



ANNUAL
REPORT

2026



About OCIMF

OCIMF exists to bring the maritime energy industry together around a shared commitment to safety. It was formed in 1970 following incidents, including Torrey Canyon in 1967, to address the need to better understand and manage maritime risk.

For more than five decades, we have helped reduce risk by convening expertise, building trust and translating operational experience into practical best practice. As the energy landscape evolves, we are in the unique position of being able to leverage our members' knowledge and deliver much-needed guidance on important industry issues.

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

We strive to achieve this by following our mission: *United in purpose, to drive maritime safety in the energy sector.* And we are committed to doing this by listening, learning and working collaboratively with our membership and industry partners to produce best practice guidance that has a real-world impact.

Strategic Priorities

PUBLICATIONS

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

ADVOCACY

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

PROGRAMMES

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

COLLABORATION and LEARNING

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

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We would like to thank all the member companies who contributed photographs for this annual report. If your company would like to contribute photographs for future annual reports, please contact publications@ocimf.org

Gazprom Global LNG Ltd and LUKOIL Oil Company were removed from membership in March 2022, following government sanctions. This is reflected in the membership data included in this report.

Message from the Chairman

As Chair of OCIMF, I am pleased to reflect on a year that has reinforced both the importance of OCIMF's role and the value of collaboration across our industry.

The maritime energy sector continues to operate in a challenging and dynamic environment. In 2025, geopolitical instability and security disruption have remained a persistent feature of global operations. Conflict, sanctions, navigational interference and cyber risks are no longer isolated concerns but ongoing realities that increase operational complexity and heighten the consequences of failure. This has direct implications for the safety and wellbeing of the people operating vessels and supporting operations ashore. In this context, the need for consistent standards, shared understanding and disciplined decision-making across the industry has never been greater.

At the same time, people in the industry continue to experience pressure on their competence and capacity. The availability of experienced seafarers, inspectors and technical specialists remains constrained, while expectations around assurance, compliance and performance continue to grow. Protecting competence, supporting resilience and recognising the central role of people in safe operations is a critical challenge for all of us.

A third defining feature of the current landscape is the increasing complexity of safety and assurance as the energy sector continues to evolve. Alongside new technologies, vessel types, cargoes and regulatory expectations, the industry is also managing an ageing global tanker fleet, which brings additional challenges in maintaining asset integrity, consistency of standards and effective oversight. Ensuring that guidance and assurance frameworks remain practical, relevant and consistently applied across vessels of varying age and design is essential to sustaining confidence and managing risk across the value chain.

Against this backdrop, OCIMF continues to play a vital role as a forum for collaboration, providing industry-led programmes and guidance that support safe and environmentally responsible operations. The delivery and ongoing embedding of SIRE 2.0, alongside continued engagement through committees, expert groups and industry events, demonstrate the collective commitment of members, inspectors and stakeholders to maintaining high standards.

I would like to thank all those who contribute their time, expertise and leadership to OCIMF's work, including our members, Secretariat, committees, inspectors and industry partners. Your continued engagement ensures that OCIMF remains a trusted and effective forum.

As we look ahead, the challenges facing our industry are significant, but so too is the value of working together. Through collaboration and shared purpose, OCIMF will continue to support the industry in navigating complexity and strengthening safety performance.













































































































Conflict, sanctions, navigational interference and cyber risks are no longer isolated concerns but ongoing realities that increase operational complexity and heighten the consequences of failure. This has direct implications for the safety and wellbeing of the people operating vessels and supporting operations ashore.

A handwritten signature in blue ink, consisting of stylized initials 'LK'.

Lambros Kiaoudatos, Chair

OCIMF MEMBERSHIP

	Abu Dhabi National Oil Company (ADNOC)		Hengyuan Refining Company (HRC)		Petroleos Mexicanos (PEMEX)
	Addax Oryx Group		Hess Corporation		Petroleum Industry Marine Association of Japan *
	Aker BP ASA		HF Sinclair Corporation		Petron Corporation
	Alma Petroli		INEOS Europe AG		Petroperu SA
	Ampol Shipping & Logistics Pte Ltd		INPEX Corporation		Petrovietnam
	Angola LNG		International Energy Co. Ltd.		Phillips 66 Company
	Aramco		International Marine Transportation Limited (IMT)		Pluspetrol Peru Corporation SA
	Aster Chemicals & Energy		Ipiranga Produtos de Petróleo SA		Preem AB
	Atem's Distribuidora de Petróleo SA		IPLM SPA		Primorsk Oil Terminal
	Azule Energy		Irving Oil Ltd		PTT Public Limited Company
	BASF SE		Italiana Petroli S.p.A		QatarEnergy
	Borealis AG		Ithaca Energy		Raizen SA
	BP Shipping Limited		KMG International NV		Reliance Industries Limited
	Braskem SA		Koch Shipping PTE Ltd		Repsol
	Cargill Ocean Transportation		Kuwait Oil Company		Santos WA Energy Ltd
	Cenovus Energy Inc		Mabanaft GmbH & Co. KG		SARAS SpA
	Centrica PLC		Marathon Oil Company		Shell International Trading and Shipping Company Limited
	Cheniere Energy Inc		Marathon Petroleum Co. LP		Singapore LNG Corporation Pte Ltd
	Chevron Shipping Company LLC		Martin Midstream Partners		Sinochem Oil Co. Ltd (PRC)
	CITGO		Maxcom Petroli SpA		Sonangol USA
	CNOOC		Medco E&P Natuna Ltd		Suncor Energy Inc
	Compagnie de Distribution des Hydrocarbures (LyondelBasell)		MISC Maritime Services SDN.Bhd. (MMS)		Tenaz Energy
	ConocoPhillips		Moeve Trading S.A.U.		TotalEnergies
	Dana Petroleum Ltd		Motor Oil (Hellas) Corinth Refineries SA		Tullow Oil Plc
	Ecopetrol S.A.		Naturgy Energy Group S.A.		Unipec
	Emirates National Oil Company (ENOC)		Neste Corporation		Valero Marketing & Supply Co
	Empresa Nacional del Petróleo (ENAP)		Nigeria LNG Limited		Valor International Holding FZC
	Enel Trade SpA		Nigerian National Petroleum Corporation		Vast Infraestructura
	Energy Transfer Partners LP		Occidental Energy Marketing Inc		Venture Global LNG
	Eni Trade & Biofuels SpA		OLT Offshore LNG Toscana SpA		Vermillion Energy Resources
	EP Petroecuador		OMV Refining & Marketing GmbH		Vibra Energia
	Equinor ASA		OMV		Viva Energy Australia Ltd
	Essar Oil UK		Pampa Energia SA		Vivo Energy
	Excelerate Energy LLC		Pan American Energy LLC SUC ARG		Woodside Energy Ltd
	First Exploration and Development Co. Ltd.		Pertamina		World Fuel Services Corporation
	Harbour Energy		Petrobras		YPF SA
	Hellenic Petroleum SA		PetroChina International Co Ltd		
			Petróleos de Portugal – PETROGAL, SA		

*The Petroleum Industry Marine Association of Japan (PIMA) is counted as two OCIMF members. Refer to the OCIMF website for an up to date list of members.

Managing Director's Review

In 2025, OCIMF remained focused on its core role of driving maritime safety in the energy sector. We delivered credible programmes and high-quality guidance, underpinned by effective collaboration across the industry. Despite geopolitical uncertainty, we remained focused on delivering our work with consistency and professionalism. We witnessed that as industry topics grow more technically complex, trust in OCIMF's outputs becomes even more important.

Significant effort was given to strengthen the foundations that support OCIMF's work. We continued our path to enhance governance, improved communications across the forum, and developed work plans to facilitate timely delivery. Further progress was made in embedding organisational risk management and strategy alignment to ensure resilience and transparency.

Across OCIMF's inspection and assurance programmes, 2025 was a year of consolidation and growing maturity. In September, SIRE 2.0 reached its first anniversary. The anniversary marked more than 22,000 inspections completed in over 2,100 ports, by approximately 460 accredited inspectors. Contingency processes were required only in a small number of cases.

OCIMF continued to place human factors at the centre of its programmes and publications, recognising that how people interact with systems, environments and procedures directly influences safety outcomes. This thinking will continue to guide the evolution of our programmes and guidance.

Engagement with members and stakeholders remained a priority. Regional OCIMF Days and industry events were hosted in London, Athens, Aberdeen and Singapore. These topic-specific events provided valuable opportunities for dialogue and shared learning. We will host further OCIMF Day events in the future, as they help to shape our priorities and reinforce alignment across the Forum.

Mindful of the pressures facing our members, we also focused on OCIMF's long-term sustainability – keeping resources directed where the forum adds the most value and delivers efficiently.

OCIMF's work is shaped and strengthened by its people – our committee members, inspectors, Secretariat colleagues and industry partners. My sincere thanks to all the committed individuals who have generously contributed their time and expertise over the past year. Your work and professionalism are greatly appreciated.

Looking ahead to 2026, OCIMF stands on a strong foundation and with a clear sense of direction, committed to working collaboratively with members and stakeholders – united in purpose – to support safer operations and continuous improvement across the maritime energy sector.

