Integrating Human Factors Concepts to Drive Continuous Improvement

OCIMF Day - London
18 Sept 2025

Karen Davis
OCIMF

Karen, OCIMF's Managing Director since 2021, is a veteran master mariner with significant experience in downstream and upstream business gained at ConocoPhillips. She spent 15 years at sea, sailing from Third Mate to Master aboard supertankers carrying crude oil and clean products.

In 2001, Karen transitioned from sailing aboard ships to their technical management, and in 2013 became ConocoPhillips' Global Marine Assurance Manager leading a decentralised team focused on eliminating marine risk. In 2019, Karen was seconded to Qatargas Operating Company as a Limited Senior Adviser supporting OPCO and North Field Expansion Project. Karen is a member of the Green Award Foundation's Board and was a member of the OCIMF Executive Board from 2016 to 2019.

Darron L. Biddle
OCIMF

Darron, OCIMF's Publications and Advocacy Director, is seconded to OCIMF from parent company, ExxonMobil with more than 30 years' experience in the development and implementation of operational, technical, and commercial solutions for onshore and offshore operations in the oil and gas industry. A graduate of the U.S. Merchant Marine Academy, he sailed on specialty and product tankers as a deck officer in progressive ranks for eleven years, obtaining his USCG Master Unlimited license before moving shoreside in 2005. Ashore, he has served as an adviser and supervisor in various upstream and downstream ExxonMobil companies and joint-venture secondment roles. Prior to joining OCIMF, Darron served in senior adviser roles in marine commercial and operations functions based at ExxonMobil's Houston Campus.

Safety / Logistics Briefing – IET Savoy Place

- Phones muted please
- Smoking is outside
- Coffee / Lunch Breaks

FIRE INSTRUCTIONS
- In the event of fire, person discovering fire must sound the alarm by pressing one of the fire call point buttons

Means of Escape:
- On hearing alarm, follow fire exit signs to Fire Assembly Point outside - underneath Waterloo Bridge.
- IET London has Fire Wardens for every floor and can be identified by their Fluorescent jackets.
- On arrival at the assembly point please gather and wait for further instructions.
- Event Organiser: Should take roll call of their delegates and report to the incident controller.

IN THE EVENT OF AN EVACUATION, UNDER NO CIRCUMSTANCES ARE THE LIFTS TO BE USED.
- Incident Controller will be the “Duty Manager”. No one may re-enter until instructed by Incident Controller.
- Fire Wardens will lead the way back into the building.

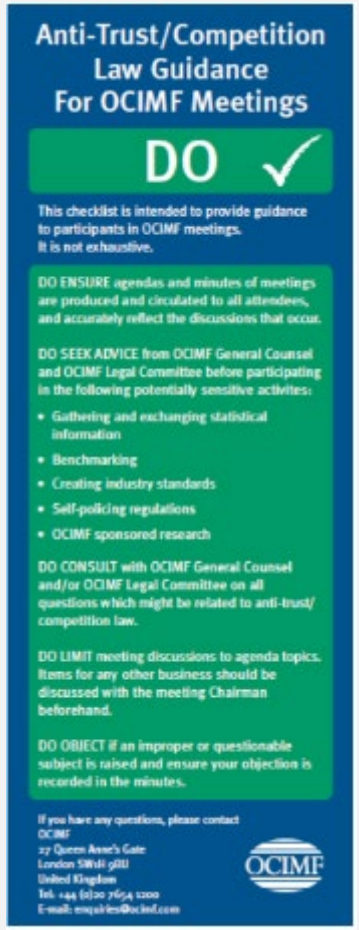
OCIMF Anti-trust/competition law guidance rules & anti-trust statement

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

Integrating Human Factors to Drive Safety in the Maritime Energy Sector

Human Factors – Panel discussion

09:30 – 09:45	Overview and background of Human Factors – Application to OCIMF activities
09:45 – 09:55	Panelists' introductions
09:55 – 10:30	Human Factors panel discussion with Q and A
10:30 – 11:00	Coffee break

Barging – Panel discussion

11:00 – 11:15	Overview of OCIMF barging activities
11:15 – 11:25	Panelists' introductions
11:25 – 12:00	Barging panel discussion with Q and A
12:00 – 13:00	Lunch

Ship-to-Ship Transfer Guide 2nd Ed – Panel discussion

13:00 – 13:15	Overview and background to *STS Transfer Guide*, 2nd ed
13:15 – 13:25	Panelists' introductions
13:25 – 13:55	STS Panel discussion #1 with Q and A
13:55 – 14:30	STS Panel discussion #2 with Q and A
14:30 – 15:00	Coffee break

OCIMF Programmes updates

15:00 – 15:15	Overview of current OCIMF Programmes with Q and A
15:15 – 15:45	OCIMF Experience sharing of SIRE Programme
15:45 – 16:15	Vessel Operator SIRE Programme experience sharing with Q and A
16:15 – 16:30	Closing remarks – OCIMF
16:30 – 19:00	OCIMF Evening reception

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

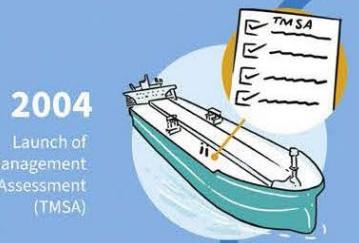
OCIMF was granted consultative status at the IMO

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

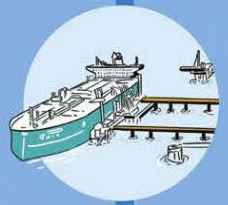
SIRE QMS receives ISO certification

1993

Ship Inspection Report Programme (SIRE) launched

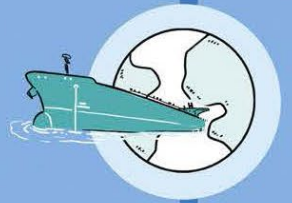
2010

Launch of Offshore Vessel Inspection Database (OVID)



2011

Marine Terminal Information System launched (MTIS)

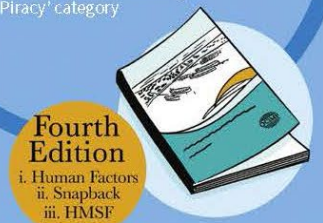


2016

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

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.

Human Factors Panel Discussion

OCIMF

Maartje Wibrew-Forster
OCIMF

Maartje, OCIMF's Human Factors Adviser, studied Cognitive Psychology at the Leiden University in The Netherlands, focused on Human Error and Risk Perception, and has used her educational background throughout her career in HSSE Risk Management and Energy Policy. She has close to 20 years of experience in various industries with the oil and gas sector as the main, and International Shipping as the most recent focus area. Maartje has held strategic and operational leadership roles in various oil and gas companies and service providers. She uses her interests in human performance, organizational culture, and behavioural economics to support her passion for safe decarbonisation and the energy transition.

Human Factors in Maritime

OCIMF's Role in Driving Continuous Improvement

OCIMF

We rely on equipment like this:

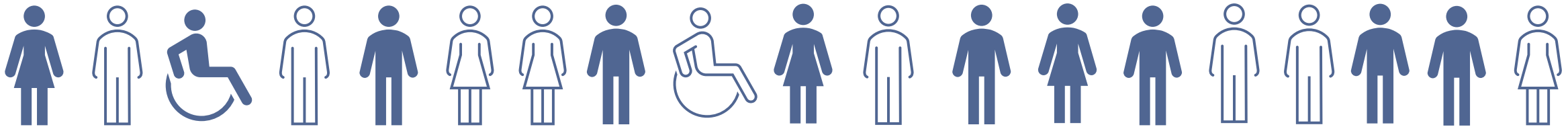
What does an Internal Combustion Engine need to operate optimally?

So, if we rely on a person to do this….

What does a person need to ‘operate’ optimally?

What are Human Factors?

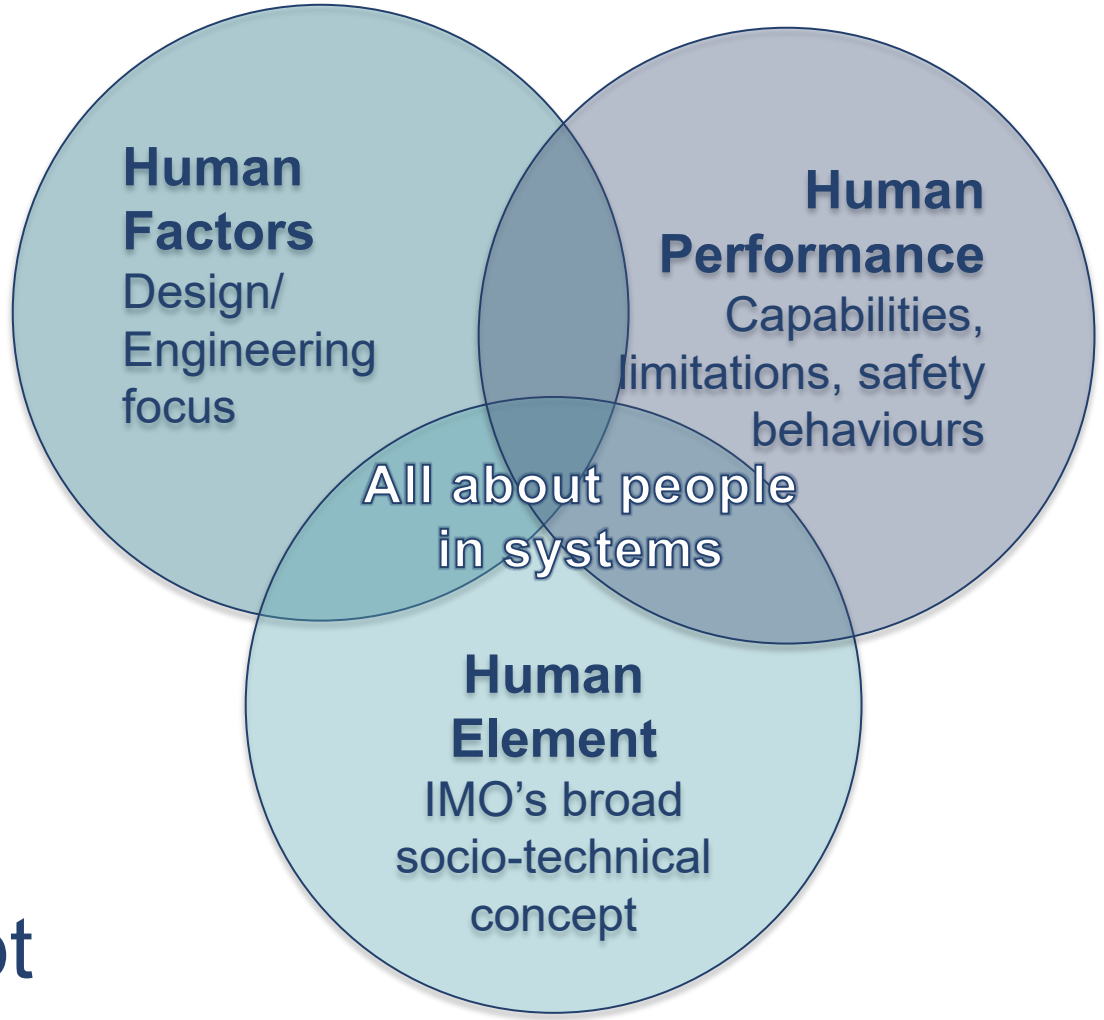
Human factors are the physical, psychological and social characteristics that affect human interaction with equipment, systems, processes, other individuals and work team(s).



Human Factors vs. Human Performance vs. Human Element

All about **people in systems**!

- **Human Factors:**
  Design/Engineering focus
- **Human Performance:**
  Capabilities, limitations, safety behaviours
- **Human Element:**
  Broad socio-technical concept



Why Focus on Human Factors?

"Making it easier to get it right and harder to get it wrong"

People are influenced by the systems and influence the systems in which they work.

We think that focusing on Human Factors helps us create reliable, efficient and safe systems to ensure successful outcome.

Focusing on Human Factors = Anticipate and reduce risk

OCIMF Goal: Materially reduce risk to crew, ships and terminals

OCIMF HF Guiding principles

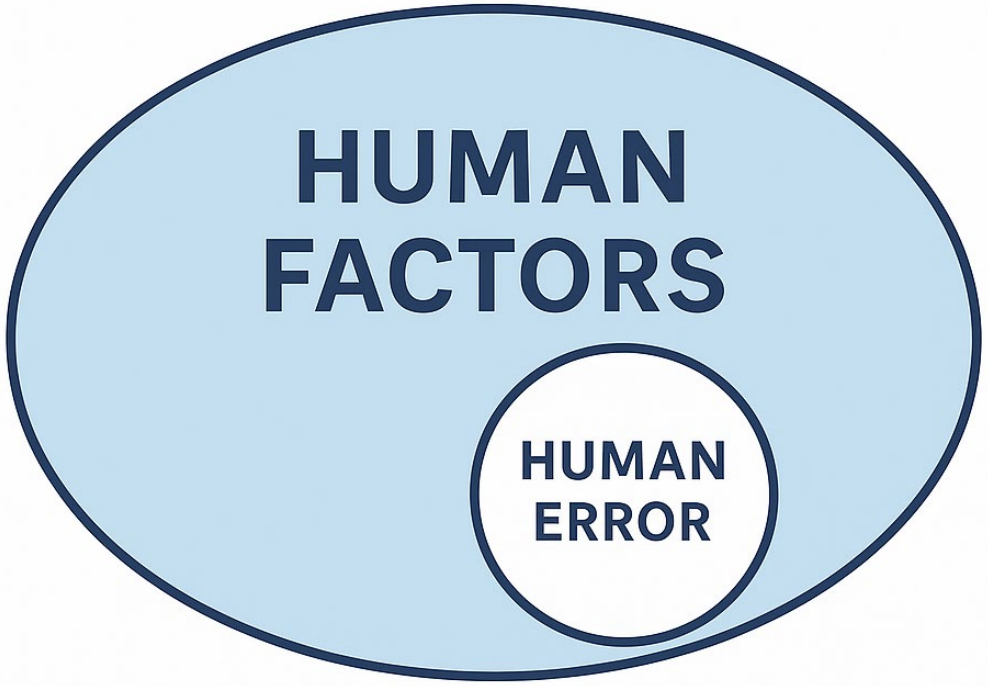
Principles	Clarifying statements
Error is normal	• People will make mistakes. • People's actions are rarely malicious and usually make sense to them at the time. • Mistakes are typically due to conditions and systems that make work difficult. • Understanding the conditions in which mistakes happen helps 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 contribute in shaping conditions that influence what people do. • It matters how leaders respond when things go wrong and take the opportunity to learn.
Blame fixes nothing	
Context drives behavior	
Learning is vital	
How you respond matters	

Human Factors versus Human Error

Human factors is about designing for humans to minimize the potential for human error. Human error is about what happens when that design (or behavior) falls short.

Human factors is the broad field; it examines ***why*** humans act the way they do in systems, and how design and processes influence performance.

Human error is a subset or symptom; it's one possible outcome when human factors are poorly aligned with human abilities or limitations.



Performance Influencing Factors

Factors we know to **influence or shape human performance**.

Can enhance and assist or degrade and obstruct.

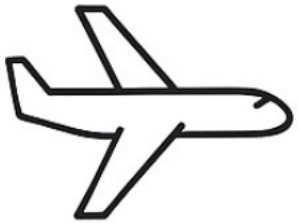
We are concerned with those factors which **influence human reliability** or **increase** the p**robability** of **human error.**

Performance Influencing Factors are also known as Performance Shaping Factors / Error Traps / Triggers.

External Factors		Internal Factors
Job/Task Factors	Organizational Factors	Individual Factors
• Clarity of signals • System/equipment interface Difficulty/complexity • Routine or unusual • Divided attention • Training, procedures • Permits, risk assessments • Time available/required • Tools • Communication • Environmental factors	• Work pressures • Supervision • Leadership • Communication • Manning levels • Peer pressure • Clarity of responsibilities • Consequence management • Organizational learning • Organizational/safety culture	• Physical capability • Fatigue: acute or chronic • Stress/morale • Work overload/underload • Knowledge • Training and experience • Competence in dealing with circumstances • Expectations, priorities, motivation

HF: Learning Across Industries

1940s
WWII Aviation
→
Cockpit Redesign



1977
Tenerife Disaster
→
Crew Resource
Management

1979
Three Mile Island
→
Control Room
Redesign &
Human Reliability
Analysis

1987
Herald of Free
Enterprise
→
1993
IMO Human
Element in SOLAS,
STCW, ISM Code

2000s
High-Profile
Incidents
→
Healthcare
Checklists

2000s
Bridge Resource
& Fatigue
Management

Human Factors at OCIMF

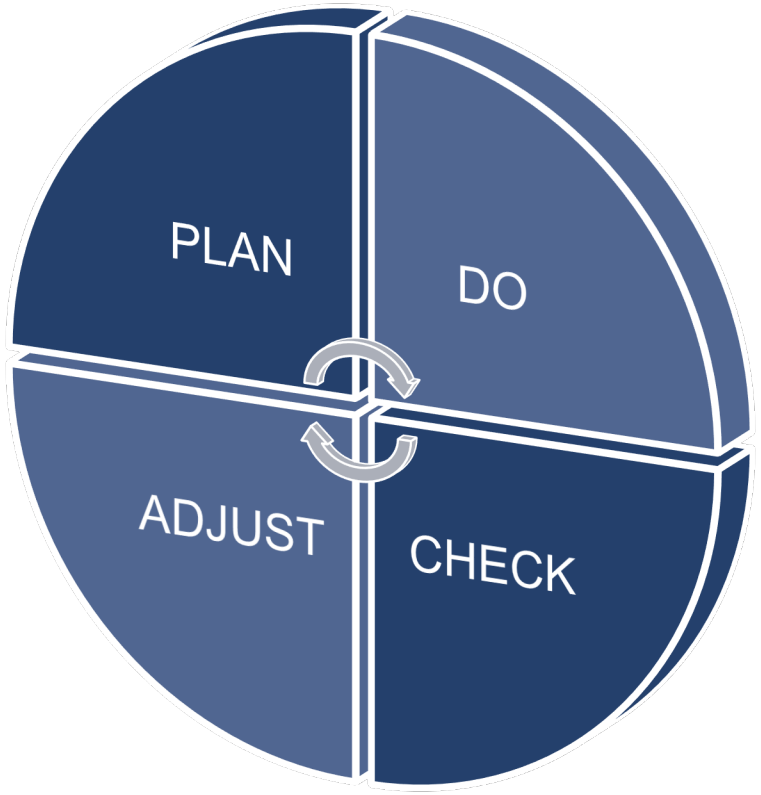
OCIMF aims to improve safety and environmental protection in the maritime industry by **considering human factors in everything the organization does.**

