

Barging and Coastal Shipping - Successes and Challenges in Asia Pacific

OCIMF Day - Singapore
20 November 2025



Barging and Coastal Shipping – Successes and Challenges in Asia Pacific

- 08:30 – 09:00 Registration & refreshments
- 09:00 – 09:15 Secretariat welcome and safety briefing
- 09:15 – 09:30 Opening remarks – OCIMF Chair, Lambros Klaoudatos

OCIMF updates

- 09:30 – 09:50 Update on OCIMF's other activities
- 09:50 – 10:10 Update on OCIMF barging focus
- 10:10 – 10:30 Q&A
- 10:30 – 11:00 Coffee break

Maritime Security – Panel discussion

- 11:00 – 12:00 Panel Discussion - Regional maritime security interests - Q&A
- 12:00 – 13:00 Lunch

Asia Pacific Barging discussion – Panel discussion

- 13:00 – 13:40 Barging successes and challenges in different regions
- 13:40 – 14:00 Q&A

OCIMF Programmes updates

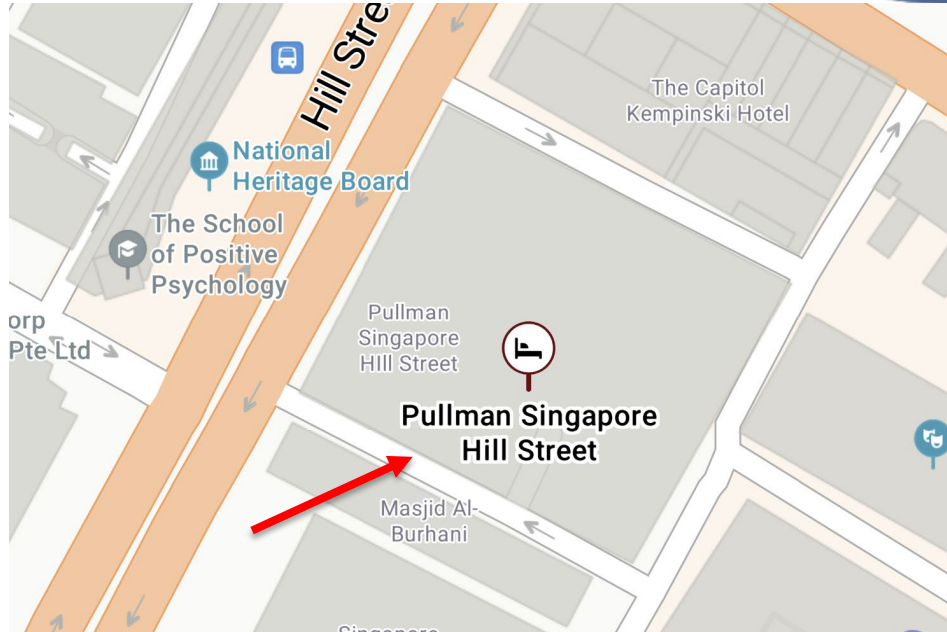
- 14:00 – 14:45 Update on SIRE 2.0 / Overview of BIRE
- 14:45 – 15:00 Q&A
- 15:00 – 15:30 Coffee break

Asia Pacific Regional Input to Global Barging Approach

- 15:30 – 16:00 How can Asia Pacific region contribute to Global Barging Strategy
- 16:00 – 16:45 Q&A
- 16:45 – 17:00 Closing remarks
- 17:00 – 19:00 OCIMF evening reception

Safety / Logistics Briefing – Pullman Hill St. - Singapore

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



FIRE INSTRUCTIONS

Means of Escape:

- On hearing alarm, follow fire exit signs to Fire Assembly Point outside

IN THE EVENT OF AN EVACUATION, UNDER NO CIRCUMSTANCES ARE THE LIFTS TO BE USED.

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

Anti-Trust/Competition Law Guidance For OCIMF Meetings

DO NOT ❌

This checklist is intended to provide guidance to participants in OCIMF meetings. It is not exhaustive.

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:

- All of the above
- Fix sale or purchase prices
- Fix other 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

If you have any questions, please contact OCIMF
27 Queen Anne's Gate
London SW1H 9BU
United Kingdom
Tel: +44 (0)20 7654 1200
E-mail: enquiries@ocimf.com



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
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Anti-Trust/Competition Law Guidance For OCIMF Meetings

DO ✓

This checklist is intended to provide guidance to participants in OCIMF meetings. It is not exhaustive.

DO ENSURE agendas and minutes of meetings are produced and circulated to all attendees, and accurately reflect the discussions that occur.

DO 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

DO CONSULT with OCIMF General Counsel and/or OCIMF Legal Committee on all questions which might be related to anti-trust/competition law.

DO LIMIT meeting discussions to agenda topics. Items for any other business should be discussed with the meeting Chairman beforehand.

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

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OCIMF Event & meeting principles

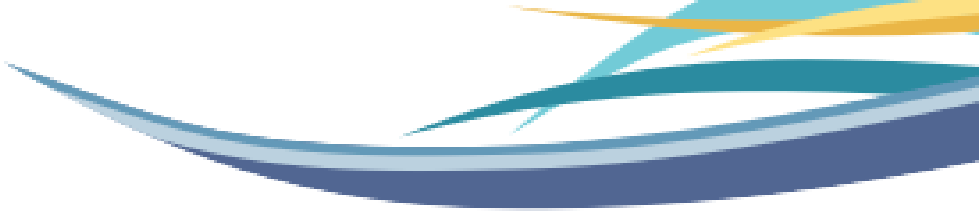
1. Always assume positive intent.
2. Engage in dialogue.
3. Be open, transparent and willing to make mistakes.
4. Embrace the power of humble listening.
5. Create a trusting and safe environment.
6. Commit to having conversations that matter by speaking up to bridge divides.
7. Hold yourself and others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





OCIMF – An Overview

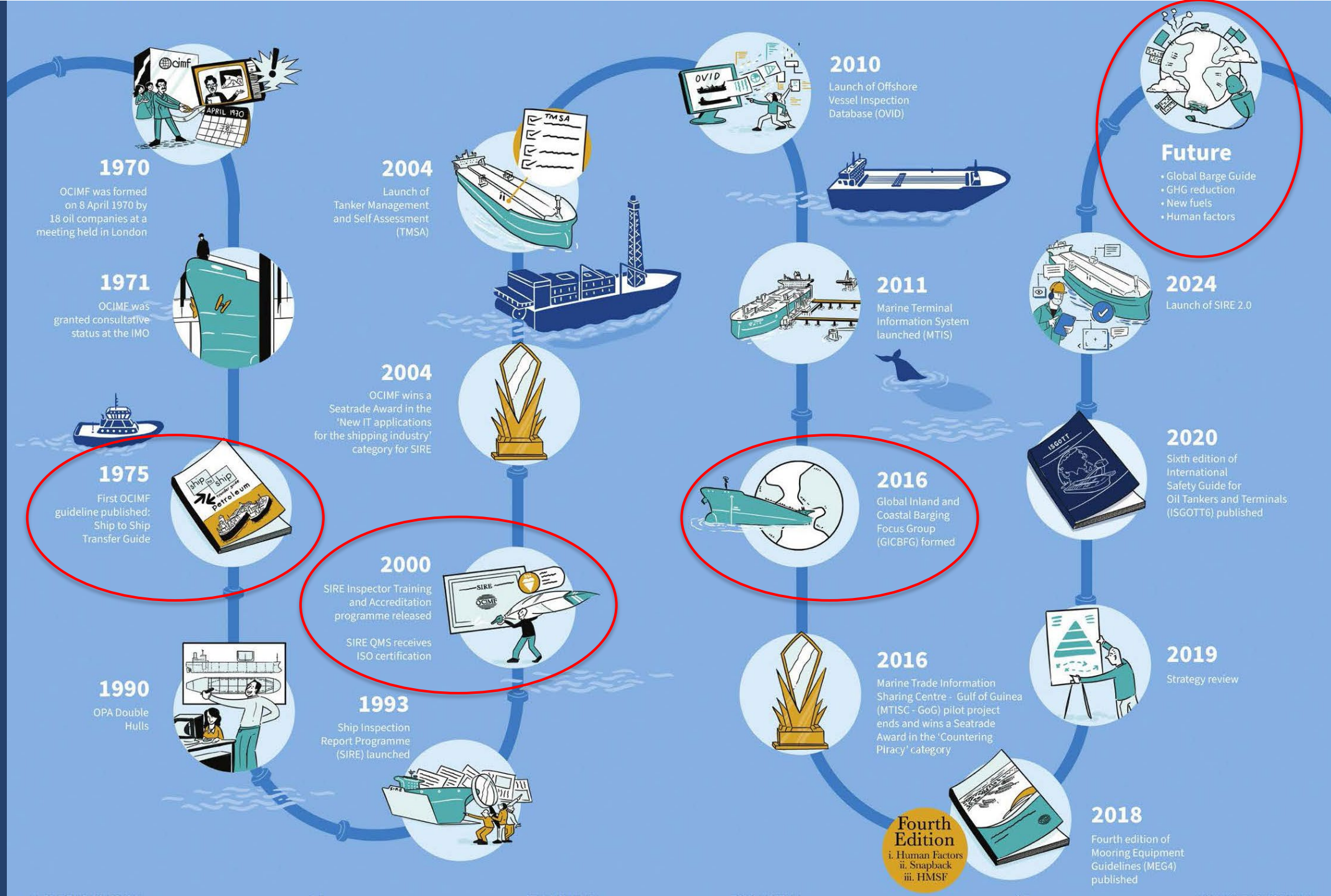




– VISION –

**A GLOBAL MARINE INDUSTRY THAT CAUSES
NO HARM TO PEOPLE OR THE ENVIRONMENT**

OCIMF milestones 1970 to today



Current OCIMF Scope*

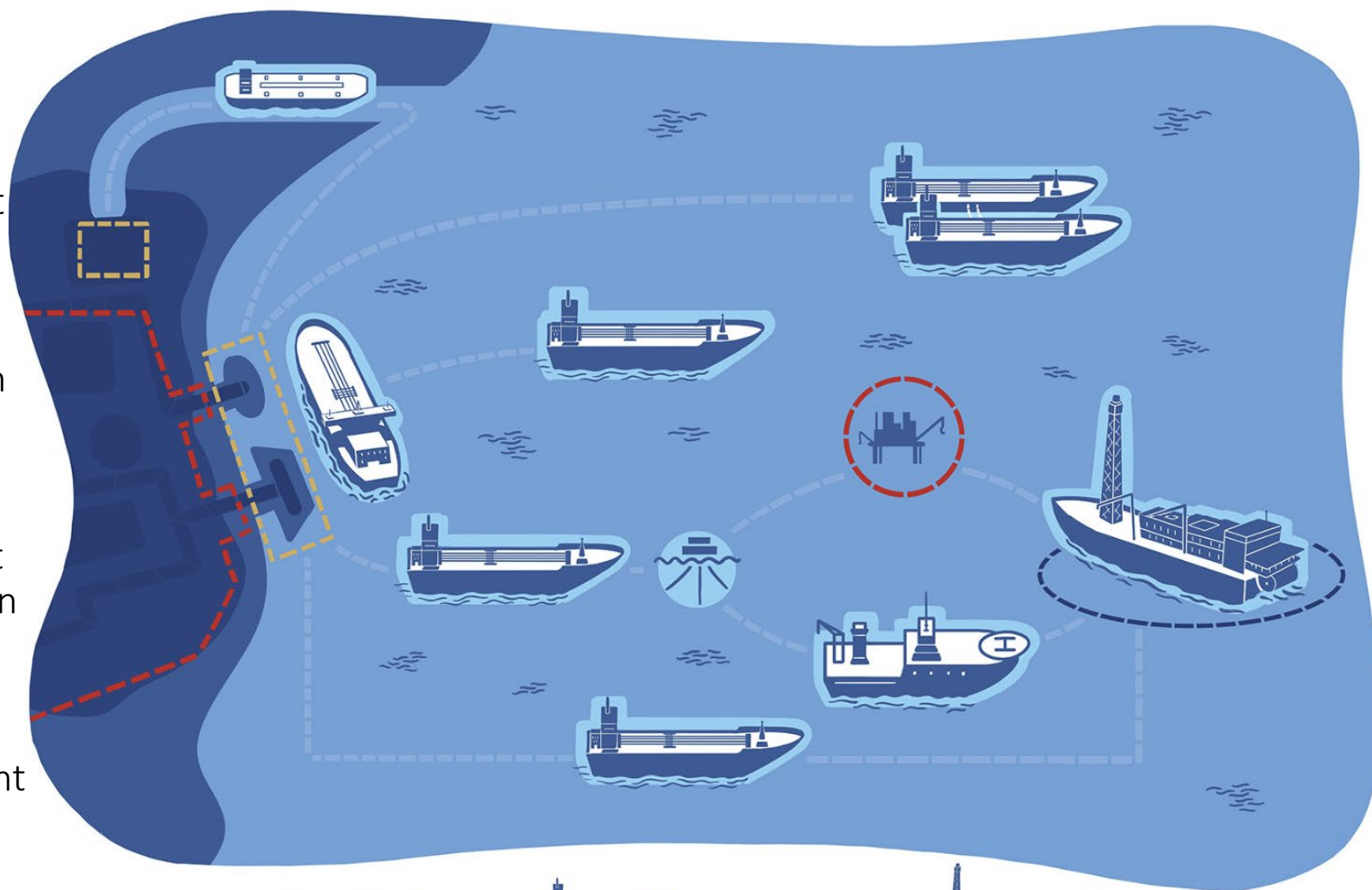
Within the disciplines of health, safety, security and the environment OCIMF focuses on preventing harm to people and the environment related to:

Transporting by vessel crude oil, oil products, petrochemicals and gas and their interfaces with terminals inshore, onshore and offshore.

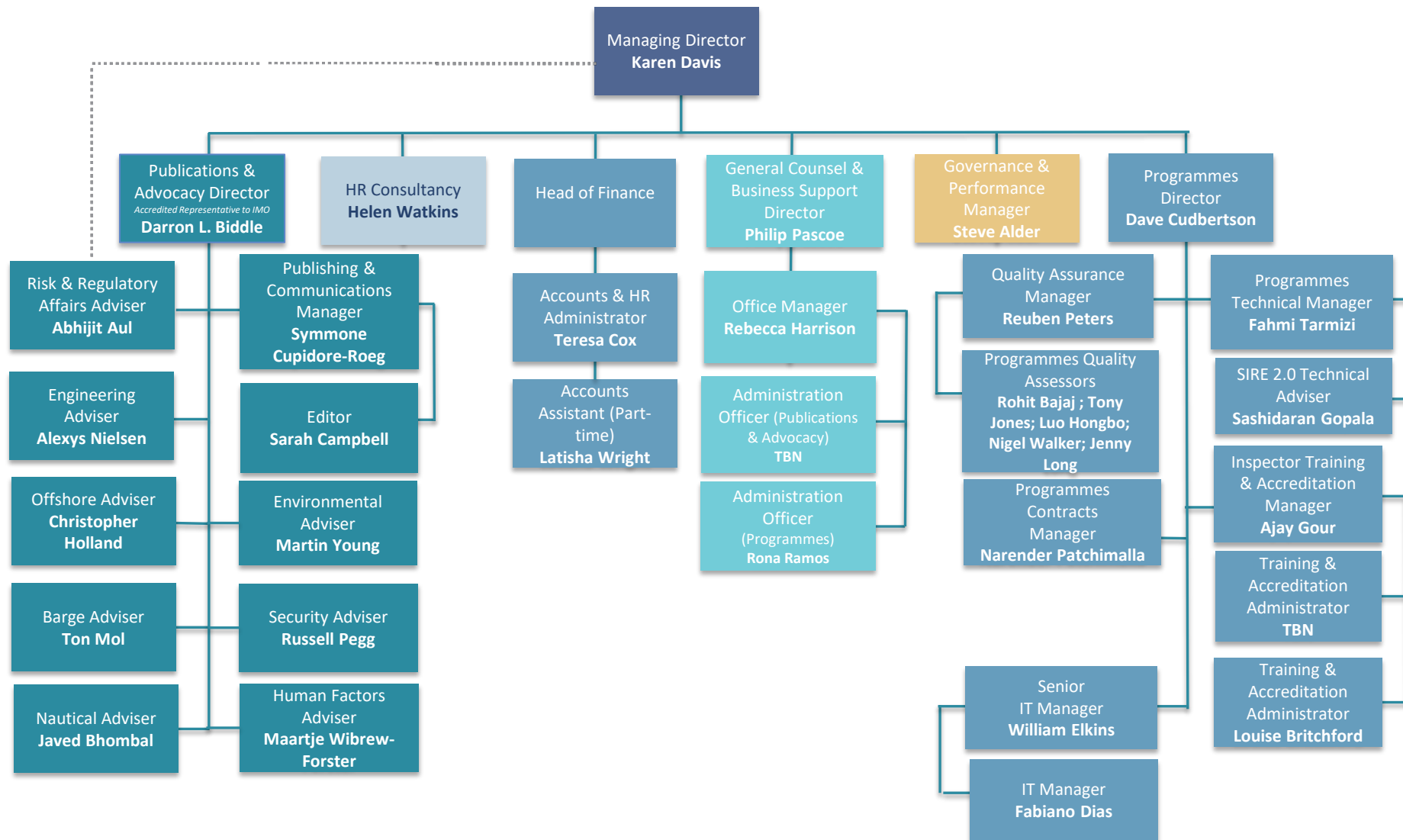
Offshore marine operations including vessels supporting oil and gas exploration, development and production with a particular emphasis within the 500m exclusion zone of an offshore facility.

Within these areas, OCIMF supports industry efforts to prevent harm through the development and delivery of publications, advocacy, programmes and member collaboration

[OCIMF Scope](#)



*OCIMF Scope is being reviewed to adapt along with the evolving focus of our members.



Executive Committee

Secretariat

Risk advisory function

Managing Director

Principal Committees

Publications and Advocacy
Tankers, Barges, Terminal
interfaces

Publications and Advocacy
Offshore

Programmes Committee

Expert Groups

- Nautical
- Engineering
- Structures
- Ship-to-Ship interfaces
- Ship-to-Shore interfaces
- Barges

Expert Groups

- Floating Systems
- Offshore Vessel
Operations (within 500m
exclusion zone)

Expert Groups

- Inspection Processes
- Programmes Governance
- Innovation and
Technology (Cybersecurity)

Functional Committees

Legal

Human Factors

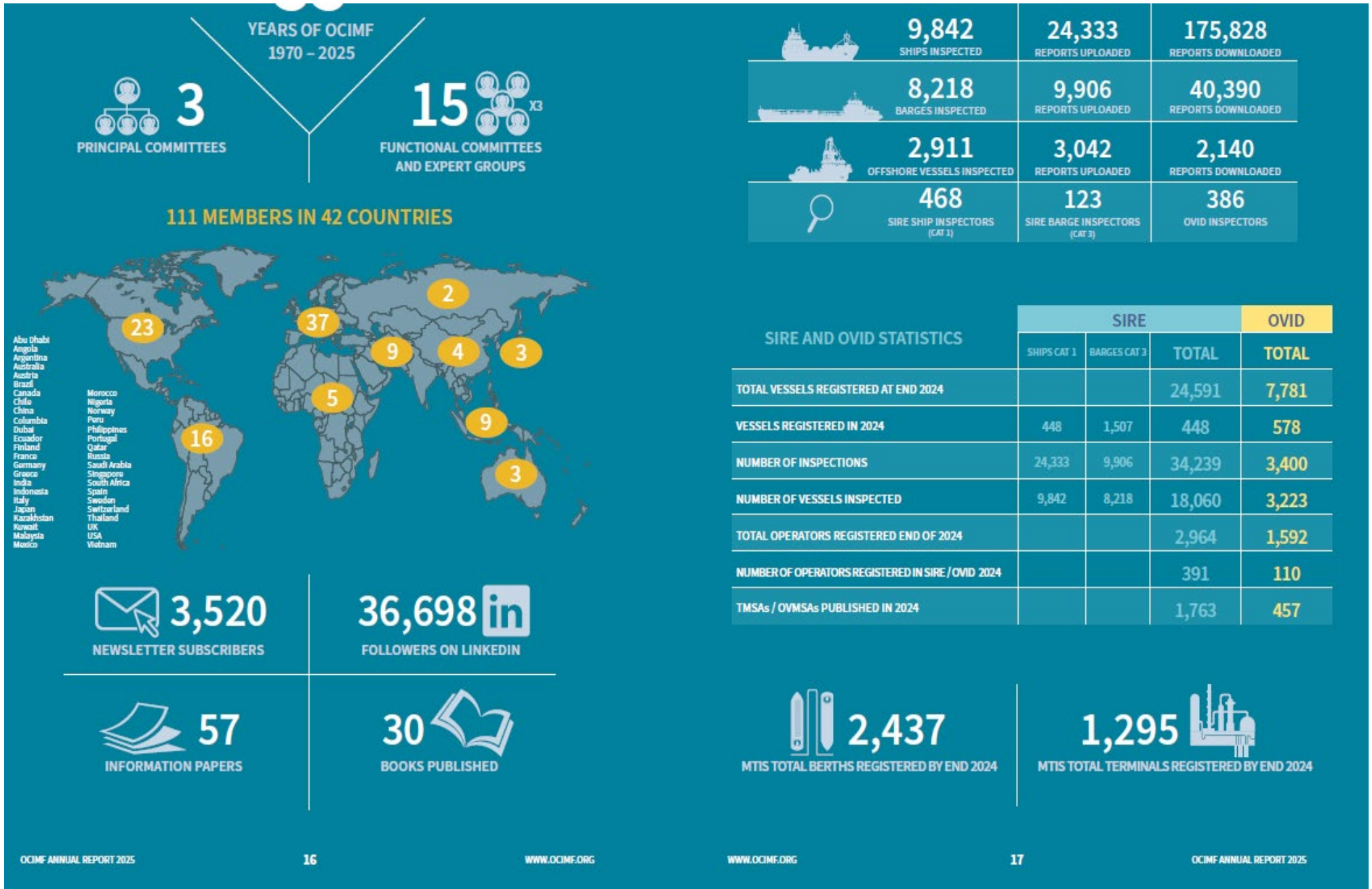
Environment

Maritime Security



OCIMF

in numbers
(YE 2024)



Ongoing Publications & Advocacy Work

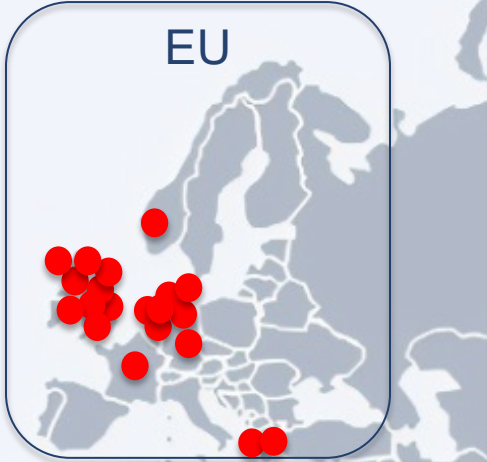
TBTPC

OPC

FC

<p>Guidelines Deep Draught Vessels - Baltic Sea Q4 2025 IP</p>	<p>Use of Smart Autonomous Aids (TGAIN) Q4 2025 IP</p>	<p>Smart Shipping ROC Q1 2026 IP</p>	<p>Single fault tolerance of DP Systems Q3 2025 IP</p>	<p>Guide to Manufacturing and Purchasing Hoses for Offshore Moorings Q2 2026 Book</p>	<p>Counter-Drone Equipment Use on Merchant Vessels Q4 2025 IP</p>
<p>ISGINTT 2 Update and Translations Q4 2025 Book</p>	<p>Manning at Conventional Terminals Q1 2026 IP</p>	<p>Safety Critical Equipment and Spare Parts Guidance Q2 2026 IP</p>	<p>Marine Assessment of FPSOs Q3 2026 IP</p>	<p>Management of LSA on Fixed/Floating Installations Q1 2027 Book</p>	<p>Approach to Embedding HF Q1 2026 IP</p>
<p>Global Barge Guide Q2 2027 Book</p>	<p>Guidelines for Design, Operation and Maintenance of MBM Q4 2027 Book</p>	<p>TMSA 4 2028 Book</p>	<p>Offshore Vessel Management and Self Assessment Q1 2027 Book</p>	<p>Guide to Offshore Tanker Ops (GOTO) 2028 Book</p>	<p>VOC Emissions from Cargo Systems Timeline TBC IP</p>
<p>Recommendations for Oil and Tanker Manifolds 2027 Book</p>	<p>MEG 5 2028 Book</p>	<p>Single Point Mooring Maintenance and Operations Guide (SMOG) 2028 Book</p>	<p>Competence Assurance Guide FPSOs TBC IP</p>	<p>DP Assurance Framework TBC IP</p>	<p>Management of Attending Vessels TBC Book</p>