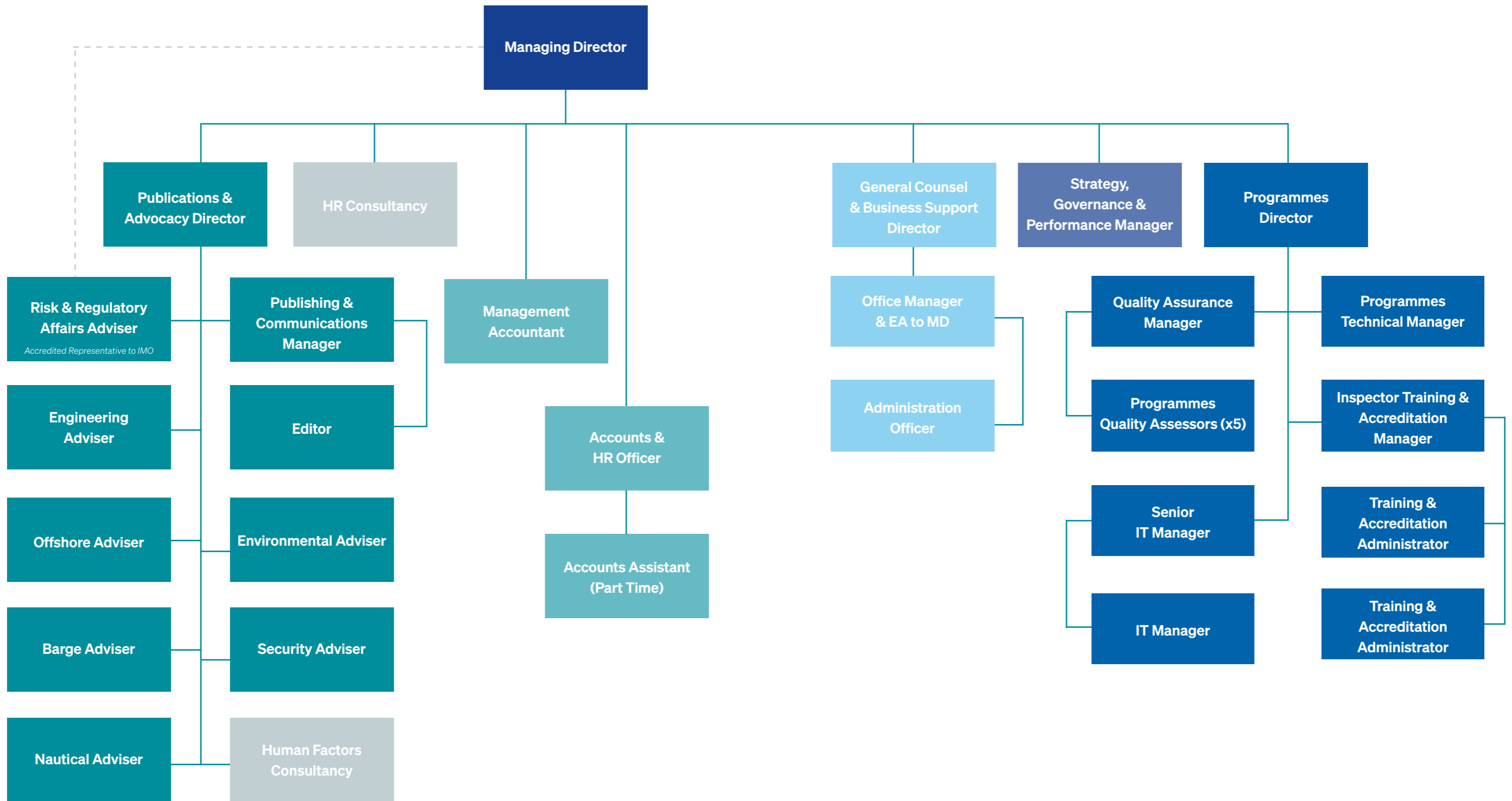


OCIMF's work is shaped and strengthened by its people – our committee members, inspectors, Secretariat colleagues and industry partners. My sincere thanks to all the committed individuals who have generously contributed their time and expertise over the past year.

A handwritten signature in black ink, appearing to read 'Karen Davis'. The signature is fluid and cursive, written over a white background.

Karen Davis, Managing Director
OCIMF





SECRETARIAT



Karen Davis

Managing Director



Aaron Cooper

Programmes Director
(to July 2025)



Dave Cudbertson

Programmes Director
(from July 2025)



Darron Biddle

Publications &
Advocacy Director



Philip Pascoe

General Counsel and
Business Support Director



Steve Alder

Strategy, Governance
and Performance Manager



William Elkins

Senior IT Manager



Russell Pegg

Security Adviser



Kevin Coelho

Nautical Adviser
(to July 2025)



Javed Bhombal

Nautical Adviser
(from July 2025)



Christopher Holland

Offshore Adviser



Alexys Nielsen

Engineering Adviser



Ton Mol

Barge Adviser



Abhijit Aul

Risk and Regulatory Affairs
Adviser



Martin Young

Environment Adviser



**Mohd Fahmi Niza
Mohd Tarmizi**

Programmes Technical
Manager
(to January 2026)(Contractor)



Ajay Gour

Inspector Training &
Accreditation Manager



Sach Sharma

Quality Assurance
Manager
(to May 2025)



Reuben Peter

Quality Assurance Manager
(from May 2025)



Narendar Patchimalla

Programmes Contracts
Manager
(to December 2025)



Sashi Gopala

SIRE 2.0 Technical Adviser



Luo Hongbo
Quality Assessor



Rohit Bajaj
Quality Assessor
(to December 2025)



Alope Kumar
Quality Assessor
(from November 2025)



Tony Jones
Quality Assessor



Nigel Walker
Quality Assessor



Jenny Long
Quality Assessor



Louise Britchford
Training & Accreditation
Administrator



Anita Borsberry
Training & Accreditation
Administrator
(to October 2025)



Fabiano Dias
IT Manager



Teresa Cox
Accounts & HR
Administrator



Latisha Wright
Accounts Assistant



Rebecca Harrison
Office Manager and
Executive Assistant to
the Managing Director



**Symmone
Cupidore-Roeg**
Publishing &
Communications Manager



Sarah Campbell
Editor



Rona Ramos
Administration Officer



Emma Carter
Administration Officer
(Publications & Advocacy)
(to June 2025)

OCIMF MILESTONES



1970

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



1971

OCIMF was granted consultative status at the IMO



1975

First OCIMF guideline published: Ship to Ship Transfer Guide



1990

OPA Double Hulls

2004

Launch of Tanker Management and Self Assessment (TMSA)



2004

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



2000

SIRE Inspector Training and Accreditation programme released

SIRE QMS receives ISO certification



1993

Ship Inspection Report Programme (SIRE) launched





2010

Launch of Offshore Vessel Inspection Database (OVID)



Future

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



2011

Marine Terminal Information System launched (MTIS)