BCAF for Vessel Operators
(2018)
Human Factors Approach Paper
(2020)
Human Factors in ISGOTT
(2020)
Human Factors MSA
(2021)
Human Factors in SIRE 2.0
(2024)
Human Factors in STS Guide
(2025)

Learning Organisation

Building a culture of learning and adaptation

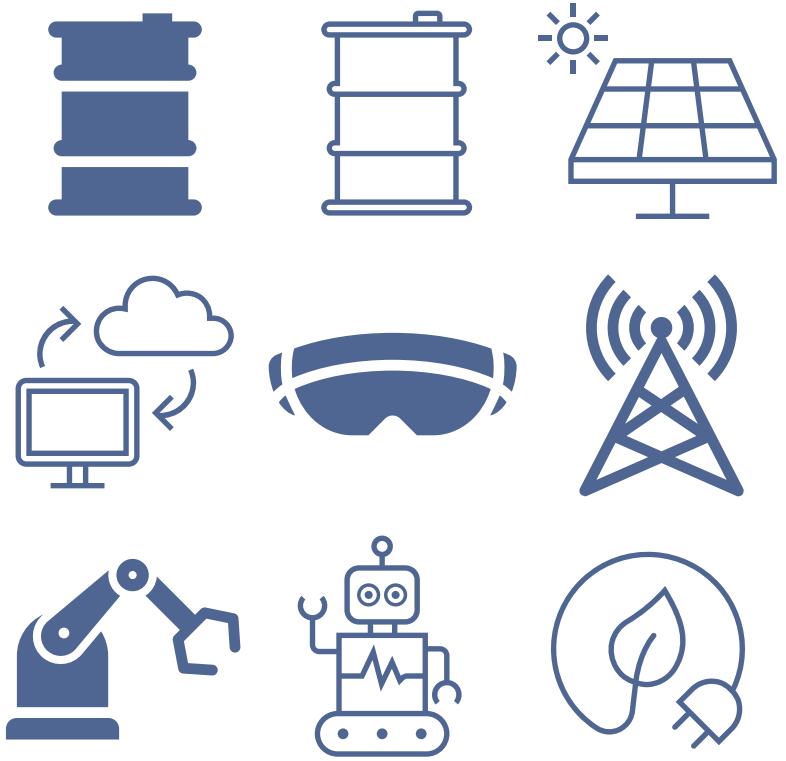
Turning learnings into systemic change, using P-D-C-A (Plan-Do-Check-Act/Adjust)



Human Centric Approach

The need for a Human Centric Approach is particularly important in a changing world:

- New fuels
- New technologies
- New risks
- Seafarer shortage
- Experience gap



OCIMF Human Factors Onwards

How are we doing this?

- Human Factors Training Programme
- Human Factors Prioritisation Tool/Concept
- OCIMF Human Factors Guide
- Human Factors Committee Multi-Year Plan

A great moment to get involved in the OCIMF Human Factors Committee!

OCIMF Human Factors Onwards

Next Steps in OCIMF Human Factors Journey:

Programmes:

- **SIRE Inspections:** Review feedback, analyze data, share insights, support inspectors, and improve
- **Management Self Assessments:** Integrate Human Factors into MSAs

Publications:

- Flagship documents (i.e., ISGOTT, Global Barge Guide): Further integrate Human Factors (visible, using concrete examples)
- Information papers: Consider Human Factors (i.e.. Smart Autonomous Aids in Barging)

Advocacy:

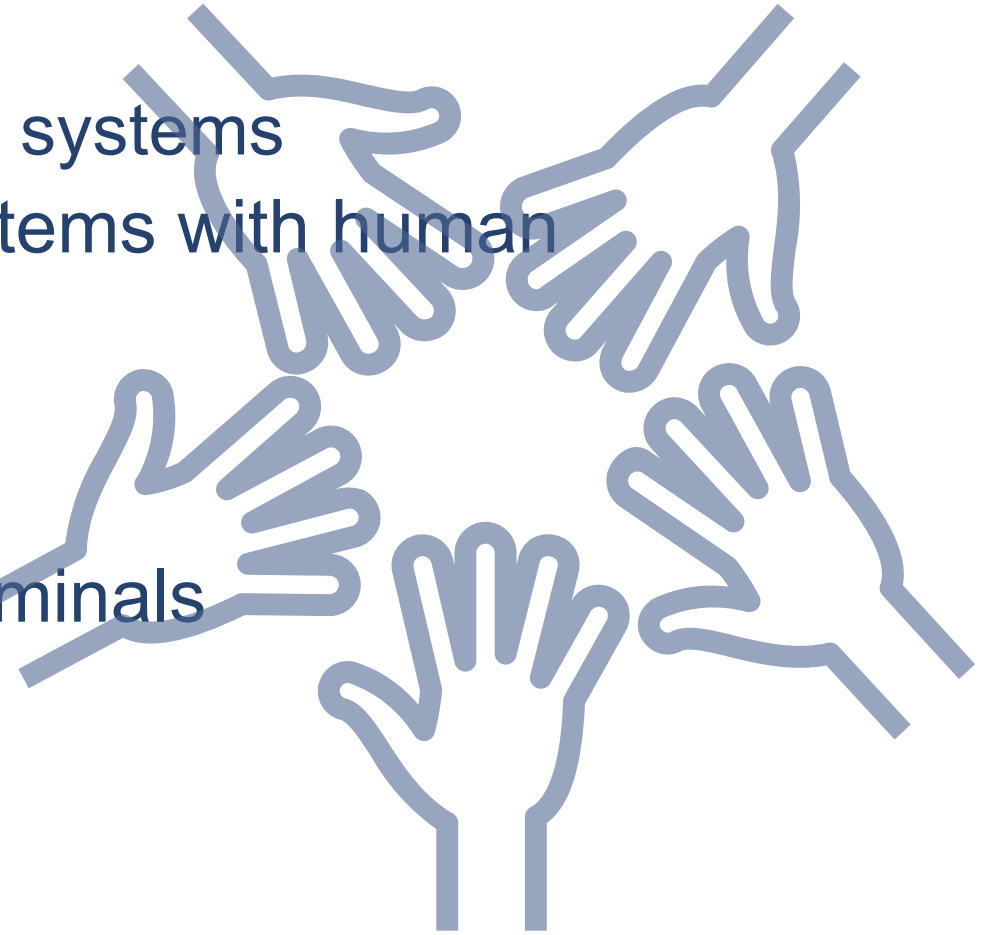
- Consider Human Factors in (new) Regulations and Standards

Closing & Call to Action

"Every system is perfectly designed to get the results it gets."

Dr. W. Edwards Deming (Statistician)

- It isn't about fixing people, it is about fixing systems
- To improve outcomes, we must align systems with human strengths, limitations, and realities.



OCIMF Goal:

Materially reduce risk to crew, ships and terminals

Call to Action: Collaboration

Human Factors in Maritime – Panel Discussion w/ Q & A

OCIMF's Role in Driving Continuous Improvement

OCIMF

Terry Luke
CHEVRON

Terry serves as the Chair of OCIMF's Human Factors Functional Committee and is currently the Senior Manager, Marine Terminals at Chevron in Houston. In this role, Terry leads the support and oversight of both onshore and offshore marine terminal operations, driving initiatives that enable business units to operate safely, reliably, and efficiently. Terry began his maritime career at sea in 1984, with 41 years of experience in the maritime industry, Terry brings deep operational and leadership expertise. Since joining Chevron in 2006 from Northern Marine Management, he has held a wide range of strategic and operational roles, including Marine Sponsor, Learning and Development Manager, Project Manager, Marine Superintendent Fleet Operations, Team Lead Global Ports and Terminals, and Regional Marine Superintendent Marine Assurance.

Dr. Phil Belcher
INTERTANKO

Phil first went to sea in 1989 and served 10 years mostly on-board tankers with BP shipping. He gained a master mariner's certificate of competency and read for a number of degrees at Cardiff University. Consequently, he was awarded a PhD which focussed on the role of the human element in maritime safety. Following a 5-year stint as assistant director within the Bahamas Maritime Authority he joined INTERTANKO as their marine director. Phil's duties now include the management of a varied team of master mariners, engineers and several non-mariners to deliver on issues related to safety, security, vetting, cargoes (oil, chemicals and gas), and the human element. He is a Fellow of the Royal Institute of Navigation, a Freeman of the City of London, a Liveryman of the Honourable Company of Master Mariners and in 2021 was awarded the Merchant Navy Medal for Meritorious Service for services to seafarer welfare during the pandemic.

Paddy McNeil
SHELL

Paddy, a Master Mariner with 15 years experience in a sea going capacity on a wide range of vessels, including LNG, LPG, Containers, Oil and Passengers. Has managed an onshore oil and gas export terminal for over 13 years and now fulfills the role of HSE advisor within the Shell Shipping and Maritime team based in London. Throughout his career has had a passion for safety with a focus on Human Behaviors, he has led a business initiative to bring Human Performance to the Shell Shipping and Maritime community. Paddy also sits on both the OCIMF Human Factors Committee as Vice Chair and on the work group for improving safety within enclosed spaces.

OCIMF

Our Vision

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

www.ocimf.org

Oil Companies International Marine Forum
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Tel: +44 (0) 20 7654 1200

Barging Panel Discussion

OCIMF

Ton Mol

OCIMF

Barge Adviser

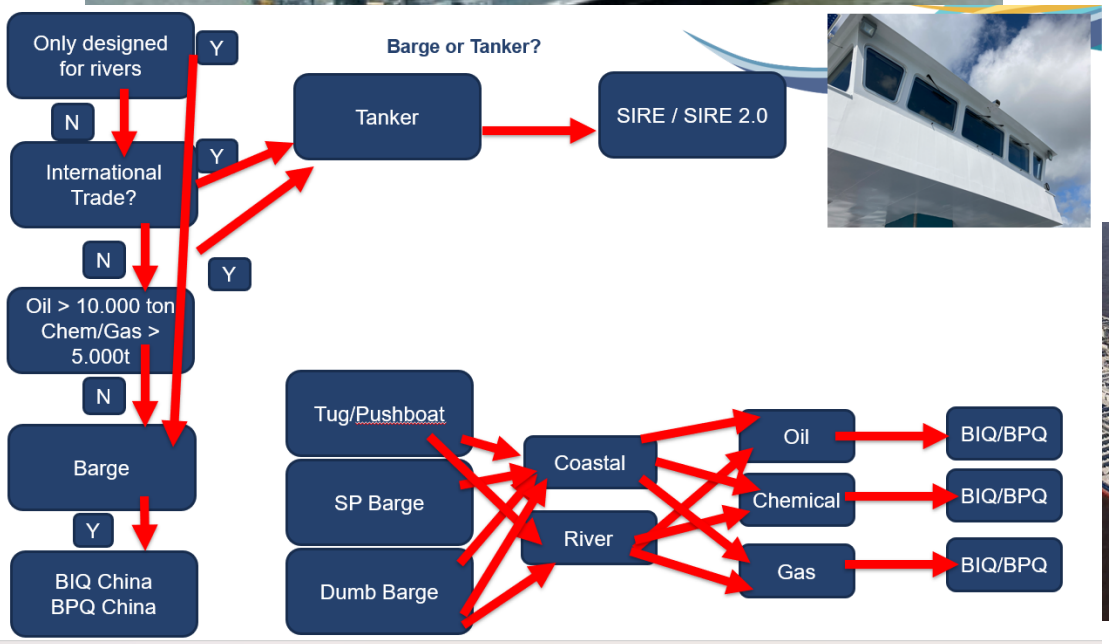
Ton started his career in the Maritime Industry in the 80’s after his graduation at the Nautical Academy in Rotterdam. A few years later he discovered the world of barging and decided to join this industry. For over twenty years he worked for an inland tanker barge operator, fulfilled several positions in the company and he became the HSEQ manager. In 2022 Ton started as barge adviser for OCIMF.

His drive and passion is to take care for the health and safety of the people on board. In 2022 this focus did not change, his world only became a bit bigger.

Barging Continuous Improvement

OCIMF

What is a barge? (definition)?




M.T.S. HUYGENS

OCIMF Barging Strategy - Advocacy, Publications and Programmes (2024-2028)

Activities in 2024 supporting this strategy:

- **Deliver ISGINTT 2** – translations
- **Deliver SMART Shipping IP** in EU
- **Deliver Open Loading IP** for SCA.
- **Advocacy** - Engagement with CCNR, EBU, AWO and regional stakeholders as needed.
- **Advocacy** - Engagement at IMO and stakeholders for MASS shipping development
- **Advocacy** - Engagement with PIANC – develop inland waterways infrastructure safety standards due to climate change.
- **Programmes** – Update technical contents and support Programmes to embed BIQ & BPQ updates with Cat 3 - Inspector training and content as needed.

Actions

Q1-Q3 2024 Update BIQ-BPQ – North America (NA) and South & Central America (SCA).

Q3 2024: Handover to Programmes - updated BIQ & BPQ in from NA & SCA. [6 months to implementation of revised BIQ & BPQ's – Q1 2025]

Milestones: Q1-2025 Implement - BIQ & BPQ for N/A & SCA.

Q2 2024 – Q3 2025: As BIQ and BPQ's get updated, also conduct Gap Assessment with ISGINTT 2, ensure translations for ISGINTT2 in Spanish and Portuguese are used and submit Project ToR for approval and for the delivery of Global Barge Guide (GBG). Commence Project in Q3 2024.

Milestones: Q3-2025 Complete Global Barge Guide

2024/25: Advocacy of Barging issues across regions as part of the Work schedule and engage with authorities/members

Q2 2025 – Q2 2026: Conduct Gap assessment of regional needs for China & SE Asia (covering India, Malaysia & Indonesia) – both from Publications and Programmes. Develop a plan of work on BIQ's & BPQ's for these regions and then develop guidance/ best practice for consideration and approval of P&A and Programmes Principal Committees.

Vision & Ambition: Global Barge Guide & BIRE 2.0 (post launch of SIRE 2.0)

2024 | 2025 | 2026 | 2027 | 2028

Timeline

P&A

Advocacy

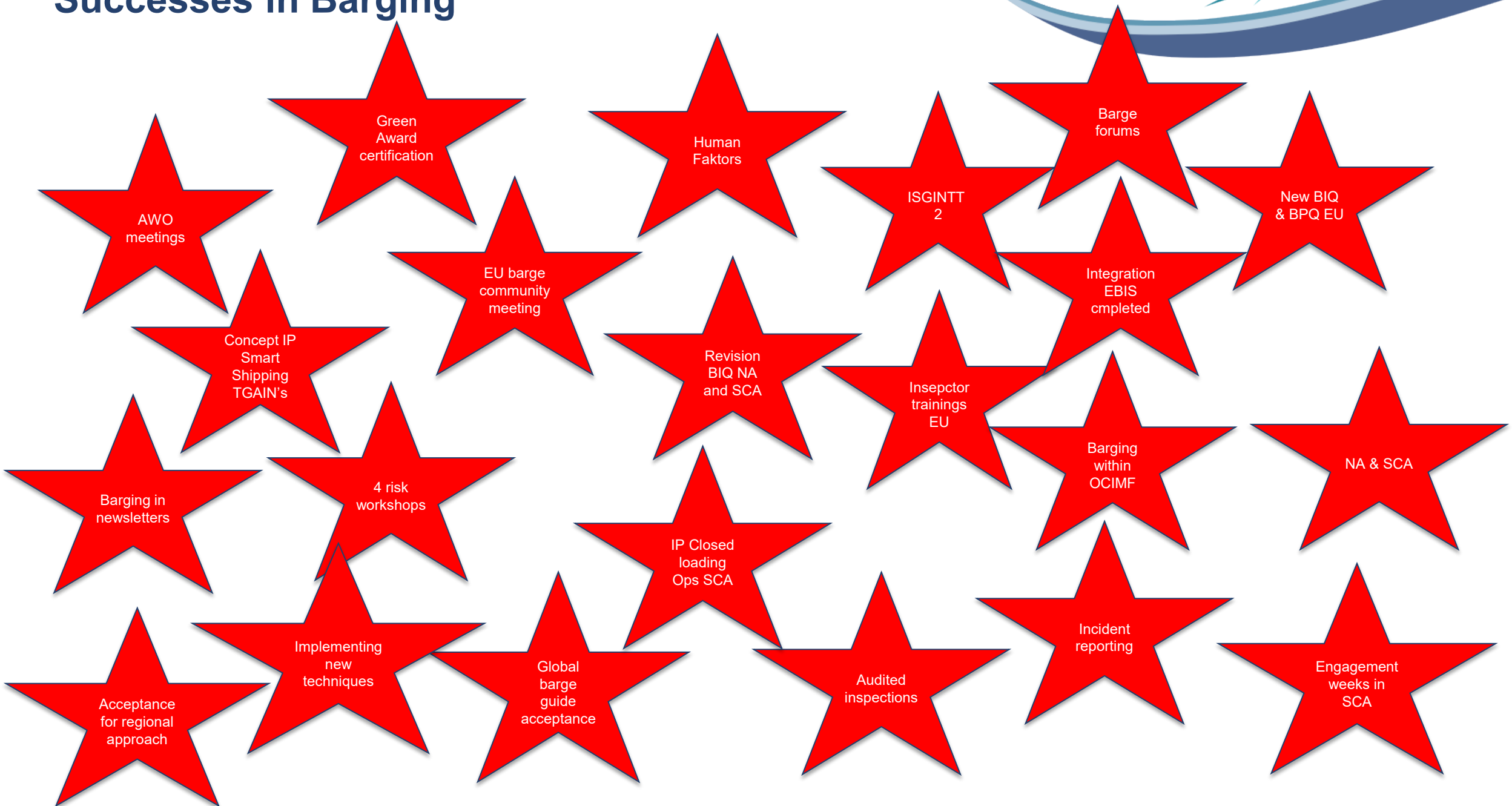
Programmes

NA – North America

SCA – South & Central America

China & SE Asia – Malaysia, Indonesia, India and Singapore

Successes in Barging



Barging Panel Discussion w/ Q & A

OCIMF

Jan Fransen

Green Award Foundation

Executive Director

Born in the Netherlands, Jan Fransen has dedicated his career to the maritime industry after finishing the Maritime Academy “Michiel de Ruyter” in Vlissingen. His passion for shipping began at sea, where he served in the Dutch merchant navy for approximately 12 years.