2024 Engagements Across Regions and Industry Stakeholders

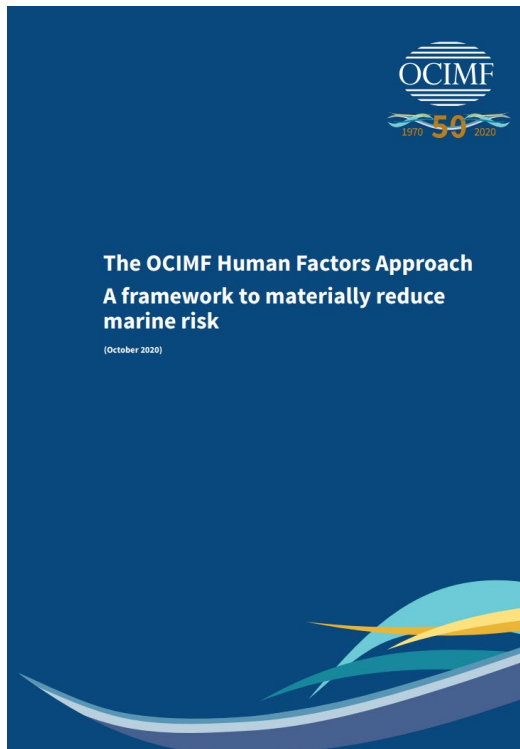


External Collaboration Overview

Offshore	TBT			Strategic	Environment	Human Factors	Security	Governments/ Flag States/
Offshore	Tankers	Barging	Terminals					
IOGP	IGP&I	PZI	IAPH	IMO/IOPC Funds	GMF- Env	HEIG	Joint Industry Security Group	MPA - Singapore
Marine Safety Forum	IMPA	AWO	Port of Rotterdam	ICS	MMM – Env	MCA Human Element (HFC)	EU-SAGMAS	UK – MCA/DfT/FCO
Industry Lifeboat	Intertanko	IVR	SLOM	WMU	IPIECA	WMU	ReCAAP	LR/DNV/ABS/Class NK/BV
GOMO (Offshore)	ITOL	CCNR	PIANC	Green Award Foundation	Chamber of Shipping	COPE	IMX – Bahrain	Korean Registry Council
IMCA (Offshore)	EMEA	EBU	ILTA	IACS	Port of Rotterdam	Cordage Institute	GoG Shade	China Classification Society
Energeo Alliance	SNI/IKMAL	ABANI	IHMA	EU ESSF	Port of Gothenberg		UKMTO	MAIB
NI (DPTEG)	UKHO	IWT		PIANC	IMPA		US – MSR	AMSA
MASS Regulatory		ESO		BIMCO	Energy Institute		US – NIAG	UAE – Flag State
G+				IBIA			ISWAN	Bahamas
MTS – DP				Intertanko			CGPCS	Marshall Islands
IOGP Safety Committee				IMCA			IMB	EMSA
IADC				Nautical Institute			Intermanager	Panama
OPITO				SIGTTO			IFC Singapore	EU
GWO (wind)				IG P&I				IMB
American Clean Pow				ITOPF				USCG
Renewables UK				ISO				MAIB
ADCI				SGMF				
Safer Together				CDI				

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)

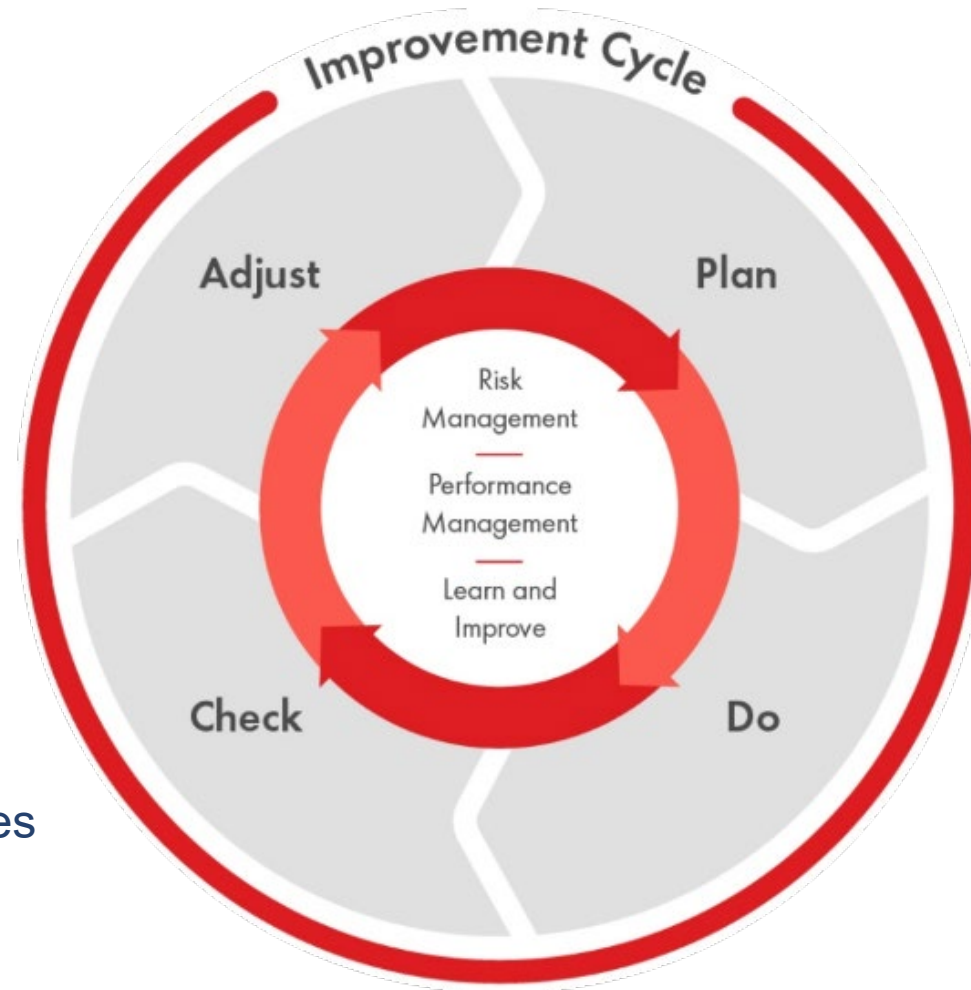
Human Factors in STS Guide

(2025)



Plan – Do – Check – Adjust Model

Joint Programmes & P&A Improvements



P&A Activity, developing best practice

Programmes Activities

Vessel Activities



OCIMF - Barging / Coastal Shipping
Historical Overview





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.

Agenda

• Past

OCIMF updates

09:30 – 09:50	Update on OCIMF's other activities
09:50 – 10:10	Update on OCIMF barging focus
10:10 – 10:30	Q&A
10:30 – 11:00	Coffee break

Maritime Security – Panel discussion

11:00 – 12:00	Panel Discussion with representatives from regional maritime security interests
12:00 – 13:00	Lunch

• Present

Asia Pacific Barging – Panel discussion

13:00 – 13:40	Barging successes and challenges in different regions
13:40 – 14:00	Q&A

OCIMF Programmes updates

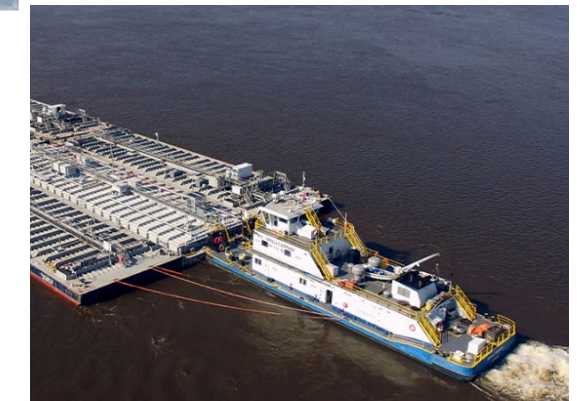
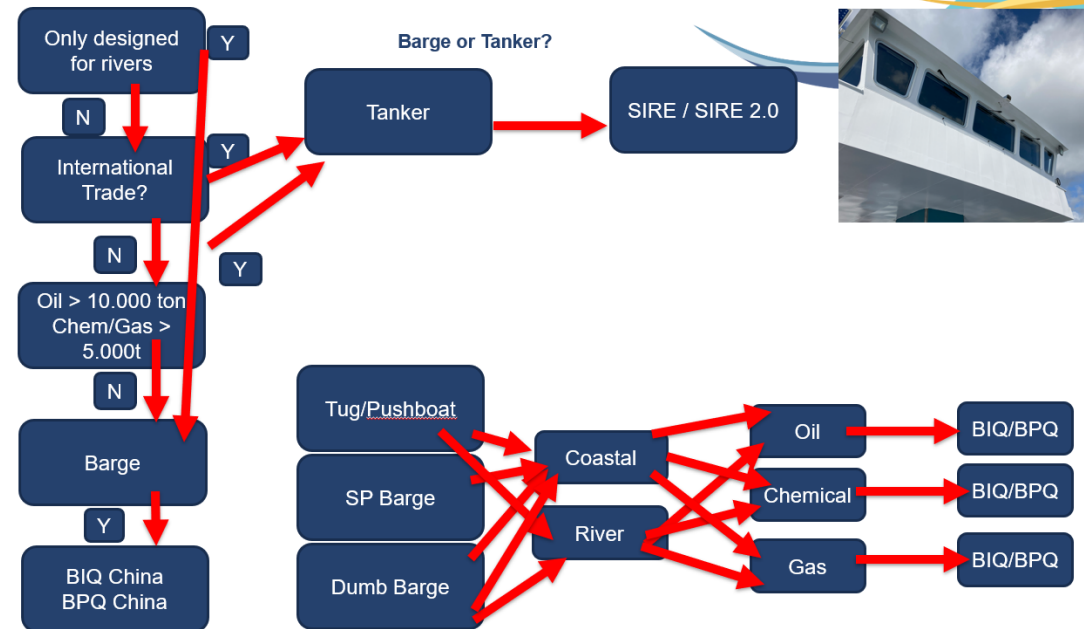
14:00 – 14:45	Update on SIRE 2.0 / Overview of BIRE
14:45 – 15:00	Q&A
15:00 – 15:30	Coffee break

• Future

Asia Pacific Regional Input to Global Barging Approach

15:30 – 16:00	Discussion on how the Asia Pacific region can contribute to Global Barging Strategy
16:00 – 16:45	Q&A
16:45 – 17:00	Closing remarks
17:00 – 19:00	OCIMF evening reception

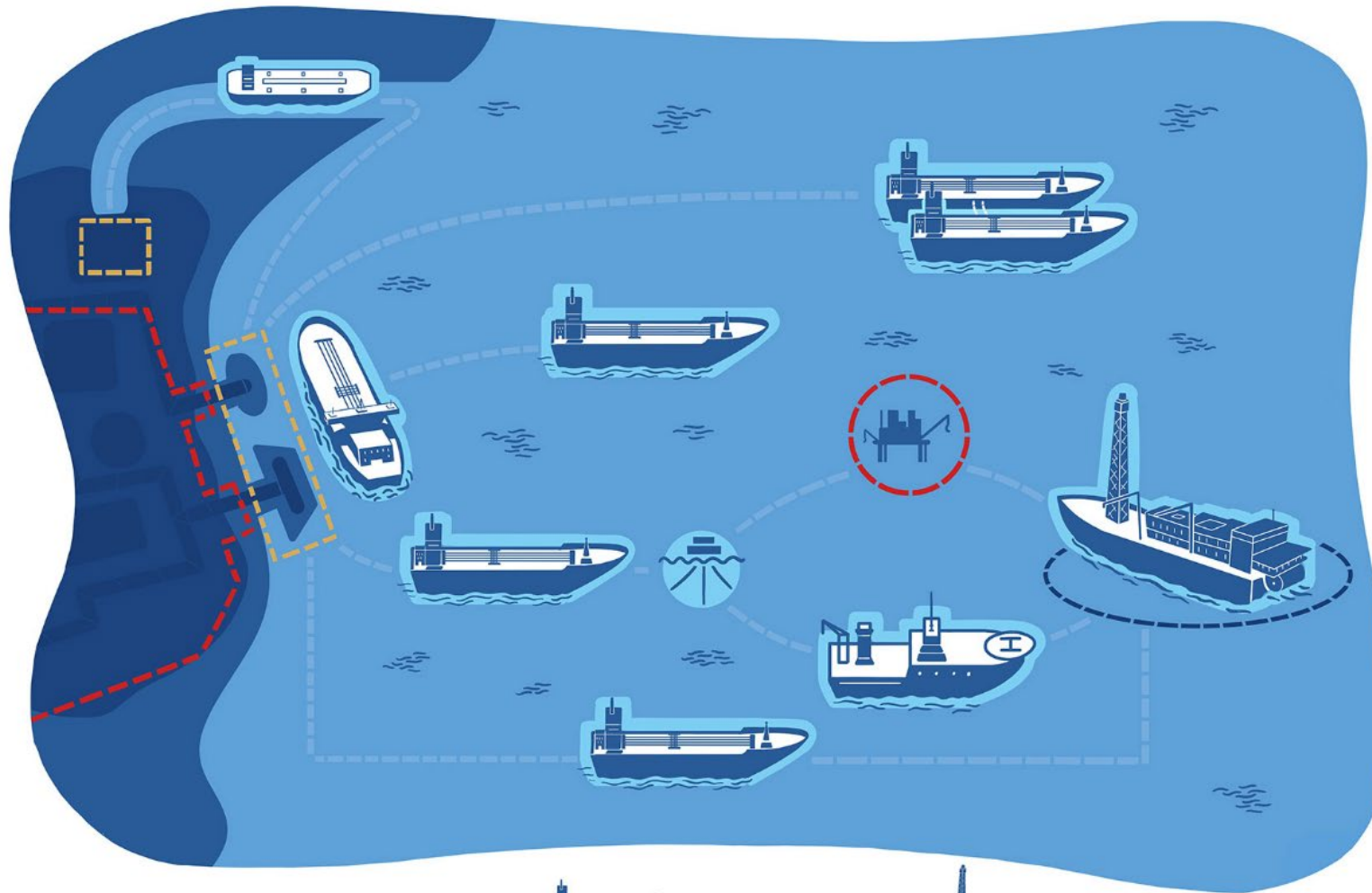
What is a barge? (definition)



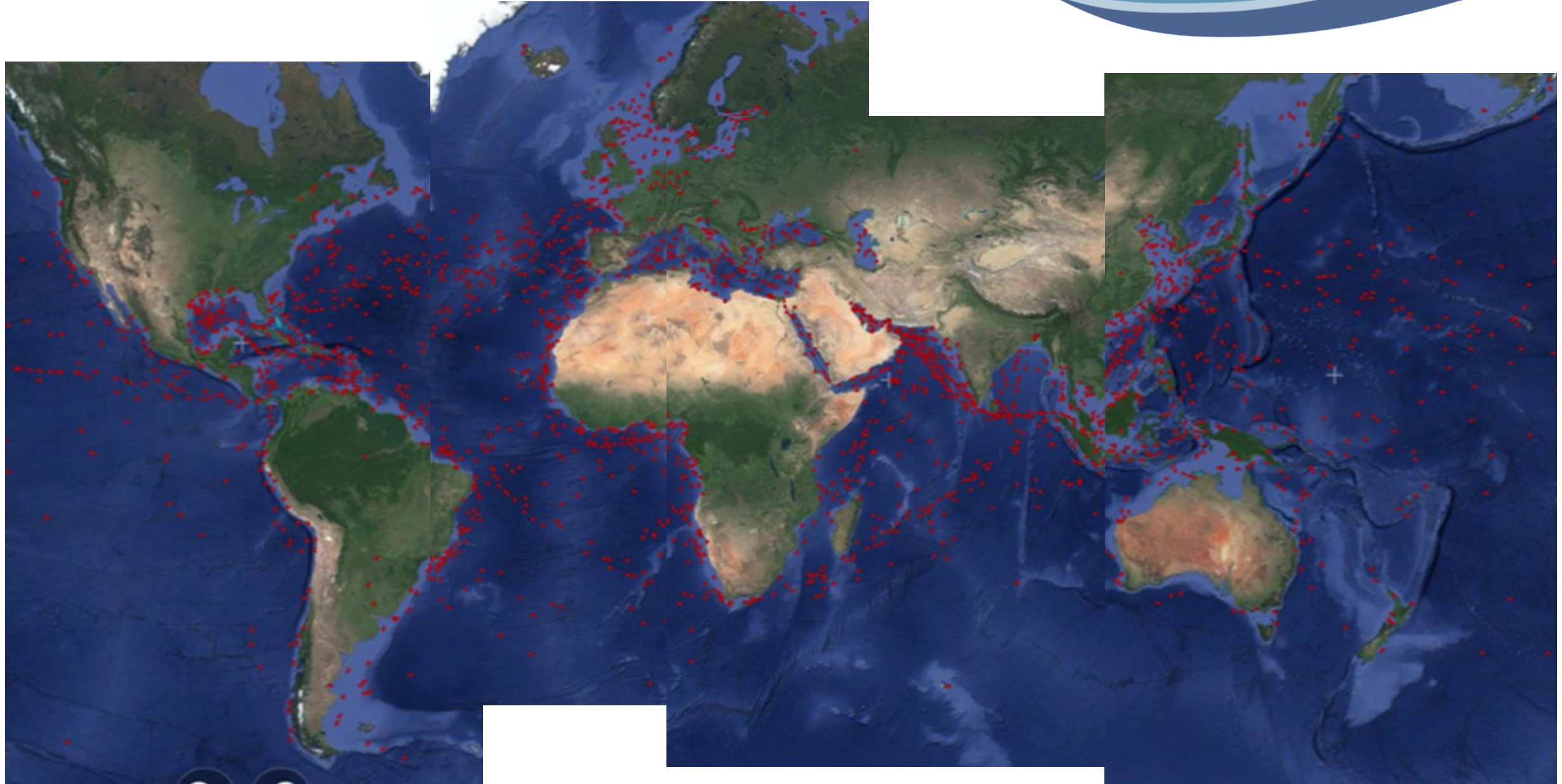
What is a barge? (definition)?



Barging within OCIMF Scope



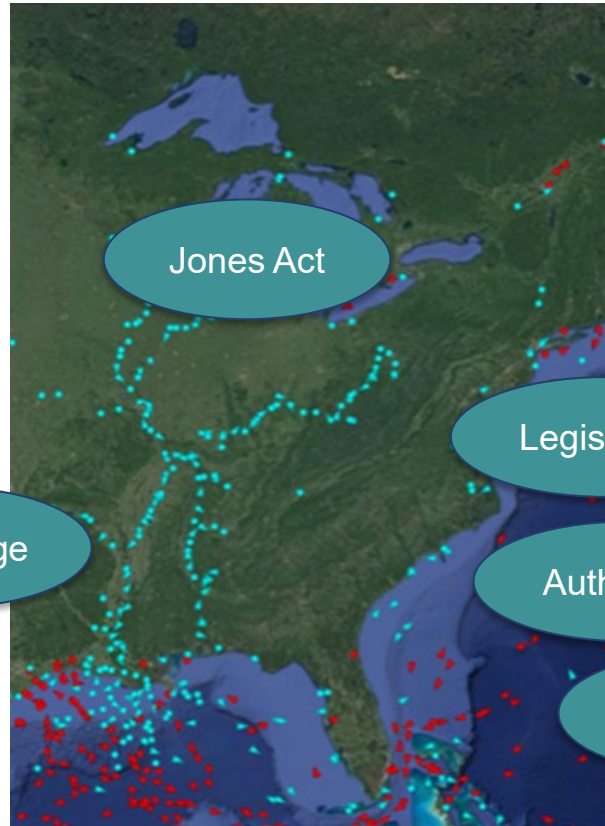
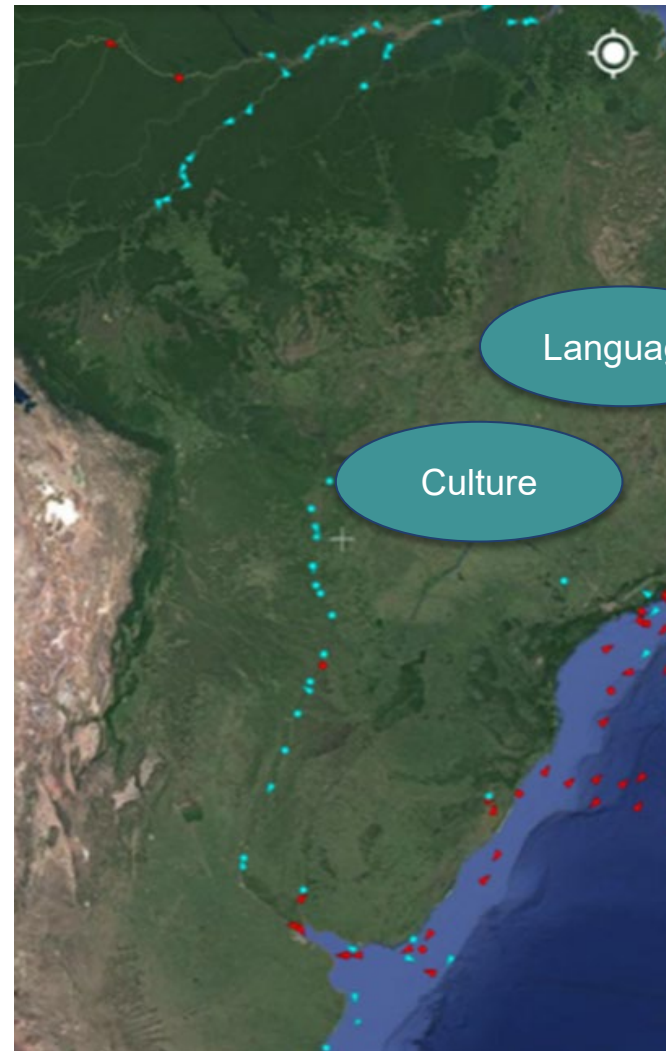
The world of the tankers



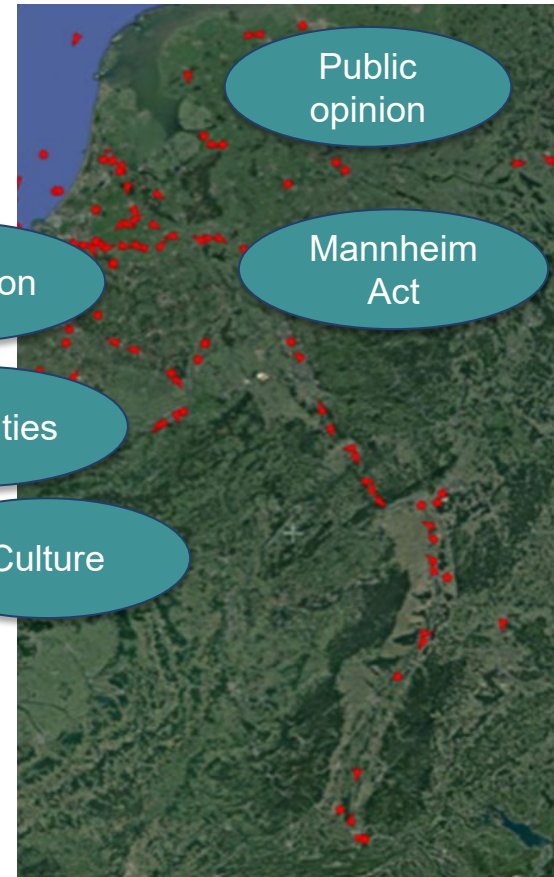
The world of the barges... and the barge adviser ...



South America



North America



Europe

China



Committee Structure



Barges Expert Group - History

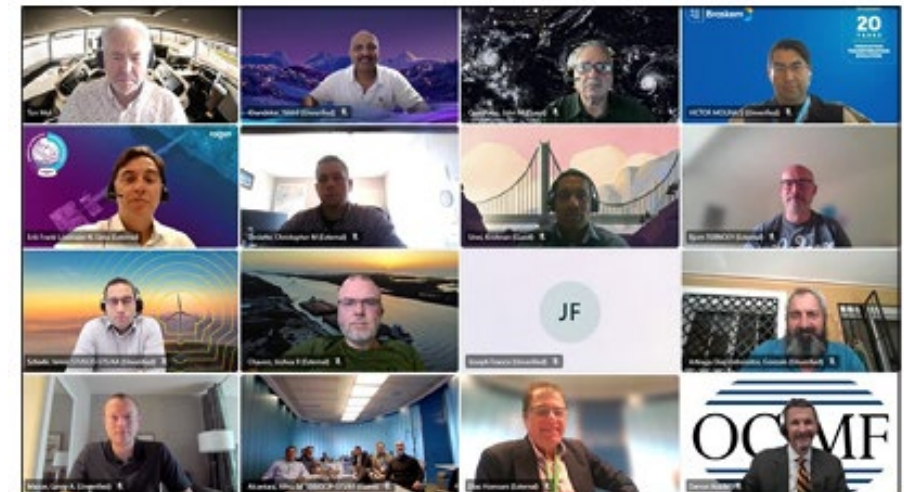
Purpose: The Barges Expert Group (BEG) provides subject matter expertise on inland and coastal barges to the P&A TBT Committee. The key focus areas are on operations and risks that are unique to inland and coastal barging, as identified in the OCIMF bow ties.