2024

Launch of SIRE 2.0



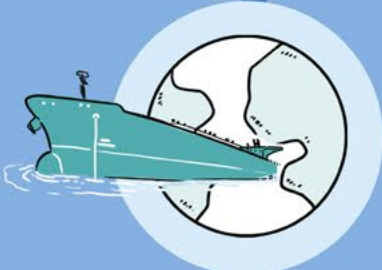
2016

Global Inland and Coastal Barging Focus Group (GICBFG) formed



2020

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



2016

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



2019

Strategy review



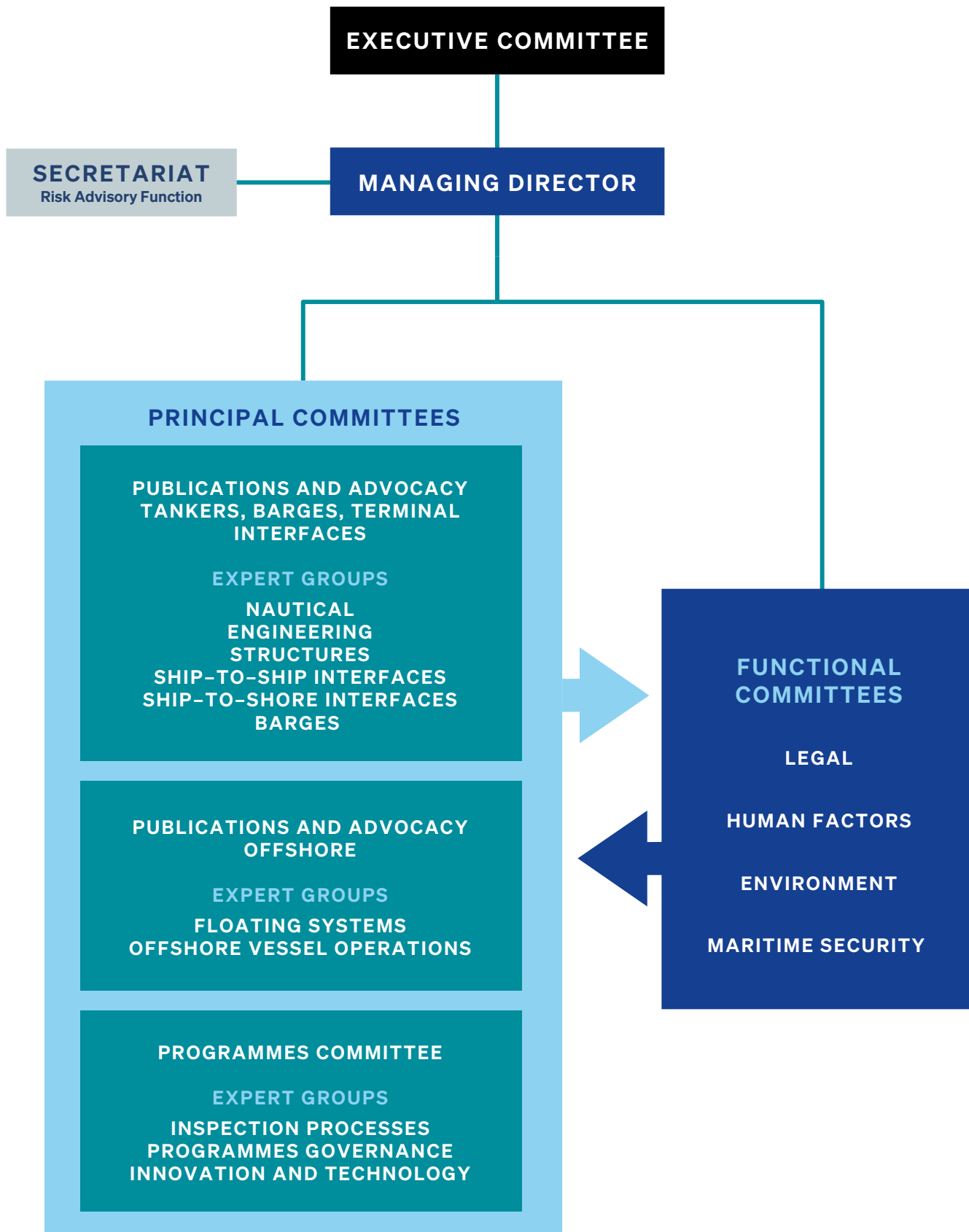
Fourth Edition

- i. Human Factors
- ii. Snapback
- iii. HMSF



2018

Fourth edition of Mooring Equipment Guidelines (MEG4) published





OCIMF in numbers

56

YEARS OF OCIMF
1970 – 2026



3

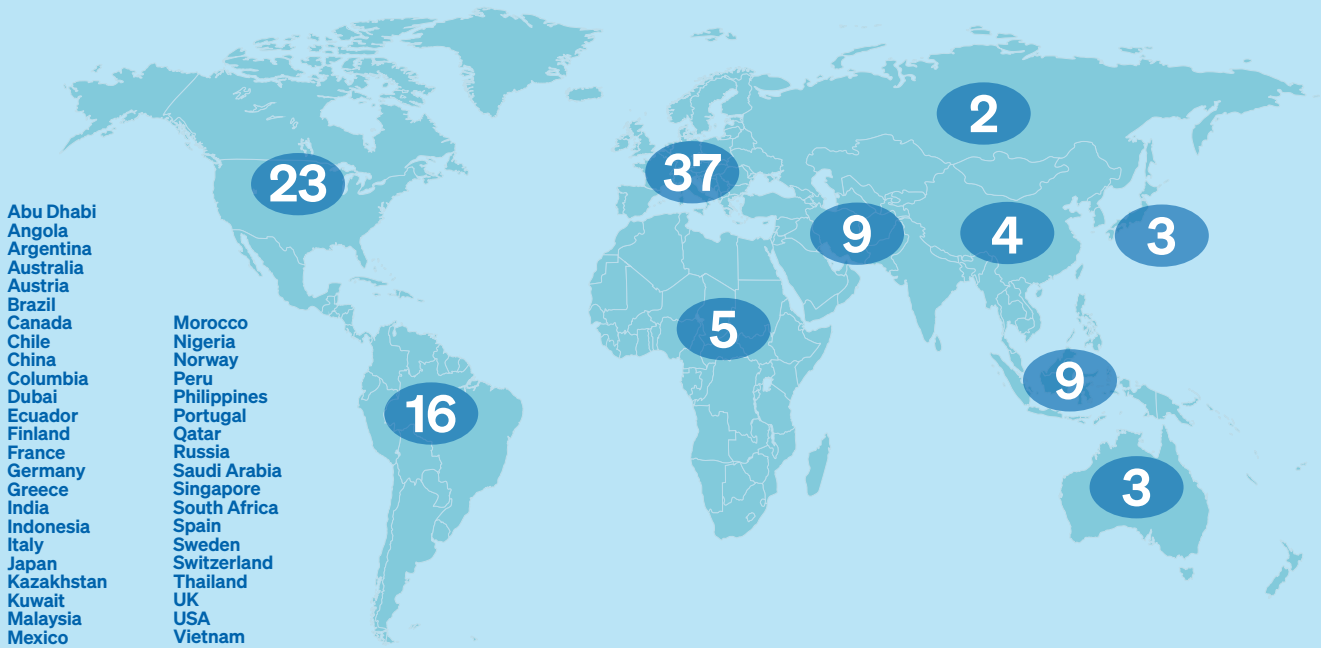
PRINCIPAL COMMITTEES



15

FUNCTIONAL COMMITTEES
AND EXPERT GROUPS

111 MEMBERS IN 42 COUNTRIES



3,722

NEWSLETTER SUBSCRIBERS

39,480



FOLLOWERS ON LINKEDIN



55

INFORMATION PAPERS

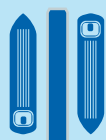
30



BOOKS PUBLISHED

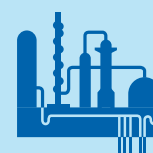
 10,039 SHIPS INSPECTED	24,450 REPORTS UPLOADED	188,034 REPORTS DOWNLOADED
 4,565 BARGES INSPECTED	5,390 REPORTS UPLOADED	40,521 REPORTS DOWNLOADED
 3,216 OFFSHORE VESSELS INSPECTED	3,364 REPORTS UPLOADED	1,533 REPORTS DOWNLOADED
 483 SIRE SHIP INSPECTORS (CAT 1)	121 SIRE BARGE INSPECTORS (CAT 3)	381 OVID INSPECTORS

SIRE AND OVID STATISTICS	SIRE			OVID
	SHIPS CAT 1	BARGES CAT 3	TOTAL	TOTAL
TOTAL VESSELS REGISTERED AT END 2025	6515	5,782	12,297	7,461
NUMBER OF INSPECTIONS	24,447	5,388	29,835	3,352
NUMBER OF VESSELS INSPECTED	10,039	4,565	14,604	3,211
TOTAL INSPECTIONS PURCHASED	181,523	40,521	222,044	1,533
TOTAL OPERATORS REGISTERED END OF 2025			2,106	1,722
NUMBER OF OPERATORS REGISTERED IN SIRE/OVID 2025			391	110
TOTAL TMSAs/OVMSAs PUBLISHED			2,106	1,180
TMSAs/OVMSAs PUBLISHED IN 2025			934	329



2,844

MTIS TOTAL BERTHS REGISTERED



4,905

MTIS TOTAL TERMINALS REGISTERED

Executive Committee



Purpose

The Executive Committee (ExCom) provides governance and strategic direction to the committees and the Secretariat. The Managing Director's Review and Principal Committee reports provide details of OCIMF's activities through 2025.

2025 activity

ExCom 95 took place in Oslo hosted by Equinor. During the meeting ExCom was given an update on the SIRE 2.0 project and on the SIRE Submitter project, and the Data project. ExCom was briefed on efforts to align work across the organisation to achieve a clearer business plan. ExCom had the opportunity to reflect on potential emerging risks of an aging tanker fleet. The Committee was updated on the Mission Scope and Branding project and was provided with a financial update and a committee work update.

ExCom had a joint meeting with the INTERTANKO ExCom, who were also meeting in Oslo.

ExCom welcomed new members:

- Circle K Trading SA
- Ipiranga Produtos de Petroleo S.A.

ExCom 96 was hosted by OCIMF in Singapore. The meeting reviewed the 2025 achievements and looked forward to 2026 goals. ExCom reviewed the work of the

committees and discussed and supported the Member Engagement and Advocacy plan. ExCom was provided with a programmes update, including the Data project, human factors findings and training enhancements. The Committee was provided with an update on the Finance Audit and Risk Committee's work including an update on the OCIMF Risk Register. ExCom also discussed work being progressed by the Mission Scope and Branding project. The Managing Director briefed the Committee on the 2025 financial performance and the 2026 budget and 5-year financial plan. An update on staff planning was also provided.

ExCom welcomed new members:

- First E&P Development Company Limited
- Tenaz Energy Netherlands
- Aster Chemicals & Energy (ACE) Pte Ltd

<p>Chair</p> <p>Lambros Klaoudatos (Shell)</p> <p>Vice Chairs</p> <p>Waddah Ghanem (ENOC)</p> <p>Barbara Pickering (Chevron)</p>	<p>Members represented</p> <p>Aramco BP Chevron ConocoPhillips ENOC Equinor IMT Marathon Petrobras PIMA Shell TotalEnergies</p>	<p>Meetings in 2025</p> <p>ExCom 95 28 May Oslo, Norway</p> <p>ExCom 96 18 November Singapore</p>
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Finance, Audit and Risk Committee

Purpose

The Finance Audit and Risk (FAR) Committee is a sub-committee of ExCom. The sub-committee supports ExCom by providing oversight of OCIMF finances, including the annual audit and budgets. The sub-committee also provides expertise and oversight of OCIMF business risks.