In the 1980s, Jan moved ashore, joining the Dutch Ministry of Transport to work on Vessel Traffic Management systems and later the Port of Rotterdam as Traffic Manager and Casualty Officer. In these roles, he gained extensive expertise in ISO 9000 and 14000 standards, the International Safety Management (ISM) Code, and the International Safety Rating System (ISRS), along with significant auditing experience.

This background positioned him to play a key role in establishing the Green Award Foundation, where he serves as Executive Director. Under his leadership and with the UN Sustainable Development Goals as a compass, the Foundation has advanced its mission to promote safer, cleaner shipping, recognize best practices, and foster sustainable maritime transport. Jan sees initiatives like Green Award as catalysts for motivation, recognition, and market incentives that drive positive change in the industry.

In addition to leading Green Award, Jan is Chairman of the Editorial Board of Equasis and Chair of the Judging Committee for the ESG Shipping Awards.

Michael L. Breslin

American Waterway Operators - AWO

Michael Breslin is the Senior Director of Safety and Sustainability for the American Waterways Operators (AWO). Breslin has more than 16 years of experience in the towing and barge industry, beginning his career as a deckhand before building a comprehensive understanding of the maritime transportation industry with roles in logistics, safety, environmental and regulatory compliance, training, claims, and operations before joining AWO in 2021. Before entering the maritime industry, Breslin served in the Louisiana Army National Guard, where he supported Operation Enduring Freedom in Afghanistan and Hurricane Katrina in New Orleans.

A proud New Orleans native, Breslin is passionate about mariner safety and sustainable practices. Outside of work, he enjoys coaching his son's baseball team and spending time with family and friends.

Maurits van der Linde

EBU/ESO

Platform Zero Incidents

Maurits is Policy Advisor for Safety and Dangerous Goods at Koninklijke Binnenvaart Nederland (Royal Dutch Inland Waterway Transport Netherlands). He has more than 20 years of experience in the inland navigation sector, with a focus on SHEQ-management and the transport of dangerous goods.

As the initiator of Platform Zero Incidents (PZI), he has been involved in the program since its start in 2015, working with industry organizations and stakeholders to share lessons learned and strengthen safety practices. He is also a secretary of the Safety & Environment Committee of the IWT Platform (EBU/ESO), where he contributes to European discussions on safety and environmental regulations.

Driven by a strong passion for safety, he is committed to fostering collaboration and continuous improvement in inland waterway transport.

Vincent Denis
BASF

Vincent Denis currently works as a Marine Assurance and Vetting Clearance expert for BASF as part of the Global Transport Safety Team. In this capacity, besides standard screenings of barges and operators, he conducts risk analyses, feasibility studies and incident investigations related to inland barges. In addition, he is an accredited OCIMF inspector for all tanker barge types and chairman of the Belgian shippers' consultation work group. He also serves as an advisor on legal and operational matters relating to inland barges in several industry-leading work groups both nationally and internationally such as the OCIMF Smart Shipping Work Group and the ADN preparation committee. For over a decade he served onboard coastal tanker barges and vessels, both gas tankers and chemical tankers, in ranks up to Chief Officer. In 2017 he obtained the unlimited Master Mariner’s sailing license for all tanker types without tonnage limitation.

Successes in Barging

Human Factors

Sterile Wheelhouse Policy Guidance

Since the 2019 AWO survey about distractions, several member companies have moved toward a "sterile wheelhouse" concept for their vessels to mitigate distractions. This guidance is based on findings from incident investigations and research of best practices from the aviation industry.

1. **Determine your company's definition of a sterile wheelhouse. This could include:**
   - Prohibiting or restricting: Wheelmen's use of personal electronic devices, doing paperwork (on the computer or hard copy), talking on the radio, and in-person conversations, etc. unless directly related to work at hand.
   - Requiring Wheelmen to focus solely on the task at hand and individuals they are working with.

2. **Explain what conditions trigger a sterile wheelhouse.**
   - These could be general or specific.
   - Consider identifying "critical tasks" during a typical Wheelmen's watch and use that list as a starting point.
   - Examples include:
     - When the deck crew is working on the boat or on the tow.
     - Anytime there is a single Deckhand on tow.
     - When approaching or transiting a bridge.
     - When approaching or transiting a lock.
     - When approaching a fleet.
     - When facing up to the boat to barges or a dock.
     - When downstreaming.
     - When skiff is launched, operated, or retrieved.
     - When operating a light boat near other equipment or the bank.
     - When fueling the boat or barges.
     - While docking a ship.
     - When the deck crew is working around a shifting cable.
     - Tug maneuvering.
     - Anchoring.
     - Taking pilots on/off.
     - Conditions where a designated lookout would be used (heavy weather, heavy traffic, etc.).

3. **Other items to consider including in the procedure include:**
   - Acknowledging the need for both Wheelman and the office to understand that some communications are required or urgent, while others are non-urgent, unnecessary, or distracting.
   - Determining where to be specific versus where to be general.
     - As is often the case with procedures, it is a balance.
     - Providing examples can help.
     - Advise Wheelmen that, if they need to ask if it is a sterile wheelhouse situation, it likely is.
   - Tying the sterile wheelhouse procedure to your Stop Work Authority/Obligation procedure, since the presence of distractions for oneself or others during any important operation should trigger "Stop Work".

The American Waterways Operators
Sterile Wheelhouse Policy Guidance
Distracted Operations
Subcommittee Report v.240301

   - Addressing the fact that most Wheelmen have two cell phones that could provide unnecessary distractions – the boat phone and their personal phone.
   - Requiring communications in certain circumstances as part of broader guidance of when non-distracted focus is required (instead of just prohibiting communications in certain circumstances)
   - Providing guidelines for shoreside employees on contacting Wheelmen, which could include:
     - Designating the usual types of calls to the boat in your organization as "urgent" or "not urgent," and outlining different processes for each.
     - Asking "are you safe to talk" when the Wheelman picks up the phone.
     - Arranging a time each day or each week when shoreside employees call with non-urgent information.
     - Funneling all non-urgent calls through one point person familiar with the boat's operations (ex: Port Captain).
     - Checking the boat's location on AIS to see if it is in a safe place before calling.
     - Training shoreside employees who frequently call the boat on your procedure and on how to help Wheelmen manage distractions.

4. **Tools to help maintain a Sterile Wheelhouse can include:**
   - Storing cell phones in faraday bags (cell phones, when placed in a faraday bag, cannot receive calls, texts, or notifications).
   - Texting the boat with non-urgent information, instead of calling.
   - Using the "Do Not Disturb" or silent function on the phone.
   - Encouraging the Captains to only check phones at certain times or intervals (i.e., every 30 minutes).
   - Using functions of existing electronic systems in the Wheelhouse to help manage distractions.
     - For example, the electronic charting system can send navigation alerts just for the area the vessel is in, instead of the whole waterway system.
   - Reminding Wheelmen that they can delegate communications to other crewmembers (for example, a member of the crew could help manage phone calls if s/he is not needed for other duties).
   - Understanding how different age groups react to, and manage, distractions from personal electronic devices differently.
   - Training for Wheelmen and other crewmembers on your procedure and how to manage distractions.
   - During Bridge Resource Management trainings (such as at Simulator sessions), including a distraction element into some of the scenarios.
   - Adding to the Visitor Safety/Security Briefing a requirement that the crewmember doing the briefing check to see if the Wheelman is safe to accept visitors before they go up to the Wheelhouse.
   - Asking your crews to help create the procedure through feedback on drills, discussions during Captains meetings, Simulator sessions, etc.
   - Investigating if distraction was a factor after incidents occur.
   - Connecting distractions with fatigue (fatigue has been proven to make managing distractions more difficult).

Distraction

The American Waterways Operators
Guide for New Mariners

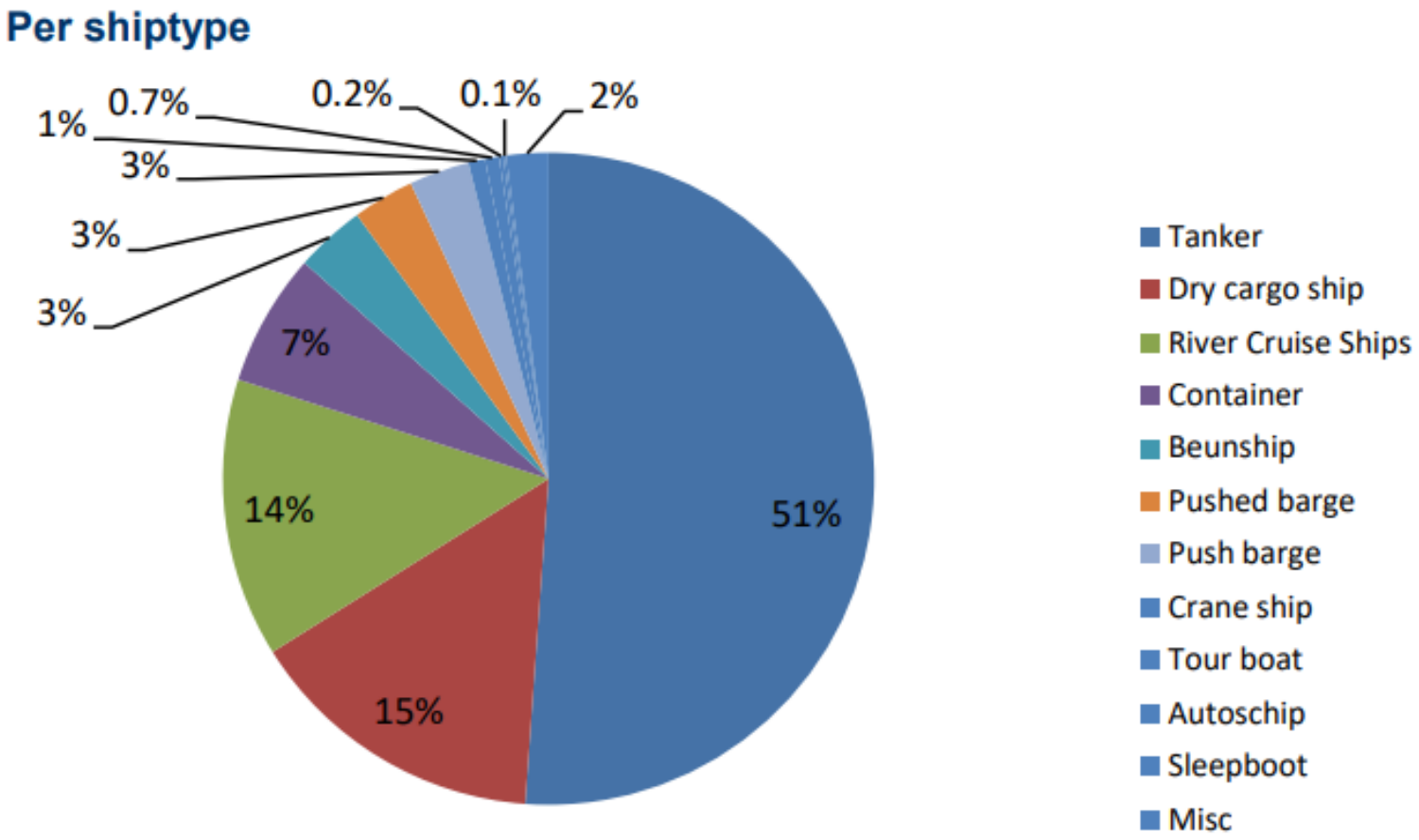
Distracted Operations
Subcommittee Report v.240301

What is a Distraction?	1. A distraction is anything that can take your mind off of focusing on the task at hand. 2. Distractions can be things that you are thinking about in your mind, sounds and sights, or other intrusive physical or mental stimuli that steals your focus from current work.

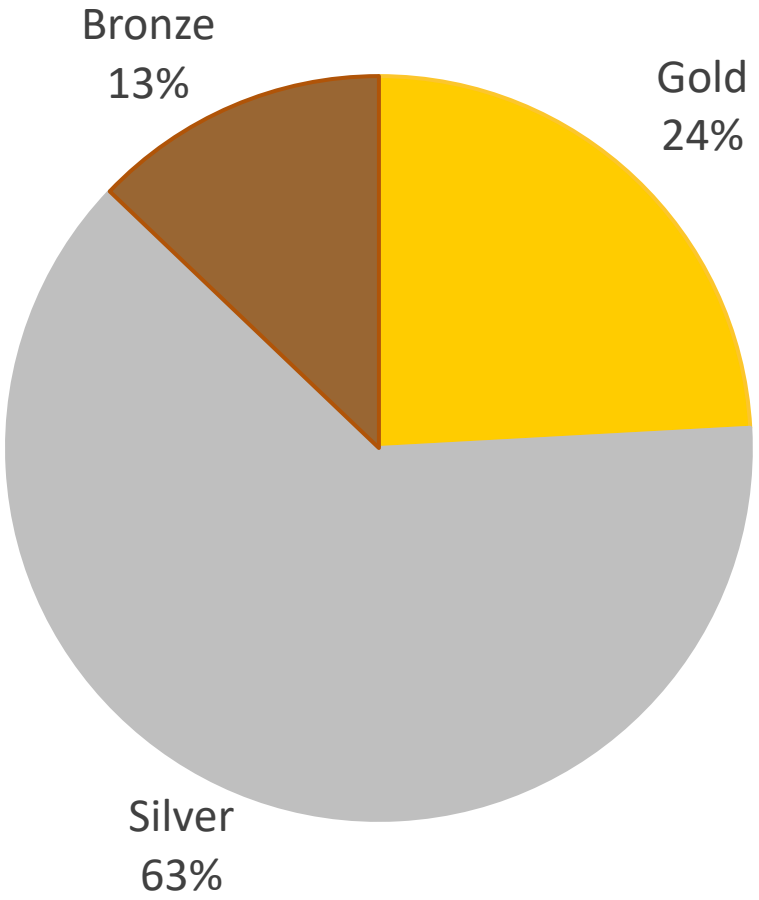
Mental Distractions		
Trouble adapting to life on the boat.	Friends at home having fun while I am working.	Recent incident (including crewmember injury/illness).
Not wanting to let company down.	Financial troubles.	Thinking of, or missing home. Anxious about completing hitch.
Afraid of making dangerous mistake.	Personal conflict with another crewmember.	Conflicting orders
Worrying about falling overboard.	Being overconfident.	Engaged to be married, nervous of new life changes.
Not feeling well.	Child on the way, new parent nerves.	Captain yelled at Deckhand. Deckhand is now gun shy or resents Captain.
Not wanting to let family down.	Tired from being out of normal sleep pattern.	Too much focus on speed instead of safety or accuracy.
Hungry or worried about what is cooking.	Thinking of a sick loved one at home.	Recent near miss, now thinking about worst case scenario.
Family emergency.	Trouble at home, pending divorce.	Worried about not doing well on boat.
Audio and Visual Distractions		
Chatter over the radio.	Conversations on deck that are not related to the job-at-hand	Birds flying and making noises above.
Cell phone notifications	First time seeing a ship or dock up close.	Sunrises and Sunsets.
Facility Flaring.	Inclement weather (hurricanes, winter storms, lightening, etc.).	High or low water.

Successes in Barging

Statistics Green Award Inland Barges



Statistics Green Award Inland Barges



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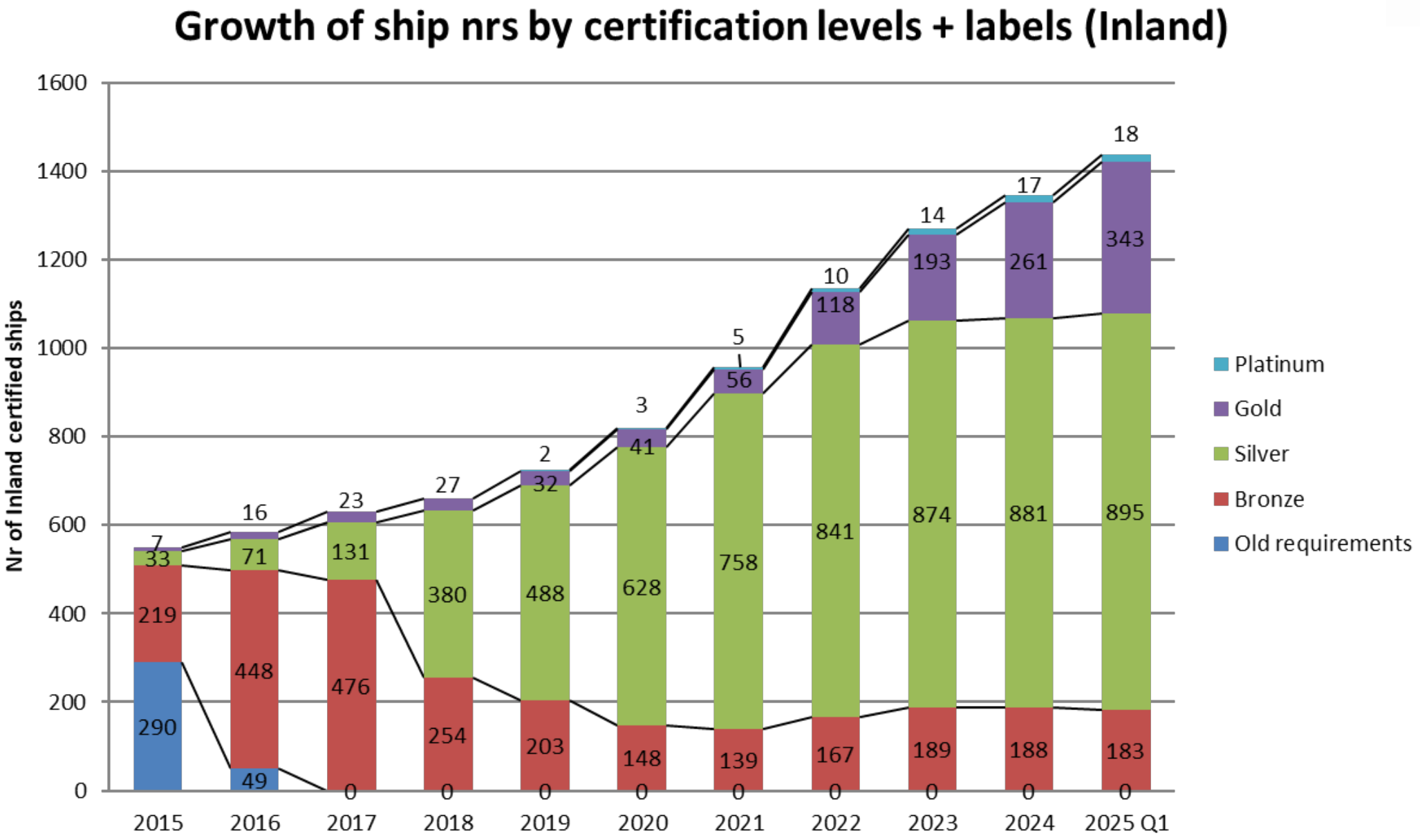
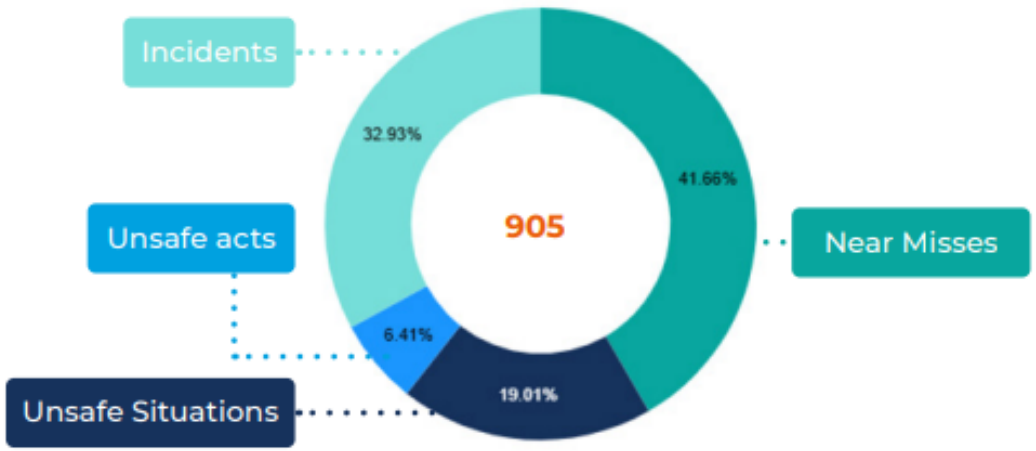


Successes in Barging

DISTRIBUTION OF TYPES OF REPORTINGS IN 2024

In 2024, we recorded 905 reports, with the majority categorized as near misses and incidents.

