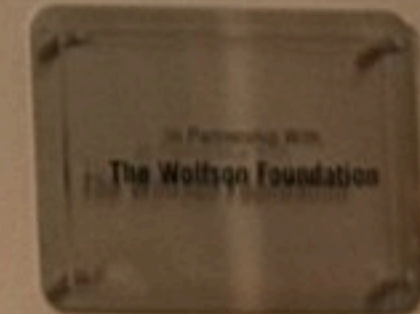
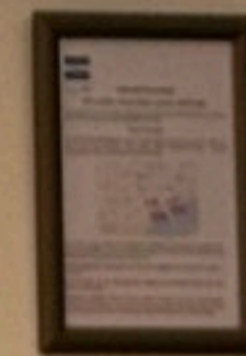


Karen Davis
OCIMF

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.



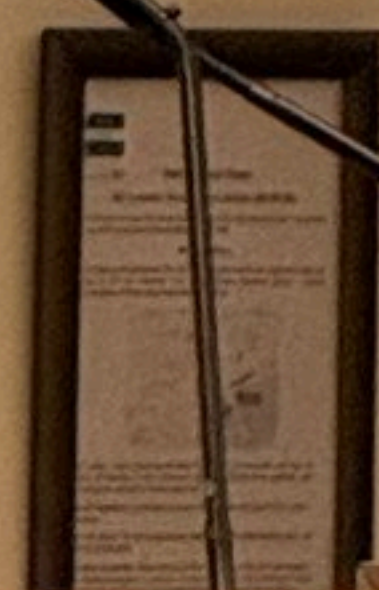




Lambros Klaoudatos OCIMF Chair

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

He began his career as a seafarer on tanker vessels in his native Aegean Sea and eventually was a Master/OIM aboard DP-3 Drillships in the offshore industry. Having earned an MSc in Economics at Erasmus University in Rotterdam he came ashore to work for bp.




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 of a possible outcome when human behavior is poorly aligned with human ability.



HUMAN
FACTORS

HUMAN
ERROR



In Partnership With
The Wolfson Foundation



...maritime community. Paddy also sits on both the OCIMF Human Factors
and on the work group for improving safety within enclosed spaces.



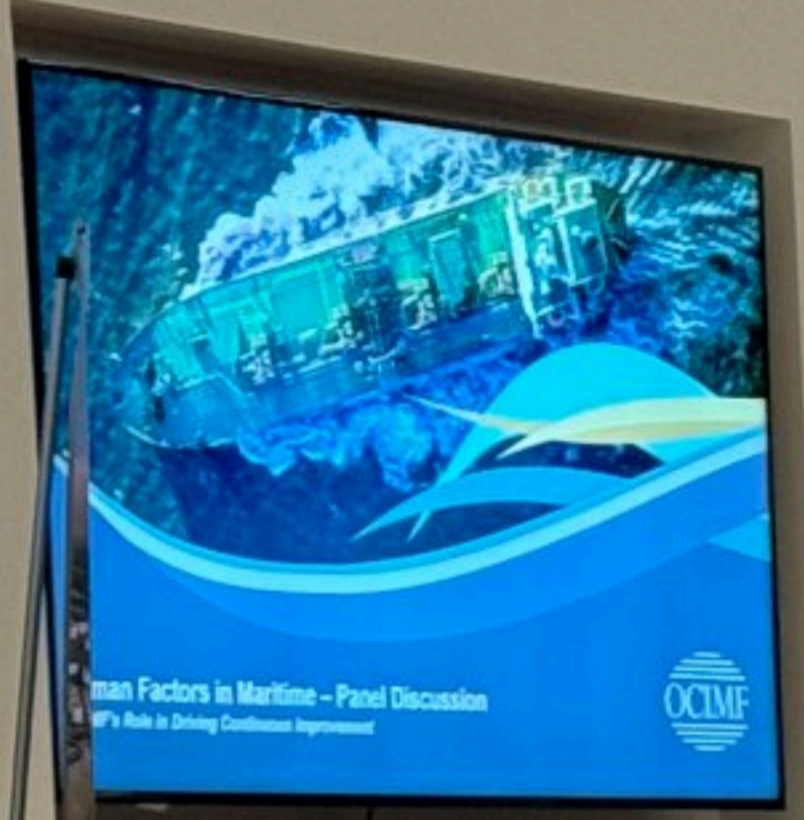
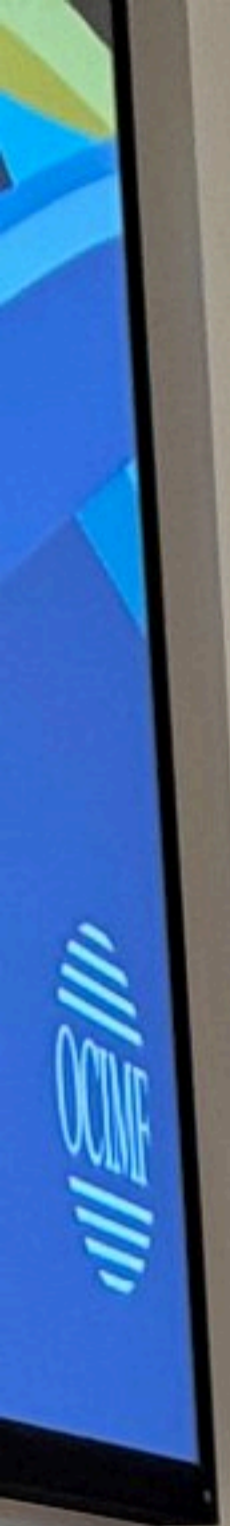
Paddy McNeil
SHELL