- Agreed the top five business risks for enhanced focus in 2025.
- Reviewed the status and results from the continual verification process.

A key focus of the FAR Committee is safeguarding OCIMF's long-term sustainability. This means taking a forward-looking approach that reinforces the organisation's commitment to safety, security, and environmental protection in the maritime industry, while also supporting economic resilience and operational efficiency.

2025 activity

The FAR Committee met several times in 2025 and undertook the following activities:

- Reviewed the 2024 financial audits.
- Supported the decision to retain OCIMF's existing auditor for 2025 accounts.
- Reviewed the OCIMF budget for 2026 and its five-year budget.
- Reviewed and endorsed the new cash reserve policy and process for introducing a CPI pricing strategy.
- Risk work:
 - Reviewed the risk profile and its annual revalidation.
 - Reviewed OCIMF's emerging risks from Committee and Secretariat updates.

<p>Chair</p> <p>Heidi Aakre (Equinor)</p> <p>Secretary</p> <p>Steve Alder (OCIMF Governance and Performance Manager)</p>	<p>Members represented</p> <p>Equinor Marathon Petroleum Shell</p>
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Annual General Meeting

The 47th AGM of the forum took place virtually on 9 December 2025. The meeting started with an introduction and welcome from the Chair. The Managing Director provided a review of the forum's activities in 2025 and a look forward to 2026. The meeting elected the Chair, Vice Chairs and members of the Executive Committee.

The following officers and board members were elected by the membership to serve on the Executive Committee until the 48th AGM in November 2026, at a date to be set by the Executive Committee

Chair: Lambros Klaoudatos (BP) **Vice Chairs:** Waddah Ghanem (ENOC), Barbara Pickering (Chevron) **Members:** Heidi Aakre (Equinor), Abdulmohsen Al-Rabeeah (Saudi Aramco), Chris Bulera (ConocoPhillips), Jerome Cousin (TotalEnergies), Steve Hawkins (Marathon Petroleum), Colin Chisholm (IMT), Luciano Maldonado (Petrobras), Kiyoshi Nogami (PIMA) and Katherine Trauth (Shell).

SIRE 2.0

one year on

SIRE 2.0, launched in 2024, set out to modernise inspections through digitalisation, data transparency, and a stronger focus on human factors. Now, with more than 24,000 inspections completed its impact is clear: SIRE 2.0 is not just a technical upgrade – it represents a cultural shift.

From paper to digital: a cultural change

Transitioning from a long-established paper-based system to a fully digital inspection regime has been a significant challenge. Connectivity issues, hardware variability, and the sheer scale of data management tested the industry’s adaptability. But the biggest hurdle was cultural – changing habits built over decades. Despite these challenges, the level of engagement and industry’s willingness to adapt have been tremendous, resulting in a more transparent, efficient, and insightful inspection process.

Human factors at the forefront

The integration of human factors into inspections has been a major innovation. Guided by OCIMF’s Human Factors Committee, inspectors now look beyond compliance to understand why tasks are performed the way they are, considering fatigue, stress, and operational pressures. This approach encourages inspections to turn into learning opportunities rather than simple audits. Early results are encouraging. There have been more open conversations on wellbeing and behaviour, which is vital for building trust and improving safety on board.

Collaboration and continuous improvement

Feedback loops have been central to success. OCIMF actively engages with inspectors, operators, and charterers to refine the system. The Suggestions for Improvement (SFI) portal has become a key tool for users to share insights, ensuring SIRE 2.0 reflects real-world conditions. Continually optimising the system will enable it to leverage benefits and ensure lasting safety improvements.

Measuring success beyond numbers

While the number of inspections is impressive, the true measure of success lies in the quality of insights generated. Dynamic, data-rich reports now help stakeholders anticipate risks rather than simply respond to them. OCIMF is also working to maintain data integrity across its global network of 460 accredited inspectors through structured question sets, mandatory evidence capture and rigorous quality assurance.

Looking ahead

SIRE 2.0 was designed with flexibility, allowing future modules to address emerging priorities such as environmental performance, cyber resilience and autonomous systems. Sustainability in the tanker sector should be viewed holistically – it concerns safety, people and performance as much as environmental impact. SIRE 2.0 is a powerful example of how digitalisation and data transparency can enable proactive decision-making, ultimately supporting safer and more sustainable operations. OCIMF recognises that training based on the insights gained will be key, and additional training for members and inspectors will be provided in 2026.

“Success under SIRE 2.0 depends as much on transparency and adaptability as it does on technology. That shift in mindset has driven a more competent, confident inspection culture.”

Captain Dave Cudbertson, OCIMF Programmes Director

Programmes Committee



Purpose

To promote best practices and regulatory compliance the Programmes Committee provides leadership and oversight in the development, operation and maintenance of inspection and management self-assessment programmes. The Programmes Committee also oversees the provision of expertise in IT and cyber risk management to OCIMF.

Its primary objectives are:

- To effectively deliver and manage an integrated inspection programme.
- To effectively deliver and manage an integrated management self-assessment programme.
- Provide oversight and direction as needed to the ISO9001 certification process.
- To manage all expert groups within Programmes.
- To maintain OCIMF programmes reputation as a trustworthy source.

2025 activity

In 2025, the Programmes Committee built on the successful launch of SIRE 2.0 by consolidating improvements, strengthening stakeholder engagement, and accelerating digital transformation.

A key milestone was the formal transition of SIRE 2.0 oversight from the VIP Working Group to the Programmes Committee, ensuring robust governance and alignment with OCIMF's long-term strategy. The Committee endorsed measures to support inspectors through this transition and reintroduced inspector engagement forums to reinforce quality and consistency.

A comprehensive review of SIRE, BIRE, and OVID data informed strategic priorities, while an OVID Health Check plan and the reintroduction of regional forums were endorsed to strengthen offshore safety and engagement. Lessons learned from SIRE 2.0 are being applied to enhance OVID processes, and BIRE data trends continue to support benchmarking and risk analysis across barge operations.

Digital innovation remained a priority. The Committee progressed data-driven initiatives, including a report quality assessment project designed to improve benchmarking, risk analysis, and continuous improvement.

Stakeholder collaboration was strengthened through renewed engagement with INTERTANKO, focusing on benchmarking tools, incident reporting standards, and shared safety objectives. The Committee supported the continuation of Management System Alignment efforts, harmonising Management Self Assessment frameworks across Tankers, Offshore, Marine Terminals and Ship to Ship Service Providers, while embedding human factors and cybersecurity considerations, simplifying data collection and preparing for future digital integration.

The Committee reviewed inspector training performance, addressed challenges in refresher course pass rates, and approved updates to accreditation guidelines. Plans for targeted submitter training and improved resubmission rates were also endorsed.

<p>Chair Andrew Rayapan (BP)</p> <p>Vice Chair Jasjit Jaswal (Excelerate Energy)</p> <p>Secretary Aaron Cooper (to July) and Dave Cudbertson (OCIMF Programmes Director)</p>	<p>Members represented</p> <p>AkerBP Ampol Aramco BASF BP Chevron ConocoPhillips Eneos ENI ENOC Equinor Excelerate Energy IMT KOCH Marathon Petroleum Neste</p>	<p>P66 Pan American Energy PIMA Repsol Shell TotalEnergies UNIPEC</p> <p>Meetings in 2025</p> <p>10 25–26 March</p> <p>11 2 September</p>
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Publications and Advocacy Tankers, Barges and Terminal Interfaces Committee



Purpose

The Publications and Advocacy Committee for Tankers, Barges and Terminal Interfaces (P&A TBT) provides leadership and oversight for the delivery of best practice publications and regulatory advocacy focused on preventing harm to people and the environment associated with the vessel transportation of crude oil, oil products, petrochemicals and gases and the ship/shore interface with terminals.

Its primary objectives are:

- To prioritise best practices in critical areas of health, safety, security, and the environment (HSSE).
- To promote best practices and regulatory compliance through collaboration with governments and industry.
- To maintain OCIMF's reputation as a foremost and trustworthy source.

2025 activity

The work of the expert groups and working groups reporting to P&A TBT demonstrated one of the key strengths of OCIMF – working with partner organisations as well as members to deliver best practice guidance across the full spectrum of tankers, barging and terminal interface activities. Some notable examples included:

- Led, in cooperation with co-authors CDI, ICS, and SIGTTO, the publication of the *Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases*, Second Edition.
- Publication of the information paper *Emission Capture and Control (ECC) at Berth: Preliminary Safety Recommendations*, identifies potential hazards along with technical and operational challenges and gives

associated preventive recommendations to safely apply a barge-based ECC.

- In cooperation with more than 40 contributing organisations, publication of the *BMP Maritime Security*, which consolidated multiple regional guidance documents into a single, comprehensive resource with actionable insights and advice.
- Publication of the information paper, *Onshore Power Supply Systems: Recommendations for Tankers and Terminals*. OCIMF members collaborated with equipment makers, class societies, port authorities and partner member organisations to develop recommendations for the design, implementation, and operation of OPS systems for terminals and tankers.