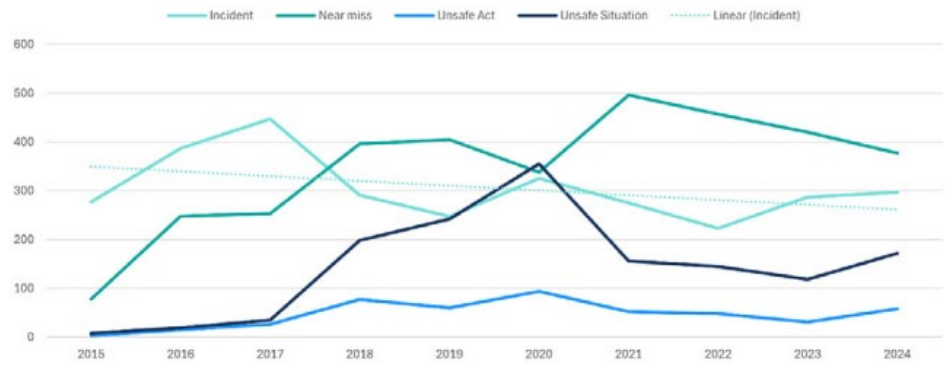


DISTRIBUTION OF TYPES OF REPORTINGS OVER THE YEARS

Below the trend line over the years of the different reportings, from which it can be seen that in the beginning years mostly incidents were reported. Over the years different types of reports came in e.g. near misses and unsafe acts. A positive development in gathering more information.

The incident trendline shows a decline in incidents over the years.

Keep in mind that in 2015, PZI was founded and only a handful of members were reporting. From 2020 onwards, PZI has a stable membership base.



The Library of the brave

CAMPAIGNS 0

- Person Overboard 7
- Safe Passing of Bridges 7
- Mooring 6
- Ship-Shore Interface 8
- Enclosed space 5

SAFETY FLASHES 38

- SF POB Rescue
- SF Lifejacket
- SF PPE
- SF LMRA
- SF Fire in Engineroom
- SF Training Mooring
- SF Safe Working Environment Mooring
- SF Waiting Berths

Alle artikelen weergeven (30)

MEDIA 5

- Video Snapback Zone
- Safe passing of bridges - Animation
- LET Sketch Respect
- LET Sketch Empty Lines
- LET Sketch Technical Difficulties

SAFETY ALERTS 9

- SA Hot weather
- SA Sailing Together
- SA Cold weather
- SA Cofferdams
- SA Mental fitness
- SA Person Overboard
- SA Cold weather
- SA 25-36 Sailing together

Alle artikelen weergeven (1)

BEST PRACTICE GUIDANCE 7

- BPG Fire on Board
- BPG Gas Measurement
- BPG Communicaton
- BPG Meren
- BPG TGAIN
- BPG Loading Depth
- BPG Conncting

OTHER MATERIALS 3

- Resilience
- Ship-to-Ship
- Year Report

LEARNING FROM INCIDENTS 4

- LFI Fire in the engine room
- LFI Lethal Incident Tank Entry
- LFI Working in the aft peak
- LFI 25-05 Fire in a deck box

CAMPAIGNS 0

Artikelen binnenkort

LFI PZI

LEARNING FROM INCIDENTS 25-05:
Fire in a deck box

PLATFORM ZERO INCIDENTS

Deck boxes are standard equipment on many inland barges. They are used to store tools, paints, chemicals or spare parts. There are two basic categories:
- Deck boxes for non-combustible materials
- Deck boxes for combustible materials – the ADN and ESTRIN regulations apply here.

What happened?
A loaded inland tanker with dangerous cargo was moored at a waiting area at an oil terminal.
An alert neighbouring barge noticed smoke coming from a closed deck box and immediately alerted the crew. They immediately sounded the alarm, initiated firefighting measures and informed the shore facility. Together with the plant fire brigade, the fire was quickly brought under control.

The probable cause of the fire
A few days before the incident, maintenance and painting work had been carried out on board. Several cleaning rags soaked in solvents were then stored in the deck box together with paint, thinner and other flammable materials.
Self-ignition or a chemical reaction generated heat, which caused the flammable materials to ignite. Other materials, such as plastic measuring tapes, can also self-ignite when stored in combination with chemically soaked rags.

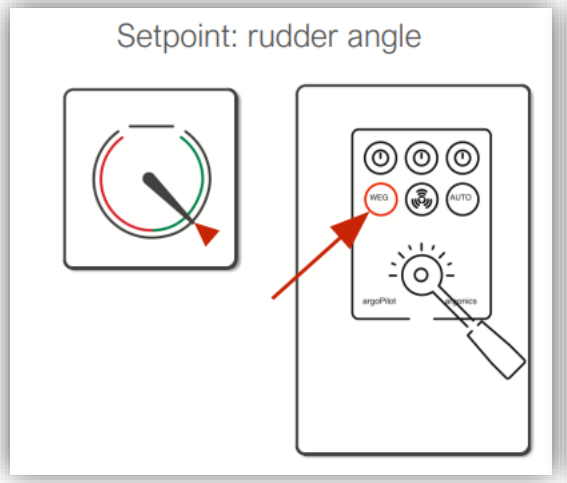
What is spontaneous combustion?
Spontaneous combustion occurs when a material ignites without an external heat source. This is usually caused by an exothermic reaction: a chemical reaction that releases heat. If the temperature inside a material continues to rise, it can lead to smouldering and eventually ignition.

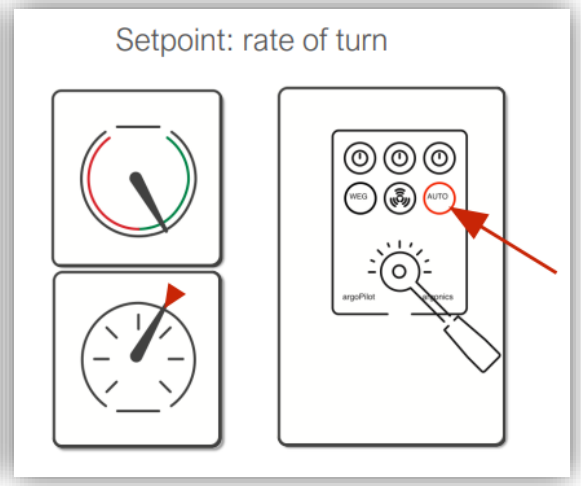
What can we learn from this?
1. **Requirements for deck boxes containing flammable materials:**
   - Use steel boxes with steel lids – no aluminium, as it melts at approx. 650 °C. (In this incident the temperature rose to 800 to 1000 degrees Celsius.)
   - Do not store spill kits or plastic boxes directly next to the deck box.
   - If possible, mount deck boxes on "feet" for better ventilation and cooling.
   - Ensure ventilation at the top and bottom (different gases have different densities).
   - Secure the deck box with a padlock to prevent unauthorised access.
2. **Correct storage:**
   - Do not store used cleaning rags with solvents or other chemicals openly in the deck box.
   - If short-term storage is necessary, only store in tightly sealed containers designed for this purpose.
   - Seal all cans, brushes and containers well and label them clearly.
   - Do not store any unknown or outdated products.
   - Check regularly and keep the deck box clean.
   - Dispose of flammable waste as quickly as possible on land at approved collection points.
3. **Firefighting**:
   - Use ABC powder extinguishers for direct firefighting.
   - Use water only to cool surrounding components or tanks.
   - If necessary, close the ventilation openings of the deck box to reduce the supply of oxygen.
   - Do not pour water directly into the ventilation openings – risk of spreading flammable liquids.

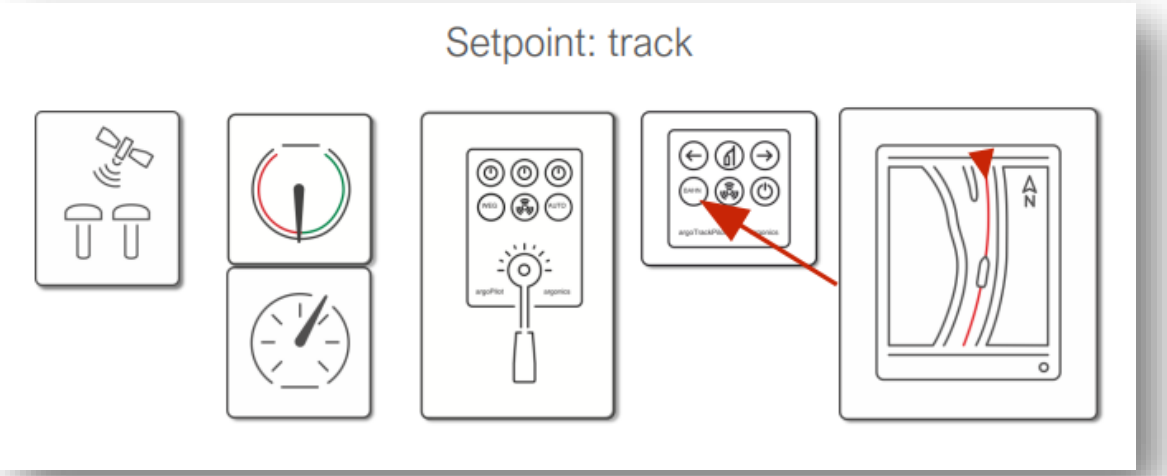
4. **Risk of escalation:**
   - If the deck box is located directly above a cargo tank, there is a risk of explosion due to heat transfer.
   - Heating can increase the tank pressure and trigger safety valves – flammable gases can escape and ignite.
   - Rapid cooling is crucial to prevent this chain reaction.

Successes in Barging

Smart Shipping – Track Guidance Assistant for Inland Navigation (TGAIN)

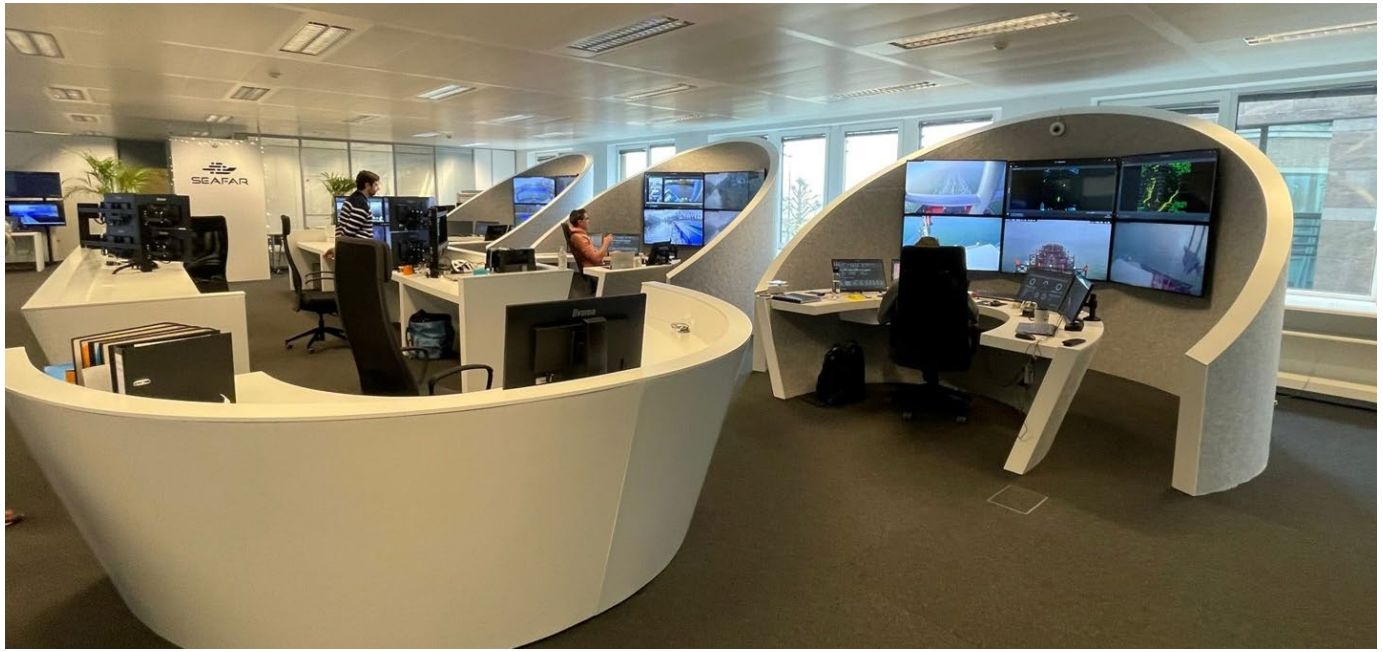






Smart Shipping - Remote Controlled Operations

- RoC’s in Belgium, Netherlands and Germany
- 40+ Barges are equipped to operate remote
- MASS code



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Our Vision

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

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Oil Companies International Marine Forum
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STS Transfer Guide Panel Discussion

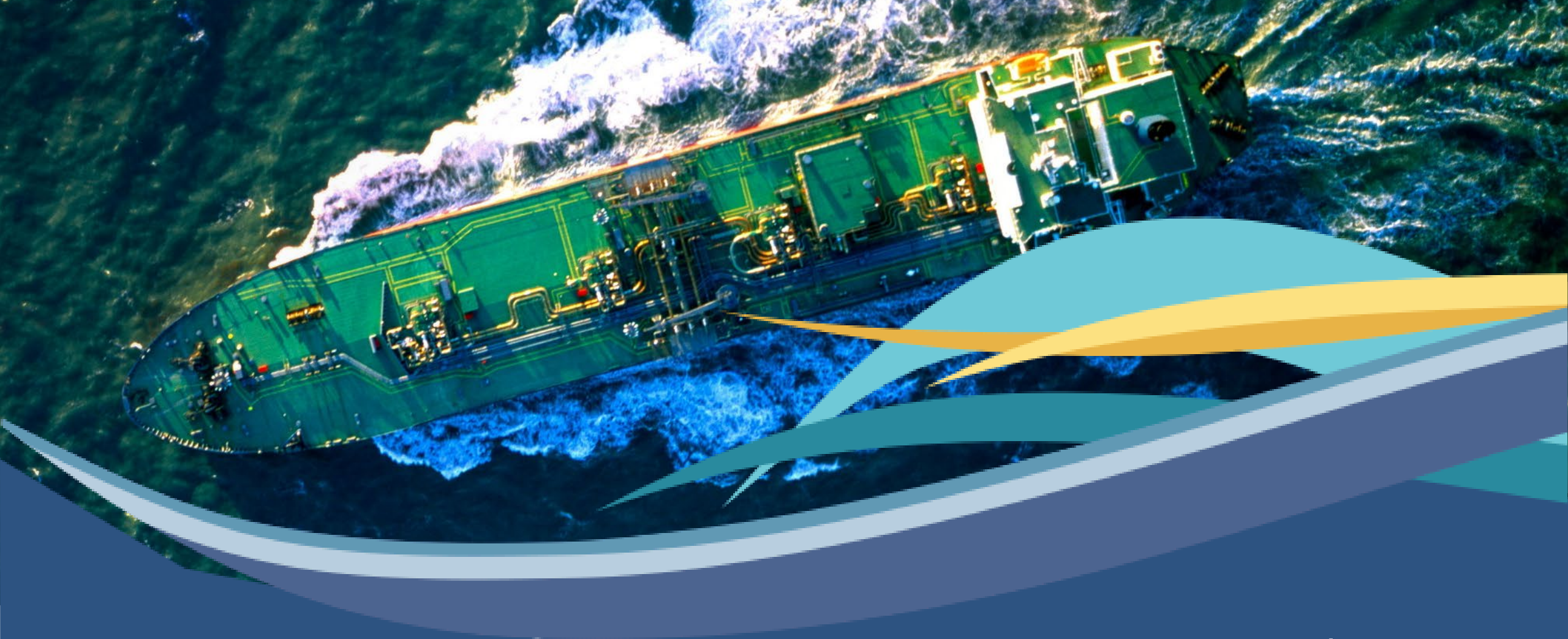
OCIMF

Kevin Coelho
Shell

Kevin currently works in STASCo's global downstream maritime assurance team based in London.