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 worked for Shell in the oil and gas export terminal for over 13 years and now fulfills the role of HSE advisor with the Maritime team based in London. Throughout his career he has had a passion for safety and performance. He has led a business initiative to bring Human Performance to the Shell Ship. Paddy also sits on both the OCIMF Human Factors Committee as Vice Chair and on the work group for improving safety within enclosed spaces.



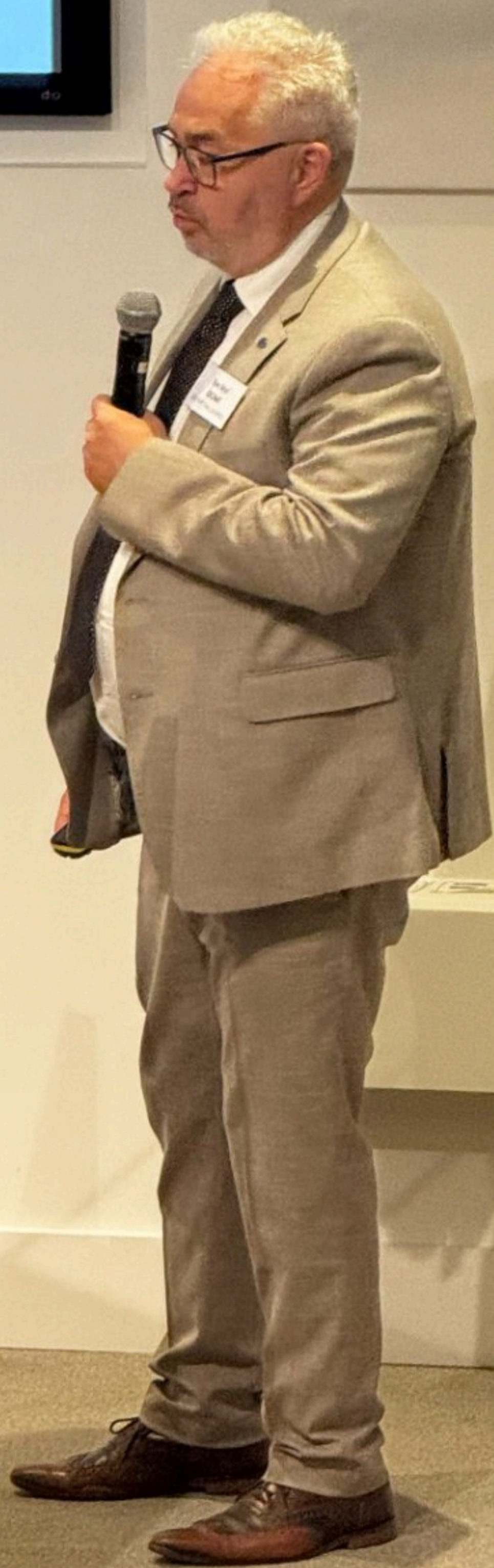


RESERVED
PANNELLIST

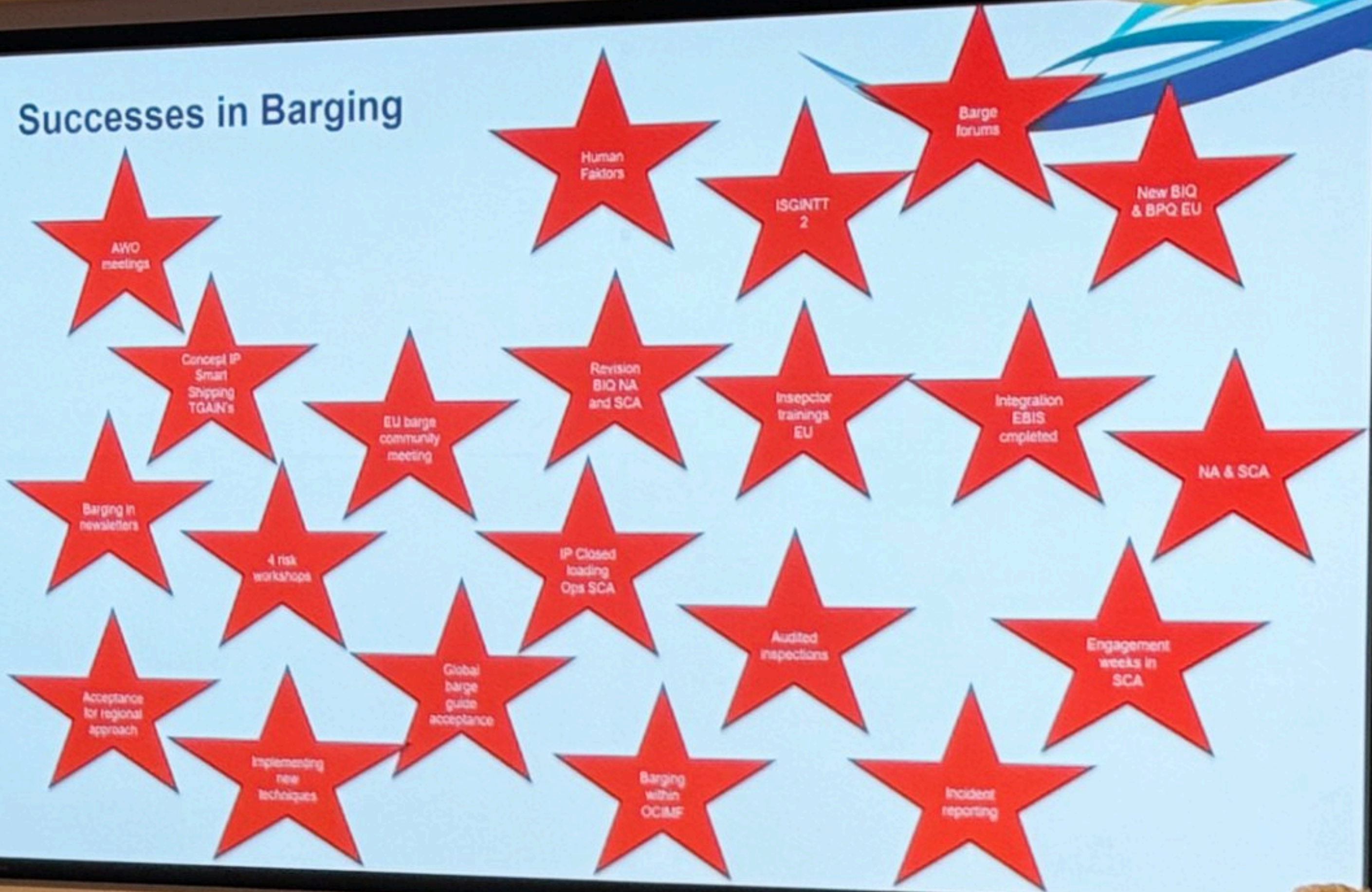


ers in Maritime – Panel Discussion
iving Continuous





Successes in Barging



Oil Companies International Marine Forum
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 industry.