To support the work of the Barge Expert Group in developing the new publication, *Global Barge Guide*, P&A TBT authorised creation of the Asia-Pacific Barge Focus Group. To help facilitate the launch of this new group, OCIMF invited members and regional partner organisations to an OCIMF Day in Singapore in November 2025, focused on the challenges and successes associated with barging and coastal shipping in Southeast Asia. The feedback received from the OCIMF Day attendees was valuable to the development of the Asia-Pacific Barge Focus Group.

At the March 2025 P&A TBT meeting, hosted by ENOC in Dubai, Aled Roberts (bp Shipping) concluded four years as Chair and was succeeded by Raj Shetty (ENOC) as the new Chair.

<p>Chair</p> <p>Aled Roberts (BP)</p> <p>Raj Shetty (ENOC) from March 2025</p> <p>Vice Chairs</p> <p>Raj Shetty (ENOC)</p> <p>Paul Tait (Chevron)</p> <p>Secretary</p> <p>Darron L. Biddle (OCIMF P&A Director)</p>	<p>Members represented</p> <p>Adnoc Aker BP Ampol Aramco BP Cheniere Chevron ENOC Equinor Excelerate Energy ExxonMobil Marathon Petroleum MMS P66 Pertamina Raizen Shell Suncor TotalEnergies Woodside</p>	<p>Meetings in 2025</p> <p>PATBT 10 4 – 5 March (Dubai)</p> <p>PATBT 11 15 September (London)</p>
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Publications and Advocacy Offshore Committee



Purpose

The Publications and Advocacy Offshore Committee (PAOC) provides leadership and oversight to subordinate expert groups for the delivery of operational best practices and advocacy for implementation of such best practices focused on preventing harm to people and the environment related to offshore marine operations, including vessels supporting oil and gas exploration, development, and production with a particular emphasis within the safety exclusion zone.

Its primary objectives are:

- To prioritise best practices in critical areas of health, safety, security and the environment (HSSE).
- To promote best practices and regulatory compliance through collaboration with governments and industry.
- To maintain OCIMF's reputation as a foremost and trusted authority on HSSE.

2025 activity

Three primary focus areas for the PAOC in 2025 were: improving the health and functioning of the Offshore Vessel Inspection Database (OVID) programme; engaging with new and existing partner organisations; and delivery of best practice guidance documents.

PAOC identified a series of short, medium and longer-term activities, in conjunction with the Programmes Committee, that will improve the OVID programme for the benefit of all stakeholders. One of these actions was the release in May of the fourth edition of the Offshore Vessel Inspection Questionnaire (OVIQ4), which includes a number of new vessel variants and updated questions that better reflect the

activities of the vessels within the scope of OVID. While the release of OVIQ4 came with some challenges, the lessons learned will be applied to future inspection programmes updates. OCIMF also reinstated the practice of hosting OVID User Forums to collect feedback from relevant industry stakeholders to help improve the programme's functions.

Industry engagement activities focused on cultivating relationships with organisations including, but not limited to, International Life-saving Appliance Manufacturers' Association (ILAMA), GOMO, Marine Safety Forum (MSF), Nautical Institute, Offshore Energies UK (OEUK) and OPITO. These efforts were complemented by the continued engagement with IMCA, IOGP and MTS under the framework of existing memoranda of understanding.

In 2025, expert groups and working groups reporting to the PAOC published the new information paper, *Unified Approach to Verification, Validation and Assurance of Single Fault Tolerance in Dynamic Positioning Systems*, co-authored by IMCA and MTS, and the revised book, *Guidelines for the Purchasing and Testing of SPM Hawsers*.

At the September 2025 meeting, scheduled to coincide with London International Shipping Week and other OCIMF committee meetings, Don Davis (Chevron Shipping Company) concluded four years as Chair of PAOC and was succeeded by Matthieu Bougeant (TotalEnergies) as the new Chair with Frank Nyheim (Equinor ASA) selected as Vice Chair.

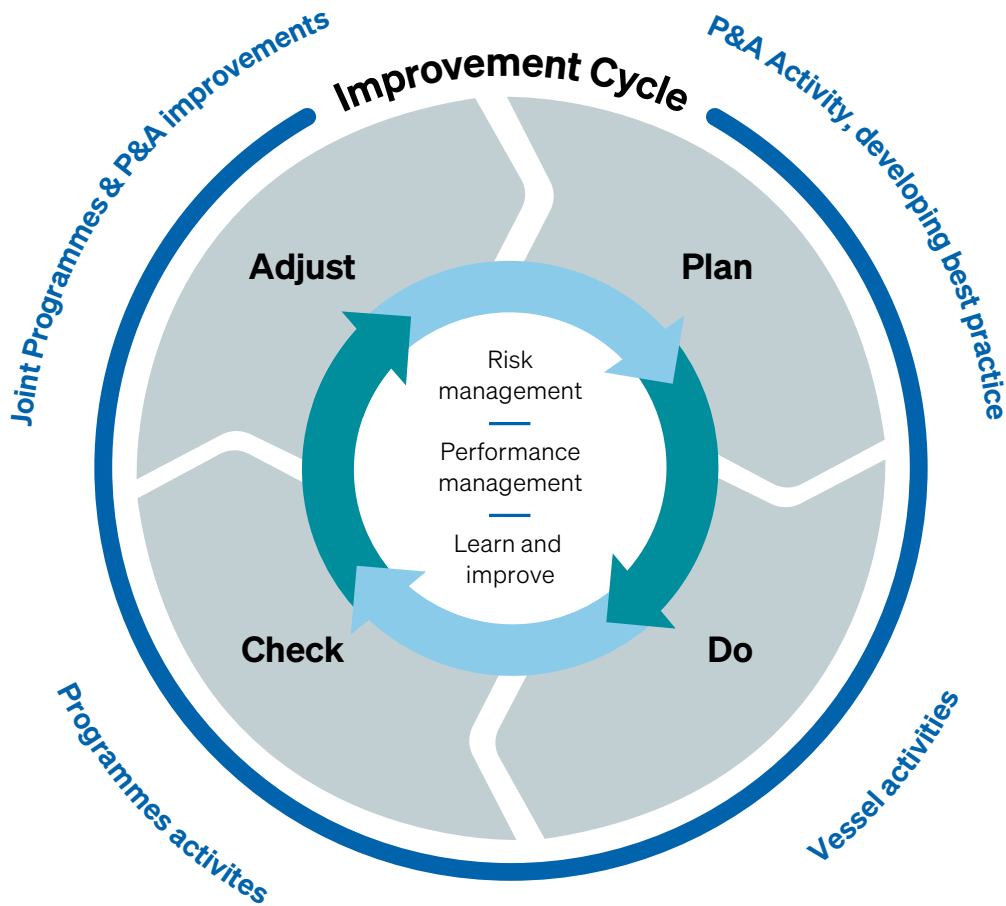
<p>Chair</p> <p>Don Davis (Chevron)</p> <p>Matthieu Bougeant (TotalEnergies) from September</p> <p>Vice Chair</p> <p>Matthieu Bougeant (TotalEnergies)</p> <p>Frank Nyheim (Equinor ASA) from September</p> <p>Secretary</p> <p>Darron L. Biddle (OCIMF P&A Director)</p>	<p>Members represented</p> <p>Aker BP ASA BP Shipping Ltd Chevron Shipping LLC ENOC Equinor ExxonMobil Harbour Energy Petrobras Shell Suncor Energy Inc TotalEnergies Woodside Energy Ltd</p>	<p>Meetings in 2025</p> <p>PAOC 10 25-26 March (London)</p> <p>PAOC 11 16 September (London)</p>
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How we work

Driving continuous improvement in OCIMF through the Plan–Do–Check–Adjust cycle

OCIMF's commitment to safety, environmental stewardship and operational excellence demands a structured approach to improvement. The pictorial introduces OCIMF's application of the Plan–Do–Check–Adjust (PDCA) cycle, a proven methodology that will underpin how our programmes and publications are delivered and enhanced. This cycle ensures that initiatives are not only implemented effectively but are then continuously refined to meet evolving industry needs.

Plan – Do – Check – Adjust Model



Plan: setting the foundation

The first step is planning with purpose. For OCIMF, this means following the Risk Advisory Function (RAF) process when potential new risks or improvement opportunities emerge to identify priority areas of focus across our scope of activities. The Secretariat then gathers insights from members, regulators and stakeholders to define objectives that align with our vision: a global marine industry that causes no harm to people or the environment. For example, when Publications and Advocacy (P&A) working groups are developing best practice guidelines, a structured planning approach is taken, i.e. setting clear goals, timelines and success measures for the project to ensure actions are grounded in evidence and consensus. The ultimate goal is not to produce best practice guidance, but rather to manage identified risks through the PDCA cycle; best practice guidelines provide the foundation for the process.

Do: implementing with precision

Once plans are in place, we move to execution. This is where OCIMF's expertise is applied – through vessel and terminal operators, using our publications and Management Self Assessment protocols to enhance industry processes. The 'Do' phase promotes consistency and quality in industry work that meets the highest standards and supports safer, more sustainable operations globally.