He is a Class 1 Master Mariner with over 30 years experience in the shipping and maritime industry. Having sailed on oil tankers and LNG Carriers, Kevin made the transition ashore in 2003 where he served in upstream and downstream operational and assurance supervisory roles within Shell and Shell Joint Venture Companies.

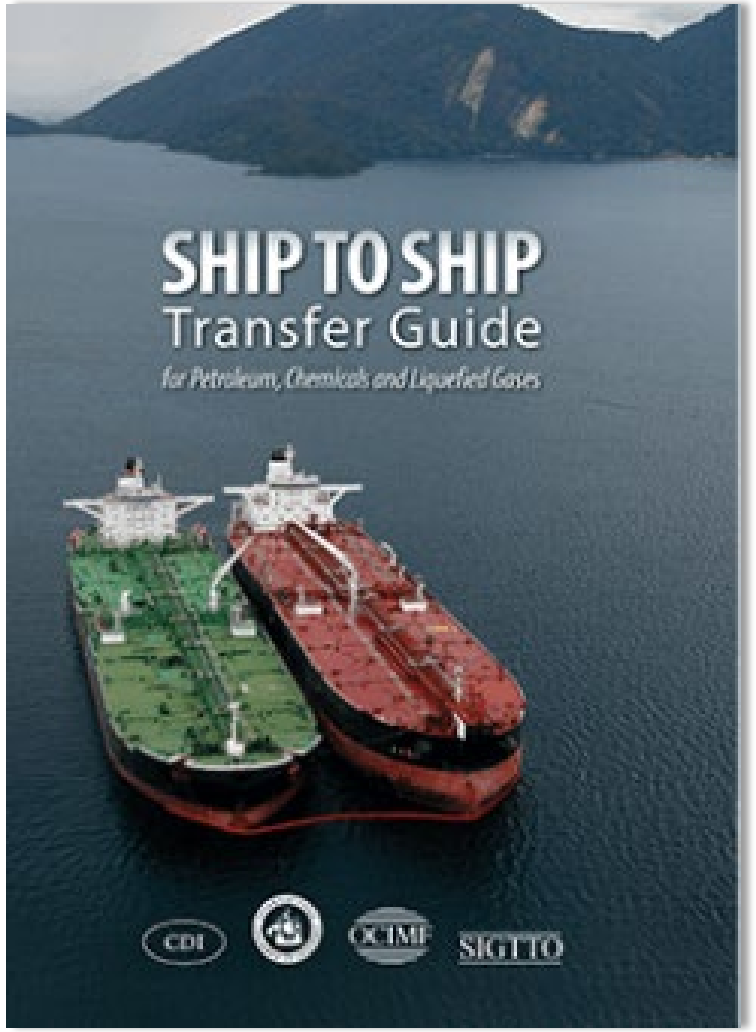
Kevin was previously seconded to OCIMF as the Nautical Adviser from 2022 to June 2025 and was the OCIMF secretariat responsible for planning and leading the STS Transfer Guide revision working group.



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

OCIMF

Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquified Gases 1st Ed. 2013

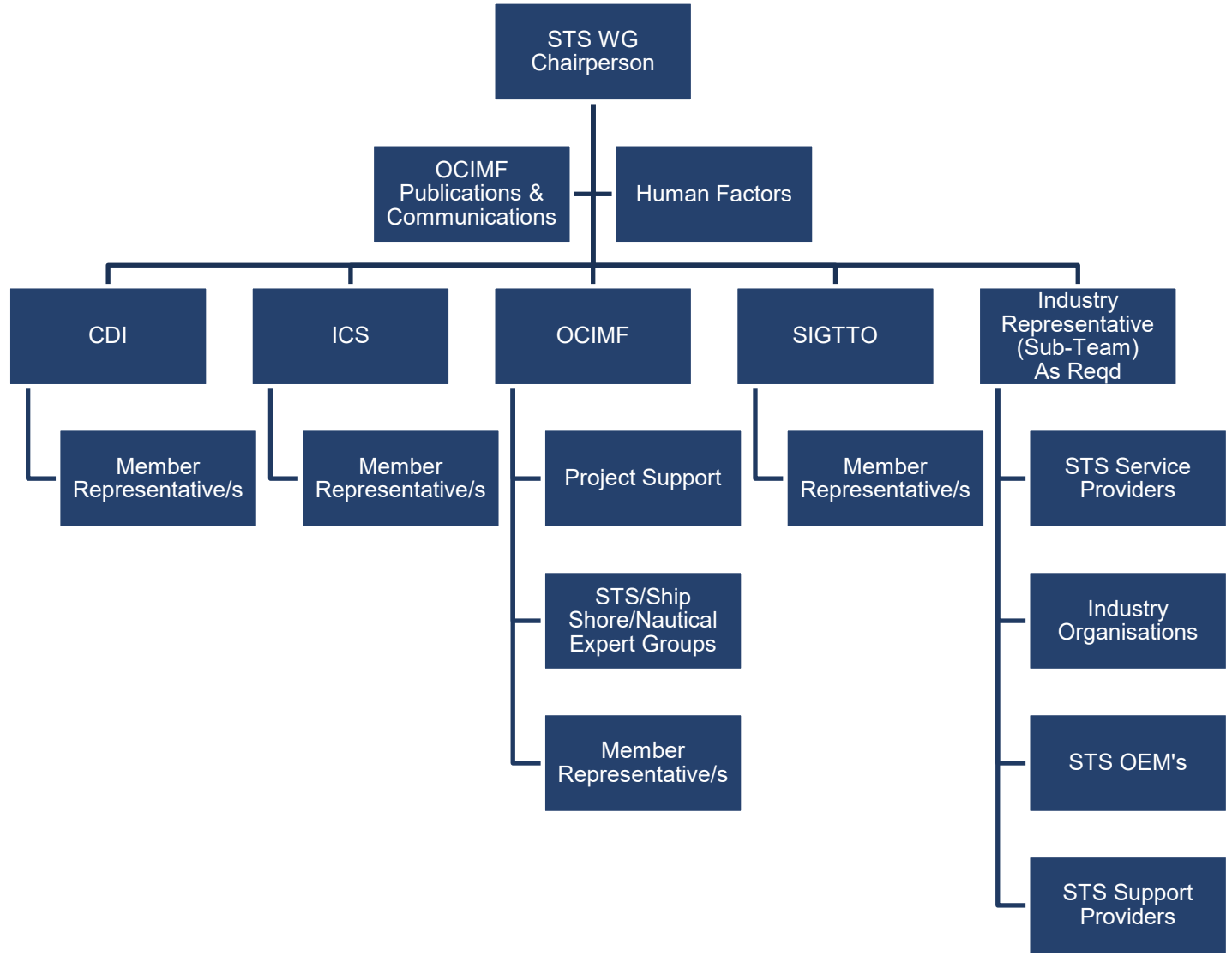


- **2013 Edition encompassing STS operations for Annex I (Petroleum), Annex II (Chemical), LNG and LPG-type cargoes**
- **Superseded the previous individual editions for all cargoes**
- **Collaboration between 4 co-authors: CDI, ICS, OCIMF and SIGTTO**
- **Aim was to provide guidance and recommendations to industry on operational procedures and best practices on ship-to-ship 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 and Introduces the concept of alternative, emerging and innovative technology in STS operations.

Human factors are summarised in the following 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.

✓ Plant, tools and activities can be designed to reduce mistakes and manage risk better.

✓ Leaders contribute by shaping 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 during STS operations.
  - It includes guidance previously found in the OCIMF information paper “Transfer of Personnel by Crane Between Vessels” – main aim being to reach a wider audience.
  - Encourages Operators and Masters to be guided from a risk management perspective.
  - Recommendations on which methods are suited depending on geography, exposure of the STS transfer location and support boat suitability.
  - Practical guidance on how to prepare for a PTB transfer. Text has been updated to guide the end users on choosing the safest method.

Publication Update on the STS TG contd…

- Cargo Transfer
  - Chapter 10 is split into four separate sections, for Oil, Chemicals, LPG and LNG.
  - Four supporting appendices from the first edition 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 the changes in understanding of the impact of human factors

STS Transfer Guide - Revision Overview

- 3 Steering Group meetings and 12 Working Group (WG) meetings
  - Three F2F meetings at OCIMF & ICS premises
  - Nine virtual meetings

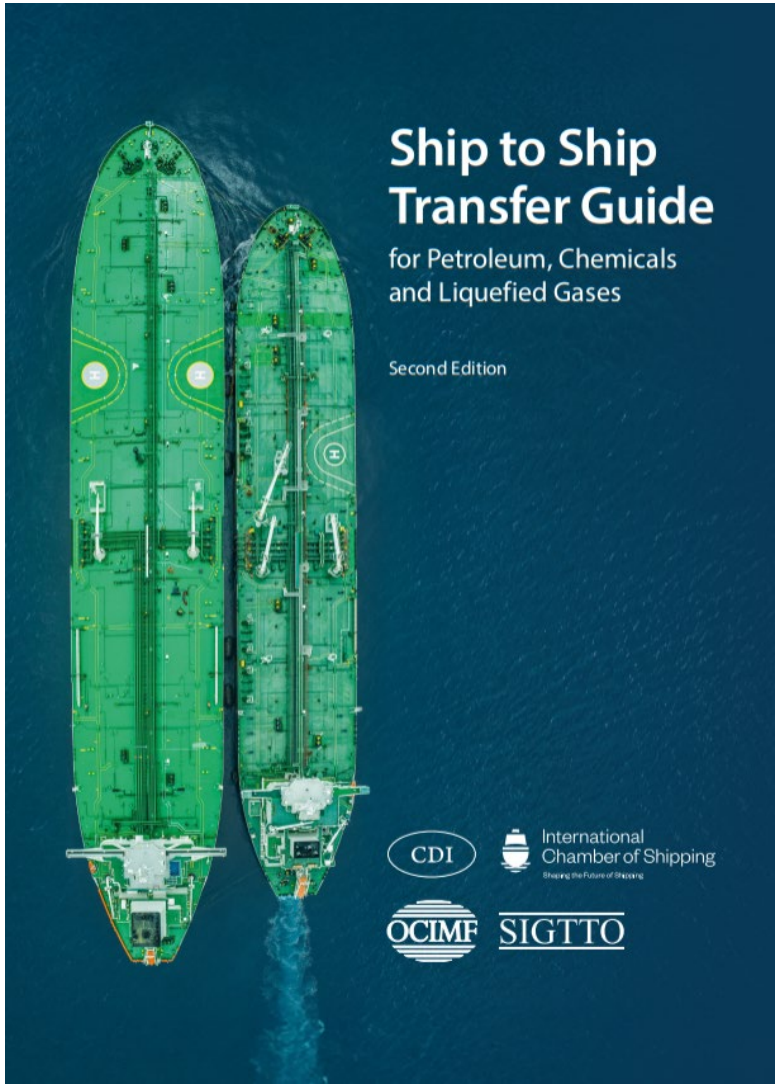
- First draft of the revised guide (12 Chapters & 5 supporting appendices) sent to the WG for a full review

- Final page-by-page draft review (F2F meeting) to address comments

- Revised draft handed over to Publication in Dec 2024

- Revised draft shared with Co-Authors for a Technical review with comments – now incorporated

- 2nd Edition released Sept 2025



Highlighted Topics

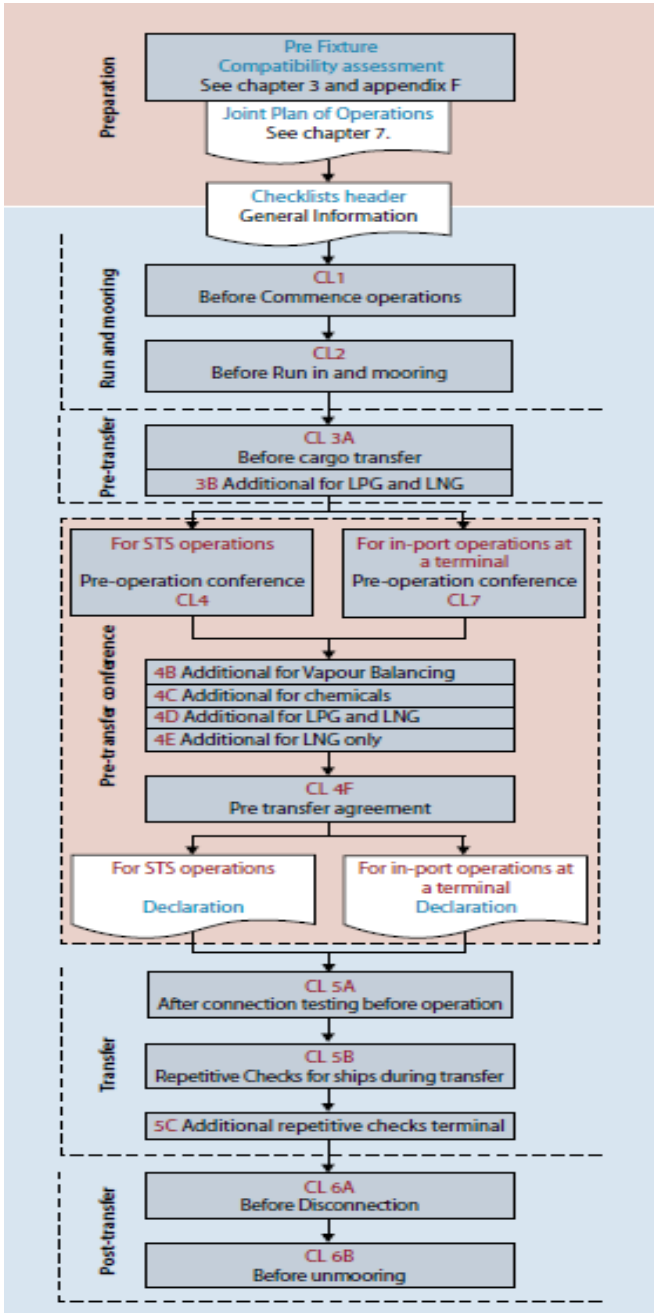
Control of STS Operations

Provision of expert guidance in STS transfer operations

Cargo	POAC/STS SUPERINTENDENT	
	In Port	At Sea
MARPOL Annex I (Oil)	POAC/STS Superintendent	POAC
MARPOL Annex II (Chemicals)	STS Superintendent	STS Superintendent
LNG/LPG	STS Superintendent	STS Superintendent
The Master of either ship may be considered a POAC/STS Superintendent when meeting the guidance in this section		

Chapter 10 – Cargo Procedures

STS Safety Checklist – How it aligns with each phase of the STS operation



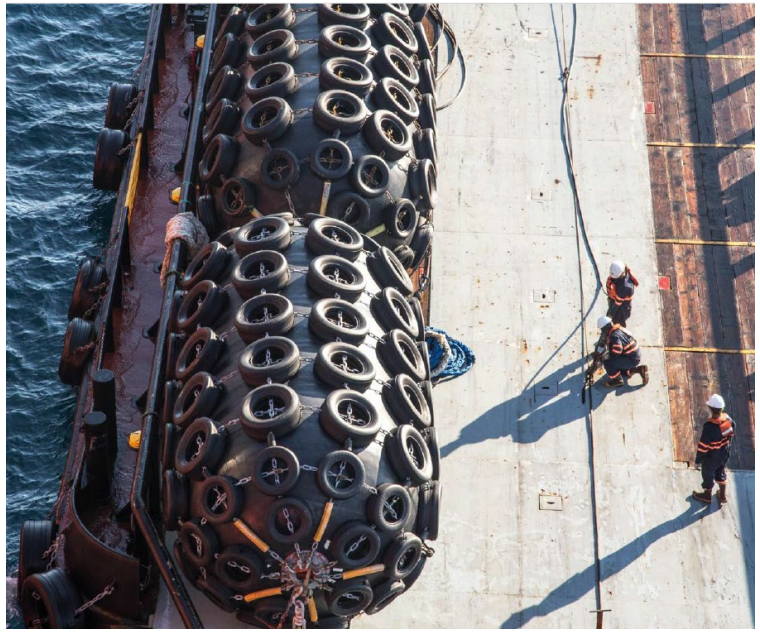
Fender Guidance

Summer Deadweight of MS	Calm Sea state: 0-3 Wave height(m): 0-1.25	Moderate Sea state: 4 Wave height(m): 1.25-2.5	Rough Sea state: 5 Wave height(m): 2.5-4.0
Less than 10,000	0.30 m/s	0.40 m/s	0.50 m/s
10,000 – 50,000	0.25 m/s	0.325 m/s	0.40 m/s
50,000 - 100,000	0.20 m/s	0.25 m/s	0.30 m/s
Over 100,000	0.15 m/s	0.20 m/s	0.25 m/s

Table D.1: Relative Approach Velocity

Fender size Diameter x length (mm x mm)	Guaranteed Energy Absorption (GEA) (kNm) Initial pressure 50kPa	Guaranteed Energy Absorption (GEA) (kNm) Initial pressure 80kPA
500 x 1000	6	8
600 x 1000	8	11
700 x 1500	17	24
1000 x 1500	32	45
1000 x 2000	45	63
1200 x 2000	63	88
1350 x 2500	102	142
1500 x 3000	153	214
1700 x 3000	191	267
2000 x 3500	308	430
2500 x 4000	663	925
2500 x 5500	943	1317
3300 x 4500	1175	1640
3300 x 6500	1814	2532
3300 x 10600	3067	4281
4500 x 9000	4752	6633
2500 x 12000	6473	9037

Table D.2: Example STS fender sizes and GEA table



Combined Add Mass (tonnes)	Minimum Stand-Off Distance (metres)
6,000	2.0
10,000	2.2
25,000	2.2
50,000	2.5
100,000	3.3
150,000	3.7
200,000	3.7
330,000	4.0
470,000	4.5
790,000	4.5