- BEG has four meetings a year, 20 OCIMF members are part of this group
- Started in 2016 as Global Inland and Coastal Barging Focus Group
- Regional focus groups for South America, North America, Europe and China were formed
- June 2018 first OCIMF Barge Adviser was appointed
- 2020 Restructuring OCIMF PC/FC/EG's, regional groups were stopped, and focus was on the BEG
- 2022 there was a demand for regional approach by regional OCIMF members
- Regional risk workshops were organised to identify the P1, P2 and P3 risks
- Principal committee advised to form regional Communities of Practice (Regional Barge Meetings)
- No interaction with regions in Asia and ME/Africa
- China was visited in March 2023

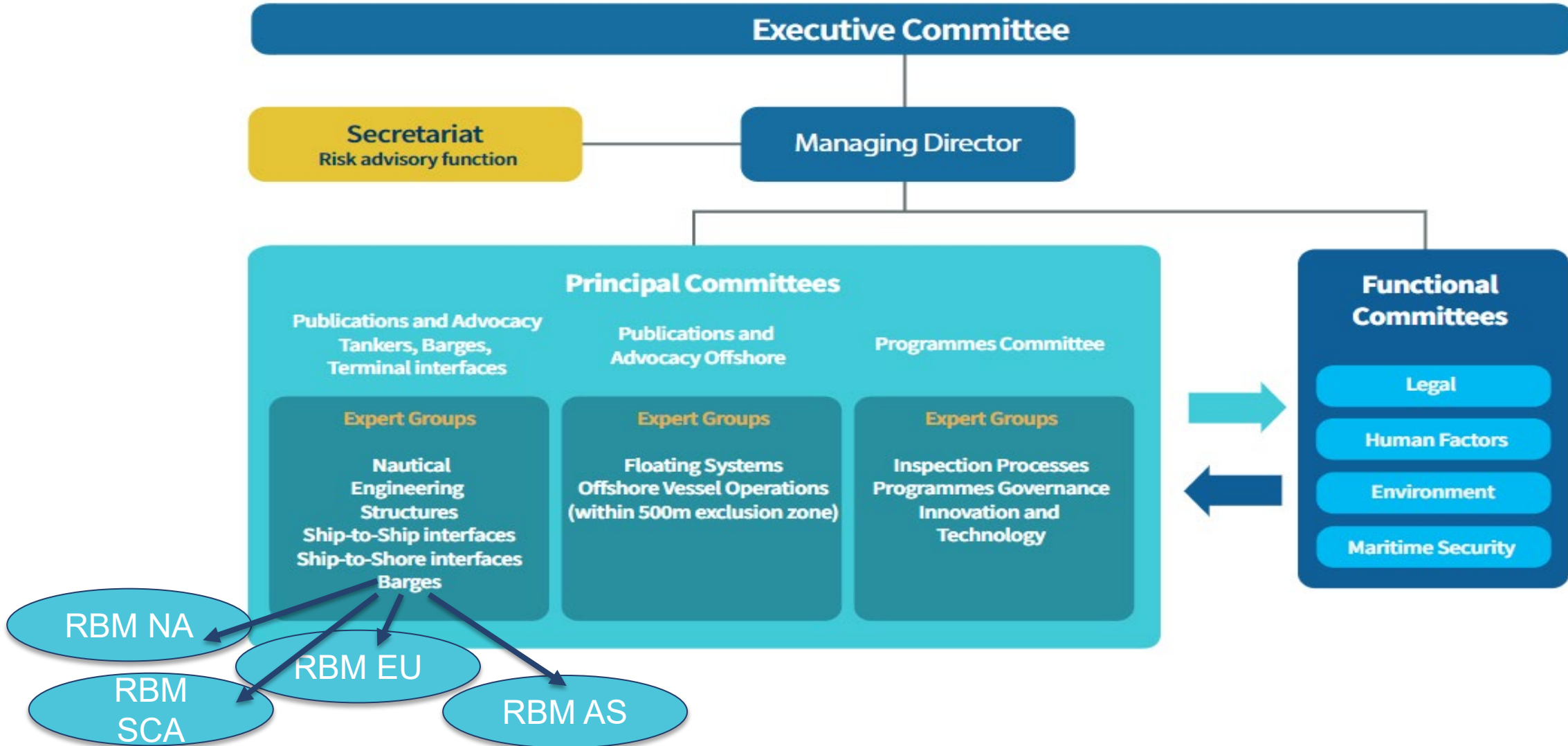
Current members:

PanAmerican, YPF, Shell, Chevron, BP, IMT, Raizen, Vibra Energia, ENOC, Atem, Marathon Petroleum, EngeryTransfer, Ineos, BASF, Neste, Valero, Braskem, TotalEnergies, P66, Petrobras, Moeve

Barges Expert Group



Committee Structure



Planning for Regional Barge Meeting (RBM) - Oct 2022 PC TBT



- **Step 1 Create regional groups**
 - **Step 2 Conduct risk workshops**
 - **Step 3 Planning for 2023 & engagement with the regions**
 - **Step 4 Decide with BEG which/where WG's need to be formed**
-
- **Step 1**
 - **RBM Asia 2023;**
 - CNOOC
 - Unipecc
 - Shell
 - BP
 - Chevron
 - P66
 - BASF
 - IMT

Step 2 TBT Risks – Member/Stakeholder Feedback (2022)

Focus Areas – DRAFT – SUBJECT TO P&A TBT Committee Review

P1 (Short Term - <12 months)

Collisions, Allisions and Groundings

- Improve focus on the Human Element
- Improve communication
- Manage potential for distraction and maintaining situational awareness
- How to avoid complacency
- Improve reliability of Manoeuvring Equipment
- How to avoid Pilot or Tug error
- How to improve standards of Navigational Assessments

Loss of Primary Containment - Structural Integrity

- Manage potential for distraction and maintaining situational awareness
- How to better manage Asset Integrity of cargo systems
- Management in heavy weather to avoid cargo system damage.

Loss of Primary Containment - Overfilling tanks

- Manage equipment reliability
- Better competency at both ends of the line
- Enhance risk awareness.

Enclosed Space Entry resulting in injury

- Best practices with focus on training and familiarisation, leadership and the importance of a good operating procedure.
- Enhanced risk awareness of all hazards including noxious fumes, reduced oxygen levels, or a risk of fire.
- Improve understanding of other dangers such as flooding/drowning or asphyxiation etc.
- Better guidance on rescue protocols
- Improve focus on the Human Element

Mooring operations

- Best practice with focus on enhanced Communication, situational awareness, complacency.
- Better focus on equipment reliability.

•P2 (Medium Term – 12 to 24 months)

Personnel Transfer offshore and jetty

- Enhanced focus on physical fitness
- Renewed focus on Helo-operations

Loss of Stability

Breakaway from berth

- Review and revise best practice relating to STS Operations, especially LNG STS

Terrorism, Piracy and armed robbery

•P3 (Long Term / Surveillance - >24 months)

Hot Work

- Awareness of the hazards and management of Hot Work Habitats for hot work on deck.

Small craft and LSA operations and drills

Working on or near Pressurised Vessels or systems

Lifting and rigging

- Explore issues related to equipment, competency and risk awareness
- Increase awareness of dropped object management

Working at height or over the side

- Enhanced focus on physical fitness
- Explore ways to enhance hazard identification and prevent short cuts

	SCA	NA	EU	China & SE Asia
Collisions, Allisions & Groundings (3 rd)	<p>P1</p> <p>PROPOSAL -</p> <ol style="list-style-type: none"> 1. <u>Develop a inland barge to barge transfer guide</u> 	<p>P1</p> <p>PROPOSAL -</p> <ol style="list-style-type: none"> 1. OCIMF could define basic competency requirements for Navigational operators. Competency could overlap from TMSA to SIRE/BIRE Programmes. 	<p>P1</p> <p>PROPOSAL -</p> <ol style="list-style-type: none"> 1. <u>Effective communication on inland waterways to be revised to be up to date before publishing</u> 2. Consider an IP to cover new technology (MAAS) 3. Working group to look at proper use of digital exchange of Information 4. Leverage PZI work Bridge Strikes 	<p>P1</p> <p>Proposals</p> <ol style="list-style-type: none"> 1) During Barge Inspections we can cover Human Factors
Loss of containment from structural Integrity	<p>P1</p> <p>PROPOSAL -</p> <ol style="list-style-type: none"> 1. <u>BEG to explore ways to better manage Asset Integrity of cargo systems for Barges.</u> 	<p>P2</p>	<p>P1</p> <p>PROPOSAL -</p> <ol style="list-style-type: none"> 1. Initiative commenced to investigate the use of nitrogen to blow lines with PZI 	<p>P1</p>
Operational Spills	<p>P2</p>	<p>P1</p> <p>PROPOSAL -</p> <ol style="list-style-type: none"> 1. OCIMF could strengthen pre-transfer conference or best practice guidance for Topping Off operations. 2. <u>OCIMF to strengthen advocacy of ISGINTT in the region.</u> 3. OCIMF to advocate the use of High Level Alarms. 	<p>P1</p> <p>PROPOSAL -</p> <ol style="list-style-type: none"> 1) OCIMF could strengthen pre-transfer conference or best practice guidance for Topping Off operations. 2) OCIMF to strengthen advocacy of ISGINTT in the region. 3) Advocate the use of different connections for Bunkers / LO 	<p>P1</p>
Person Overboard (1 st)	<p>P1</p> <p>PROPOSAL -</p> <ol style="list-style-type: none"> 1. <u>Review industry guidance about MoB and ensure type of lifejackets to be used is stated in the BIQ</u> 	<p>P1</p> <p>PROPOSAL -</p> <ol style="list-style-type: none"> 1. OCIMF to advocate a buddy system and/or communication requirement when an operator is working at or near the barge side. 2. OCIMF could advocate the use of PLB's or Personal EPIRBs to locate MOB's 	<p>P1</p> <p>PROPOSAL -</p> <ol style="list-style-type: none"> 1. BIQ to state lifejackets needed 2. Monitor other industry work such as Platform Zero Incidents 3. Study of personnel transfer activities / equipment 	<p>P1</p>
Mooring (2 nd)	<p>P1</p> <p>PROPOSAL -</p> <ol style="list-style-type: none"> 1. <u>Engage with the industry and operators to discuss Barge Mooring Issues.</u> 2. Following this engagement create a specific guidance for barge mooring operations in Spanish and Portuguese and revise the BIQ accordingly. 	<p>P1</p> <p>PROPOSAL - Nil</p>	<p>P1</p> <p>PROPOSAL -</p> <ol style="list-style-type: none"> 1. Advocate the use of a simple Mooring Management Plan for Barges 2. <u>Explore concept of B-MEG or chapter in Global Barges Guide</u> 	<p>P1</p>
Piracy and Armed Robbery	<p>P1</p> <p>PROPOSAL -</p> <ol style="list-style-type: none"> 1. BEG need to work with FC Security of OCIMF to provide the region with a proper information paper or contact of legislators 	<p>P3</p>	<p>P3</p>	<p>Not a threat</p>

BEG Risks – China / SE Asia Member/ Stakeholder Feedback

P1 Threat	Issues	Proposal(s)
Collisions, Allisions and Groundings	<ol style="list-style-type: none"> 1. Manning level 2. Inexperience, Lack of competence / Skill, Lack of safety awareness / Crews not familiar with company SMS 3. The navigation risks are increasing especially on some special route, caused by the traffic jam and enlarging vessels. 4. Inadequate Training or Supervision 5. There is no unified vessel inspection criteria(questionnaire) in China 	<ul style="list-style-type: none"> • During Barge Inspections we can cover Human Factors
Loss of containment – Loss of structural integrity	<ol style="list-style-type: none"> 1. Older barges 2. Inadequate maintenance to critical equipment 3. Inexperience, Lack of competence / Skill, Lack of safety awareness / Crews not familiar with company SMS 4. Inadequate Training or supervision 5. Issues with cargo hose condition 6. Regional design and construction issues 7. There is no unified vessel inspection criteria(questionnaire) in China 	
Person Overboard	<ol style="list-style-type: none"> 1. Procedures not followed 2. Lack of crew safety awareness / Crews not familiar with company SMS 3. Improper layout of gangway (Both terminal and Barge) 4. Access to the jetty 5. PPE Issues (PFD's not a legal requirement) 6. There is no unified vessel inspection criteria(questionnaire) in China 	
Mooring operations resulting in injury or Breakaway from berth	<ol style="list-style-type: none"> 1. PPE Issues 2. Inadequate line management plan 3. Inexperience, Lack of competence / Skill, Lack of safety awareness, Inadequate Training 4. Inadequate mooring procedures / Crews not familiar with company SMS 5. Inadequate manning 6. Overused mooring lines 7. Improper use of mooring lines to assist berthing operations 8. Improper use of Tugs 9. There is no unified vessel inspection criteria(questionnaire) in China 	
Loss of containment – Overfilling tanks & Operational Spills	<ol style="list-style-type: none"> 1. Manning level 2. Inexperience, Lack of competence / Skill, Lack of safety awareness, Crews not familiar with company SMS 3. Lack of double check during topping off 4. Some barges without High Level Alarms 5. Open loading 6. Scupper plugs either not fitting or missing 7. Inadequate gas measurement 8. There is no unified vessel inspection criteria(questionnaire) in China 	

Step 3 planning 2023 and engagement in the regions



- EU - February – Belgium – Antwerp ISGINTT launch
- APAC - March/April – visit to China (Shanghai and Nanjing) / India (New Delhi/Mumbai)
- SCA - May Brazil - Manaus (operator forum and completion of IP Closed cargo ops)
- EU May – Rotterdam Platform Zero Incidents PZI
- NA June US – Nashville (Operator forum AWO)
- EU September – Germany CAT3 training, London OCIMF day
- SCA September – Rio de Janeiro CAT3 training, RBM meeting, SLOM conference
- BEG January, July and December 2023

2024 BIQ revision for NA and BIQ SCA, EU IP TGAIN, RoC ops and Global Barge Guide

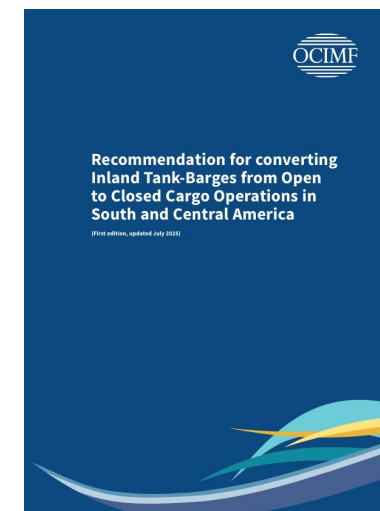
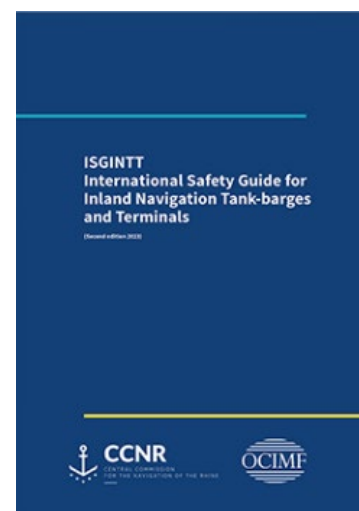
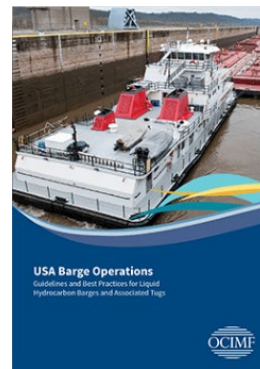
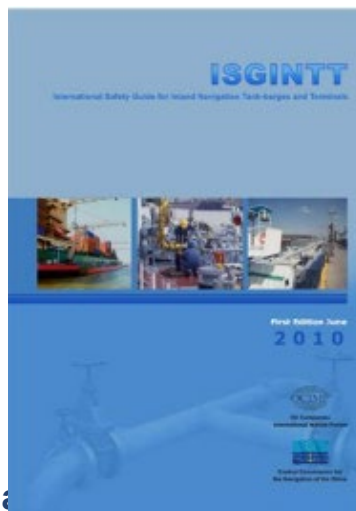
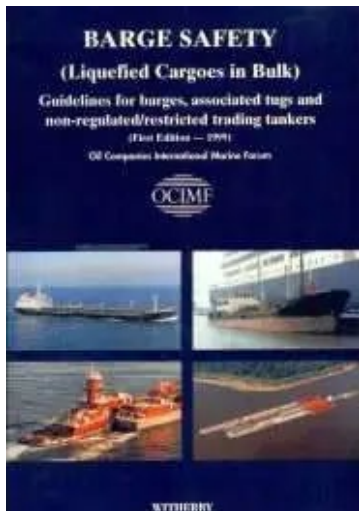
Step 4 – planning Working Groups 2023

- BIQ revision SCA (IPEG and BEG)
- BIQ revision NA (IPEG and BEG)
- BIQ revision BIRE EU and EBIS 9 (IPEG and BEG)
- WG SCA conversion barges from open to closed cargo conditions – IP paper
- WG EU Smart Shipping – Track Guidance Assistants for Inland Navigation IP Paper
- WE EU Smart Shipping – Remote Controlled operations (IMO MASS code)

- Global Barge Guide

History of publications

- First OCIMF publication for barging - “Barge Safety (Liquefied Cargoes in Bulk)” – 1999
- International Safety Guide for Inland Navigation Tank-Barges and Terminals (ISGINTT) – 2010
- USA Barge Operations: Guidelines and Best Practices for Liquid Hydrocarbon Barges and Associated Tugs – 2014
- ISGINTT second edition 2023
- Information Paper: Recommendation for converting Inland Tank-Barges from Open to Closed Cargo Operations in South and Central America 2025



at a TMSA version 2017



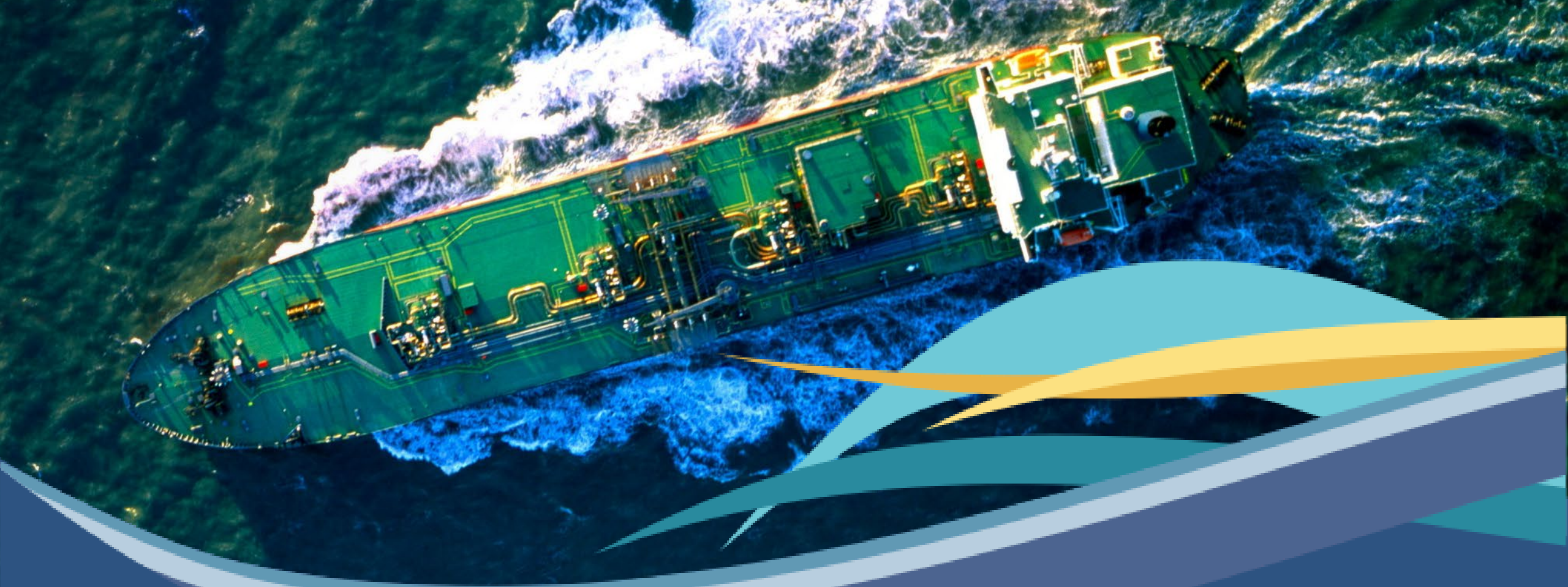
Our Vision

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

www.ocimf.org

Oil Companies International Marine Forum
29 Queen Anne's Gate, London, United Kingdom, SW1H 9BU

Tel: +44 (0) 20 7654 1200



Coffee / Tea Break – 30 mins

Maritime Security Panel Discussion





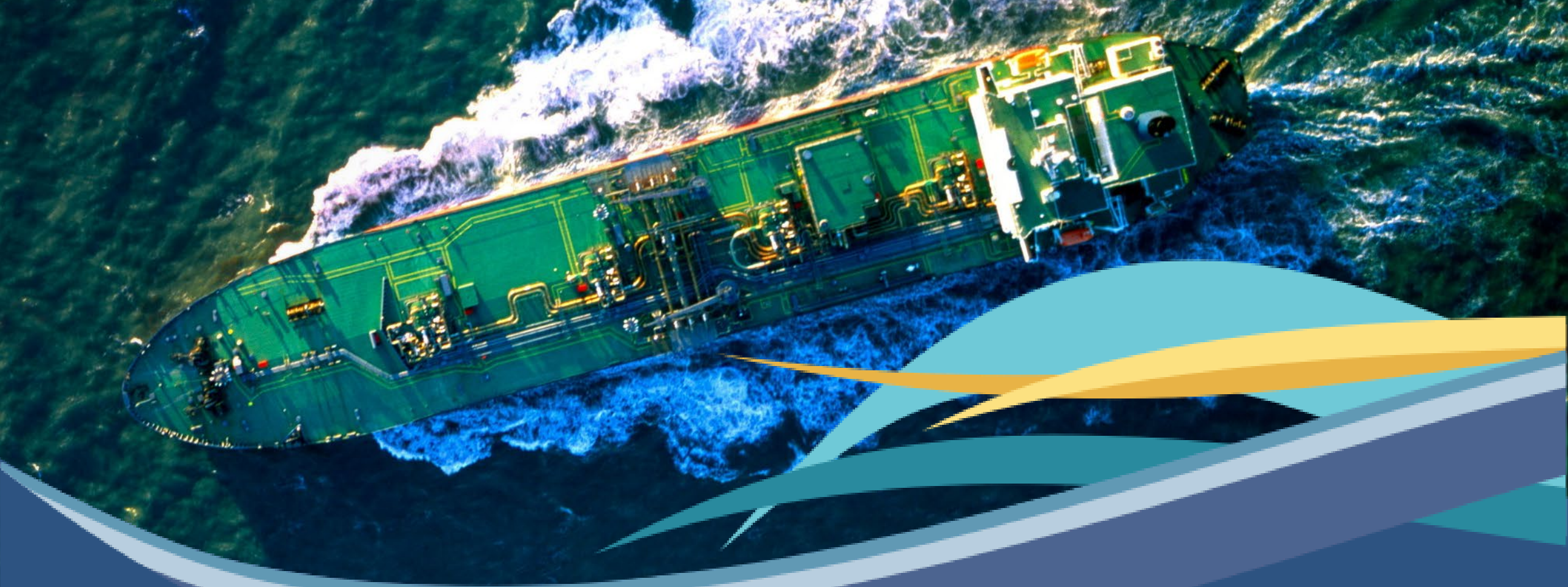
Russell Pegg
OCIMF
Security Adviser

Russell graduated from Britannia Royal Navy College in 1979 and served in a variety of sea going appointments before qualifying as a Warfare Officer in 1989 followed by staff training in South Africa & assignments in Washington DC and the UK Ministry of Defence.