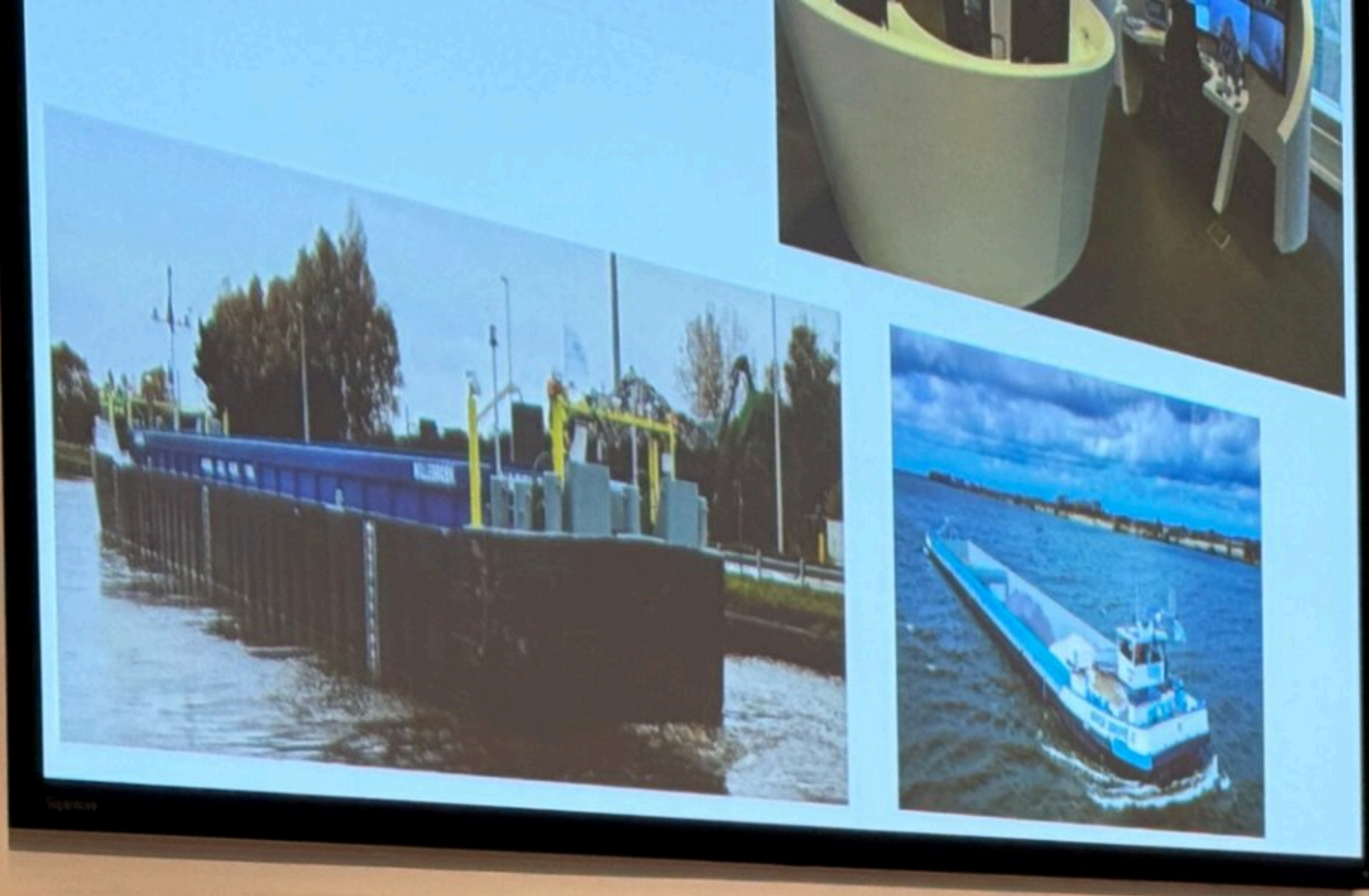
Jan Eriksen
Green Award Foundation

Michael Brown
ASB

Maurits van der Linden
ERU/ESD

Vincent Denis
BASF

Speaker at podium



Jan Fransen
Green Award Foundation

Michael van
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Michiel van
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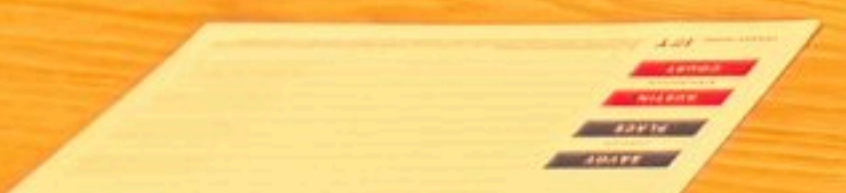
Michiel van
[illegible]



Jan Franssen
Green Award
Squadron
EDCMF Day London

Dr. [Name]
[Title]
[Organization]

Tom Mol
OC/HR
EDCMF Day London





CIM

strat

Melissa Harrison
OCIMF



Taner Umac
RightShip
(OCIMF Day, London)



William Austin
Duke Austin
[Small illegible text]



Prashant Dighe
ExxonMobil
(OCIMF Day, London)

Javed Bhombal
OCIMF
(OCIMF Day, London)

Jasjit Jaswal
Excelerate Energy
(OCIMF Day, London)



Michael Gessing
AWO
OCIMF 2016

Reuben Pieter
OCIMF
OCIMF 2016





Aljay Gour
OCIMF

Reuben Peter
OCIMF
(OCIMF Day, London)





Mangala Horath
Chairman
Sri Lanka





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.