Table D.3: Stand-off distance

Publication Update

- **Personnel Transfer**
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  - It includes guidance previously found in the OCIMF information paper “Transfer of Personnel by Crane Between Vessels” – main aim being to reach a wider audience.
  - Encourages Operators and Masters to be guided from a risk management perspective.
  - Recommendations on which methods are suited depending on geography, exposure of the STS transfer location and support boat suitability.
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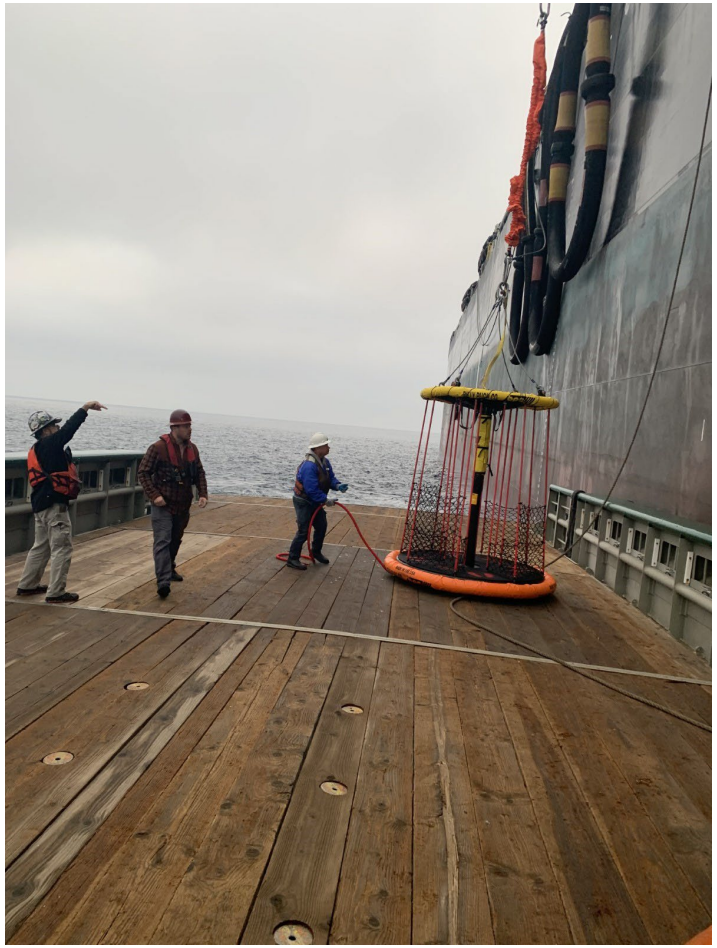
Personnel Transfer… contd



Significant addition is clarification on the suitability of the vessel used for personnel transfer

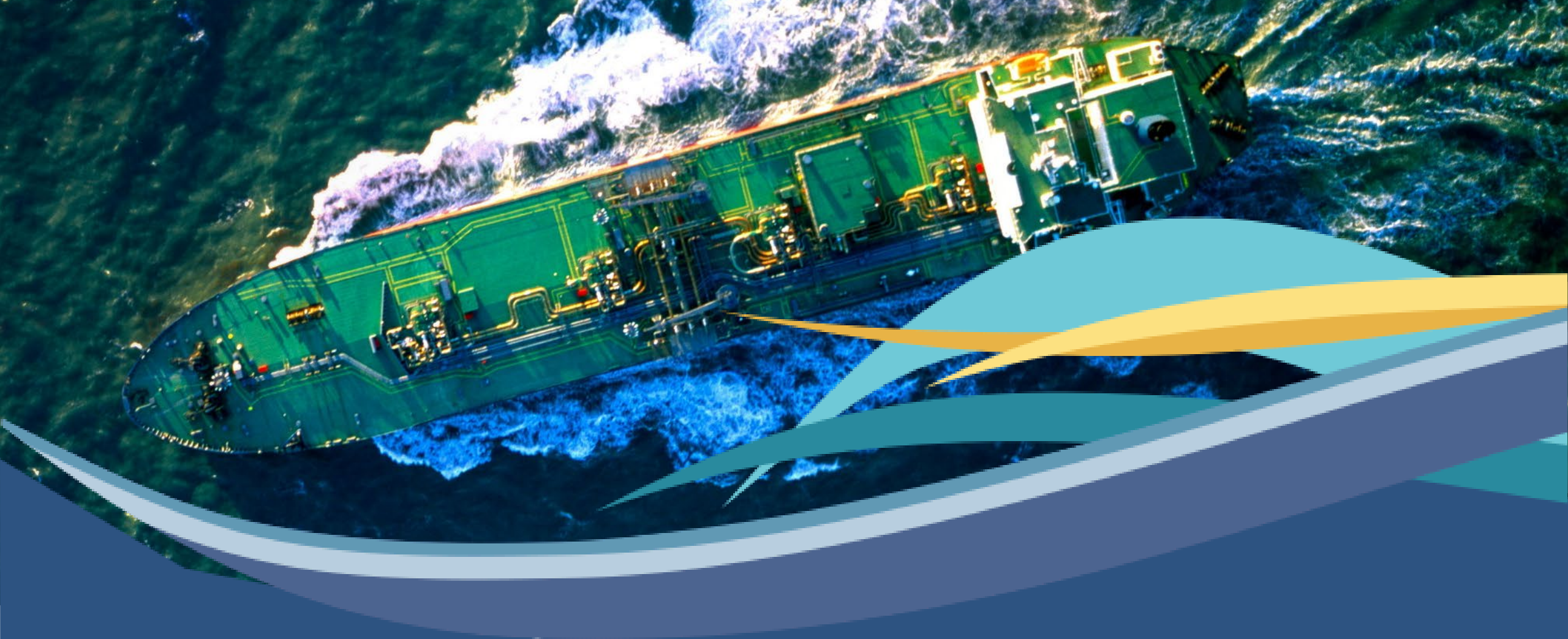
- ***Pilot ladder/combination ladder transfer.***

This method is best suited in sheltered waters / in-port conditions with a highly manoeuvrable fit for purpose support craft, such as a pilot boat.

- ***Personnel Basket transfer using a ship's manifold crane.***

Most common in offshore and anchorage locations where the LSV (Lightering Support Vessel) used for personnel transfer is a multi-purpose craft designated to handle fenders and transfer hoses.

The limited manoeuvrability and lack of suitable boarding areas make LSVs less suited to pilot / combination ladder boarding but can provide the open aft deck as a safe landing zone for the personnel basket.



STS Transfer Guide - Panel Discussion w/ Q & A

OCIMF

Simon Toland
Chevron Shipping

Simon started his career as a dual officer with Shell Tankers before moving to the dynamic positioning industry, where he sailed on a wide range of offshore DP vessels . After eight years he returned to tankers for a short spell before joining Chevron in 2007 as a trainee mooring master at their export terminal in Escravos, Nigeria. The next 15 years were spent working between Escravos terminal and Malongo terminal in Angola where he continued to gain offshore operational and maintenance experience cumulating in the role of marine operations team leader, where he managed the export of Crude, GTL products and LPG. In 2021 he transferred to the Pacific Area Lightering (PAL) group based in El Segundo, Southern California. Now as Senior Lightering Master, he leads a small team responsible for delivering crude by STS to Chevron's two refineries in California. The group also provide STS subject matter expertise to Chevron's marine assurance and commercial department.

Arvind Natrajan
International Chamber of Shipping

Arvind is the Senior Marine Manager at ICS whose focus area is seafarers' operational competency in safety and pollution prevention.

Arvind is a Class 1 Master Mariner with 20 years' experience sailing on oil and chemical tankers and 8 years command experience. He transitioned ashore in 2015, initially as a lecturer at a UK university where he delivered mandatory training to all levels of shipboard officers. He then moved on to a regulatory enforcement role as a Port State Control Inspector under the Paris MoU regime. His current role mainly involves representing shipowners' interests at International Maritime Organization and the International Labour Organization.

Arvind provides secretariat services to the Oil Tanker and Chemical Carrier Panels at ICS.

Prashant Dighe
ExxonMobil

Prashant is the Marine Quality Assurance & MSP Interface Manager at IMT (ExxonMobil), bringing over 40 years of maritime and offshore experience, with a strong focus on safety leadership.

A Master Mariner, his career spans roles held as Third Party Operator Interface Manager, Nautical Advisor, Project Manager, Offshore Installation Manager & SSHE Manager, with extensive involvement in ISM, ISPS, Environmental & Navigation audits & TMSA reviews. Prashant has also served as a DPA, CSO, Fleet Safety & Training Officer and has been an OCIMF accredited SIRE and OVID Inspector. He has actively contributed to industry advocacy through OCIMF's Nautical, Offshore & Security committees and was an integral member of the Work Group that reviewed the STS Guidelines. His insights bridge operational excellence with a deep commitment to safety culture across global marine operations.

Jasjit Jaswal
Excelerate Energy

Jasjit is the Global Director, Marine Assurance, at Excelerate Energy, overseeing all vetting activities, compatibility studies, third-party audits, inspections, and risk assessments across the company's worldwide activities.

His previous roles include working for ABS Group as Senior Advisor, LNG Services, handling various design and development projects involving FSRUs, LNGCs and LNGBVs, and risk management studies.

Jasjit holds a Master's Degree in International Transportation Management from SUNY Maritime College, NY, a Bachelor's Degree in Nautical Technology from Mumbai University, and a Master's License, having sailed aboard gas tankers.

Jasjit was part of the STS Guide Revision WG and a member of the OCIMF STS Expert Group. Additionally, he is a member of the OCIMF Tanker, Barge, Terminal and the Programmes Principal Committees.

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Overview of Current OCIMF Programmes

OCIMF Day – 18 Sept 2025
London

Introduction to OCIMF Programmes

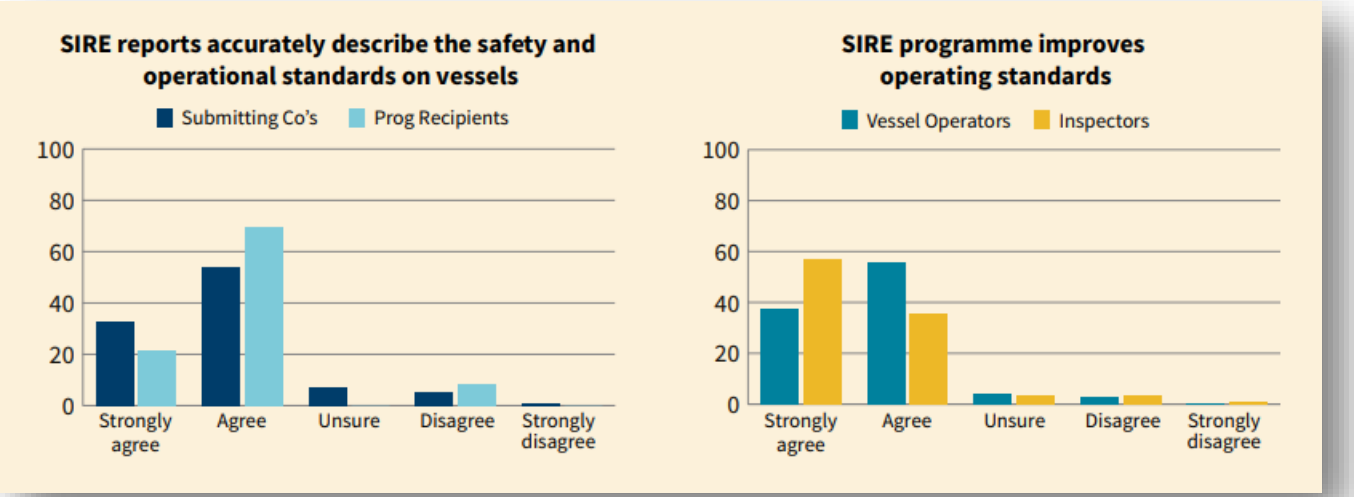
SIRE Programme

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

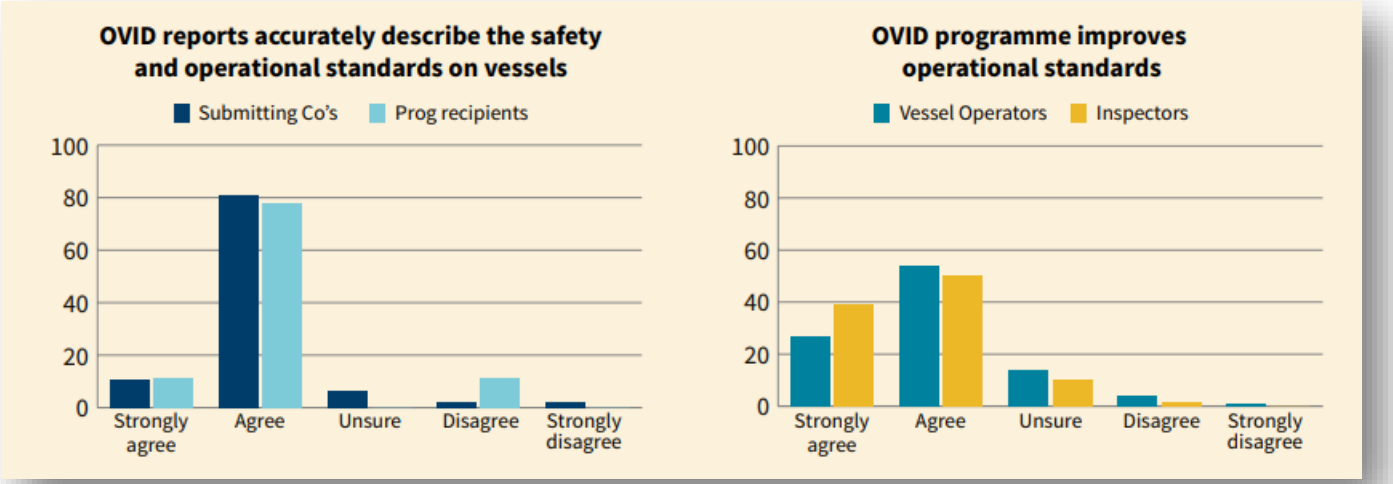
OVID Programme

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		
	2022	2023	2024	2022	2023	2024	2022	2023	2024
Programme Recipients (including PSCs)	450	469	494 ⬆	Shared figure with SIRE			80	88	95 ⬆
Inspectors accredited in total	496	489	468 ⬇	134	128	124 ⬇	358	379	386 ⬆
Inspection reports published	22,770	23,722	24,333 ⬆	9,330	9,625	9,906 ⬆	3,050	3,256	3,400 ⬆
Distinct vessels inspected in 12 months	9,447	9,826	9,842 ⬆	7,773	8,024	8,218 ⬆	2,900	3,086	3,223 ⬆
Ratio of inspection reports to vessel	2.41	2.41	2.47	1.2	1.2	1.21	1.04	1.05	1.05
MSA published	1,346	1,552	1,763 ⬆	-			388	452	457 ⬆
Technical vessel operator registered in the system	2,277	2,613	2,964 ⬆	Shared figure with SIRE			1,306	1,468	1,592 ⬆

*BIRE shared numbers with SIRE

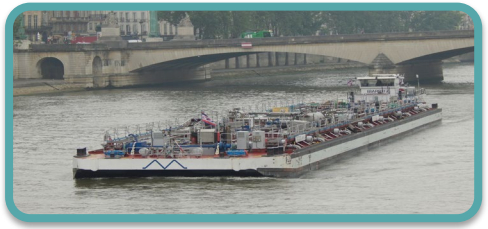
Programmes priorities for 2025

SIRE

- Update inspection management process documents for SIRE
- SIRE 2.0 course inspector audit

OVID

- Project delivery of Offshore Vessel Inspection Questionnaire 4 (OVIQ4)



BIRE

- Streamline questions templates for Barges Inspection Questionnaire for South America, Central America and Northern America
- Update to BIQ and BPQ templates

MSA

- Support the review of Offshore Vessel Management Self-Assessment

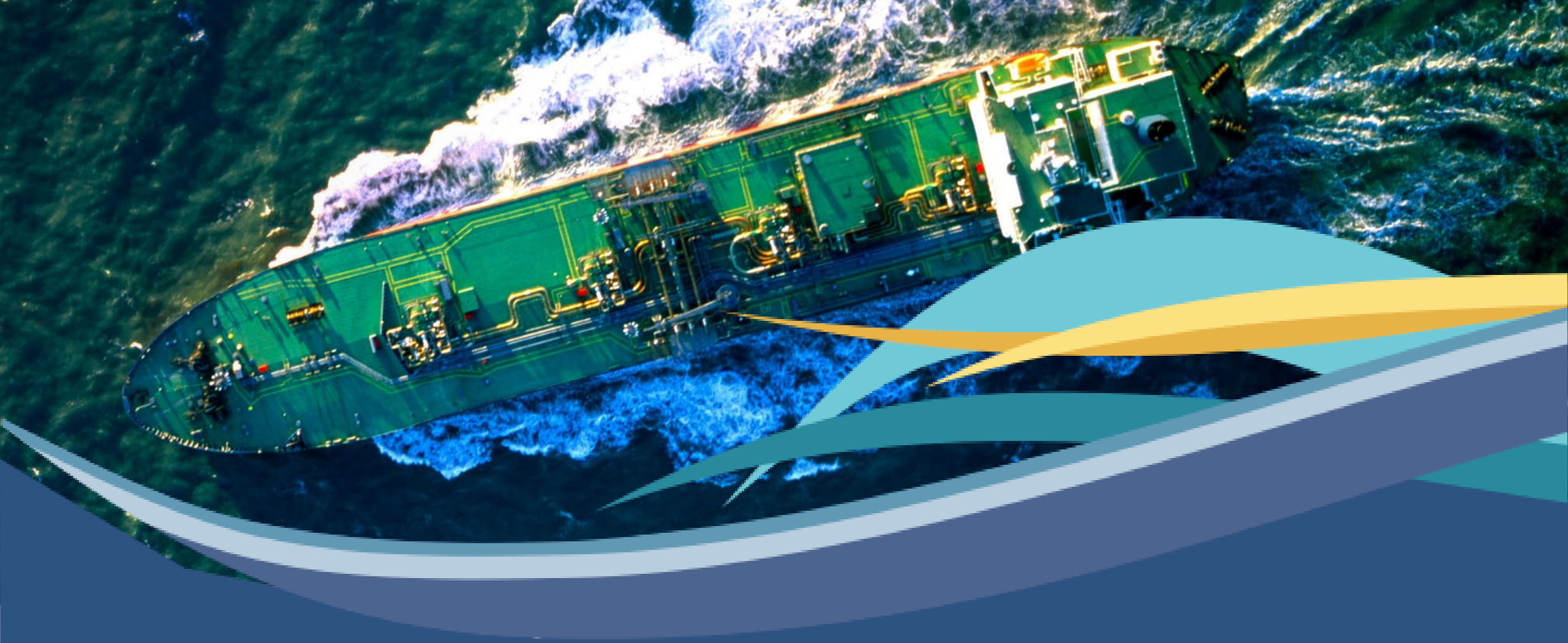
Programmes Update / SIRE Experience Sharing

OCIMF

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.