In 1999, he was appointed Head of Policy at the Directorate of Overseas Military Activity which led to international appointments at NATO and in January 2008 a move to Naples where he served as the Head of Operations at NATO's Maritime Command responsible for the Article V Operation, ACTIVE ENDEAVOUR.

Developing the policy to create a UK National Maritime Information Centre to enhance maritime development, safety, security and resilience, he was appointed as the inaugural Director in 2010, a post he continued to hold after leaving the Royal Navy. Russell joined the Secretariat in May 2014 and is responsible for threat and risk advice to the membership and anagement of the Maritime Security Committee.

He was awarded the NATO Meritorious Medal and made an Officer of the British Empire for services to maritime security in 2008. He is a Fellow of the Chartered Management Institute and Associate Fellow of the Nautical Institute.



Maritime Security Panel
Capt Russell Pegg OBE





Maj Zix Toh RSN

Dep Hd IFC/Hd of Shipping Engagement

MAJ Toh joined the Singapore Armed Forces in 1999, and signed on as a Naval Combat Officer in the Republic of Singapore Navy. He completed his Command and Staff College in 2018. During his formative years in Navy, MAJ Toh served onboard Missile Corvettes, and completed his Principal Warfare Officer tour as a Tactical Coordinator in Maritime Patrol Squadron. Of note, he played an instrumental role in achieving the Best Transport Squadron in RSAF for consecutive two years. To add, he also had served in various operational tours and staff appointments such as Head of Operations, IFC (2019 - 2022) and Watch Commander, Maritime Security Taskforce (2022 - 2024). In 2013, MAJ Toh participated in Ops Blue Sapphire, a counter-piracy operation by the Singapore Armed Forces in the Gulf of Aden. He was awarded the SAF Long Service and Good Conduct (20years) Medal in 2019, and SAF Overseas Service Medal in 2013 and 2015 respectively.



Regional View



Lt Cdr Deepak Sharma IN

IFC – International Liaison Officer (India)

Lt Cdr Deepak Sharma is an Indian Naval Officer presently appointed as International Liaison Officer at IFC Singapore. The officer is a surface warfare officer and has been part of extensive anti-piracy operations in the Gulf area Off Somalia and has undertaken multiple maritime security operations in the Indian Ocean region. Presently, the officer is working with IFC for coordinating maritime security operations in IOR."

National View





Capt Kamal Hong Lam Marine

Capt. Kamal is a maritime professional with over 25 years of experience in the shipping and maritime industry. His career encompasses both sea-going and shore-based roles, with deep expertise in Oil/chemical tanker operations, bunker tanker operations, and maritime management. Since 2012, Capt. Kamal has been serving at Hong Lam Marine Pte Ltd, Singapore.

Capt Karmal is an ex-cadet of Bangladesh Marine Academy, who embodies the values of discipline, integrity, and operational excellence.

Owner/Operator View





Cast down your bucket



Maritime Collaboration

Together
Everyone
Achieves
Maritime Security



What do we Want:

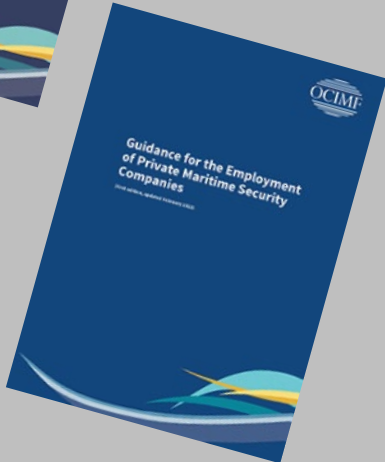
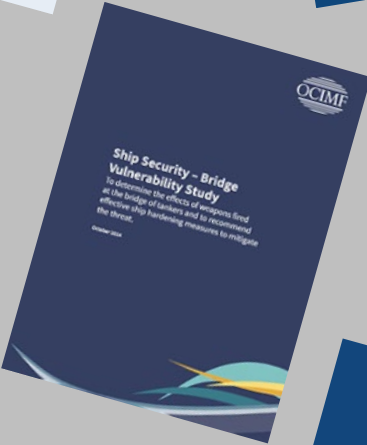
- 1 Keep our mariners safe in a risk environment.
- 2 Have access to timely reliable information on maritime security threats.
- 3 Provide authorities with essential merchant ship commercial and operating intelligence.
- 4 Together with authorities work to keep the global supply chain open and mitigate risk.

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

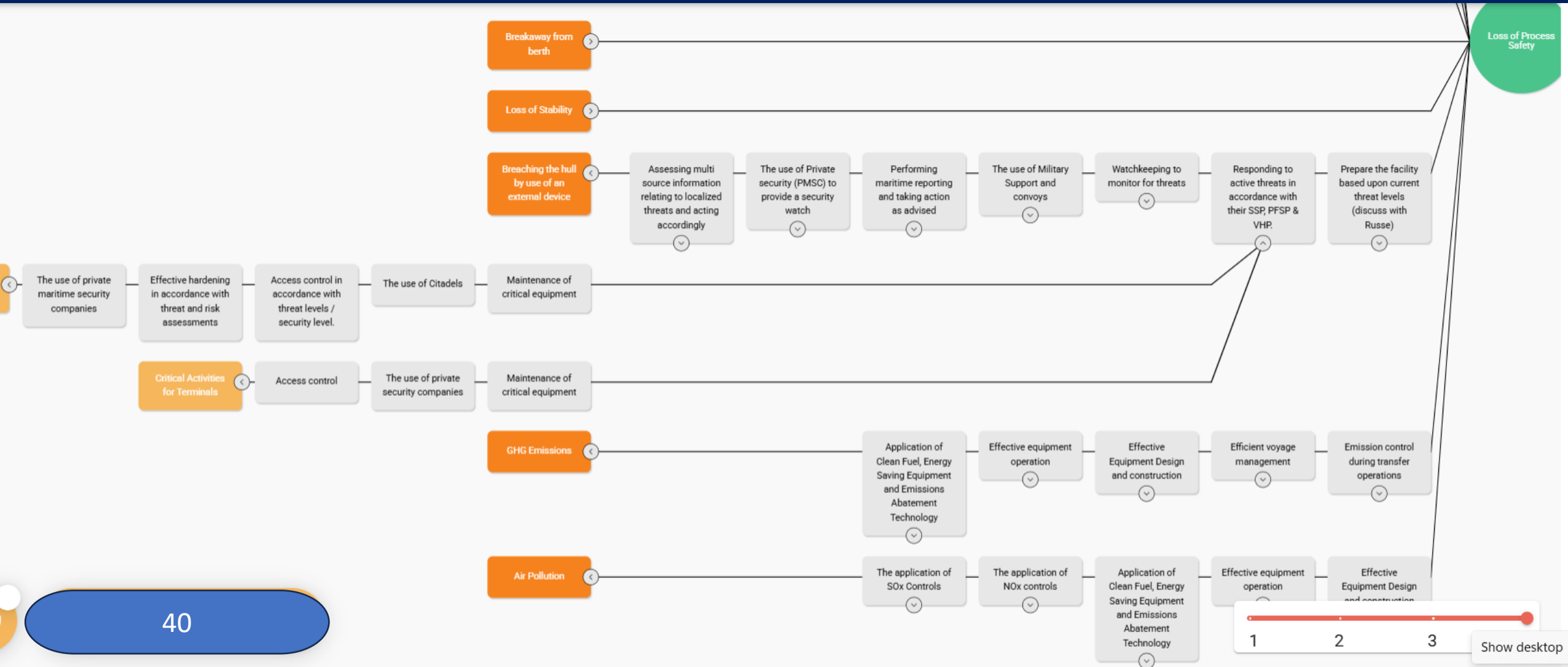
OCIMF Maritime Security Products



SIRE 2.0 Chp 7



OCIMF – Security Bowtie



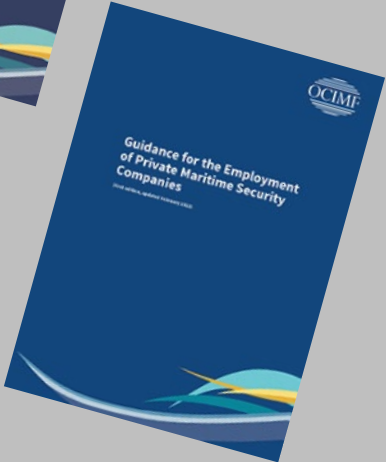
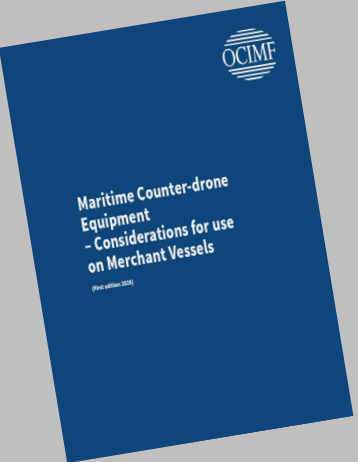
OCIMF Maritime Security Products



SIRE 2.0 Chp 7



Q – Would this approach be helpful for BIRE?



CATEGORIES	OCT 2023	OCT 2024	OCT 2025
Pillage, Armed Robbery and Piracy at Sea	2	0	0
Drug Trafficking	47	40	35
Maritime Terrorism	0	0	0
Maritime Incidents	84	66	47
Illegal, Unreported and Unregulated Fishing	20	17	5
Smuggling and Illegal Trafficking	16	8	4
Irregular Migration and People Trafficking	25	7	5
Environmental Protection	30	16	19
Cybersecurity	0	0	0
Others	8	7	1
Total	232	161	116



Incidents in IFC's area of interest - Peru



PERSONS INVOLVED

391

(25 people less than in October 2024)

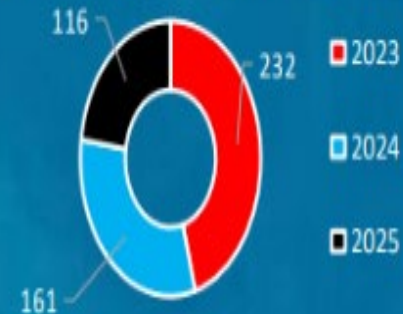


Q – How can this apply to other regions?



86
(42 vessels less than in October 2024)

NUMBER OF INCIDENTS IN RECENT YEARS (OCTOBER)

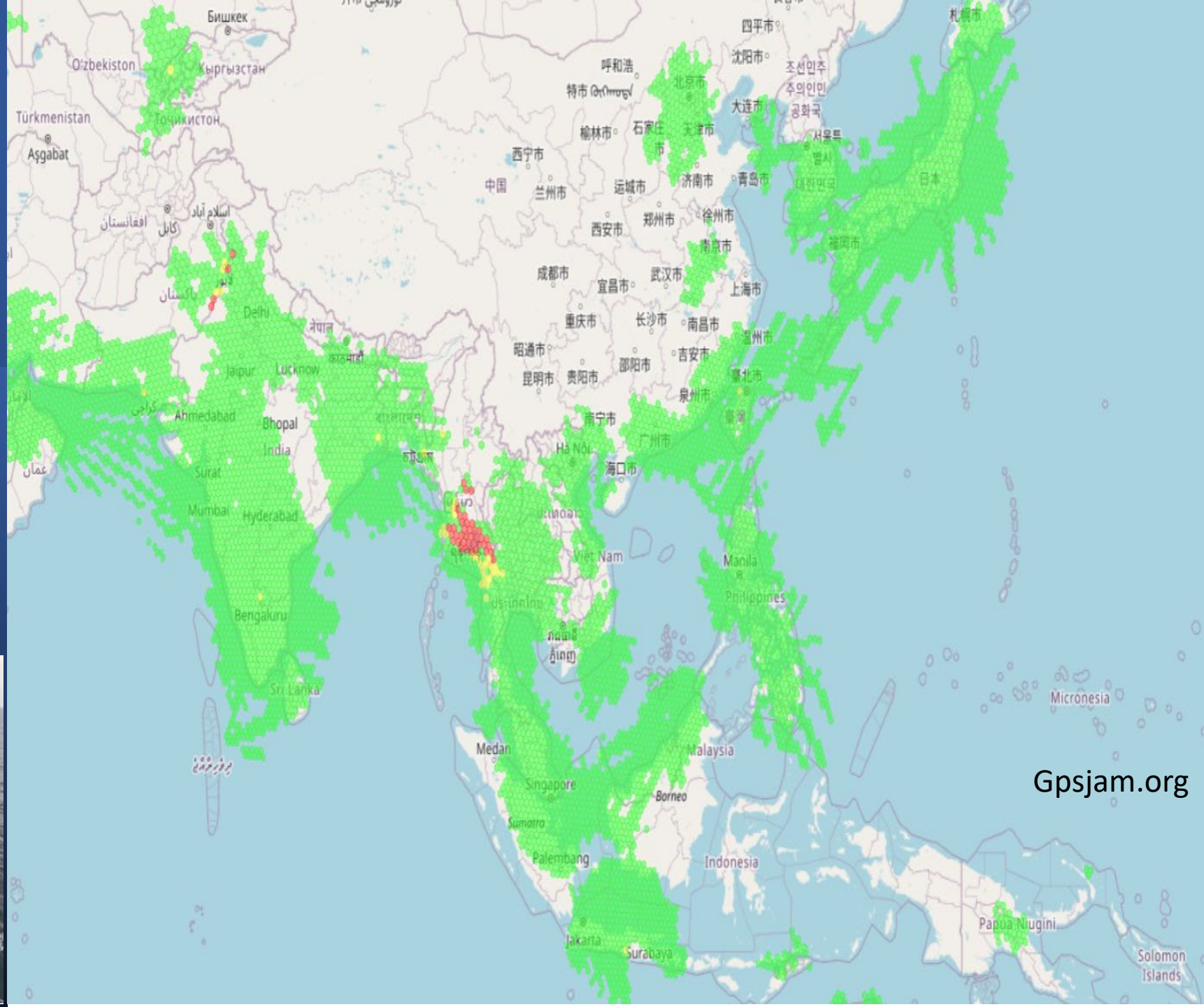


“Reporting & Information flow regarding maritime security threats is key to sound risk assessment planning & mitigations.”

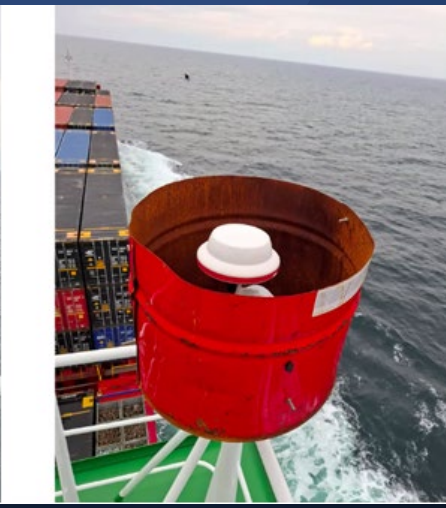
GNSS Interference

RIN Study

Time



Gpsjam.org



OCIMF Maritime Security

- Regional/National challenges.
- Asymmetric Threats – new hybrid threats.
- Best Practise & Guidance.
 - Barges - What are the gaps?????



Brooklyn Bridge - Ambergris Cay, Bahamas



Our Journey Today



Maj Zix Toh SGN, Dep Hd – IFC Singapore/Head Shipping Engagement

REGIONAL

The role of the IFC Singapore/overview of regional maritime security activity.

Lt Cdr Deepak Sharma IN, IFC LO (India)

NATIONAL

A country perspective of maritime security issues.

Capt Kamal, Hong Lam Marine

OWNER/OPERATOR

An operator’s perspective of regional safety & security challenges .

Q&A

A decorative graphic at the bottom of the slide consisting of several overlapping, flowing shapes in shades of blue and yellow, resembling waves or a stylized landscape.



Maj Zix Toh RSN

Dep Hd IFC/Hd of Shipping Engagement

MAJ Toh joined the Singapore Armed Forces in 1999, and signed on as a Naval Combat Officer in the Republic of Singapore Navy. He completed his Command and Staff College in 2018. During his formative years in Navy, MAJ Toh served onboard Missile Corvettes, and completed his Principal Warfare Officer tour as a Tactical Coordinator in Maritime Patrol Squadron. Of note, he played an instrumental role in achieving the Best Transport Squadron in RSAF for consecutive two years. To add, he also had served in various operational tours and staff appointments such as Head of Operations, IFC (2019 - 2022) and Watch Commander, Maritime Security Taskforce (2022 - 2024). In 2013, MAJ Toh participated in Ops Blue Sapphire, a counter-piracy operation by the Singapore Armed Forces in the Gulf of Aden. He was awarded the SAF Long Service and Good Conduct (20years) Medal in 2019, and SAF Overseas Service Medal in 2013 and 2015 respectively.



Regional View

The IFC logo is centered on the left side of the image. It features the letters 'IFC' in a white, sans-serif font. Above the letters is a stylized atom symbol consisting of a white central dot and two white elliptical orbits. The logo is set against a circular, glowing blue background with concentric rings and a grid pattern.

IFC

A graphic of a circuit board with glowing blue lines and nodes, extending from the right side of the image towards the center. The lines are horizontal and branch out, with small circles at the junctions, resembling a digital or data network.

Welcome

IFC's 8 MARSEC Categories



Theft, Robbery, and Piracy at Sea

Contraband Smuggling

Irregular Human Migration

IUU Fishing



Maritime Incidents

Maritime Cyber Security

Environmental Security

Maritime Terrorism

Global Shipping is Vulnerable to Myriad Maritime Security Threats

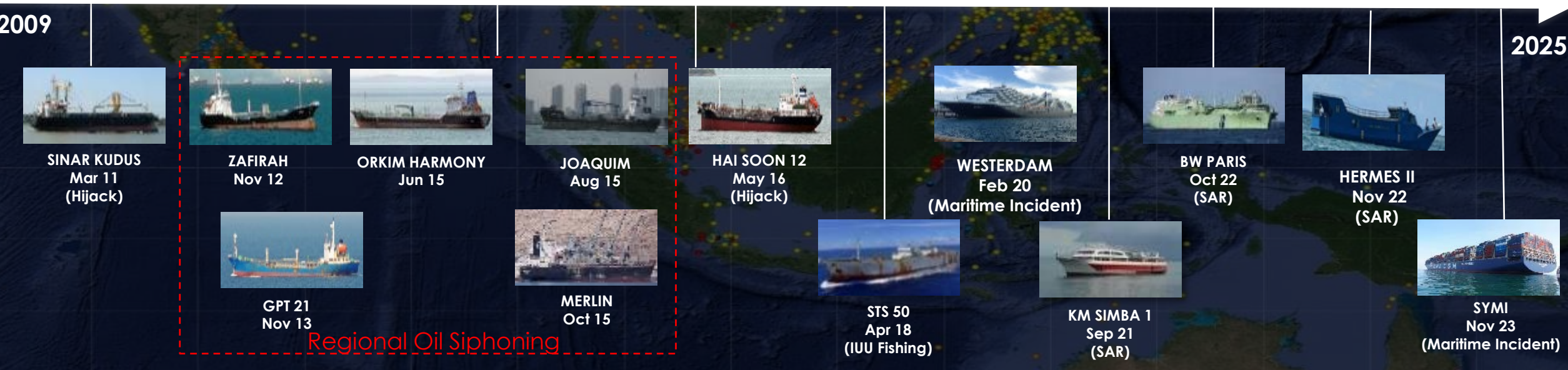
IFC – Regional MARSEC Info-Sharing Hub

Newer Partners



International Cooperation and Info-Sharing is Critical for Safe and Secure Seas

Track Record of Operational Successes



Facilitated Close Cooperation between MARSEC and Shipping Partners for Ops Successes

Bust of Scrap Metal Theft Syndicate - 'KIM HOCK TUG'

BREAKING NEWS

Wadan Lantamal V Menerima Apel Khusus HUT Pomal

GUSKAMLA KOARMADA I SUCCESSFULLY CAPTURED THE THEFT NETWORK IN THE SINGAPORE STRAIT

Ahmad Yani January 20, 2020 TNI / Polri Leave a comment 46 Views

Singapore Strait, Koranpelita.com

Koarmada 1 Sea Security Cluster (Guskamla) succeeded in capturing the theft network into a barge that was being towed by TB Kim Hock Tug 9 in the Singapore Strait, last Saturday (18/1/2020).

According to the press release if the Armada Dispen I, the incident was alerted by International Liaison Officer in Information Fusion Centre on Saturday, January 18, 2020 at 12.00 LT (11.00 WIB) that there had been a theft attempt at the barge being towed by TB Kim Hock Tug 9 at Batam North Waters precisely at coordinates 01 11 '77 "U 103 52 '86" T heading to Vietnam.

Following up on this, Guskamla Koarmada I Commander Laksma TNI Yayan Sofiyan, ST, ordered elements under BKO Guskamla Koarmada I to follow up on incident reports received from the ILO.



Tug Master Shared Footage with IFC

IFC Shared Actionable Information with the Indonesian Navy, Leading to the Successful Bust of the Theft Syndicate on Land



Indonesia ILO Played a Key Role in the Arrest of 7 Perpetrators in Sea Robbery Attempt



Supporting the Success of Key Exercises; Strengthening IFC's Value Proposition

Pillar #2: Strong Community of International Liaison Officers



SLTC LESTER YONG
HEAD IFC



MAJ ZIX TOH
DEPUTY HEAD IFC



25 ILOs from 20 Countries

Coast Guards / MLEAs



LCDR EFREN A
DURAN JR
PHILIPPINE COAST
GUARD ILO



INSP KIM JAE JUNG
REPUBLIC OF KOREA
COAST GUARD ILO



CDR KEVIN EDES
UNITED STATES
COAST GUARD ILO



SLT TRAN THI MINH
HANG
VIETNAM COAST
GUARD ILO



LTC LE TRUONG LIEN
VIETNAM BORDER
GUARD

Navies



LCDR MICHAEL LEE
BOOTH
AUSTRALIA ILO



LT MUHAMMAD AFIFI
BIN HAJI AHMAD
BRUNEI ILO



LCDR SOK SOL
CAMBODIA ILO



CDR LEE ATKINSON
CANADA ILO



LCDR ZHANG JUHU
CHINA ILO



CDR XAVIER
COURBEY
FRANCE/ EU ILO



LCDR CHRISTIAN
HEGERING
GERMANY ILO



LCDR DEEPAK
SHARMA
INDIA ILO



CDR ANDHIKA DIAN
SIDIK PERMANA
INDONESIA ILO



CDR WADA
YOHSUKE
JAPAN ILO



LCDR MUHAMMAD
HAZWAN BIN BAHARI
MALAYSIA ILO



LCDR SDE MIN PYAE
MYANMAR ILO



LCDR MELVYN LOH
NEW ZEALAND ILO



CDR CASANDRA
PANELA SILVA
GURRIONERO
PERU ILO



LCDR ALEXANDER
LANUZGA BIETE
PHILIPPINE NAVY ILO



LT KIM DAEJUNG
REPUBLIC OF KOREA ILO



CDR KULLMANOCK
WANWARN
THAILAND ILO



LCDR NELSON
MCMILLAN
UNITED KINGDOM ILO



LCDR SAMUEL
GITLIZ
UNITED STATES ILO



LT DINH VAN
QUYEN
VIETNAM NAVY ILO



MAJ JOSEPH LEE
STAFF OFFICER OPS
(REGIONAL)



MAJ DEXTER ANG
STAFF OFFICER
(MARSEC) EXERCISE



MAJ JOSIAH HOW
STAFF OFFICER OPS
(INTERNATIONAL)



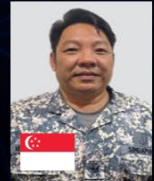
CPT TAN BEE LENG
STAFF OFFICER
ENGAGEMENT



ME3 SETH ANG
INFO-SHARING
EXPERT



ME3 EDWARD CHO
INFO-SHARING
EXPERT



ME3 PANG CHUN
LIANG
INFO-SHARING EXPERT



ME3 GIBERT CHIAM
INFO-SHARING
EXPERT



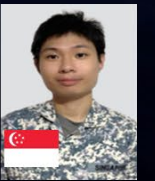
MR VICTOR HAN
ASSISTANT DIRECTOR
SHIPPING ENGAGEMENT



MS KIRSTIE LEE
ASSISTANT DIRECTOR
STRATEGIC PLANS AND
COMMS



MR ELVIN NG
SENIOR MANAGER (ILO
MANAGEMENT)



LCP JONATHAN KOH
OPS & EX ASSISTANT

ILOs Bring Unique Professional Experience and Reach Back to Respective HQs for Information