...ations 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.



Simon Toland
Chevron
IOCMF Day, London



Simon Toland
Chevron



Arvind Natrajan
ICS





STS Transfer Guide Panel Discussion

Prashant Datta
ExxonMobil

Dr. J. S. J. J.
ExxonMobil Energy

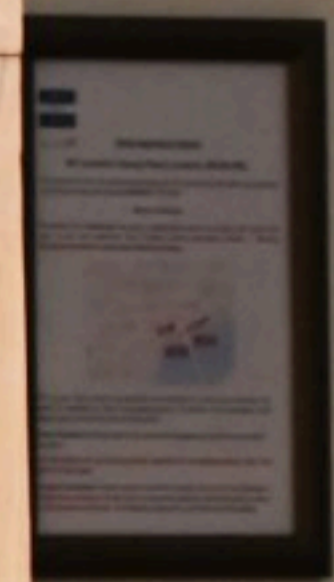
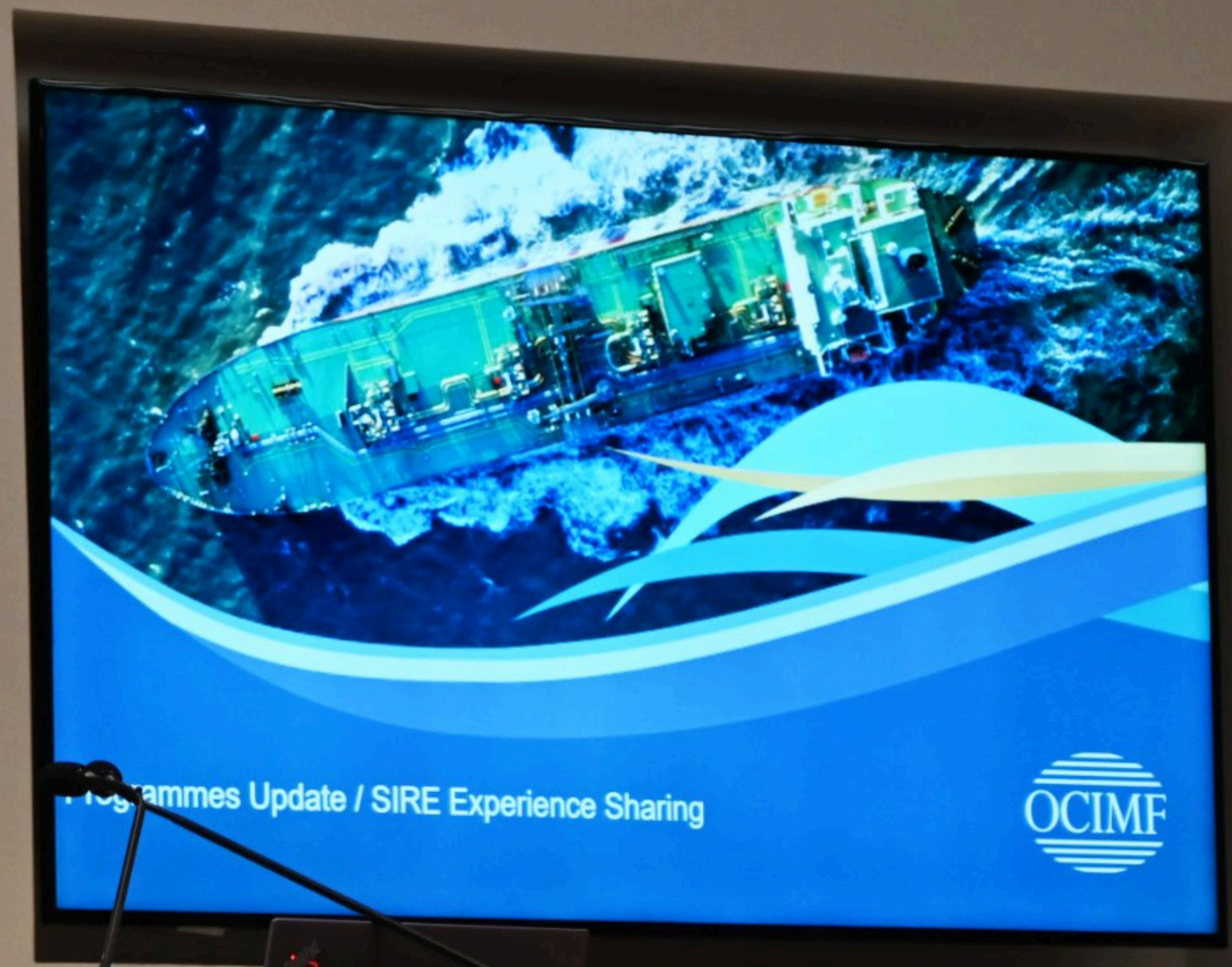
Ship to Ship
Transfer Guide
for Petroleum, Chemicals and Liquefied Gases
Second Edition
CBP | International Maritime Organization | ICS | IAPH | ICAO | IMO | ITOPF | ITO