Check: measuring impact

Implementation alone is not enough; we must measure performance. The 'Check' phase introduces robust

monitoring and feedback loops. For OCIMF, this is achieved through our various inspection programmes; assessing whether the output from the Plan step is achieving the intended outcomes, for example whether best practice guidelines are adopted effectively, or whether vessel activities align with safety benchmarks. Data from inspections (SIRE 2.0, BIRE and OVID), along with stakeholder feedback, is analysed to identify gaps and improvement opportunities. This evidence-based review ensures transparency and accountability in everything we do.

Adjust: driving continuous improvement

The final step – 'Adjust' – is where learnings are translated into action. Insights from the 'Check' phase inform refinements to our work areas. For example, adjustments may include updating guidance documents, enhancing programme delivery, or introducing new technologies to improve efficiency. This iterative approach ensures that OCIMF remains agile and responsive to industry changes, regulatory developments and emerging risks.

Bringing it all together

The PDCA cycle is not a one-time exercise; it is a continuous loop that embeds improvement into OCIMF's DNA. By applying this model across P&A activities, vessel operations and joint programmes, we cultivate a culture of learning and adaptability. This approach strengthens our ability to deliver value to our members, uphold safety standards, and advance environmental protection in industry – today and into the future.



Engaging members and the industry

OCIMF is a member-led organisation, whose purpose lies in its ability to unite a cross-section of stakeholders in dialogue to drive safety in the areas within OCIMF's scope.. This can take many forms, such as OCIMF Days that cover a range of topics through panel discussions, smaller forums focused on inspection programmes or attending industry conferences to engage in discussions with our members and stakeholders. In all our engagement activities, we seek opportunities to plan around other maritime related events, both in location and timing, so that participants can get maximum benefits from their time and travel.

In 2025, OCIMF held several OCIMF Days and regional forums in cities including Athens, London, Aberdeen and Singapore, as well as attending conferences and industry events. Each event provided an opportunity for OCIMF to advocate for its best practice guidance and programmes, while emphasising key focus areas such as the integration of human factors. Each conversation helps us to embrace the challenges and opportunities of our changing industry.



OCIMF Day – Athens

In June, OCIMF welcomed more than 160 attendees representing OCIMF members, industry partners, vessel owners and vessel operators at OCIMF Day – Athens, hosted just prior to ICS's Shaping the Future of Shipping.

The event included panel discussions on the recently released OCIMF information paper *Onshore Power Supply Systems: Recommendations for Tankers and Terminals* and the second edition of the *Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases*, which at the time were due to be published. Other panellists provided their view of lessons learned related to the SIRE 2.0 inspection management process from the perspectives of OCIMF secretariat and a vessel owner/operator. The presentations were followed by engaging Q&A sessions.

OCIMF Day – London

OCIMF Day – London in September, was scheduled to coincide with London International Shipping Week (LISW). OCIMF welcomed more than 170 attendees, comprising a cross-section of industry stakeholders including representatives from OCIMF member companies, partner maritime organisations, vessel operators and SIRE/BIRE/OVID inspectors.

Through a series of panel discussions and Q&A sessions, OCIMF showcased its current priorities and how it integrates human factors concepts to drive continuous improvement in the maritime energy sector.

Topics included:

- Integration of human factors.
- Inland barging.

- Launch of the second edition of the *Ship to Ship Transfer Guide*.
- SIRE 2.0 – reflections one year after launch.

OCIMF also organised its Principal Committee meetings during the same week, to allow for maximum engagement in both internal strategic discussions and external engagement at LISW.

OCIMF Day – Singapore

In November, OCIMF hosted more than 120 attendees at the final OCIMF Day event of 2025. The attendees represented a wide range of maritime industry stakeholders, including OCIMF members, SIRE/BIRE and OVID inspectors, vessel owners, vessel operators, governmental agencies and regional maritime industry member organisations. Focusing on topics of particular interest in the host region, the presentations and discussions looked at the successes and challenges related to barging and coastal shipping in the Asia-Pacific region.

OCIMF looks forward to continued engagement with the various barging and coastal shipping stakeholders in the Asia-Pacific region, particularly other member organisations such as Singapore Shipping Association and Malaysia Shipowners' Association.

Inspection programmes focused engagement

In 2025, OCIMF restarted the practice of hosting regional forums for face-to-face interaction with various OVID and SIRE inspection programmes stakeholders including OCIMF members, vessel operators and inspectors. These sessions provided a means for OCIMF to receive and share feedback on the following topics:

- User experiences with the implementation of the new and revised inspection question sets.
- Recommendations to improve the execution of the inspection processes.
- Clarifications on inspection programmes procedures and expectations.
- Wider adoption of the OCIMF inspection programmes across the industry.

Aberdeen, the North Sea energy hub, provided the backdrop in November as Offshore Adviser, Christopher Holland, P&A Director, Darron L. Biddle and Offshore Committee Chair, Matthieu Bougeant, hosted OVID users in three separate sessions for: Offshore Support Vessel (OSV) operators and members (pictured); OVID inspectors and members; and members only. A key learning for future events was to host all stakeholder groups in a single session to promote wider sharing of challenges and successes.



On the other side of the world, also in November, more than 50 SIRE Cat-1 inspectors from across the region attended a forum in Singapore facilitated by the Programmes Director, Dave Cudbertson, the Training and Accreditation Manager, Ajay Gour and SIRE 2.0 Technical Adviser, Sashidaran Gopala.

This word cloud captures the feelings expressed by the attendees at the conclusion of this reactivated event:



Engaging with members and stakeholders through conferences

In September, OCIMF Engineering Adviser Alexys Nielsen and P&A Director Darron L. Biddle attended the 21st conference of the Society of Maritime Oil Terminal and Monobuoy Operators (SLOM Jornada XXI) in Panamá.

They had the opportunity to interact with many OCIMF member representatives, pictured below, and industry partners operating in Central and South America.

The following themes were noted across all discussions:

- A focus on the people at the heart of these operations, the human element.
- A commitment to observing and implementing the best practice recommendations found in OCIMF publications.
- A desire to embrace the challenges as well as the opportunities presented by the emerging technologies that will enable the industry to meet the goals of the IMO GHG strategic levels of ambition.





Human factors – learning together, improving together

Improving safety and protecting the environment is at the heart of OCIMF’s mission. Over time, one insight has become increasingly important: people are at the heart of making standards, procedures and technology work.

Human factors begins with that recognition. It focuses on how people interact with equipment, processes, environments and each other. It acknowledges that performance is shaped not only by competence and commitment, but by the conditions in which work takes place. These conditions, often referred to as performance influencing factors (PIFs), include workload, time pressure, communication, interface design, fatigue, team dynamics, supervision and organisational culture.



Maartje Wibrew-Forster
Human Factors Adviser

From blame to understanding

In many industries, incidents have historically been explained through the language of ‘human error’. While individuals are almost always involved, that explanation alone rarely helps us improve.

Human factors encourages us to look deeper. People’s actions usually make sense to them at the time. They are responding to signals, pressures and information available in that moment. When something goes wrong, the more constructive question is not “who failed?” but “what conditions shaped this outcome?”

This does not lower standards or remove accountability. Rather, it recognises that error is normal in complex systems. If we want to materially reduce risk, we need systems that anticipate human variability and make it easier to get it right and harder to get it wrong.

OCIMF continues to learn how best to apply this thinking. Integrating human factors into long-established frameworks requires reflection, discussion and adjustment. It is a journey undertaken together with OCIMF members and with the wider industry.

Designing with performance in mind

OCIMF recognises that it does not have direct visibility of every operational reality when it develops publications, programmes and tools that are used by others in complex environments. However, we know that the most valuable insights often come from our member experiences and operational feedback. This makes it even more important for us to consider how the guidance interacts in real-world conditions.

Human factors integration encourages us to ask practical questions during development and revision:

- Are expectations realistic under time and workload pressures?
- Are safety-critical tasks clearly identified and supported by strong safeguards?
- Could design, layout or language unintentionally create confusion or error traps?
- Has the impact of fatigue, communication barriers or competing priorities been considered?
- Does the guidance rely solely on procedures, or are there opportunities to eliminate or engineer-out risk through better design?

Adding another instruction is often the least effective solution. Eliminating hazards, simplifying processes, improving interfaces and strengthening engineering controls are more reliable than relying on perfect human performance.

Human factors also asks us to consider how automation and new technologies affect people. While innovation can reduce certain risks, it can also introduce complexity, shift workload or erode manual skills if not thoughtfully implemented. A human-centred perspective helps balance these factors.

Increasingly, this includes learning not only from incidents, but from normal work. Daily, crews and teams adapt to changing conditions, solve problems and maintain safe operations without incidents. These everyday adjustments offer valuable insight into how systems truly function in practice. By listening to our members’ experiences and understanding how publications and programmes are applied in real conditions, we can refine and strengthen them over time. In this way, learning becomes proactive rather than purely reactive.

Leadership, culture and learning

Human factors is not limited to design and procedures. It also speaks directly to culture.

Principles such as ‘blame fixes nothing’, ‘context drives behaviour’, and ‘learning is vital’ are a reminder that how organisations respond to events shapes future performance. A culture that encourages speaking up, recognises safety-critical tasks, and strengthens safeguards before failure occurs is more resilient than one that reacts only after incidents.