Pillar #3: Strong Cooperation & Trust with Shipping Partners

Linkages with
**More Than
750** Shipping
Companies

Endorsement
from
**Influential
Shipping
Partners**



THE JAPANESE SHIPOWNERS' ASSOCIATION



Strengthen IFC's Ability to Shape Maritime Actions at Sea

**Establish
Personal
Relationships**



**Direct
Access to
Ship Masters
and CSOs**



Encourage More Candid Sharing and Exchange of Deeper Industry Insights

Pillar #3: Shipping Partnerships and Initiatives



INTERTANKO Asian Regional Panel Meeting in Mar



Anti-Piracy and Sea Robbery Conference in Mar



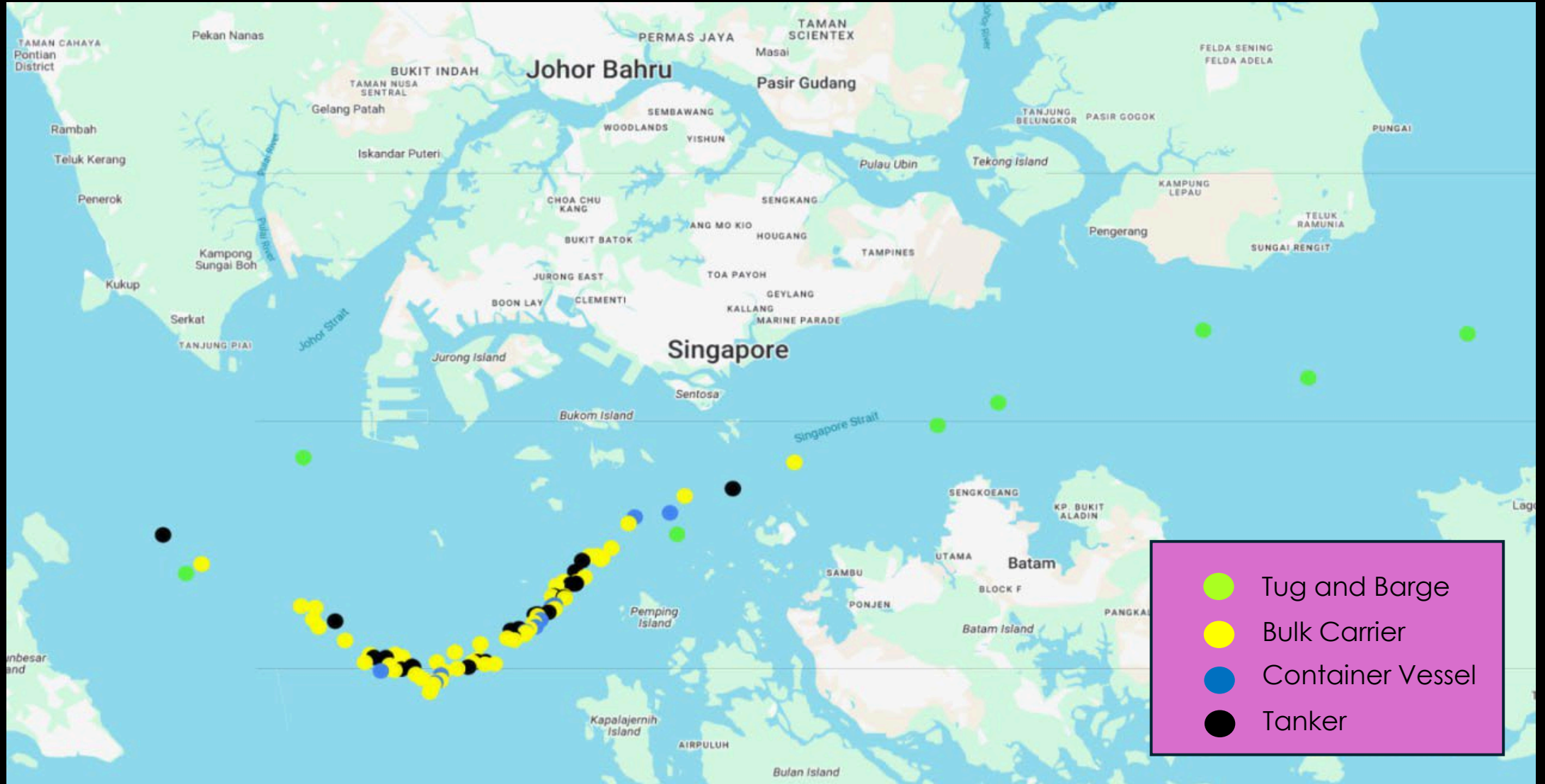
ReCAAP Dialogue with Shipping Industry in Oct



ASA International Shipping Forum in May

IFC Expands Cooperation with the Shipping Industry through New Initiatives

Overview of Sea Robbery Situation in 2025



- As of 17th Nov 2025, 98 sea robbery incidents in SS, as compared to 53 over the same period in 2024.
- From 1 Jan to 10 Jul 2025 - 92 sea robbery incidents; 6 incidents recorded since 10 Jul 25

IFC Products Enhanced MARSEC Awareness



RECOMMENDED MEASURES TO DETER UNAUTHORISED BOARDINGS IN SINGAPORE STRAIT

SUMMARY OF INSIGHTS FROM REGIONAL AUTHORITIES & THE SHIPPING INDUSTRY

Key Observations

- While incident numbers have risen, they remain petty theft and opportunistic in nature. However, perpetrators do appear to be more skilled in identifying "loopholes" and breaching shipboard security measures (particularly if not done in a robust manner), increasing their confidence levels.
- Increase in incidents involving Container Vessels in 2025 (last incident >5 years ago). However, no indication that they are being specifically targeted due to change in perpetrators' Modus Operandi or vulnerabilities/characteristics (e.g. items stolen) unique to the vessel type.
- Most incidents continue to occur in the Phillip Channel, under the cover of darkness:
 - Perpetrators take advantage of vessels' predictable behaviour (reducing speed significantly when turning), low freeboard (<10m), and lack of vigilance and/or security measures.
 - Low lighting and wide area of coverage makes it challenging for authorities to patrol and distinguish perpetrators from actual fishermen.
- No indication of increased aggression. Perpetrators do not actively seek to hurt/capture crew, but may respond aggressively if confronted (out of fear of being caught), leading to unintended injuries.
- Increasing number of delayed reporting by shipping community during incidents in 2025. Lack of evidence submitted post-incidents. These factors make it difficult for authorities to respond effectively at sea, and prosecute perpetrators when caught.

Key Insights and Recommended Measures



Maintain good light and door/hatch discipline - Leave only one entry/exit point; access to be monitored and controlled by the bridge.



Monitor potential boarding points - Pay special attention to vessel's aft, and gaps near mooring bollards. Perpetrators often use these areas.



Maximise effectiveness with combined measures - e.g. (1) turn on weather deck lighting around the accommodation block and rear facing lighting on the poop deck, (2) maintain an elevated all-round lookout at all times, and (3) sound ship's alarm when suspicious small craft(s) are sighted.



Remain vigilant and avoid complacency - Perpetrators have been known to use long poles or modified ladders with hooks to board vessels (up to 10m freeboard). Incidents can also occur outside of Phillip Channel.



Avoid confrontation - Injuries typically occur only when crew resist and/or threaten the perpetrators. When confronted, comply and prioritise safety.



Report promptly and provide evidence - Report incidents and suspicious activities immediately to enable timely responses. Share CCTV footage and photos (face of perpetrators and unique features of craft) with local authorities and IFC; do not tamper with the scene.

Version: June 2025

CCTV FOOTAGE AND PHOTO EVIDENCE OF SEA ROBBERY INCIDENTS IN THE SINGAPORE STRAIT

The shipping industry is encouraged to share CCTV footages and photos with regional authorities to support landward investigation and successful prosecution of perpetrators. Below are examples that have proven useful.

Images with identifying features

Unique Features or Structure of Boats used



Serial number on boat Additional structure on boat



Hull shape of boat

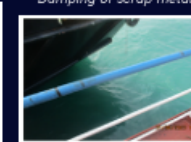
Facial Features and Attire



Images that provide insights into the perpetrators' modus operandi



Dumping of scrap metal to boat Boat approaching from aft of vessel



Restraining of ship crew Rope marks indicating boarding point Footprints near mooring bollards indicating boarding point Tools used to break doors

Incident Reporting



Submit any CCTV footages and photo evidence to the following:

- Regional authorities
- IFC at information_fusion_centre@defence.gov.sg

Version: July 2025

Shaping Behaviour through IFC Products

Benefits for our shipping partners

- a. Receive latest MARSEC information through products, advisories and social media platforms to increase situational awareness.**
- b. Receive recommendations on best practices and advices on MARSEC concerns through capacity building events**
- c. Continue the neighbourhood watch through Voluntary Community Reporting (VCR) to report incidents and sightings of suspicious activities.**
- d. Strengthen security processes with IFC participation in company security drills.**



Safe & Secure Seas for All!



Lt Cdr Deepak Sharma IN

IFC – International Liaison Officer (India)

Lt Cdr Deepak Sharma is an Indian Naval Officer presently appointed as International Liaison Officer at IFC Singapore. The officer is a surface warfare officer and has been part of extensive anti-piracy operations in the Gulf area Off Somalia and has undertaken multiple maritime security operations in the Indian Ocean region. Presently, the officer is working with IFC for coordinating maritime security operations in IOR."

National View





MARITIME SAFETY AND SECURITY **TECHNOLOGY AND COLLABORATION**



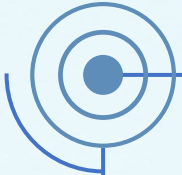
- LT CDR Deepak Sharma, ILO IFC



SCOPE

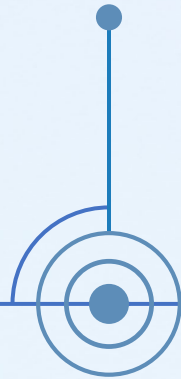
WHAT DO WE FACE

**MARITIME
SECURITY**



WHO DOES IT

COMPLEXITIES



**FILLING
THE GAPS**



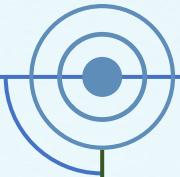
TO SEE BEYOND
WHAT IS VISIBLE





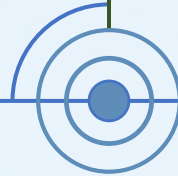
SCOPE

FILLING THE GAPS



TO SEE BEYOND
WHAT IS VISIBLE

WOULD TECH MAKE US
DOMAIN AWARE

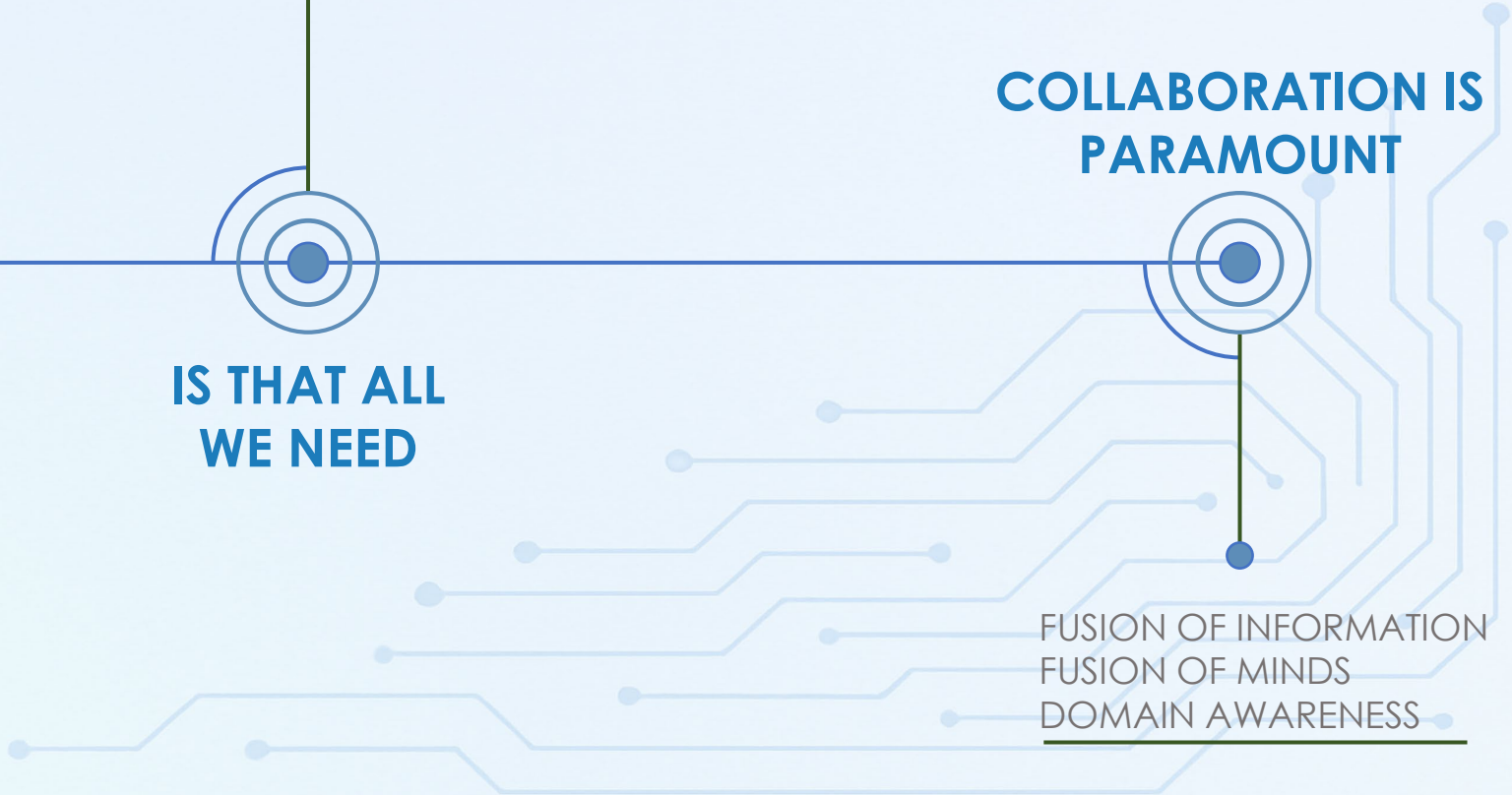


IS THAT ALL
WE NEED

COLLABORATION IS PARAMOUNT



FUSION OF INFORMATION
FUSION OF MINDS
DOMAIN AWARENESS





MARITIME SECURITY

Multi- Agency Effort

Coordinated by Indian Navy, Indian Coast Guard, Marine Police & other authorities

Marine Police & Coastal Authorities – Up to 05 Nm

Indian Coast Guard – Up to 20 Nm (Territorial Waters)

Indian Navy – Beyond 20 Nm



Directorate General of SHIPPING

Implements India's shipping rules & laws

Ensures safety of life and ships at sea

Prevents marine pollution & protects our oceans

Works with IMO for best maritime training

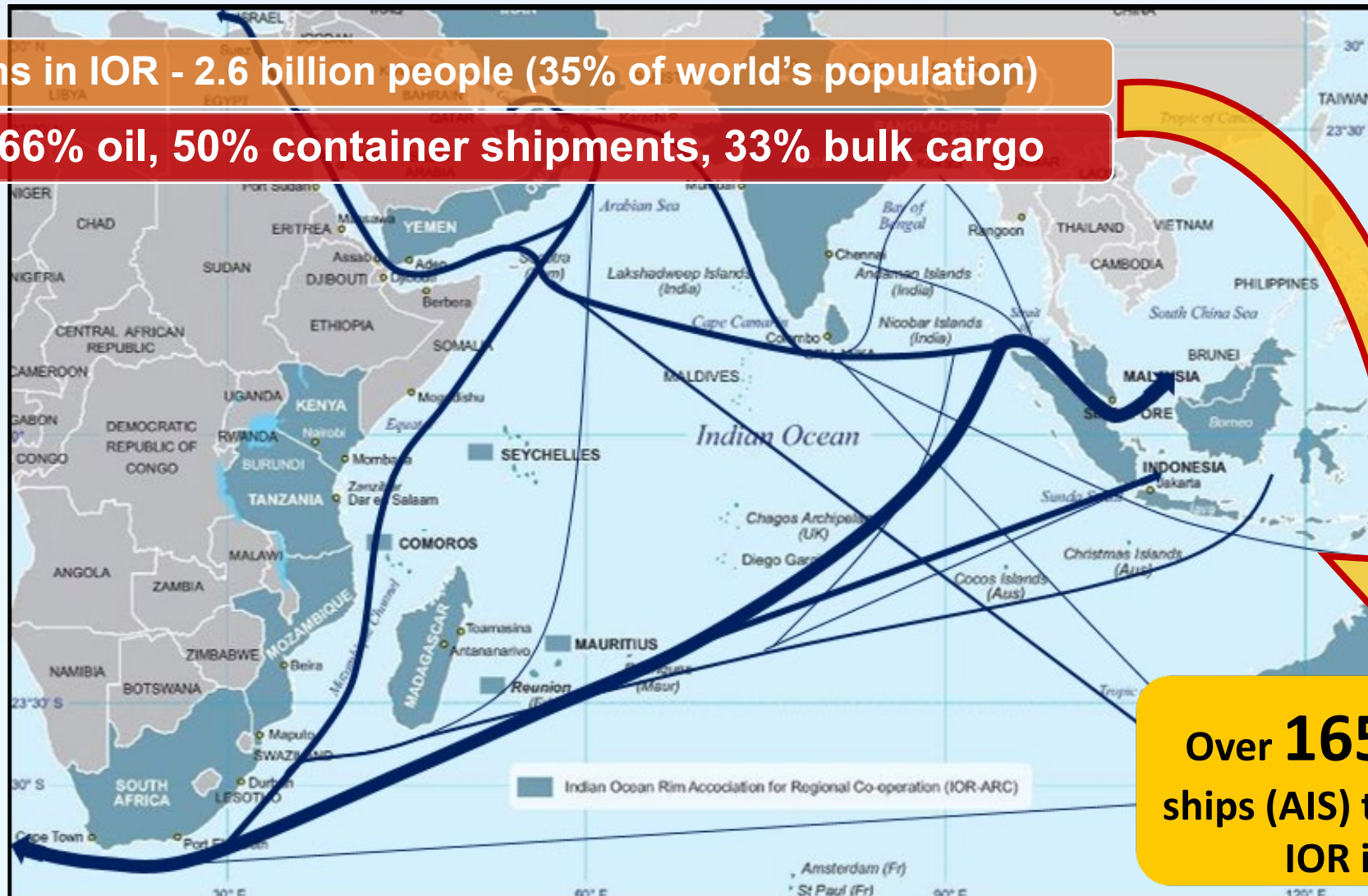
Grows coastal shipping & Indian ships



COMPLEXITY – WHAT DO WE FACE

35 Nations in IOR - 2.6 billion people (35% of world's population)

World's 66% oil, 50% container shipments, 33% bulk cargo



Over **165,000** unique ships (AIS) transited through IOR in last year



COMPLEXITY – WHAT DO WE FACE

15 – 17 thousand vessels present in IOR at any point of time

In addition, small vessels without transponders & Dark Ships

Seas are “Global Commons” – Multinational nature of vessels/crew/cargo

Illegitimate activities concurrent to movement of world trade & commerce

Subversive elements attempt to exploit the maritime domain



COMPLEXITY – WHAT DO WE FACE

15 – 17 thousand vessels present in IOR at any point of time

→ *This is where we stand*

In addition, small vessels without transponders & Dark Ships

→ *Tech to see beyond the seen – getting there*

Seas are “Global Commons” – Multinational nature of vessels/crew/cargo

→ *Both Tech and Human*

Illegitimate activities concurrent to movement of world trade & commerce

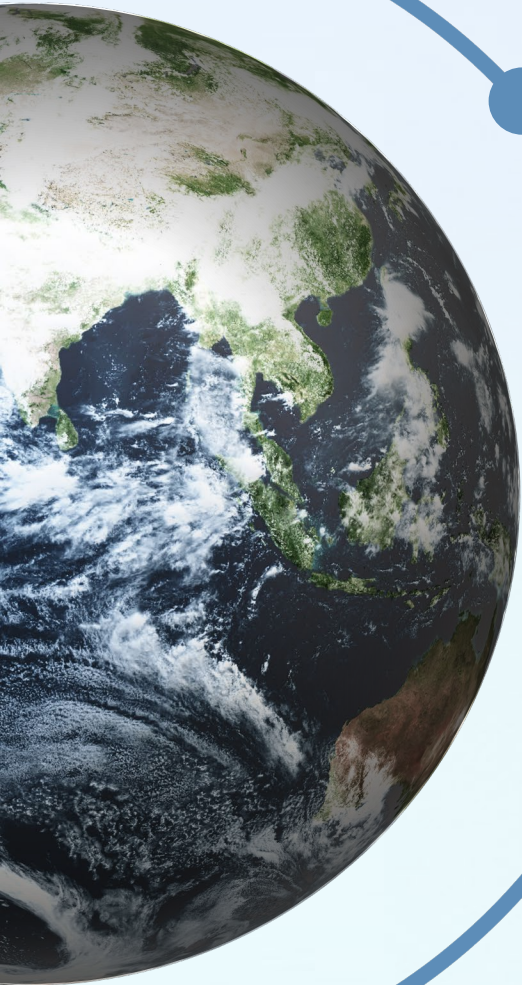
→ *Tech alone is not enough*

Subversive elements attempt to exploit the maritime domain

Threat to Maritime Security is real & present 'Cannot be managed by Tech Alone'



FILLING THE GAPS – TO SEE BEYOND



Dark Ship Detection

- ✓ Sat Based ELINT – RF Detection
- ✓ Sat based Identification and Classification (SAR and EO)
- ✓ Advanced MDA tools with AI/ ML
 - *RF demands correlation (AIS most credible)*
 - *SAR and Imagery are narrow - need basis for exploitation*
 - *Even AI is limited to available data*



FILLING THE GAPS – TO SEE BEYOND



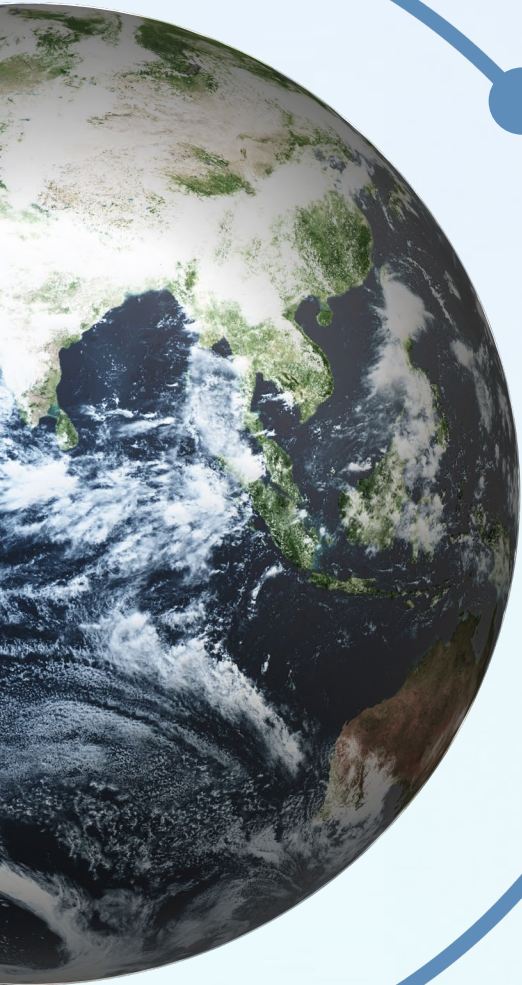
Dark Ship Detection

Enhanced Surveillance Aids of Future

- ✓ High Altitude Pseudo Satellites (HAPS)
- ✓ Drones for Maritime Surveillance
- ✓ Observation buoys and HEAUVs
- *Certainly gaps are being filled – yet oceans are vast*
- *Enormous Data – Intelligence and information sharing*
- *Sensors provide a lot to see not what should be seen*



FILLING THE GAPS – TO SEE BEYOND



Dark Ship Detection

Enhanced Surveillance Aids of Future

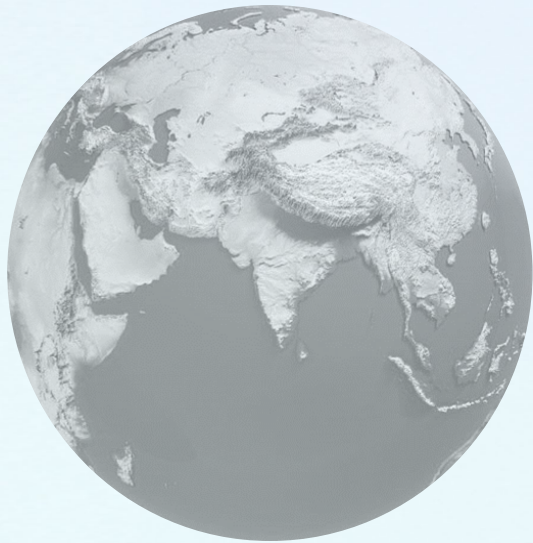
Common Operational Picture

- ✓ Multi-platform, Multi-sensor Data Fusion (MPMSDF)
- ✓ AI to generate alerts
 - *Human intervention is still not redundant*