SIRE 2.0 Inspection Management Process – Lesson Learned

OCIMF Day – 18 Sept 2025
London

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 is 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 31 – 'Main engine side showing local control station'
  - ❖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 hrs but no less than 48 hrs.
- **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

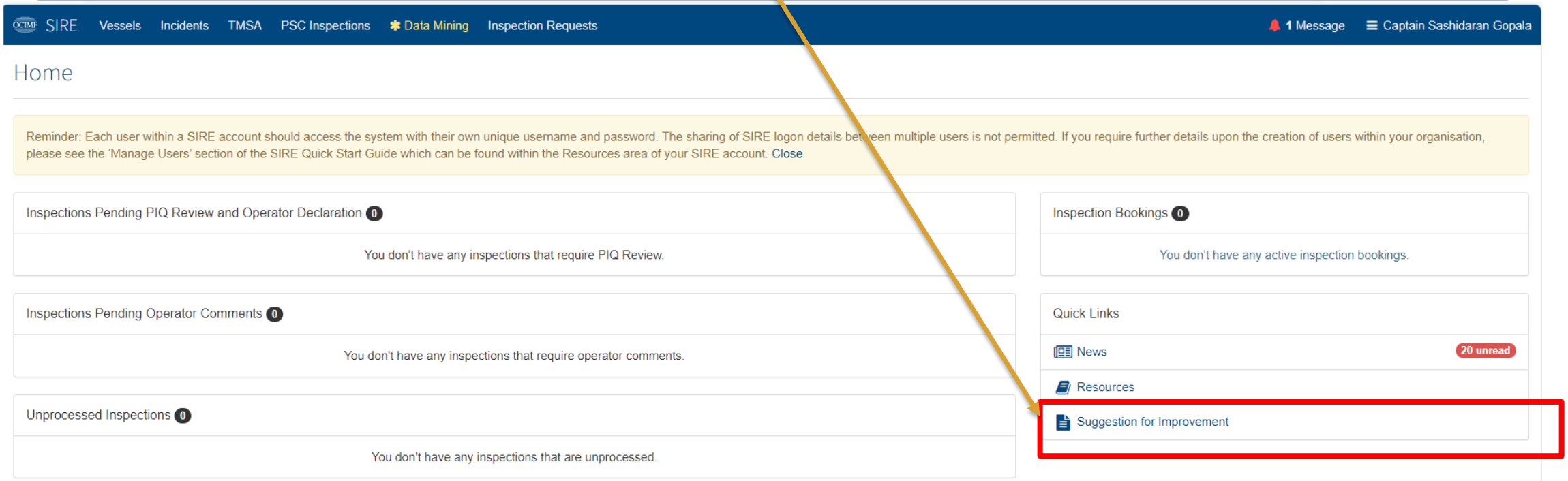
- **Submission:**
  - ❖ Inspector - Observation Declaration can only be shared with Submitting Member.
  - ❖ Operator – Observation Declaration, Draft Report & Published Report is only for use within their organisation.
- **Resubmission:**
  - ❖ Can only be done via the online editor. Once a CVIQ is 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).
  - ❖ If any error / changes required, inform Submitting Member and report can be put into resubmission again. Once validated again, 14 days period for auto publish restarts.

Important considerations – After Inspection

- **Published:**
  - ❖ Once report published, only option is to withdraw a report if any significant errors.
- **Observations:**
  - ❖ SIRE 2.0 is risk-based approach, continual improvement, 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 publication.
  - ❖ OCIMF does not set a validity period for all report types but set by Programme Recipients.
- **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.

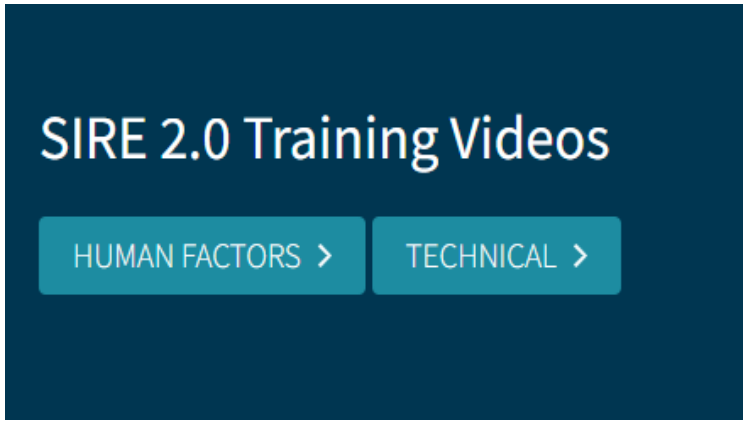


We can assure you the SFIs and QFs are being read weekly, if not daily by Programme Technical team. However, due to some limitations with the portal in terms of providing proper feedback response, no acknowledgment is seen by those raising SFIs. Improvements to this portal is in the pipeline. Hence,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

Our Vision

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

www.ocimf.org

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Tel: +44 (0) 20 7654 1200

Torben Hertel
V. Ship Management

Torben Hertel, Group Director Marine Assurance at V. Ship Management appointed to lead and create a consistent and uniform Marine Assurance service delivery within V. Group. He jointed V. Ship Management in begin 2020.

He is a Master Mariner, with seagoing experience from Product/Chemical tanker segment. Global Marine Assurance experience includes commercial and operational for +25 years within Global Tanker segment both from Technical Operator and Owners perspective. He has been a member of Intertanko Vetting Committee since 2015 and chaired a numbers of working groups and was an active participant of joint SIRE 2.0 trial inspection program with OCIMF during the implementation period.

SIRE 2.0 – Vessel Operator's Perspective & Experience Sharing

Experience Feedback – OCIMF Day

September 2025

01

SIRE 2.0 – ACHIEVEMENTS… AS EXPECTED?

SIRE 2.0 – Achievements… as expected?

Expectations

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

- Enhanced governance process to provide greater transparency
- Promotes a culture of continuous improvement and safety leadership.
- Encourages investment in crew training, competency, and wellbeing.

02

SIRE 2.0 - BEST PRACTICES & KEY CHALLENGES

SIRE 2.0 - Best Practices & Key Challenges

Best Practices:

- Broader accountability, inspections now involve shipowners and managers, not just the vessel.
- Clarity & Completeness: Procedures are clearer, reducing misinterpretation.
- Observation Breakdown: Categorizing observations improves transparency.
- Risk-Based Question Sets: Tailored inspections reduce redundancy.

Key Challenges:

- Inconsistent human factor training, Variability in PIF selection and severity between inspectors.
- Reluctance to Record Positive Observations with unclear impact during screening.
- Discrepancies between HVPQ and PIQ, resulting in negative observations
- No available API for certificate validation or inspection report integration

SIRE 2.0 - Best Practices & Key Challenges

Best Practices:

- Governance Framework: Standardizes inspections, reduces subjectivity.
- Engaged Inspectors: Richer discussions around risk and execution
- Positive Reinforcement: Good practices are acknowledged.
- Enhanced crew engagement & Learning opportunities

Key Challenges:

- Safety Inspection (5.8.1–5.8.7) is too broad, used by inspectors to link all sorts of issues
- Observations are frequently duplicated across categories (Hardware & Human / Process & Human)
- Acceptance of Loading SIRE 2.0 remains inconsistent.

03

SIRE 2.0 - SEAFARER'S PERSPECTIVE

SIRE 2.0 - seafarer's perspective

Highlights from the Seafarer’s perspectives

Preparation process:

- More complicated and bureaucratic preparation to inspection.
- Preparation workload is noticeably higher, especially with evidence and photo requirements
- Taking photos of hull and machinery creates unnecessary risk for the crew & create a large number of meaningless observations.
- The question library and the guidance contained therein are very helpful in preparing for the SIRE 2.0 inspections.

SIRE 2.0 - seafarer's perspective

Highlights from the Seafarer’s perspectives

Inspection process:

- Questions are clearer and more structured
- More comprehensive inspection process, increased depth view to safety and compliance
- No longer questions asked just because inspector want - stick to the generated questions
- Inspection is slow compared to VIQ7, time to focus on specific process across many areas (On the average, SIRE 2.0 takes 10 hours +/-)

SIRE 2.0 - seafarer's perspective

Highlights from the Seafarer’s perspectives

Inspection process:

- The new approach focuses more on crew behaviour, onboard practices.
- VIQ7 was simpler, with SIRE 2.0, you have to prove what you are doing on board is actually what is written in the procedures
- All officers and crew involved, awareness and responsibility of officers and crew are improving.
- SIRE 2.0 is positive to enhance the crew in-depth knowledge and understanding of crew safety for our day-to-day duties in accordance with company procedures.

SIRE 2.0 - seafarer's perspective

Highlights from the Seafarer’s perspectives

General statements to SIRE 2.0 implementation:

‘’Inspectors have shown professionalism and adaptability. The shift to SIRE 2.0 has not noticeably affected their attitude. However, it is evident that they are also adapting to the new format, which occasionally leads to inconsistent expectations and interpretations.’’

‘’SIRE 2.0 is undoubtedly more detailed and tailored on a specific vessel and inspection, focusing not only on actual onboard practices, but more on procedural and process as stated in SMS, rather than documentation alone. It makes it more relevant in identifying potential risk due to lack of procedure’’

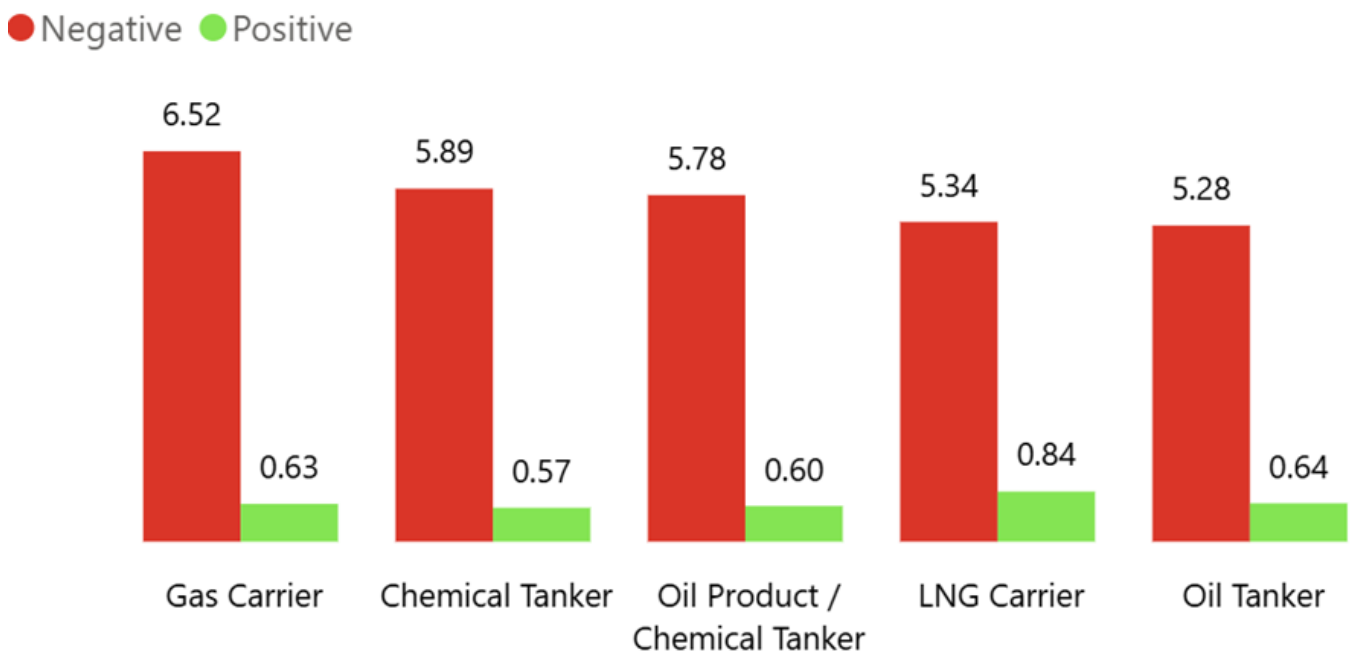
‘’SIRE 2.0 is fare better and more thorough as it delves into the Process, Hardware and Human aspects’’

04

SIRE 2.0 - MEASUREMENT & DATA ANALYSIS

Sire 2.0 - Measurement & data analysis

Total Reports uploaded	Ships uploading reports	Members participating	Average Negative Obs	Average Positive Obs
4911	2530	91	5.62	0.64

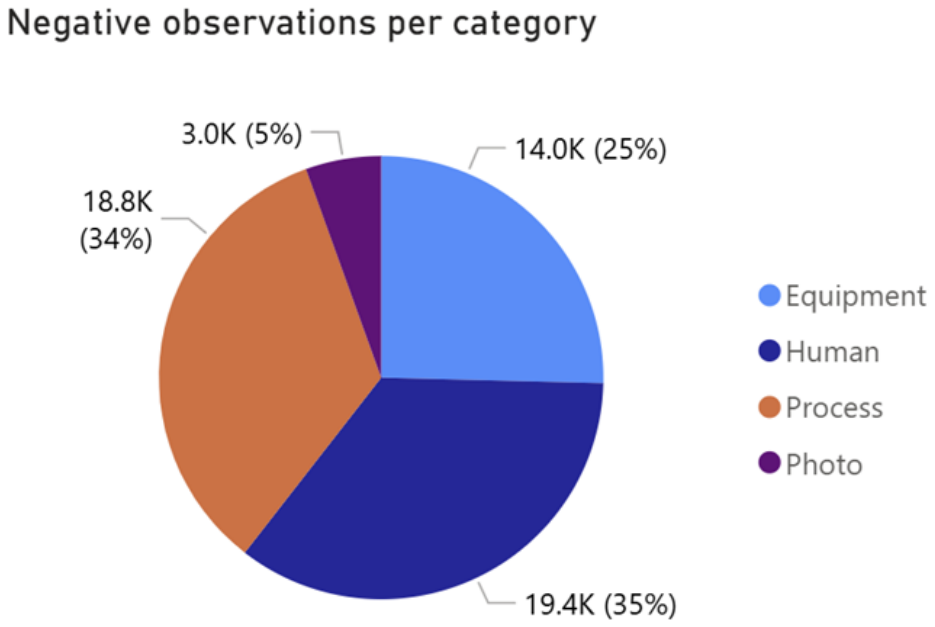


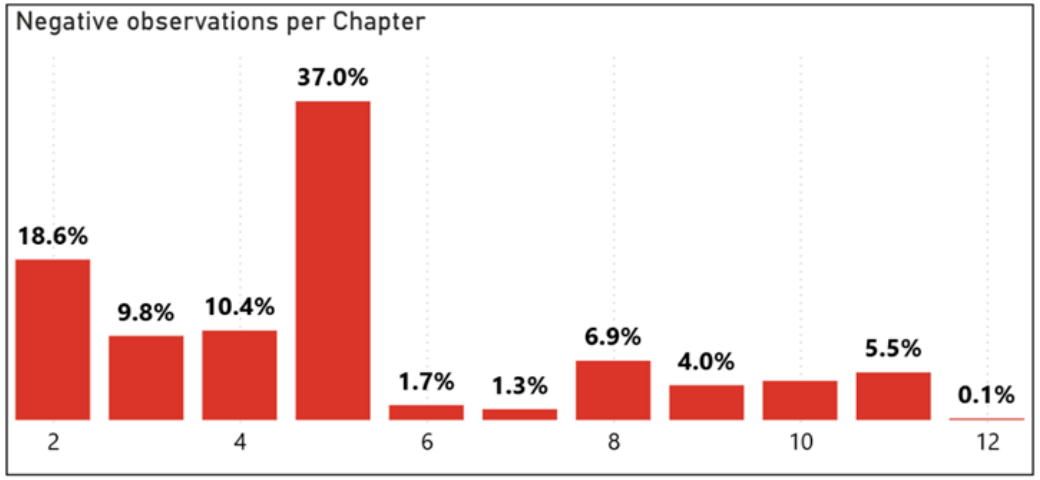
Average number of negative and positive observations per tanker type

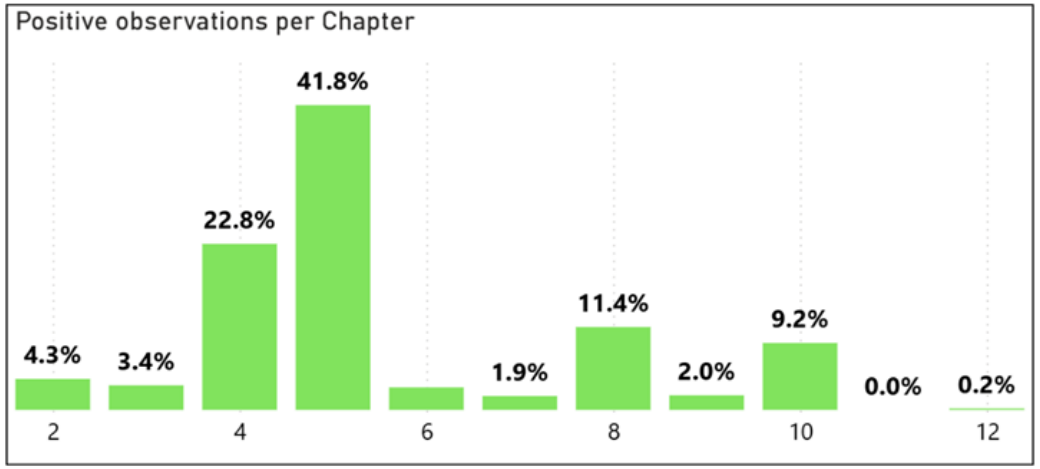
Source: INTERTANKO SIRE 2.0 benchmarking statistics

