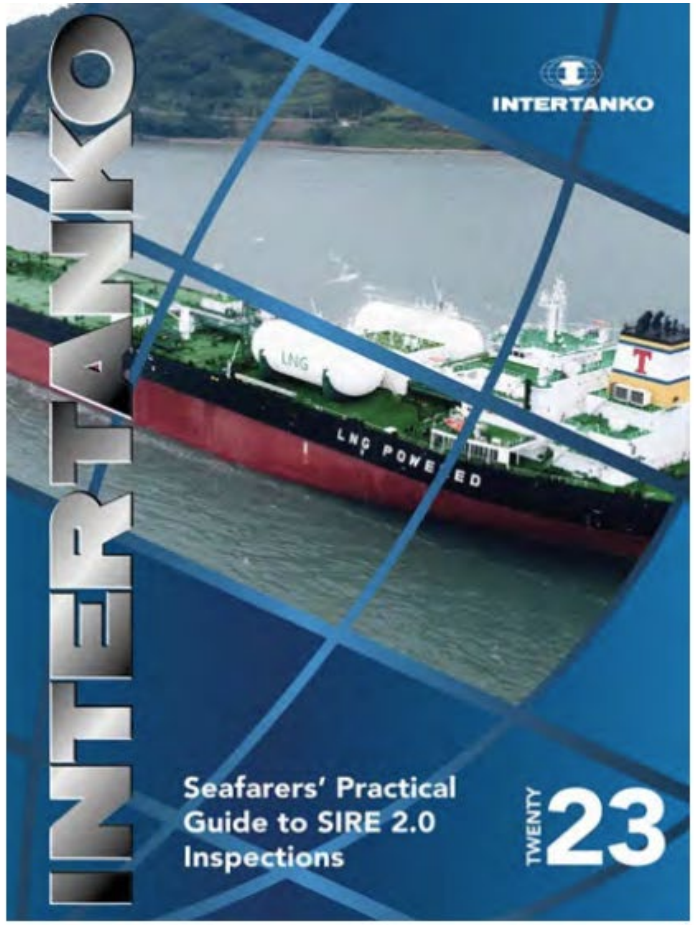
SIRE 2.0
INTERTANKO
Initiatives

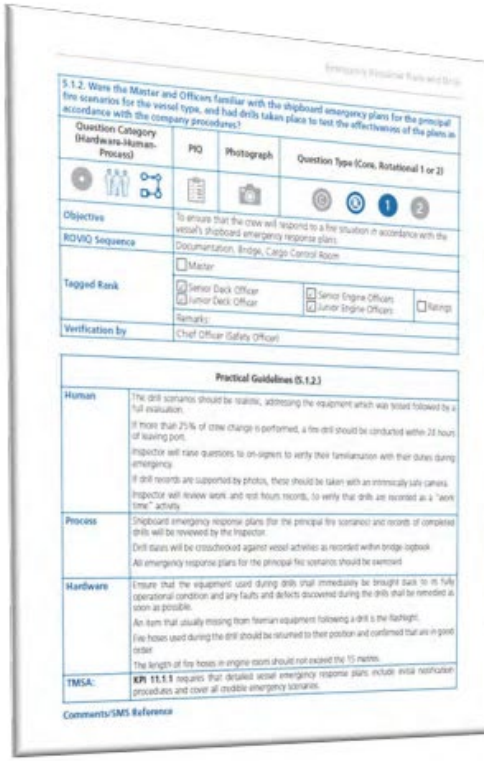
05

OCIMF and INTERTANKO – A Longstanding Collaboration

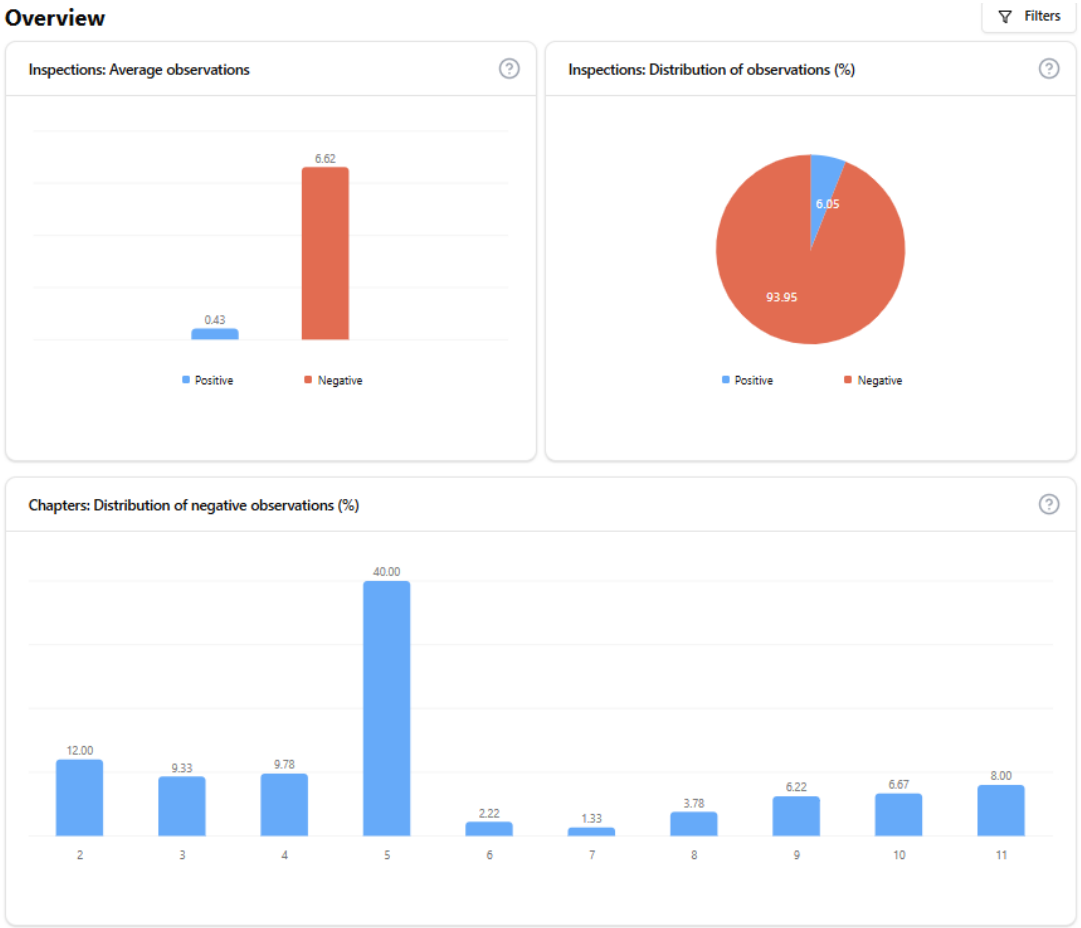
SIRE 2.0 Seafarers' Practical Guide