DOES TECH ALONE GUARANTEE MDA

••••



**MARITIME
SITUATION
AWARENESS**



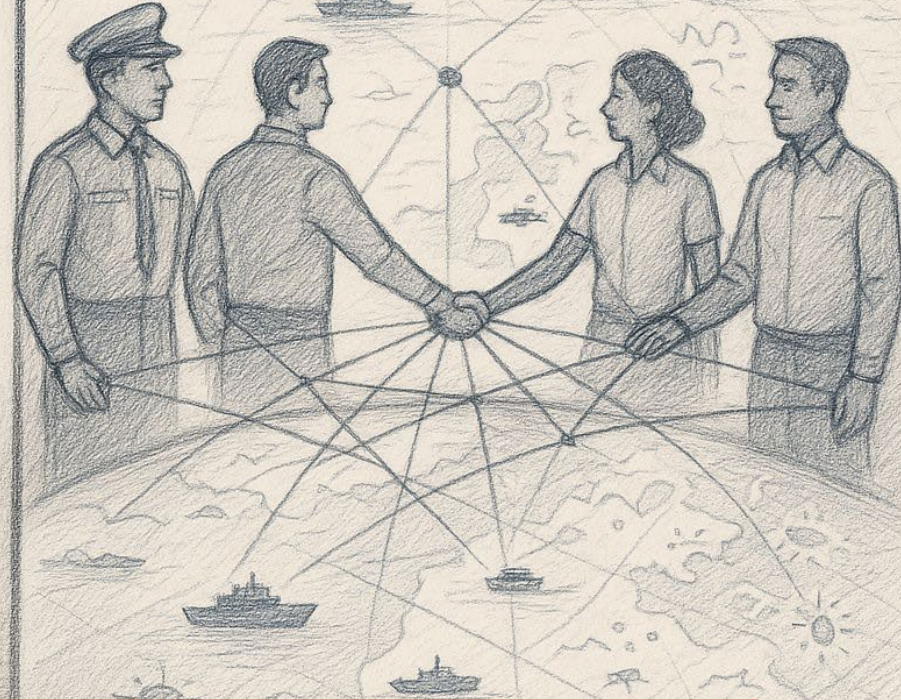
**MARITIME
DOMAIN
AWARENESS**



Alone we can do so little



Together we can do so much

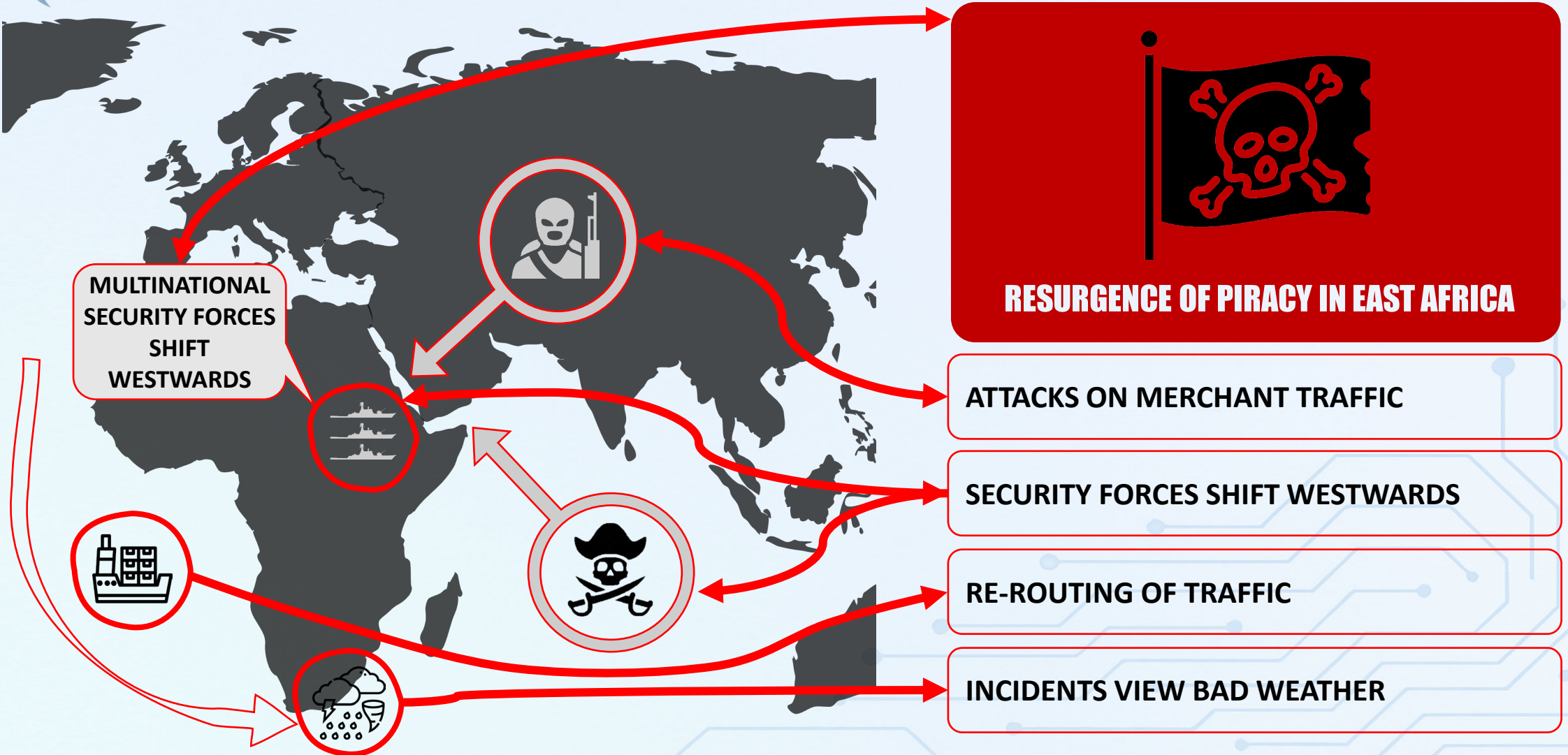


Collaboration for Maritime Domain Awareness





IFC-IOR AMIDST THE WEST ASIAN CRISIS





SUCCESS

Release of MV Lorenzo Putha 04

LORENZO PUTHA 04 hijacked – 27 Jan 24

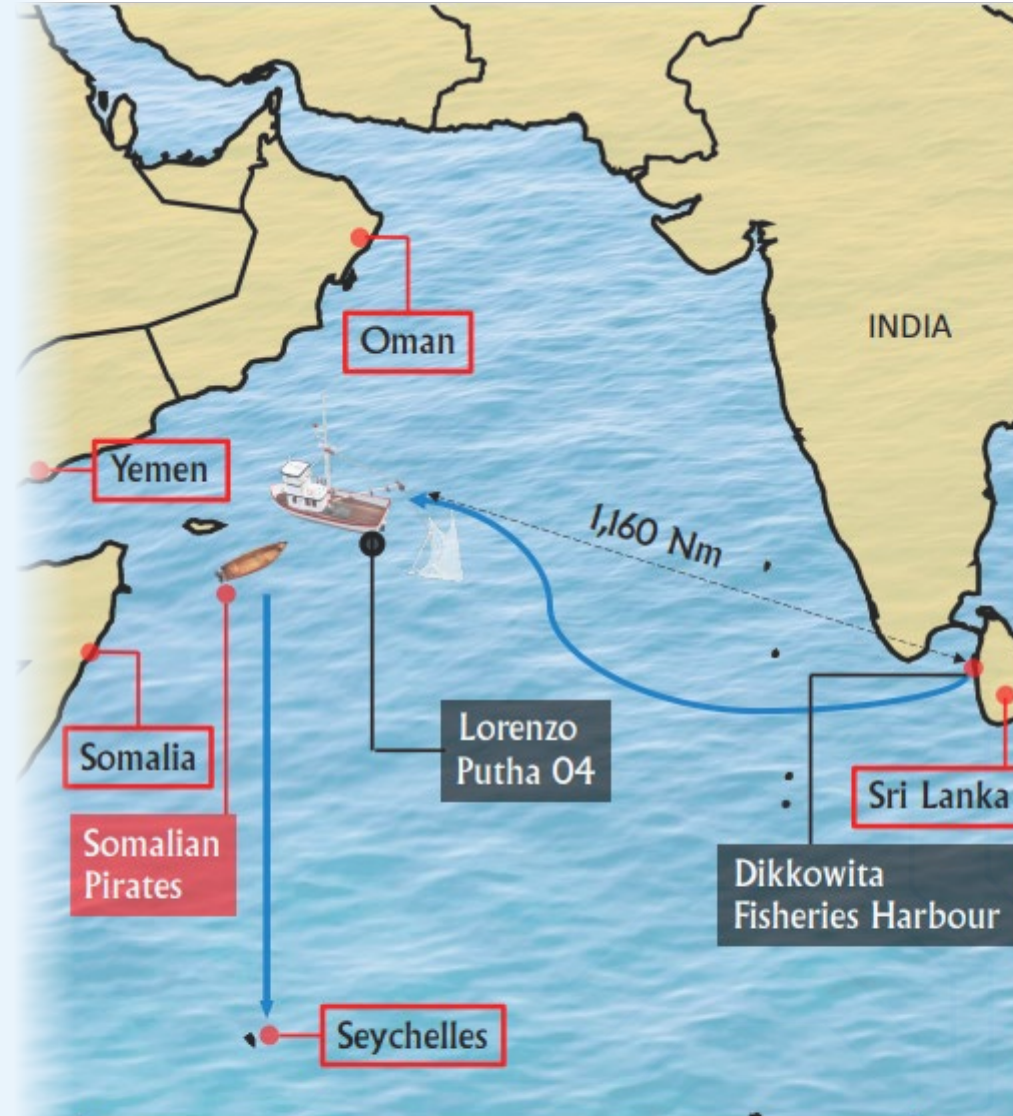
Information Sharing at IFC-IOR

Detected by Indian Navy

Op Response by Seychelles Coast Guard

IFC-IOR facilitated multi-agency coordination

Interception and Release on 29 Jan 24



Efficient operational coordination and information sharing through the Sri Lanka and Seychelles ILOs at IFC IOR resulted in interception of the hijacked fishing vessel by SCGS Topaz in Seychelles EEZ on 29 Jan 24.

Source : PIB
Read More : <https://pib.gov.in/PressReleasePage.aspx?PRID=2000673>



SUCCESS

Release of MV Ruen

MV RUEN hijacked – 14 Dec 23

IFC-IOR alerted Indian Navy

Injured Crew released – 18 Dec 23

Vessel released – 14 Mar 25 & Pirates apprehended

IFC-IOR undertook backend coordination

Augmented anti-piracy operation

HIJACK OF MV RUEN

The Malta flagged MV Ruen, which was hijacked by Somali pirates in Dec 23, was closely monitored by maritime security forces in 2024 due to renewed concerns over its activities. On 14 Mar 24, the vessel was observed proceeding to high seas off the Somali coast. The Indian Navy diverted surface and aerial assets to investigate the vessel. MV Ruen was intercepted on 15 Mar 24, and a drone deployed by INS Kolkata confirmed the presence of armed pirates onboard. Through sustained tactical actions, the Indian Navy shifted the pirates' aggressive stance, ultimately leading to a successful negotiation and their surrender, ensuring the safe release of the vessel and its crew.

IFC-IOR played a crucial role throughout this operation by alerting the Indian Navy and coordinating with the vessel's Company Security Officer (CSO) to facilitate consent for the operation. Additionally, the Centre provided essential intelligence and operational data, which was pivotal in the successful execution of this anti-piracy mission.





SUCCESS

Rescue of Lives – MSC Elsa 3

Msc Elsa 3 in distress, uncontrollable list view flooding



Cyprus
Office





SUCCESS

Rescue of Lives – MSC Elsa 3

Msc Elsa 3 in distress, uncontrollable list view flooding

Message Received from CSO, MSC Cyprus Office





SUCCESS

Rescue of Lives – MSC Elsa 3

Msc Elsa 3 in distress, uncontrollable list view flooding

Message Received from CSO, MSC Cyprus Office

IN, ICG & DG Shipping alerted





SUCCESS

Rescue of Lives – MSC Elsa 3

Msc Elsa 3 in distress, uncontrollable list view flooding

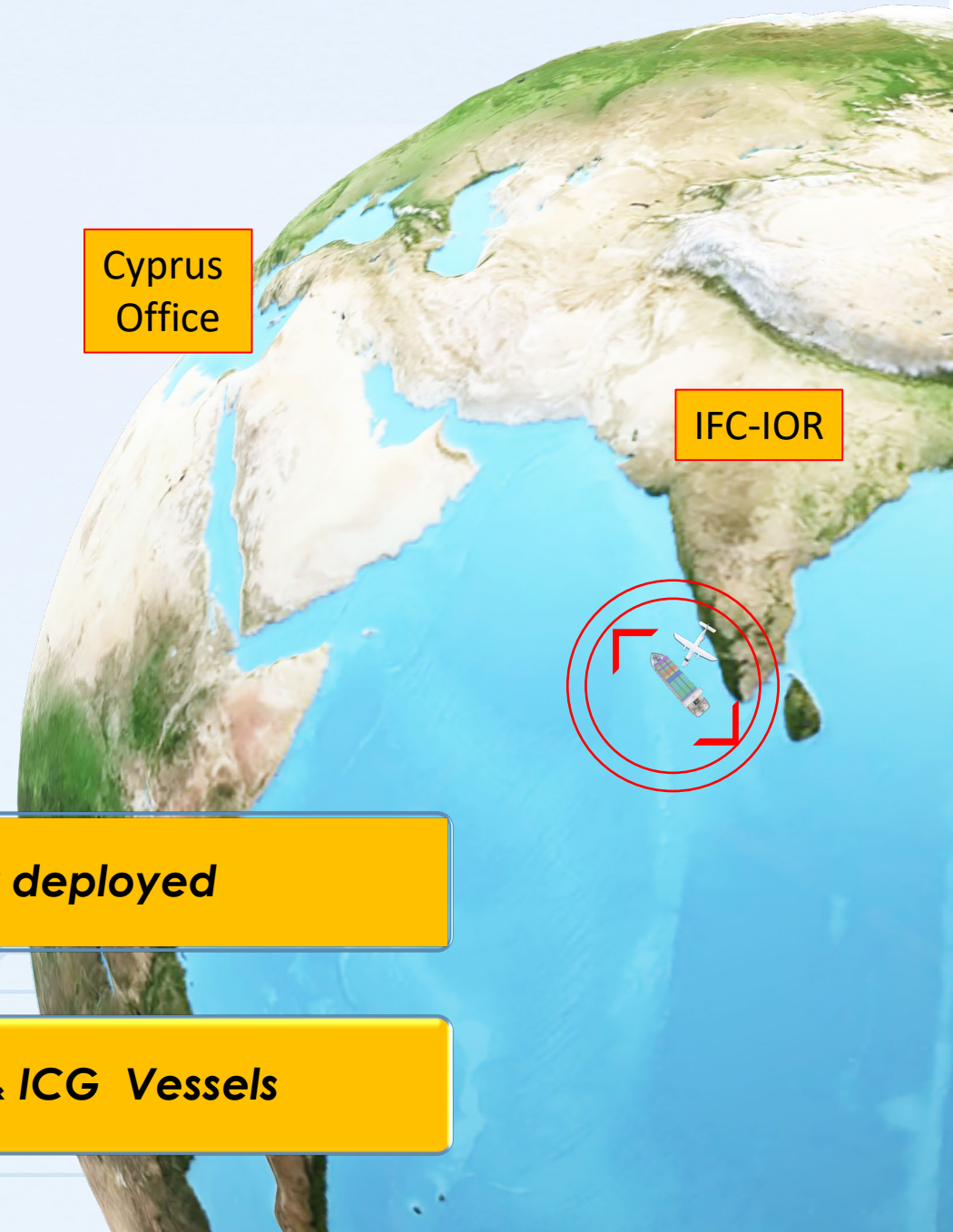
Message Received from CSO, MSC Cyprus Office

IN, ICG & DG Shipping alerted



MR aircraft diverted – liferaft deployed

Crew safely rescued by IN & ICG Vessels



Cyprus
Office

IFC-IOR



SUCCESS

Op Coordination – Fire onboard Wan Hai 503

Message Received from CSO

Vessel 120 Nm NW of Kochi, Explosion in cargo hold area

IN alerted, one warship and ICG assets diverted

Indian Naval ship rescued 18 survivors

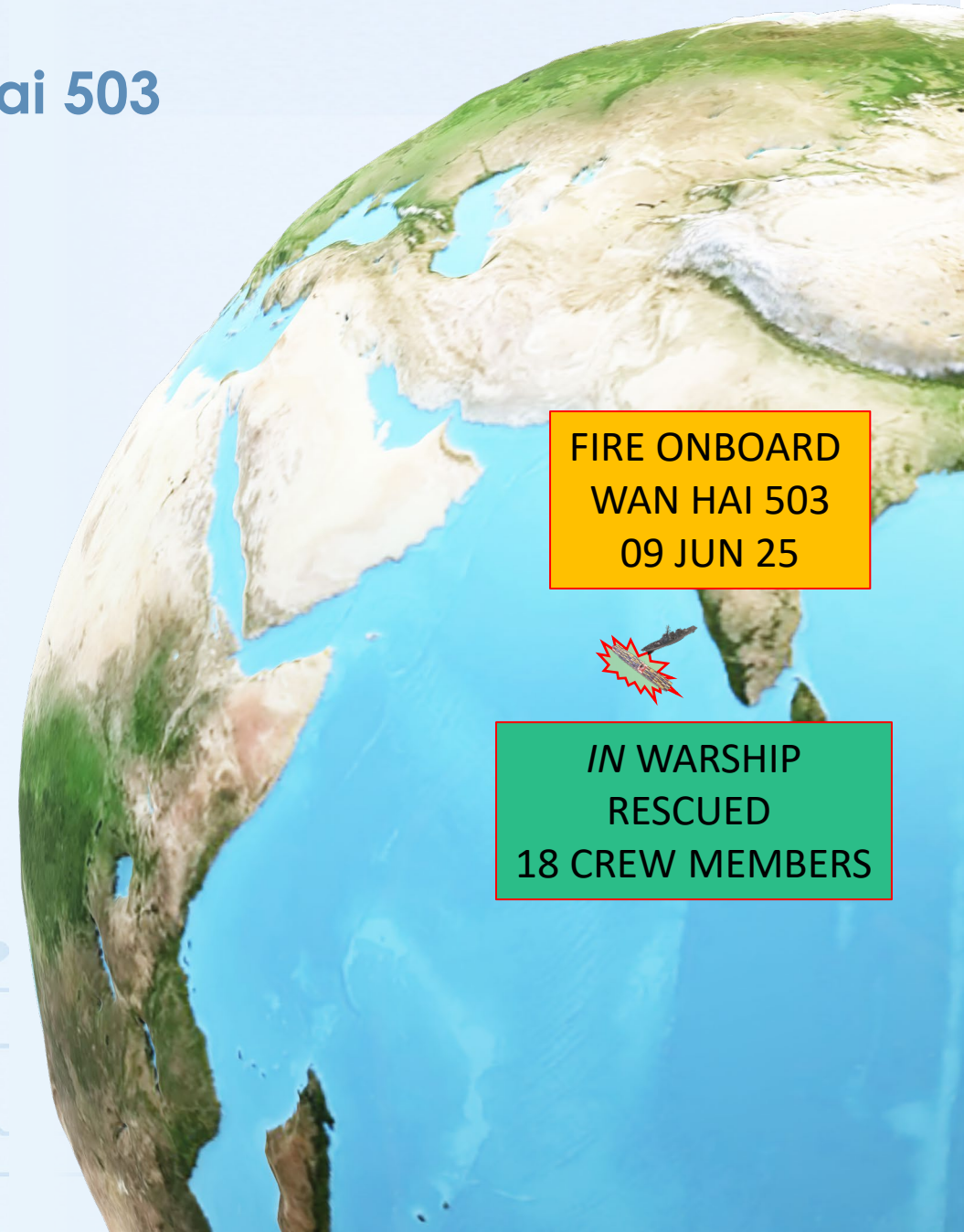
ICG involved in fire-fighting and SAR of 04 crew



**FIRE ONBOARD
WAN HAI 503
09 JUN 25**



**IN WARSHIP
RESCUED
18 CREW MEMBERS**





SUCCESS

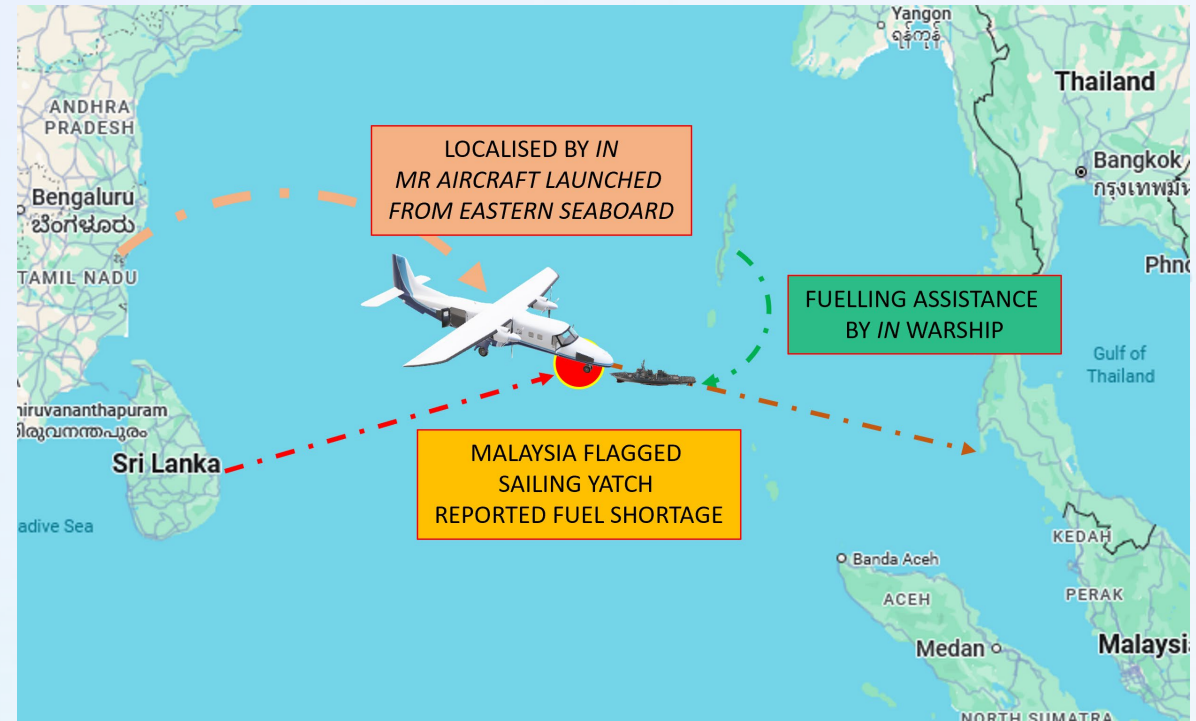
Op Coordination – Fueling Assistance to SY BIT

Malaysian SY (Chinese crew) stranded in East IOR

Msg received through IN ILO at IFC-SG

IFC-IOR established contact with shipping agent

IN aircraft & ship diverted for assistance



Prompt information exchange

Successful fuelling assistance provided



SUCCESS

Op Coordination – MEDEVAC onboard MV EAGLE VERACRUZ – 12 Jun 25

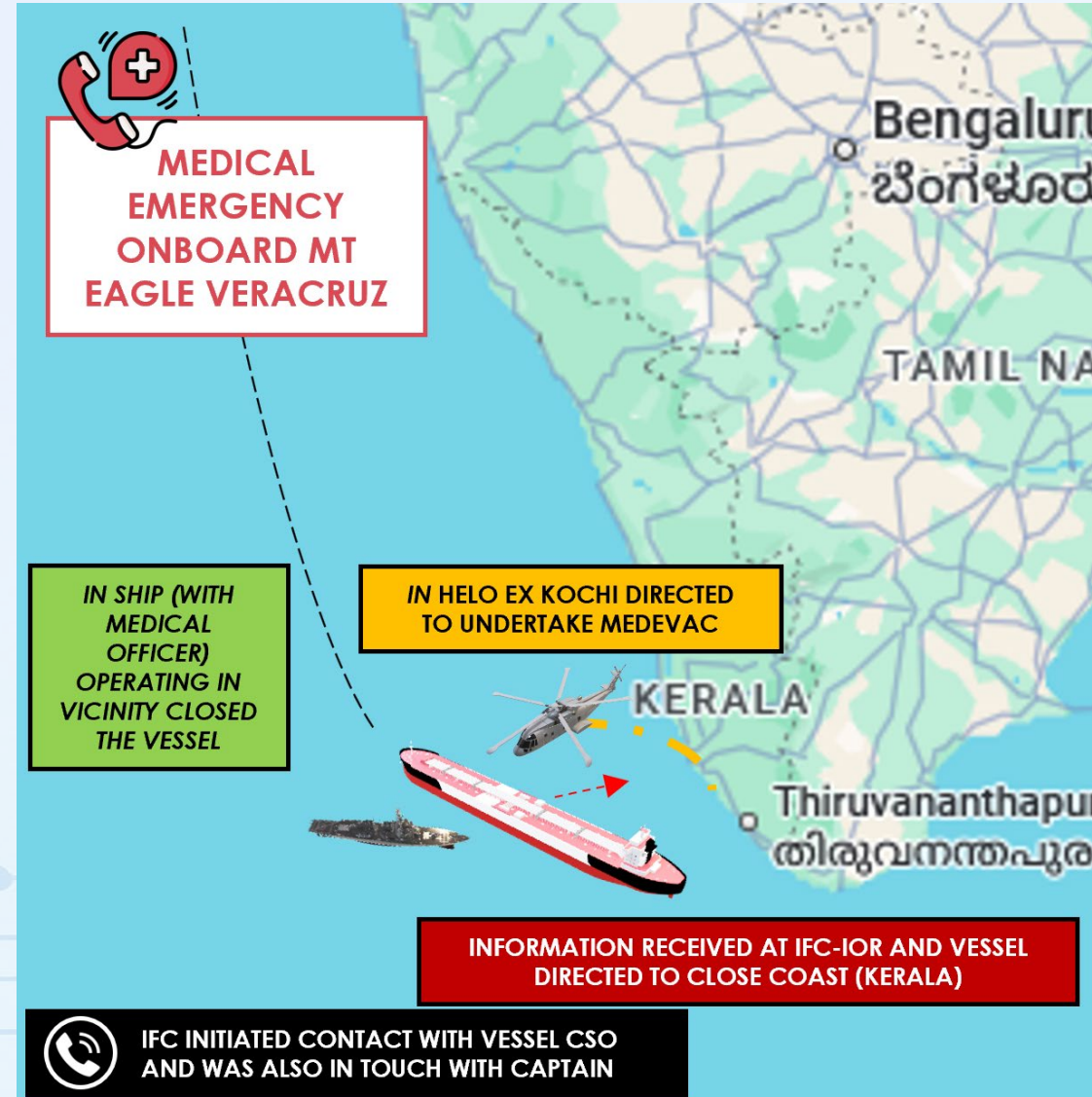
Message Received from Shipping Agent

Medical emergency onboard – 01 crew unconscious

Vessel requested to close Kochi

IN informed, mobilised one warship with helo

Casualty airlifted to Kochi





SUCCESSSES

Op Coordination – MEDEVAC onboard MV EAGLE VERACRUZ – 12 Jun 25

Message Received from Shipping Agent

Medical emergency onboard – 01 crew unconscious

Vessel requested to close Kochi

Thanks very much for the invaluable support and assistance - all the actions which followed saved a precious life. So, thanks very much to you Sir.
Master of the Eagle Veracruz profusely thanks the Indian Navy.