Leadership plays a central role in this. Leaders influence priorities, resource allocation and the tone of conversations about safety. Psychological safety – the confidence to question, to pause, or to stop work – depends heavily on leadership behaviour.

At the same time, leaders are human too. They operate under pressure, sometimes with incomplete information and competing demands. Human factors thinking applies equally to leadership decisions. If we expect leaders to respond with curiosity rather than blame, we should also design systems that support them, providing clarity, realistic expectations and structured opportunities for learning.

Looking toward 2035

OCIMF’s human factors journey is grounded in a long-term vision – that by 2035, human factors will be sustainably considered, integrated and implemented across all major forum work products.

This is not about adding a separate discipline. It is about embedding a way of thinking, one that recognises people as part of the system, understands PIFs, designs error-tolerant safeguards, and promotes learning over blame.

We are still learning, and we know we will always be learning. Integration will continue to evolve through collaboration with OCIMF members and engagement with the wider industry. By keeping the vision in mind and applying human factors principles with humility and persistence, we move closer to our shared goal – materially reducing risk to crew, ships and terminals, and supporting a global maritime industry that causes no harm to people or the environment.



Human Factors Committee



To translate strategy into sustained impact, the HFC advanced several core building blocks for the Secretariat:

- A human factors training programme to strengthen capability and shared understanding.
- Human factors coaching to support practical application.
- Development of an *OCIMF Guide to Human Factors*.
- A human factors prioritisation concept to guide consistent integration.

Purpose

The Human Factors Committee (HFC) provides subject matter expertise in human factors to the forum. It focuses primarily on preventing harm to people and the environment by developing and implementing OCIMF’s human factors approach across its publications and programmes.

The HFC reports to the OCIMF Managing Director and to respective principal committees for specific work items.

2025 activity

In 2025, the HFC focused on strengthening the structures needed to sustain the integration of human factors across the Forum’s work. Building on foundations established in previous years, the HFC shifted from defining principles to embedding practical mechanisms that support long-term cultural and operational impact.

As a functional committee, the HFC provides subject matter expertise and guidance to the Secretariat, principal committees and working/expert groups, ensuring that human factors thinking is consistently integrated into publications, programmes and advocacy activities.

In 2025, the HFC refreshed its multi-year strategic plan, articulating a clear 2035 vision: a forum where human factors are sustainably considered, integrated and implemented across all major work products. This vision supports industry application through frameworks such as ISGOTT, SIRE 2.0 and other OCIMF publications and programmes.

With the *Human Factors Approach* paper providing a strong conceptual foundation, the HFC focused on developing the structural components required to realise this vision in practice.

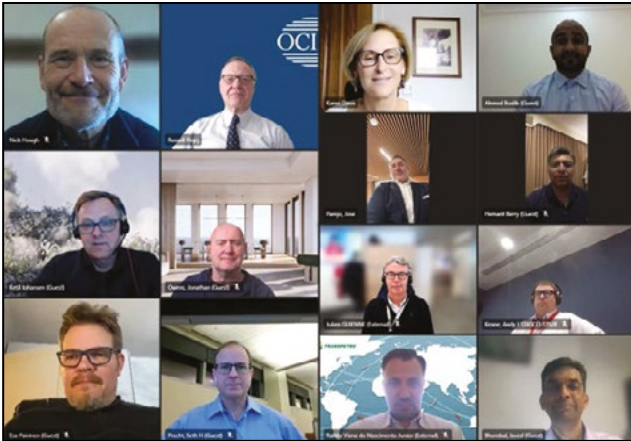
Throughout the year, the HFC supported integration of human factors across a wide range of publications and projects, helping ensure that human considerations remain central to safety, design and operational effectiveness.

Key contributions included the *Ship-to-Ship Transfer Guide*; *Guidelines for Large Ships Transiting the Danish Straits Through the Great Belt*; *Guidelines for the Design, Operation and Maintenance of Multi-Buoy Moorings*; projects addressing Enclosed Space Entry and Maritime Autonomous Surface Shipping; and the revision of the *Offshore Vessel Management and Self-Assessment*.

The HFC maintained active engagement with external stakeholders including the Human Element Industry Group (HEIG), INTERTANKO, the Nautical Institute, the Energy Institute, the UK Maritime and Coastguard Agency, World Maritime University, IOGP, SIGTTO and the Kiel Centre. These relationships reinforce sector alignment and support shared learning in advancing human factors practice.

<p>Chair</p> <p>Terry Luke (Chevron)</p> <p>Vice Chairs</p> <p>Laurent Routsisseau (Total Energies)</p> <p>Paddy McNeil (Shell)</p> <p>Jordan Baptiste (Excelerate Energy)</p> <p>Secretary</p> <p>Maartje Wibrew-Forster (OCIMF Human Factors Adviser)</p>	<p>Members represented</p> <p>ATEM Chevron ENI ENOC Equinor Excelerate Energy ExxonMobil NLNG OMV Petrobras Phillips66 Shell Total Energies Vibra Energia</p> <p>Non-members represented:</p> <p>American Waterways Operators (AWO)</p>	<p>Meetings in 2025</p> <p>30 April (Virtual)</p> <p>15-16 September (in-person/hybrid)</p> <p>12 November (intersessional – virtual)</p>
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Maritime Security Committee



Using inspection observation data from security questions, a dedicated SIRE Focused Inspection Campaign on vessel hardening was launched, focusing on ship staff's familiarity with company procedures and plans for vessel hardening, as well as their understanding of the SIRE 2.0 question 7.2.1 – Ship hardening and access control. The campaign has already shown how inspection data can identify gaps, which can then be addressed by enhanced examination, guidance and learning.

Purpose

The Maritime Security Committee (MSC) maintains an agreed risk methodology based on threat assessment, intelligence gathering, analysis/threat monitoring coupled with horizon scanning to streamline OCIMF's security focus and support the organisation's development of risk prioritisation. Committee members identify emerging threats and risks to ensure the membership is better placed and equipped to proactively address security concerns aligning with the outputs of the principal committees.

2025 activity

Throughout 2025, members demonstrated great resilience in ever-changing situations. Open and constructive dialogue across the committee aided members in prioritising the threats and risks challenging the safety of seafarers and operations. The Southern Red Sea remained the epicentre of activity, although attacks on shipping reduced as peace settlements were progressed towards the end of the year. Global piracy and armed robbery attacks were similar to previous years, but the emphasis on crew safety was crucial as more seafarers were kidnapped. The conflict in the Black Sea region and associated maritime uncertainty added to members' concerns.

The committee spent time horizon scanning and researching new technologies to identify emerging challenges for the membership. This work resulted in a new security strategy, balancing longer term goals and members' priorities with time sensitive operational issues to raise standards and promote guidance. A key joint committees' achievement during the year was the ability to test the flexibility of the SIRE 2.0 inspection processes.

2025 was a milestone in respect of new smart drones being available on the open market and the release of technologies previously protected by governments. Complementing earlier work on the operation of loitering munitions, the committee produced new information on counter-drone systems to aid understanding of the challenges with using these systems onboard merchant vessels.

The security strategy emphasises the importance of engagement and building relationships. This continued throughout the year with key stakeholders, including JMIC and SHADE in the Middle East and maintaining dialogue with the regional Fusion Centres in Peru and Singapore, ReCAAP and NIMASA in Nigeria.

The MSC has remained focused on initiatives aimed at protecting seafarers, and this will continue to be its foremost priority going forward.

<p>Chair</p> <p>Sarah Thompson (Chevron)</p> <p>Vice Chairs</p> <p>Hemant Berry (Ampol)</p> <p>Eric-Christophe Berger (TotalEnergies)</p> <p>Secretary</p> <p>Russell Pegg (OCIMF)</p>	<p>Members represented</p> <p>ADNOC Ampol Atem BP CEPSA Cheniere Energy Chevron Ecopetrol ENOC Equinor Excelerate Energy ExxonMobil (IMT) Neste Corporation Nigeria LNG Pertamina Petrobras Phillips 66 Shell TotalEnergies Woodside Energy</p>	<p>Meetings in 2025</p> <p>MSC 09.A 08-09 April</p> <p>MSC 09.B 09 July</p> <p>MSC 10 03 December</p>
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Maritime security

Supporting seafarers in a volatile global environment

The 2025 calendar year tested seafarers and the maritime community significantly. While the world continued to grapple with geopolitical instability and armed conflict, merchant mariners remained at the intersection of strategic flashpoints, particularly in the Red Sea, Gulf of Aden and other high risk waters. Through threat monitoring, collaborative guidance development and targeted inspection initiatives, OCIMF's Maritime Security Committee (MSC) focused its efforts on improving seafarer safety, risk awareness and operational security preparedness across a dynamic threat landscape.



Responding to a shifting threat environment

Although attacks linked to regional conflict in the Red Sea escalated in earlier years, 2025 demonstrated that the operating environment for commercial shipping remained active and unpredictable. Periods of reduced activity were followed by renewed incidents, reinforcing the need for sustained vigilance rather than episodic response. Attacks during the year, including those resulting in casualties and crew detention, underlined that security risks were not abstract concerns but daily realities for seafarers operating in and around key sea lanes.