Sire 2.0 - Measurement & data analysis

Human Element Primary Observation Driver in SIRE 2.0

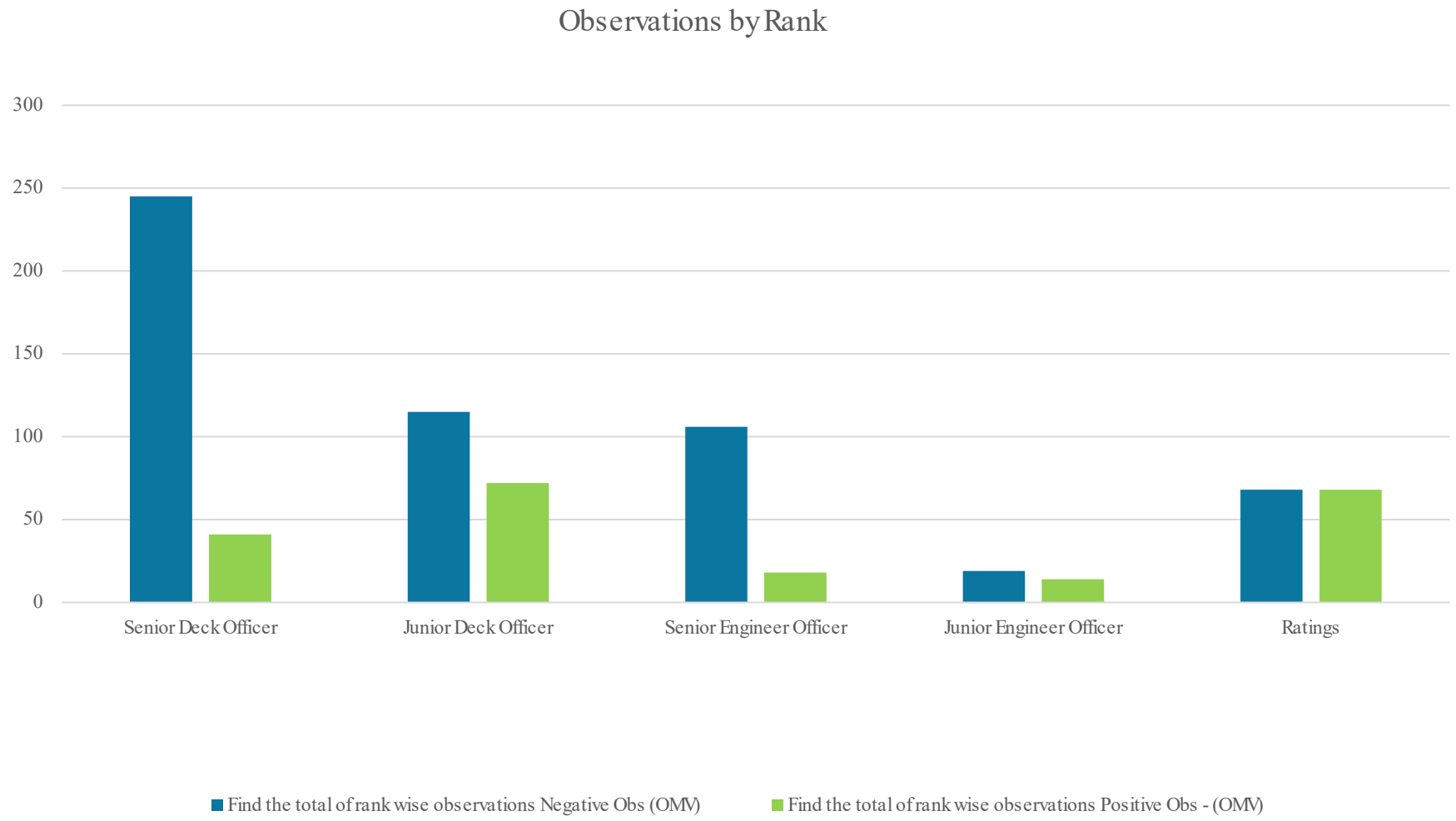






Source: INTERTANKO SIRE 2.0 benchmarking statistics

Sire 2.0 - Measurement & data analysis



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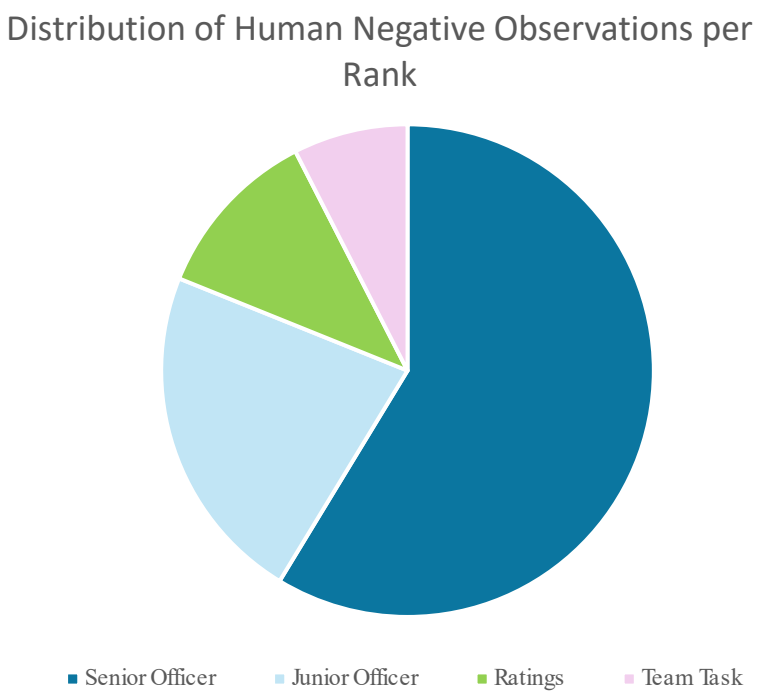
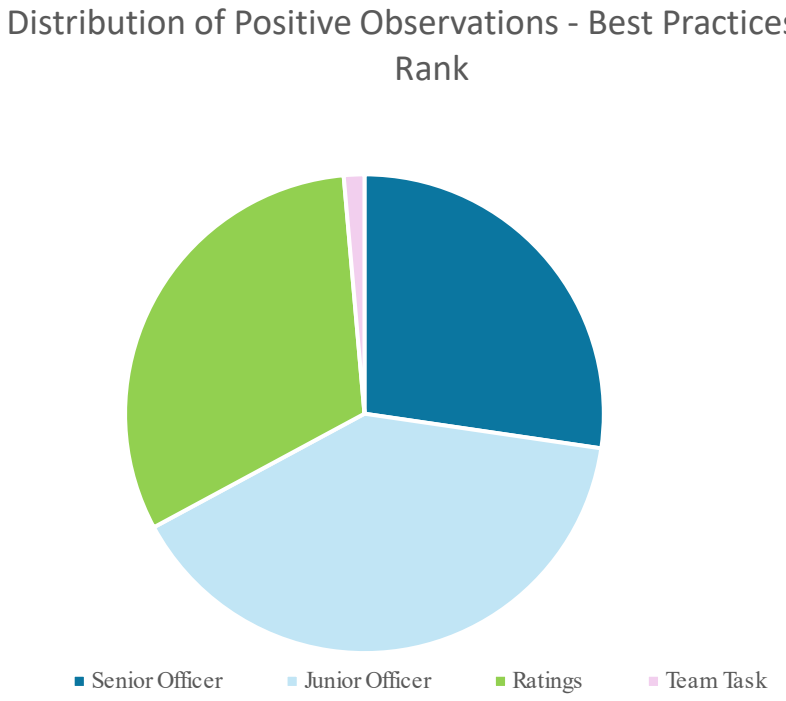




Sire 2.0 - Measurement & data analysis

Distribution of Human Factors negative observations as PIF's (%)

PIF n.	PIF description	Average negative observations
1	*Recognition of safety criticality of the task or associated steps.*	30.2 %
2	*Custom and practice surrounding use of procedures.*	31.4 %
3	*Procedures accessible, helpful, understood, and accurate for the task.*	12.2 %
4	*Team dynamics, communications, and coordination with others.*	5.4 %
5	*Evidence of stress, workload, fatigue, time constraints.*	1.3 %
6	*Factors such as morale, motivation, nervousness.*	1.0 %
7	*Workplace ergonomics including signage, tools, layout, space, noise, light, heat etc.*	1.6 %
8	*Human-machine interface (e.g. controls, alarms, etc.).*	1.7 %
9	*Opportunity to learn or practice.*	13.3 %
10	*Not identified – Not a PIF (option provided when task was not as expected and used where a PIF could not be identified with confidence).*	2.0 %

05

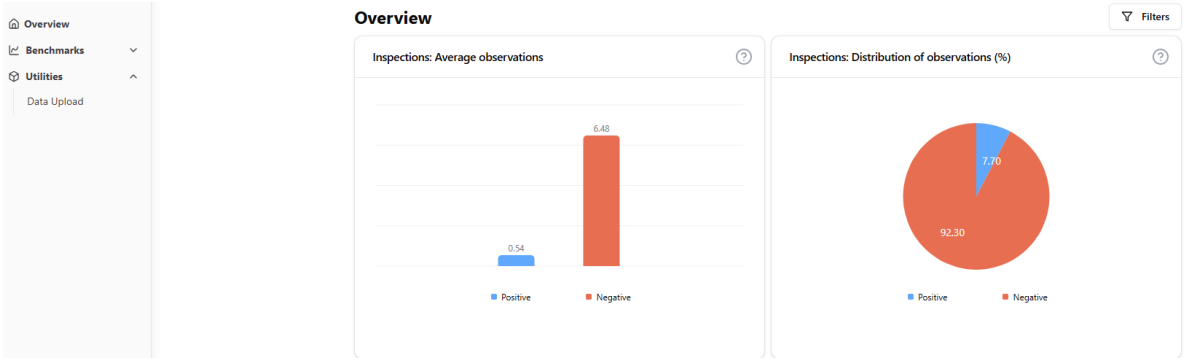
SIRE 2.0 – INTERTANKO INITIATIVES & INDUSTRY ENGAGEMENT

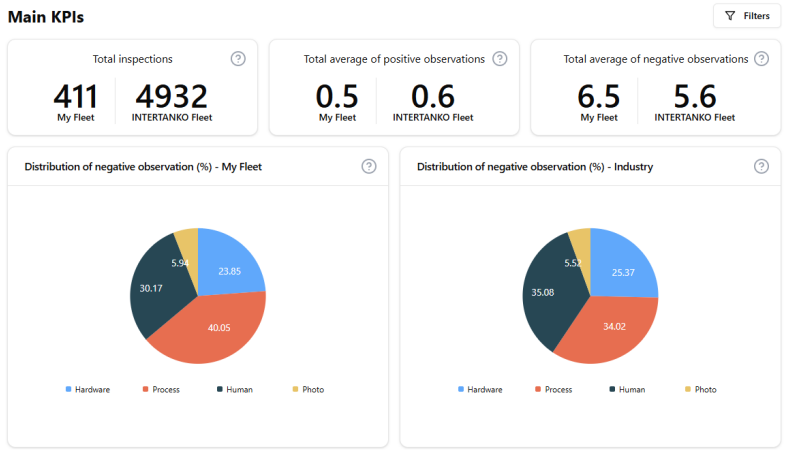
SIRE 2.0 – INTERTANKO Initiatives & industry engagement

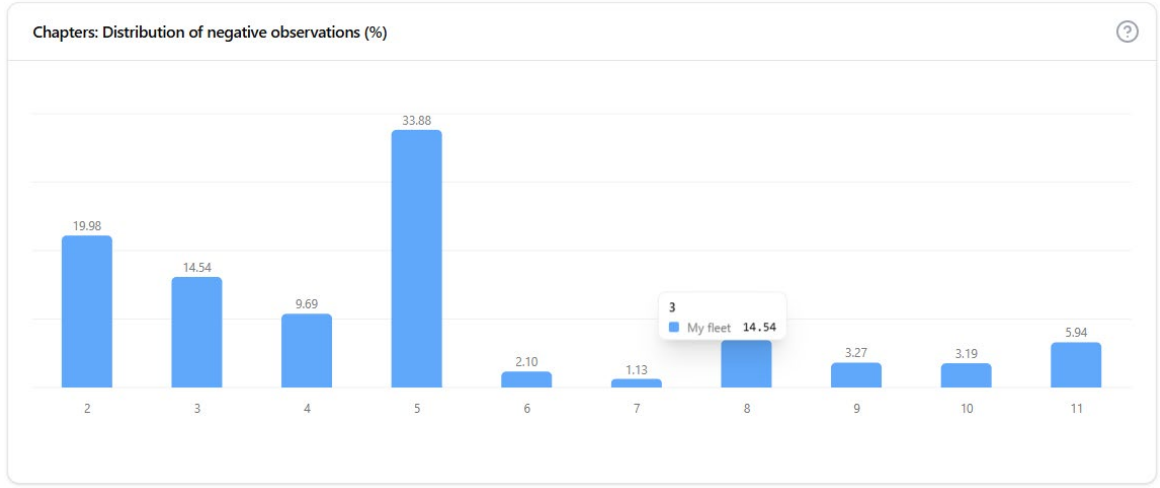
- Recognized and longstanding collaboration
- INTERTANKO Vetting Forum & OCIMF Day
- SIRE 2.0 Trail Inspection & Implementation Feedback
- INTERTANKE Vetting Forum & OCIMF Day
- INTERTANKO publications & Guidance Notes
- SIRE 2.0 Data Analysis & Governance standard?

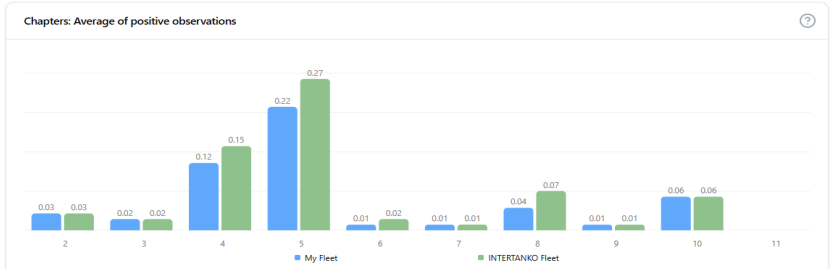
SIRE 2.0 Seafarers' Practical Guide

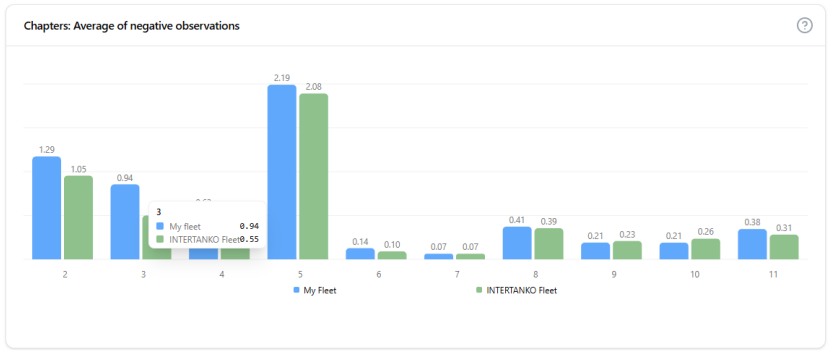
SIRE 2.0 – INTERTANKO Initiatives & industry engagement







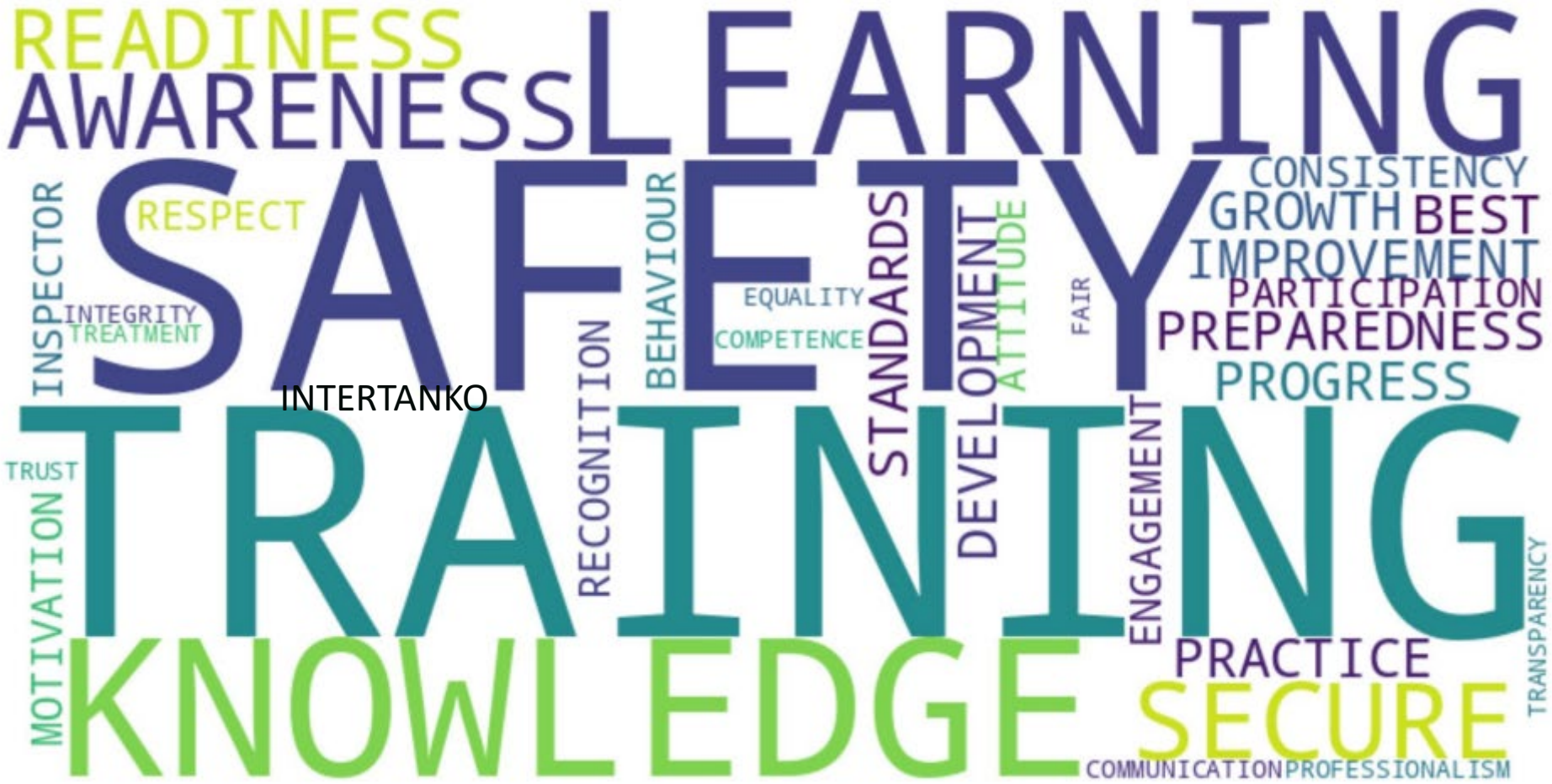




SIRE 2.0 – INTERTANKO Initiatives & industry engagement

Source: INTERTANKO September 2023

SIRE 2.0 – INTERTANKO Initiatives & industry engagement



Source: INTERTANKO 2025

WEBSITE
vgrouplimited.com

Thank you.

The committed partner of progress
for everything at sea.