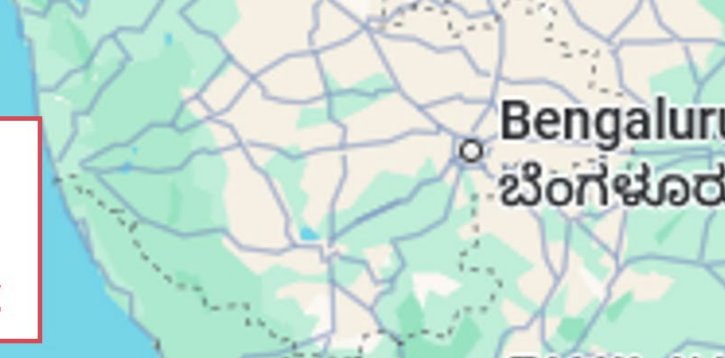
We will be in touch.

Kindest regards

MESSAGE CONVEYED BY MASTER OF MT EAGLE VERACITY THROUGH ITS CSO



**MEDICAL
EMERGENCY
ONBOARD MT
EAGLE VERACRUZ**



**OPERATING IN
VICINITY CLOSED
THE VESSEL**



**INFORMATION RECEIVED AT IFC-IOR AND VESSEL
DIRECTED TO CLOSE COAST (KERALA)**



**IFC INITIATED CONTACT WITH VESSEL CSO
AND WAS ALSO IN TOUCH WITH CAPTAIN**



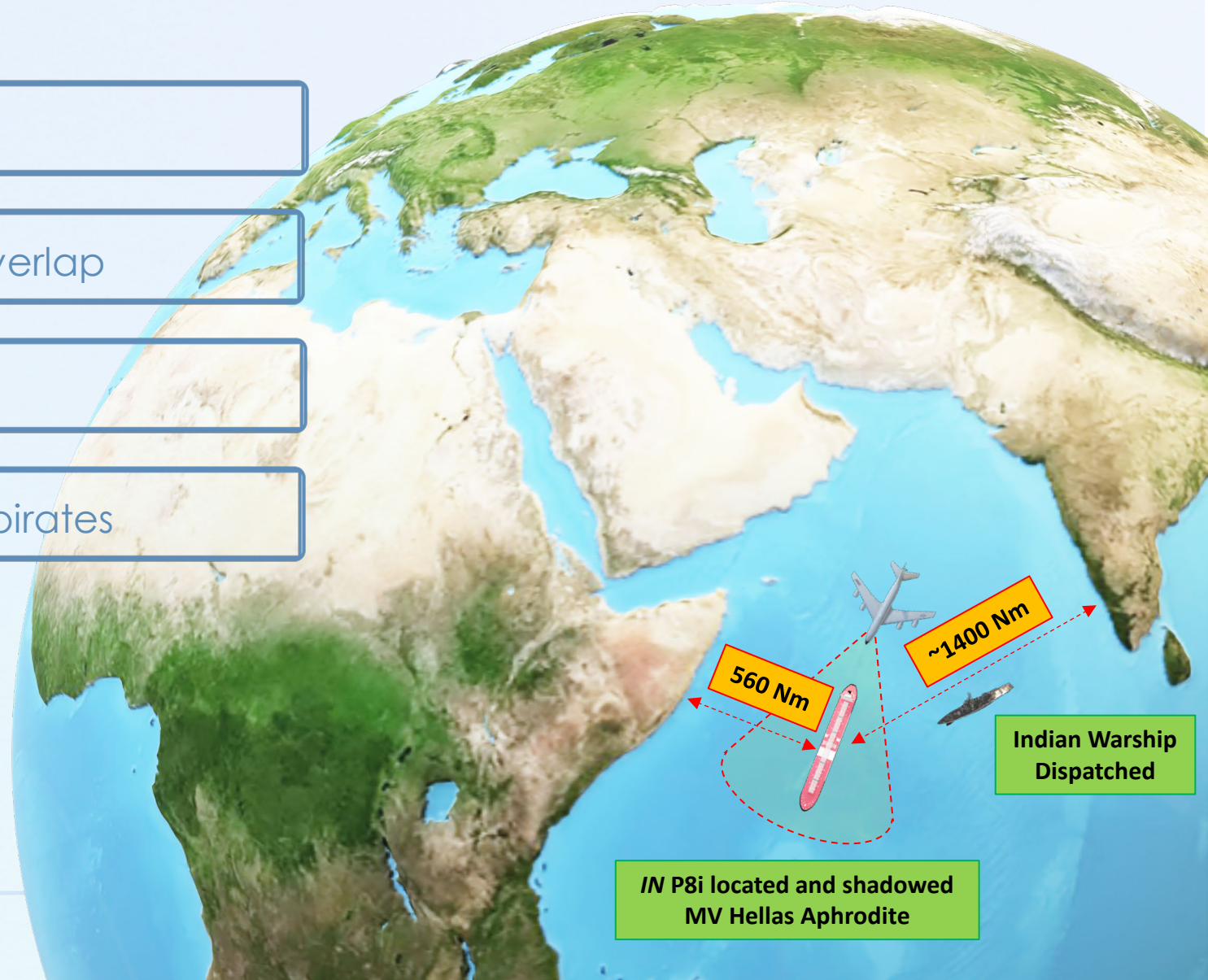
PIRATE ATTACK – HELLAS APHRODITE

Verified crew safety immediately

Coordinated with naval forces to avoid overlap

Maintained real-time communication

P-8I aircraft reassured crew and deterred pirates



IN P8i located and shadowed
MV Hellas Aphrodite

Indian Warship
Dispatched



MARITIME SAFETY & SECURITY

TECHNOLOGY IS THE AID – COLLABORATION IS THE CORE

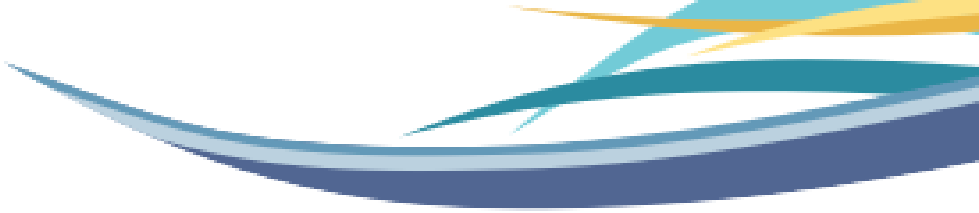


TECHNOLOGY



ALONE WE CAN DO SO LITTLE, TOGETHER WE CAN DO SO MUCH

DISCUSSIONS



Capt Kamal Hong Lam Marine

Capt. Kamal is a maritime professional with over 25 years of experience in the shipping and maritime industry. His career encompasses both sea-going and shore-based roles, with deep expertise in Oil/chemical tanker operations, bunker tanker operations, and maritime management. Since 2012, Capt. Kamal has been serving at Hong Lam Marine Pte Ltd, Singapore.

Capt Karmal is an ex-cadet of Bangladesh Marine Academy, who embodies the values of discipline, integrity, and operational excellence.

Owner/Operator View



Maritime Security for Barges



Operator's Perspective

Capt. Kamal

✓ SOLAS- XI-2

Special Measures to Enhance Maritime Security.

ISPS Code

Adopted 12 Dec 2002

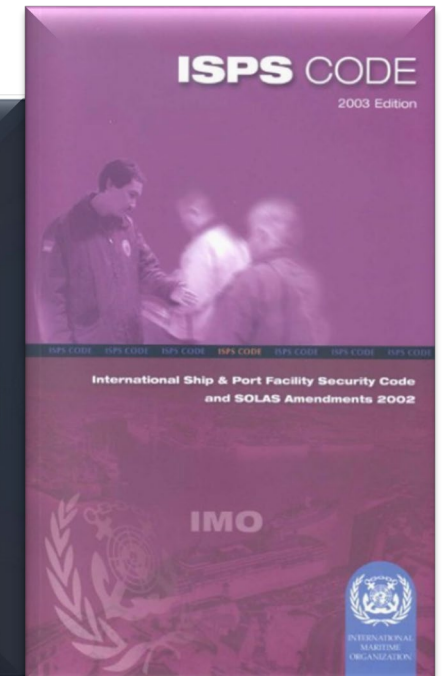
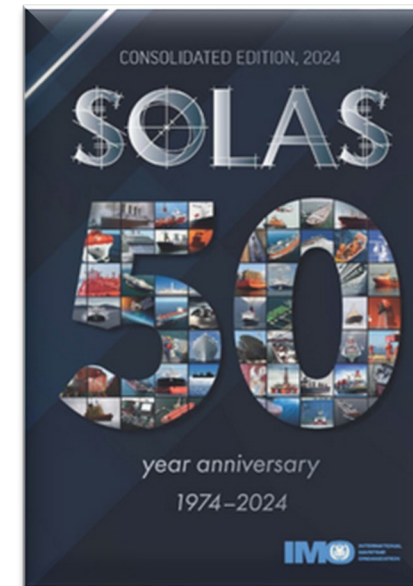
Cyber Security

**(IMO) adopted resolution
MSC.428(98) on 16 Jun 2017- ISM Code
Effective 1 Jan 2021**

OCIMF SIRE 2.0

OCIMF BIRE

**Chapter 7 : Maritime Security
Chapter 5- Safety Management
Subsection Vessel Security.**



Barge Security

✓ Is Barge Security Mandatory?

ISPS Code Part B: Conference resolution 7 (adopted on 12 December 2002) Establishment of appropriate measures to enhance the security of ships, port facilities, mobile offshore drilling units on location and fixed and floating platforms not covered by chapter XI-2 of the 1974 SOLAS Convention

RECOGNIZING FURTHER that the establishment of such measures will further enhance and positively contribute towards the international efforts to ensure maritime security and to prevent and suppress acts threatening the security in the maritime transport sector,



✓ **OCIMF Guidelines and Questionnaire?**

OCIMF SIRE 2.0 Chapter 7 : Maritime Security

7.1 Ship Routine- To ensure voyage planning always addresses security consideration

7.2 Ship hardening and Access Control

7.3 Communication and Monitoring – To ensure vessel staff have knowledge on regional Maritime Security

7.4 Ship Security officer

7.5 Cyber Security



✓ **OCIMF BIRE Chapter 5 : Safety Management
- Subsection vessel Security.**

5.60 Has the vessel been issued with an approved Ship Security Plan?

5.61 Are measures in place to prevent unauthorized boarding?

5.62 Additional comments



Challenges for the Barges to comply?

- ∅ Adaptation (Scaling down big ship measures to barge)
- ∅ Dual Focus (Security + Operational Safety)
- ∅ Manning Level to handle the access control
- ∅ Level of Competency and Security awareness
- ∅ Information Sharing
- ∅ Language
- ∅ Complacency
- ∅ Growing Security Concern in the Region
- ∅ Port Security measures





Way forward for Maritime Security in Barge?

- ✓ **Threat Understanding & Information Updates**
 - RA, Real Time intelligence sharing, Digital monitoring tools- AIS, RADAR
- ✓ **Increase situational awareness through security training and drill**
- ✓ **Reporting security breach and share Information**
- ✓ **Enhance Collaboration and Co-operation**
- ✓ **Technological Integration Like – CCTV , Panic Alarm, Cyber Security protocol**



How can existing maritime security frameworks be effectively extended and adapted to barges to ensure both the safety of operations and resilience against evolving threats?



Thank you

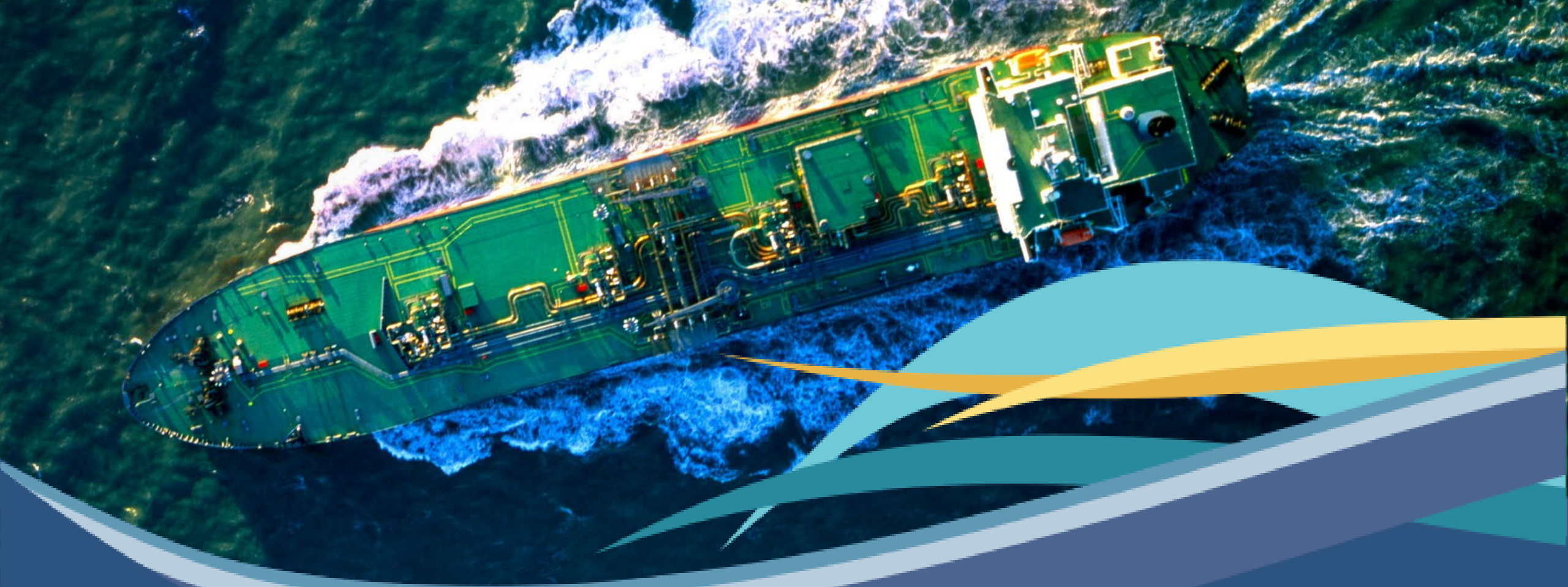


Q

&

A

GROUP PHOTO



Lunch Break – 60 mins

Barging Successes and Challenges in different regions





Barging Successes and Challenges in different regions



Successes in Barging



- 2021 EU; Transition from EU inspection scheme (EBIS) into the SIRE system – BIQ EU EBIS9 increase of ca. 1400 inspections
 - 2023 BIQ EBIS 9 and BIQ EU into one version BIQ5
 - 2025 Update of the BIQ of South & Central America
 - 2025 Update of the BIQ of North America
 - Increase of inspections with ca 3-5% per year
-
- 2023 Release of ISGINTT version II – WG had completed a gap analyse with ISGOTT 6
 - 2024 Publication of Information paper for SCA about converting barges from operating in open- to closed cargo conditions
 - 2025 completion of the IP Smart Shipping “the use of Track Guidance Assistants for Inland Navigation (TGAIN or Track pilots). Publication most likely in January 2026
 - Regional groups SCA, NA and EU are more in contact (SCA & NA had a face-to-face meeting in Houston)
 - 2025 Started working on the Global Barge Guide
-
- Increase of regional and global engagement (in the RBM’s and BEG)
 - Risk workshops
 - New members with barging interest (SCA four)
 - More cooperation with the Barging Industry like American Waterway Operators (AWO), European Barge Union (EBU), Platform Zero Incidents (PZI), CAFyM and local authorities such as Rhine Commission, USCG, Brazilian Navy etc.
 - Regional forums in Antwerp, Chicago, Manaus, Asuncion, Rotterdam, Nashville, and joining forums organised by members
-
- The use of new energies and techniques
 - Green Award certification

Challenges in Barging



- Area's of concern due to the use of barges without an inspection (higher number of spills and groundings)
>> more engagement with local stakeholders and members
- Increase of incidents **>> work on an incident repository and share lessons learned with the industry**
- The use of new fuels **>> training of people and create Best Practices**
- Increasing shortage of people vs an increasing fleet **>> advocate for the industry in certain regions and look for “Smart Shipping” options**
- Security issue's **>>**
- Remote controlled operations and other (semi) autonomous systems for navigation **>> create legislation (MASS Code) and Best Practices for implementation, training and management**
- Falls overboard **>> change design, avoid stepping overboard, create more awareness and constant campaigns**

- Any other challenge?

Update WG Smart Shipping

- Workshop Smart shipping Remote Controlled Operations was held on May 22nd
- Attendees were the OCIMF WG members, Class, RoC suppliers, PZI steering committee, Insurance company EOC, Waterway authorities
- WG follows close the progression of the IMO MASS code and the WG 262 of PIANC
- Meeting in Duisburg - September 10th (update will follow)



Working groups

- **WG's for revision of the BIQ's, not active at this moment**
- **WG for developing a Global Barge Guide (NA and SCA)**
- **WG Smart Shipping (EU)**

- **WG IMO MASS code**
- **WG PIANC for Remote controlled Operations**





Chevron
Nikhil Khandekar
Marine Assurance Advisor
Chevron Shipping

Master Mariner with over 35 years in the assurance domain, spanning ship management & energy Sectors Nikhil brings to bear multiple ship type sailing experience on small to mid range vessels on a hands-on, yet process bound style when dealing with ships and Operators. He led process production and application in shipping companies.

In Chevron since 2013, he has held roles in Marine Assurance & HSE Operation in Chevron Shipping. He is passionate about raising small vessel standards in Asia Pacific and tries to understand their challenges on an ongoing basis. He is on the OCIMF Barge Experts Group.

Barges Expert Group - History

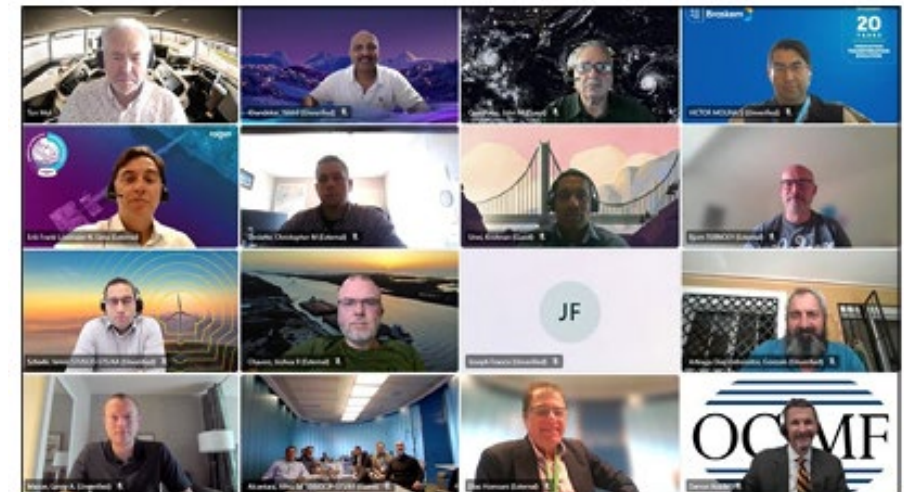
Purpose: The Barges Expert Group (BEG) provides subject matter expertise on inland and coastal barges to the P&A TBT Committee. The key focus areas are on operations and risks that are unique to inland and coastal barging, as identified in the OCIMF bow ties.

- BEG has four meetings a year, 20 OCIMF members are part of this group
- Started in 2016 as Global Inland and Coastal Barging Focus Group
- Regional focus groups for South America, North America, Europe and China were formed
- June 2018 first OCIMF Barge Adviser was appointed
- 2020 Restructuring OCIMF PC/FC/EG's, regional groups were stopped, and focus was on the BEG
- 2022 there was a demand for regional approach by regional OCIMF members
- Regional risk workshops were organised to identify the P1, P2 and P3 risks
- Principal committee advised to form regional Communities of Practice (Regional Barge Meetings)
- No interaction with regions in Asia and ME/Africa
- China was visited in March 2023

Current members:

PanAmerican, YPF, Shell, Chevron, BP, IMT, Raizen, Vibra Energia, ENOC, Atem, Marathon Petroleum, EngeryTransfer, Ineos, BASF, Neste, Valero, Braskem, TotalEnergies, P66, Petrobras, Moeve

Barges Expert Group



BEG 14 – points for discussion

- After giving an update about the revision of the ship to ship transfer guide the group started a discussion about a **ship to barge guide, barge to barge but also truck or rail wagon to barge**. SCA group worked with local authorities of Brazil and a version in Portuguese of a ship to barge guide was published by the Brazilian Institute of Petroleum and gas (IBP). Members (SCA) asked if OCIMF could endorse this publication if an English version was presented.
- After a discussion about MSA alignment the discussion continued with the demand for an **MSA for barging** and asked for a discussion with the PC TBT for this as well.
- Update from working groups; Progress on the **Global Barge Guide** was discussed, as well the information paper for Smart Shipping (Remote controlled Operations).
- **Engagement with the Asia Pacific APAC region was discussed**

Purpose / Scope GBG



Purpose:

This publication aims to capture best practices for the safe, efficient, and environmentally responsible management and operation of ocean and inland barges, towboats, and tugs that transport liquid products and chemicals in bulk. It provides industry-aligned guidance to enhance safety, regulatory compliance, and operational integrity, supporting continuous improvement within the maritime sector.