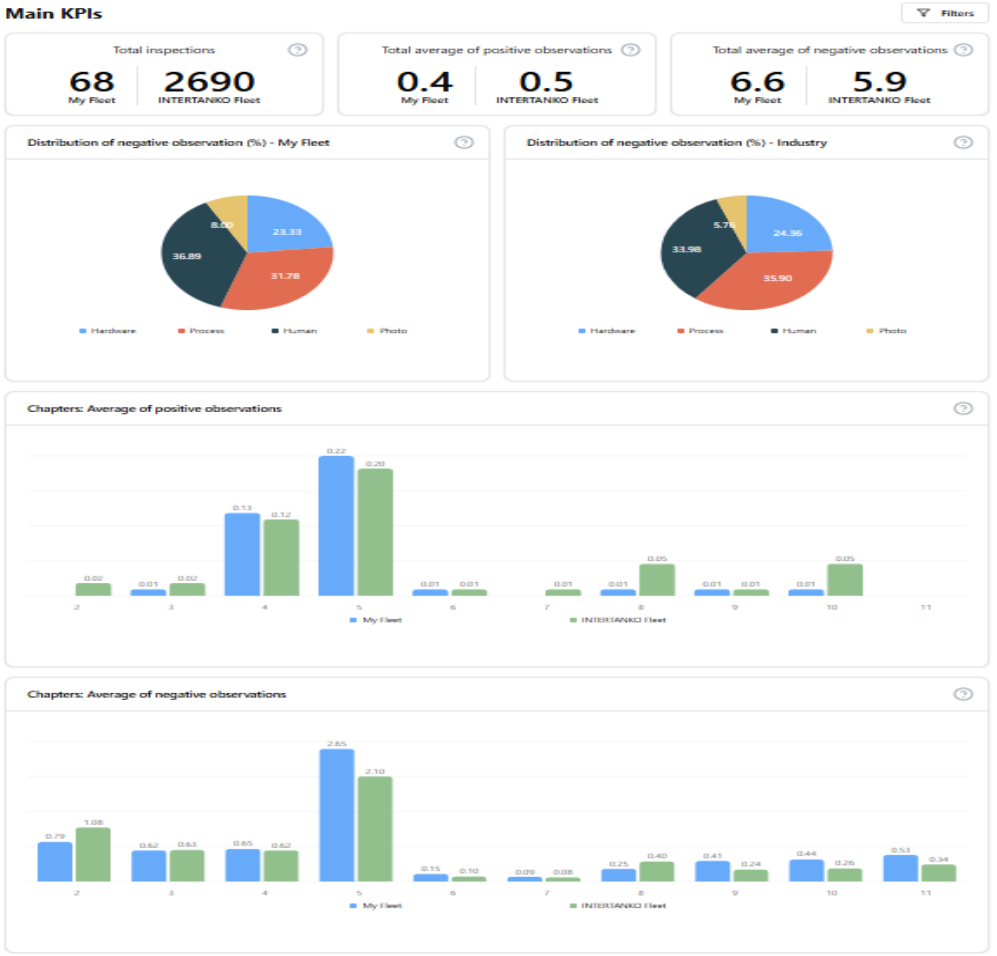






SIRE 2.0 Benchmarking





What do you think of when you hear SIRE 2.0 (Sept 2023)

What do you think of when you hear SIRE 2.0 (Nowadays)


Thank you

SIRE 2.0 and Programmes Q&A

Closing Remarks

Thank you