Sample Copy
Not For Sale
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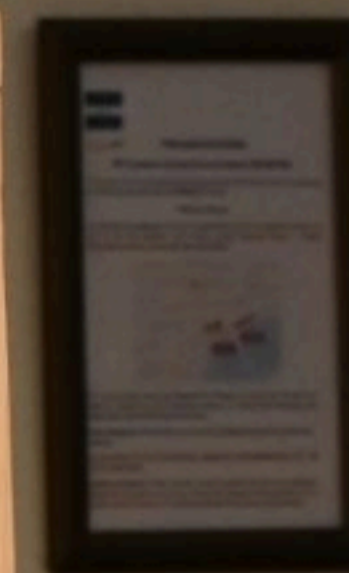
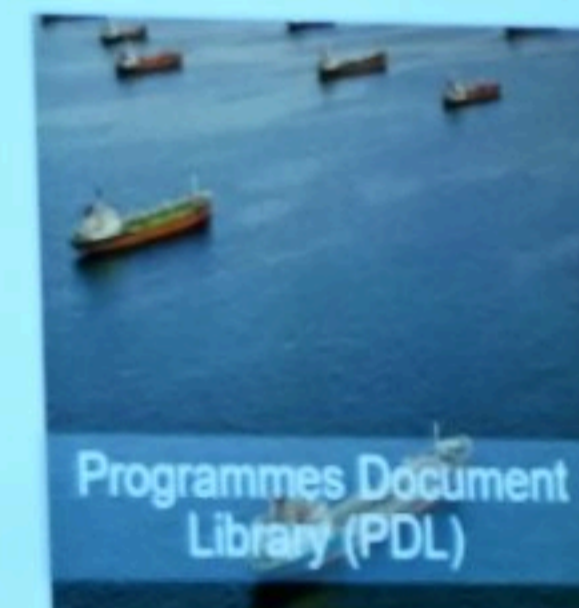


Nigel Walker
OCIMF
(OCIMF Day, London)

Maartje Wibringer
Forster
OCIMF
(OCIMF Day, London)



Introduction to OCIMF Programmes

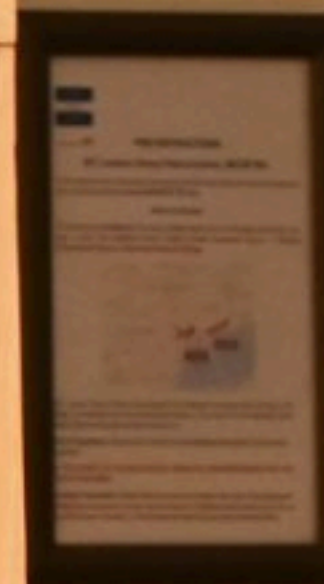


Important considerations – Pre-Inspection

- 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.



Sire 2.0 - Measurement & data analysis

Distribution of negative observations as PIF's (%)

	Average negative observations
Complexity of the task or associated steps	10.2%
Best practice surrounding use of precision	10.4%
Resources accessible, helpful, understood, and accurate for the task	12.2%
Team dynamics, communications, and coordination with others	14.4%
Resources	15.1%
Personnel	15.2%
Equipment, space	16.8%
	17.1%
	18.1%
	18.8%





Sekretaran Kapal
CCMF

Torben Hertel
V. Ship Mgr.

SIRE 2.0 Inspection Management Process – Lesson Learned
OCIMF Day – 18 Sept 2025
London



Sashidharan Gopala
OCIMF

Torben Hertel
V Ship Mgt