Scope:

This guide is structured to align, support and reinforce with the Tanker Management and Self-Assessment (TMSA) program and the Barge Inspection Questionnaire (BIQ) / Barge Particulars Questionnaire (BPQ). It covers:

- **Best practices for vessel operations, navigation, and cargo handling**
- **Risk management and emergency preparedness**
- **Regulatory compliance and industry standards**
- **Environmental protection and sustainability measures**
- **Crew competency, training, and human factors**
- **Inspection, maintenance, and equipment management**

This publication serves as a reference for industry stakeholders to promote operational excellence and continuous improvement.

Additionally, this Guide is intended to complement any applicable international conventions, national legislation, local laws and Classification Society rules. Although the Guide is primarily intended for use by Operators, it may also be of interest to prospective charterers, oil company vetting departments, terminal staff and government officials. A generic guide such as this is not specific to all types of vessels in all locations. Readers should decide carefully whether to apply the Guide in particular circumstances. References within the Guide to particular publications or local regulations should be checked to verify that only the latest editions of these publications or local regulations are used.

GBG Chapters & Planning

A	B	C	D	E	F
	Chapter	1	2	3	4
1	Management, leadership and accountability			Shell Alfeu Alcântara	Braskem Bernardo Zoppas
2	Certification & documentation	Marathon		Raizen Valerson Carvalho	Petrobras
3	Company personnel management	Chevron		YPF José Maria Patrón	PanAmerican Juan Faggioli
4	Navigation and communications	Martin M?		YPF José Maria Patrón	Transpetro Patrick Telles
5	Safety management	Valero		Raizen Valerson Carvalho	Vibra Márcio Cavalcanti
6	Pollution prevention	Marathon	IMT	Shell Alfeu Alcântara	Braskem Bernardo Zoppas
7	Structured condition and General Appearance		IMT	Repsol Jorge Palomino	ATEM Ângelo Maranhão
8	Cargo & ballast operations (incl sts ops)	IMT & Shell James Schade	BASF	Transpetro Patrick Telles	Braskem Victor Molina
9	Mooring & anchoring operations	Energy Transfer		ATEM Ângelo Maranhão	Transpetro Patrick Telles
10	Towing & Pushing	Energy Transfer		Transpetro Patrick Telles	Braskem Victor Molina
11	Machinery spaces	Energy Transfer	P66	Repsol Jorge Palomino	PanAmerican Juan Faggioli
12	Vessel maintenance & reliability management	P66	Shell James Schade	Repsol Jorge Palomino	ATEM Ângelo Maranhão
13	Incident Reporting, Investigation and Analysis	Shell James Schade	BP	YPF José Maria Patrón	Vibra Márcio Cavalcanti
14	Emergency preparedness	Chevron	BP	Shell Alfeu Alcântara	PanAmerican Juan Faggioli
15	Environmental and energy management			Raizen Erik Frank	Petrobras
16	Inspections & audits			Shell Alfeu Alcântara	
17	Maritime Security	Marathon		Raizen Valerson Carvalho	Vibra Márcio Cavalcanti

Advocacy Q3/4 2025 and 2026

EU

- Presentation at barge forum hosted by BASF
- Member of WG 269 of PIANC regarding remote controlled operations (next meeting November 2025 and four planned for 2026)
- Member of Dangerous Goods (ADN) committee (Dutch delegation) (August 2025)
- Member of platform VOW NL and Belgium (ca 45 terminal organisations) (Next in October)
- Member of Board of Experts of Green Award (two meetings a year)

NA

- Presentation of forum hosted by Marine Compliance Alliance
- More engagement with US Coast Guard

SCA

- Institute Brazil for Petroleum and gas (IBP) want more contact with OCIMF for the North region
- Brazilian Navy want also more contact with OCIMF as well
- Peruvian authorities want to be involved
- Request from ARPEL and SLOM to join next year

ASIA / Pacific

- Awaiting the result of the OCIMF day in Singapore

Work planning 2025

- Work on Global Barge guide has started for NA and SCA, three meetings were held (Buenos Aires and Houston in March and in July a combined meeting with the North American and South American members. Further meetings need to be considered.
- EU WG continue to work on the IP Smart Shipping for Remote Controlled Operations, last meeting was held in Duisburg, further action to be decided.
- Asia has asked for assistance and members will be approached; an OCIMF day for this is planned in November in Singapore.
- Risks defined in 2022 will be reviewed including the Bow-Tie's, no planning made yet.

	September		October		November		December
1 mo		1 we	VOW	1 sa		1 mo	
2 tu		2 th		2 su		2 tu	workboatshow
3 we		3 fr		3 mo		3 we	VOW gez
4 th		4 sa		4 tu	WG PIANC	4 th	BEG 15
5 fr		5 su		5 we	WG PIANC	5 fr	
6 sa		6 mo		6 th	euoport	6 sa	
7 su		7 tu	nav Asuncion	7 fr	euoport	7 su	
8 mo	WG Smart Shippi	8 we	nav Asuncion	8 sa		8 mo	London?
9 tu	WG Smart Shippi	9 th	nav Asuncion	9 su		9 tu	RBM EU 02
10 we		10 fr		10 mo		10 we	RBM NA 02
11 th		11 sa		11 tu		11 th	RBM SCA 02
12 fr		12 su		12 we		12 fr	
13 sa		13 mo	WG GBG SCA 11	13 th		13 sa	
14 su	London	14 tu		14 fr		14 su	
15 mo	PC & LSW	15 we	WG GBG 04	15 sa		15 mo	
16 tu	PC & LSW	16 th	WG GBG NA 10	16 su	Singapore	16 tu	
17 we	PC & LSW	17 fr		17 mo	WG Asia	17 we	
18 th	OCIMF Day	18 sa		18 tu	WG Asia	18 th	
19 fr		19 su		19 we	WG Asia	19 fr	
20 sa		20 mo		20 th	WG Asia	20 sa	
21 su		21 tu		21 fr	WG Asia	21 su	
22 mo		22 we		22 sa		22 mo	
23 tu		23 th		23 su		23 tu	
24 we		24 fr		24 mo	WG GBG 05	24 we	
25 th		25 sa		25 tu	WG GBG NA 11	25 th	xmas
26 fr		26 su	wt	26 we	WG GBG SCA 12	26 fr	xmas
27 sa		27 mo		27 th	thanks giving	27 sa	
28 su		28 tu		28 fr		28 su	
29 mo		29 we		29 sa		29 mo	
30 tu		30 th		30 su		30 tu	
		31 fr				31 we	



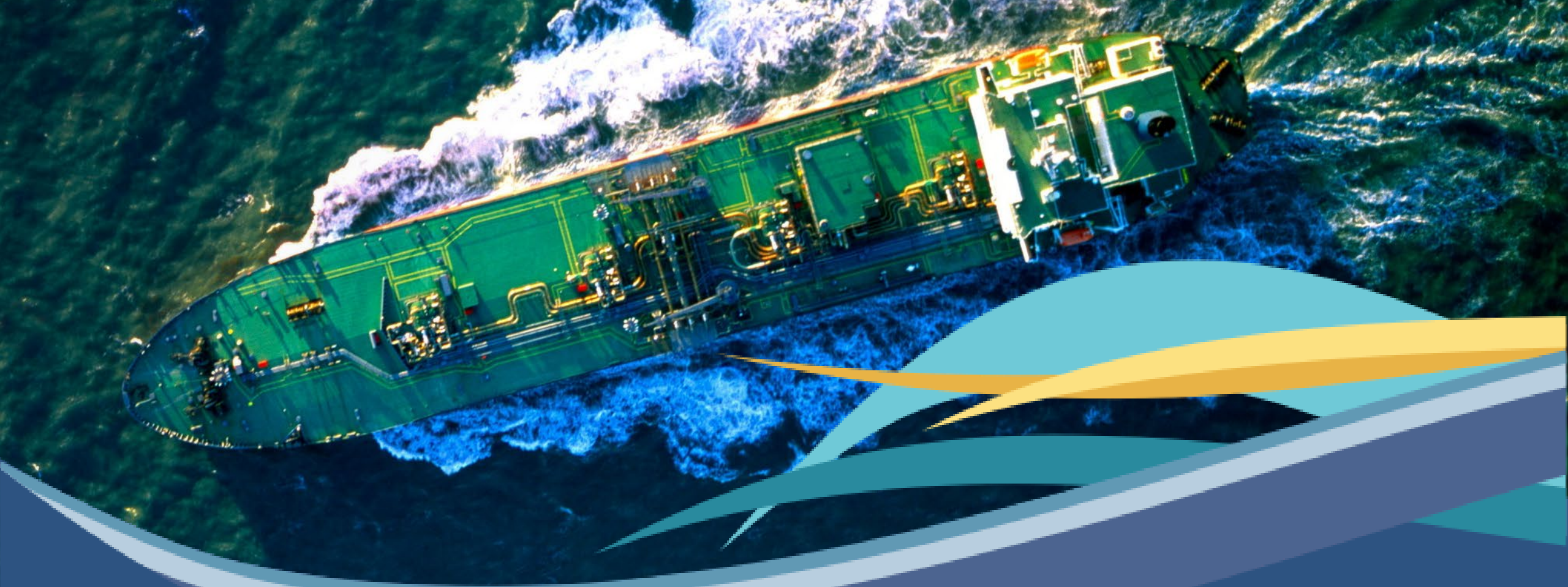
Our Vision

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

www.ocimf.org

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Dave Cudbertson Programmes Director, OCIMF

Dave Cudbertson is an experienced maritime leader with a strong focus on safety leadership, business transformation, and digital innovation in shipping and maritime operations. He has extensive expertise in managing risks, leading emergency responses, and developing talent, with a proven track record of delivering organizational change and operational excellence.

Dave is currently serving as Programmes Director with OCIMF. His career spans over three decades with Shell, where he led major organisational change initiatives, delivered digital risk management solutions, and managed crisis responses for more than 1,500 incidents and has had close working ties to OCIMF throughout his career.

As a Dual-Certificated Master Mariner, David is recognised for transformational safety leadership, talent development, and driving operational excellence across international teams in both Ship Management and Maritime Assurance with seagoing experience across Crude, Products, Gas and Dynamic Positioning Vessels.



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.



Overview of Current OCIMF Programmes

OCIMF Day – Singapore - 20 Nov 2025



Introduction to OCIMF Programmes



SIRE Programme

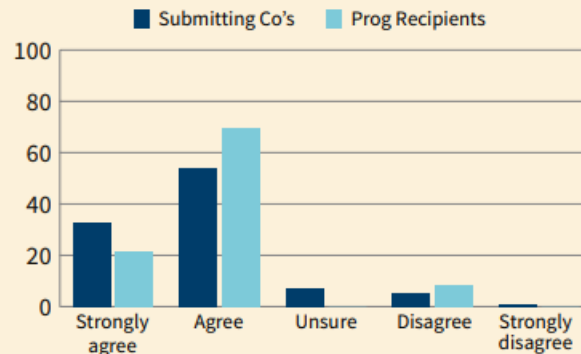
SIRE 2.0: Key Features of the Current Programme

- 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.

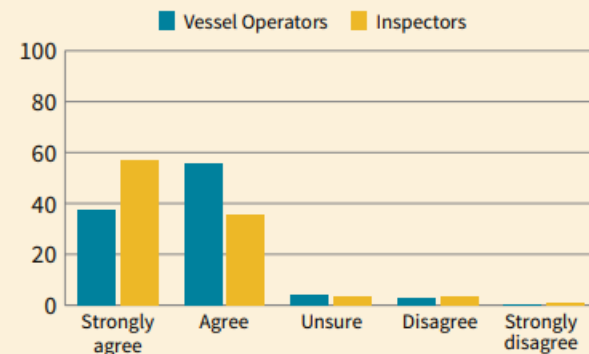
Future Value to the Maritime Industry

- 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 reports accurately describe the safety and operational standards on vessels



SIRE programme improves operating standards



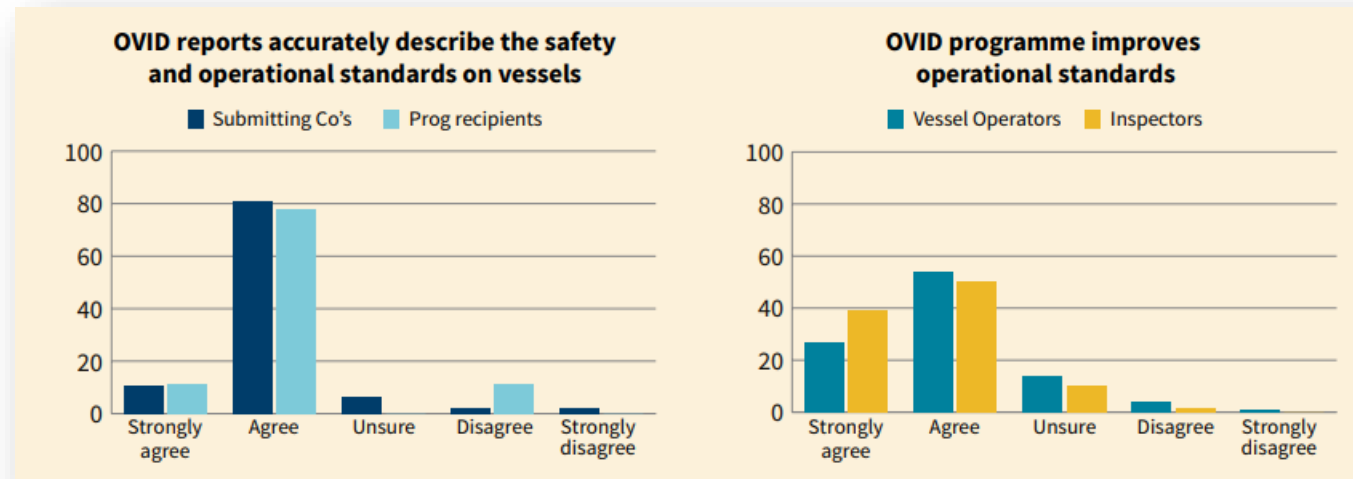
OVID Programme

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



SIRE 2.0 System Performance and Report Quality Standards

SIRE 2.0 demonstrates robust performance with over 26,000 reports submitted and exceptional reliability, evidenced by contingency reports at less than 0.5%. Technical challenges have been minimal, primarily isolated incidents of inspections briefly disappearing from tablets during back-to-back submissions, which our team is addressing.

Three Lines of Defence for Report Quality

01

The Inspector

OCIMF-trained inspectors are the primary quality control, ensuring accurate data and reporting, requiring member support for high standards.

02

The Submitting Member

Before release, the submitting member reviews reports for correctness and adherence to SIRE 2.0 methodology.

03

The Technical Operator

Technical operators provide crucial feedback on report quality; current engagement suggests an opportunity for improvement.

Report quality is paramount. An automated review tool is being introduced to enhance, not replace, the critical human oversight of inspectors and submitting members in ensuring factual reflection of vessel conditions.



SIRE 2.0 Inspection Management Process – Lesson Learned

OCIMF Day – Singapore - 20 Nov 2025



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.

The screenshot shows the SIRE home page interface. At the top, there is a dark blue navigation bar with the SIRE logo and menu items: Vessels, Incidents, TMSA, PSC Inspections, Data Mining (with a star icon), and Inspection Requests. On the right side of the navigation bar, there is a notification bell icon with '1 Message' and a user profile icon for 'Captain Sashidaran Gopala'. Below the navigation bar, the page title 'Home' is displayed. A yellow banner contains a reminder message about user login details. The main content area is divided into two columns. The left column contains four summary cards: 'Inspections Pending PIQ Review and Operator Declaration' (0), 'Inspections Pending Operator Comments' (0), and 'Unprocessed Inspections' (0), each with a message stating 'You don't have any inspections that require...'. The right column contains 'Inspection Bookings' (0) with a message 'You don't have any active inspection bookings.', a 'Quick Links' section with 'News' (20 unread) and 'Resources', and a 'Suggestion for Improvement' link which is highlighted with a red rectangular box. An orange arrow points from the text box above to this red box.

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>

SIRE 2.0 Training Videos

HUMAN FACTORS >

TECHNICAL >



Our Vision

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

OCIMF.org

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Coffee / Tea Break – 30 mins

Asia Pacific Regional Input to Global Barging Approach



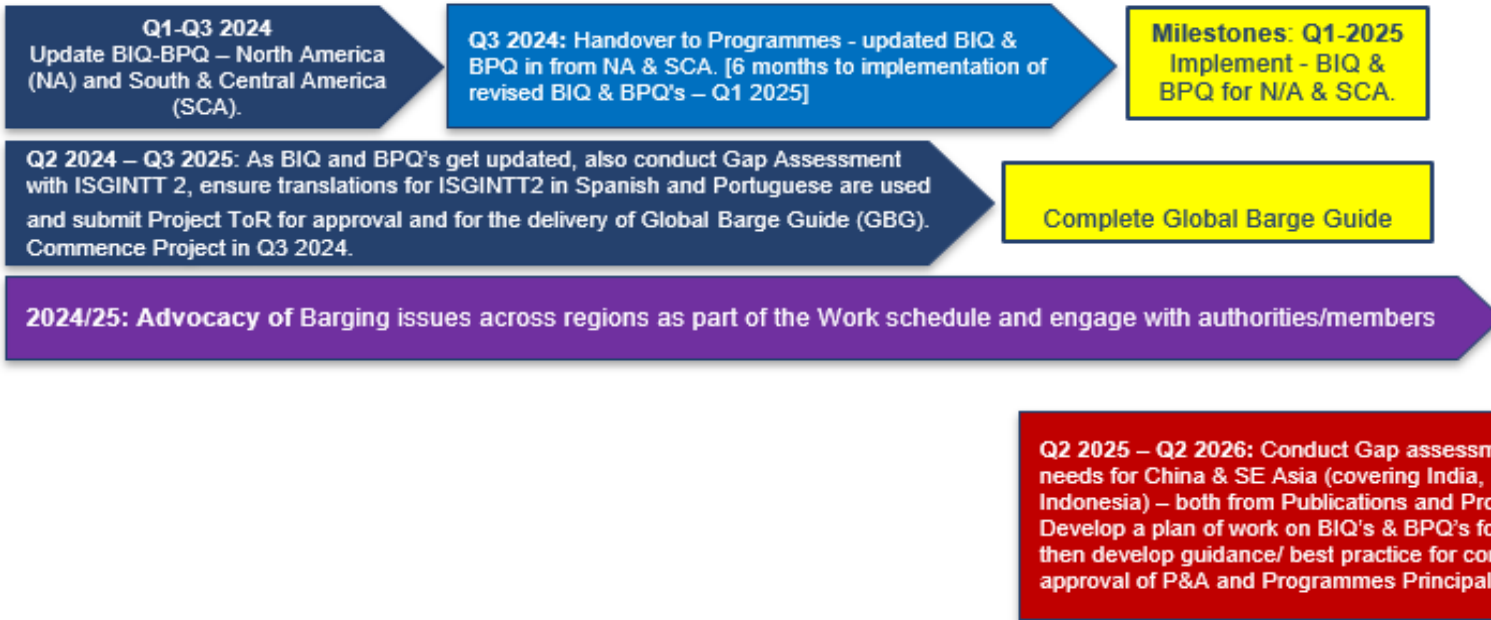


How can Asia Pacific region contribute to a Global Barging Strategy



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

Actions

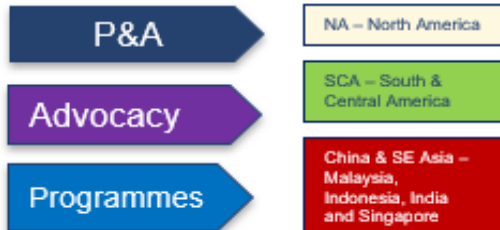


- Activities in 2024 supporting this strategy:**
- Deliver ISGINTT 2 – translations
 - Deliver SMART Shipping IP in EU
 - Deliver Open Loading IP for SCA.
 - Advocacy - Engagement with CCNR, EBU, AWO and regional stakeholders as needed.
 - Advocacy - Engagement at IMO and stakeholders for MASS shipping 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.

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




Timeline





APAC Region – Focus





BIQ's



BIQ5 International 2201
[DOWNLOAD](#) 237.6 KB



BIQ5 South America Central America v2 2206
[DOWNLOAD](#) 346.2 KB


BIQ5 US v5301
[DOWNLOAD](#) 869.9 KB

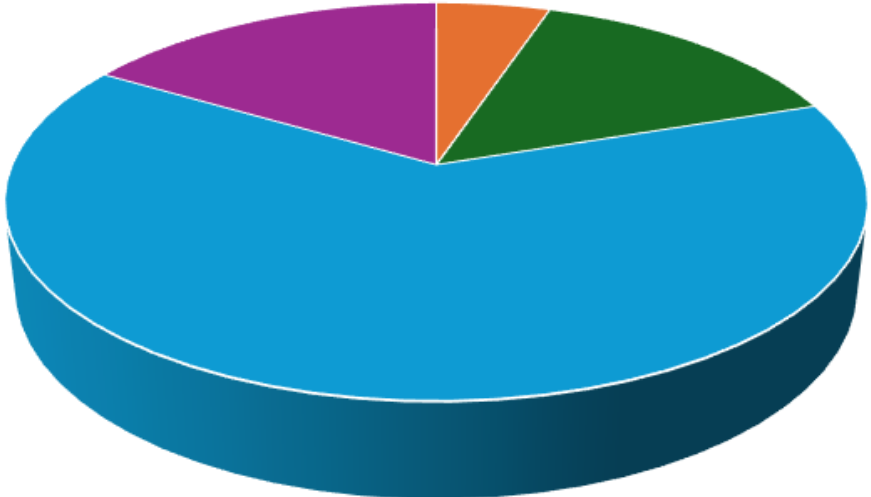

Master BIQ5 EBIS9 V5001 German
[DOWNLOAD](#) 742.8 KB


Master BIQ5 EBIS9 V5001 Dutch
[DOWNLOAD](#) 683.2 KB


BIQ5 Europe 2209
[DOWNLOAD](#) 439 KB


Master BIQ5 EBIS9 V5001
[DOWNLOAD](#) 631.3 KB

BIRE 2024

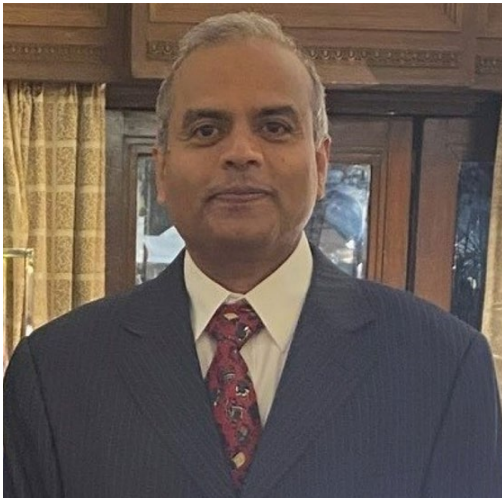


■ SCA ■ ROW ■ NA ■ BIQ EU ■

BIQ	2023	2024
SCA	487	503
ROW	1261	1447
NA	6262	6296
BIQ EU	1606	1619
total	9616	9865

Global Barging approach – Q&A

- **Members decision**
- **Regional engagement for APAC region is needed**
- **Global Barge Guide >> Global BIQ (Lessons Learned from SIRE 2.0)**
- **A RBM for APAC**
- **Focus as regions on a Global goal!**
- **Two meetings next year?**



Anup Srivastava
Marine Assurance Manager (Asia Pacific) |
Chartered Marine Engineer | Risk Management
Specialist - Chevron

With over three decades of experience in energy and shipping sectors, Anup brings a strong foundation in Marine Engineering and Risk Assurance. As a Chartered Marine Engineer from the Institute of Engineers (India), his career journey spans from sailing as Chief Engineer to serving as surveyor with an IACS approved Classification society, to joining Chevron in 2006. In Chevron, he has held diverse roles including Marine Fuels & Lubricants Technical Advisor, Marine Vetting Specialist, Offshore facility designer (FPSO and semi-submersible), and TMSA/OVMSA/MTMSA Auditor. His current role as Marine Assurance Manager (Asia Pacific) in Chevron Shipping focuses on driving operational excellence and risk management across the region.

He is passionate about advancing safe work practices and has authored several articles in Marine Engineering Review (I), including publishing a technical paper on FPSO ballast system concepts. Anup proudly serves as Co-Chair for GI SEA (Global Initiative – Southeast Asia), collaboratively enhancing safety and sustainability in maritime operations.



Our Vision

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or the environment**

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