OCIMF continued to emphasise that threats and risks are not static. Through the MSC, the organisation supported ongoing threat monitoring and analysis, contributing

to a shared industry understanding of how risk profiles were evolving over time. This work informed collaborative guidance and supported operators and crews in adapting voyage planning, watchkeeping arrangements and onboard procedures as conditions changed.

A significant outcome of this cooperation was the release of the consolidated BMP Maritime Security (BMP MS) in March 2025. Developed in collaboration with BIMCO, ICS, IMCA, INTERCARGO and INTERTANKO, the guidance consolidated previously separate regional frameworks into a single, globally applicable resource. The publication provides practical advice on threat and risk assessment, voyage planning, mitigation measures and incident reporting, helping Masters and crews recognise, avoid and respond to security threats wherever they occur.

Embedding preparedness through inspection

A central element of OCIMF's response during 2025 was embedding security preparedness more deeply into marine assurance activity. In October 2025, OCIMF launched a Focused Inspection Campaign (FIC) under the SIRE 2.0 inspection programme to reinforce onboard readiness and crew familiarity with company security procedures.

The FIC introduced targeted questions on vessel hardening, access control and onboard awareness, applied across all SIRE 2.0 inspections regardless of a vessel's operating area. By testing practical understanding rather than theoretical knowledge, the campaign aimed to ensure that security procedures could be applied effectively under real world conditions, including during periods of heightened stress or limited reaction time.

This approach reflected a broader shift away from checklist compliance towards behavioural assurance, aligning operational security with OCIMF's wider emphasis on human factors. By examining how well crews understand and implement security plans, the inspection campaign sought to strengthen preparedness at the point where it matters most, on board the vessel.

Collaboration and seafarer welfare

Alongside guidance development and assurance activity, OCIMF's advocacy work in 2025 focused on ensuring that the operational realities faced by seafarers were clearly represented in wider maritime security discussions.

Throughout 2025, OCIMF continued to work closely with industry partners, naval information centres and flag state reporting mechanisms to support consistent and reliable information flows. This collaboration helped operators and crews access shared assessments of risk, reduce uncertainty and respond more effectively to emerging threats.

Importantly, consolidated guidance also recognised the human impact of operating in high threat environments. Alongside mitigation measures, it highlighted the importance of reporting mechanisms, welfare support and post incident care, acknowledging that the effects of security incidents extend beyond physical harm to include psychological stress, fatigue and longer term wellbeing considerations for seafarers and their families.

Looking forward

The challenges of 2025, from ongoing Red Sea instability to broader global security pressures, demonstrated that protecting seafarers requires continuous vigilance, shared knowledge and practical preparedness. Through its MSC, OCIMF responded with initiatives that reinforced these principles, supporting collaborative guidance, embedding security awareness through inspection and sustaining cooperation across the maritime community.

In an evolving threat landscape, these efforts helped translate high level policy into practical, crew-centred action. For seafarers navigating some of the most challenging waters in the world, OCIMF's work during 2025 focused on providing clarity, consistency and support, laying a stronger foundation for safer operations in the years ahead.



Environment Committee

Purpose

The Environment Committee (EC) provides subject matter expertise and strategic guidance on environmental issues to the forum. It focuses primarily on preventing harm to people and the environment by developing and implementing the OCIMF Environment Plan.

The EC reports to the OCIMF Managing Director and only reports to the relevant principal committee on issues or actions that relate to developing or improving publications, programmes or advocacy.

2025 activity

In 2025, the EC reviewed the Environmental Plan to reaffirm the highest priorities and developed a new procedure to identify, assess and advise on prioritising new or emerging environmental issues.

A comprehensive information paper on Onshore Power Supply Systems, building on the interim paper published in December 2023, was published in June 2025 and launched at OCIMF Day in Athens.

An interim information paper, Emission Capture and Control at Berth: Preliminary Safety Recommendations, was published in January 2025, just as the relevant regulations from the Californian Air Resources Board come into effect for tanker operations in Southern California.

The EC members and company experts also supported the review of the information paper on *Volatile Organic Compound Emissions from Cargo Systems on Oil Tankers* published in 2019. The review team recommended minor changes with the updated paper released in early 2026.

The EC dedicated much of its time to advocacy, focusing on developments at both the IMO and the EU. The EC's discussions on the IMO focused on the development of the mid-term measures in the IMO Greenhouse Gases (GHG) Strategy, co-sponsoring a paper with IPIECA and IBIA to highlight fuel supply perspectives for the 2023 GHG Strategy midterm measures. This paper was considered at the 17th meeting of the Intersessional Working Group on Greenhouse Gases in February 2025. The EC kept updated on IMO discussions at the 83rd session of the Marine Environment Protection Committee (MEPC) in April 2025 and the second extraordinary session of MEPC in October 2025 that adjourned for one year.

The EC reaffirmed OCIMF's position on mid-term measures aligned to OCIMF's revised *GHG Position Paper*. The position reflects OCIMF being fuel agnostic, supporting reward-based schemes to incentivise high performing vessels, focusing on the safe deployment and use of alternative fuels, supporting a robust Lifecycle Assessment (LCA) methodology for Well-to-Wake and supporting the development of a standard global certification scheme for maritime fuels.

Members from EC and Engineering Expert Group supported OCIMF's contribution to the IMO Correspondence Groups on a) non-CO2 GHG Emissions and Onboard Carbon Capture and Storage; b) the review of short-term measures looking at the Carbon Intensity Indicator Regulation; and c) alternative fuels – amendments to the IGF Code and development of guidelines for low flashpoint fuels.

The EC's discussions on the EU considered the planned extension of the EU Emissions Trading Scheme to offshore shipping from January 2027, where the European Commission were keen to seek industry input to update the relevant guidance notes.

The EC continued its support for OCIMF's partnering with the Clean Energy Marine (CEM) Hubs initiative, with OCIMF supporting the IAPH-led workstream on assessing port-readiness for alternative fuels using OCIMF's terminals expertise.

Chair	Members represented	Meetings in 2025
Maria Polakis (BP)	ADNOC Aker BP (from April), Alma Petroli (from March) Aramco BP Chevron ConocoPhillips ENOC Equinor IMT Neste Phillips 66 PIMA Shell Total Vast Infraestructura (from July) World Fuel Services	09.B 25 February (Virtual)
Vice Chairs Saif Saleh Alhamadi (ENOC)		10 19-20 March (London/hybrid)
Samar Pradhan (Shell) from October		10.A 29 April (Virtual)
Secretary Martin Young (OCIMF Environmental Adviser)		10.B 1 July (Virtual)
		11 7-8 October (London/hybrid)
		11.A 28 October (Virtual)

Legal Committee

Purpose

The Legal Committee provides legal support for OCIMF activities. This includes legal advice on competition/ anti-trust law, OCIMF programmes, intellectual property issues, advocacy and publications, including reviewing documents before publication.

2025 activity

The Legal Committee carried out the following in 2025:

- Provided support to OCIMF programmes, including supporting the SIRE Submitter Project.
- Reviewed OCIMF publications, including Maritime Security documents.
- Reviewed membership criteria and policy.
- Supported IMO and IOPC Funds issues and attended meetings.

- Reviewed and advised on sanctions.
- Supported Dark Fleet issues.
- Supported the OCIMF Mission Scope and Branding Project

Chair	Members represented	Meetings in 2025
Rob Melvin (BP)	Aramco BP Chevron ENOC Equinor IMT PIMA Repsol Shell TotalEnergies YPF	14 October (in person) 14 March 2025 9 April 2025 9 July 2025 24 September 2025 1 October 2025 (in person)
Vice Chair Jame Newdigate (Aramco)		
Secretary Philip Pascoe (OCIMF General Counsel and Business Support Director)		

The Energy Transition

Environmental objectives

Energy transition provides a lens through which OCIMF can consider maritime decarbonisation in a broader context, considering the role of members in the carriage and terminalling of existing and emerging fuels. OCIMF has long supported the IMO's ambition to reduce global maritime Greenhouse Gas (GHG) emissions and plays a role at the IMO in sharing our expertise and raising awareness of our sector to shape practical regulation focused on safe management for new fuels and technologies.

Advocacy at the IMO towards global emission reduction

Energy transition should be holistic, involving the whole supply chain. Within a more constrained multilateralism context of 2025, the IMO's GHG reduction strategy progressed well, before ending the year with a pause. The Marine Environment Protection Committee (MEPC) 83 meeting in April agreed the 'net-zero framework' and structure for various technical and economic elements of the mid-term measures of the amended MARPOL Annex VI. However, the extraordinary MEPC meeting in October, intended to adopt the net-zero framework, was adjourned as Member States sought a consensus-based approach.

OCIMF plays an active role in regulatory development with the evolving IMO framework on the lifecycle analysis of maritime fuels. The promise of more sustainable shipping relies upon a properly prepared human workforce and OCIMF is encouraged by discussions at the IMO on training for seafarers using alternative fuels and technologies.

Recognising the importance of effective regulation to enable decarbonisation, OCIMF will continue its active engagement at

the IMO over the coming year, supported by expert contributions from its membership.

European collaborative efforts

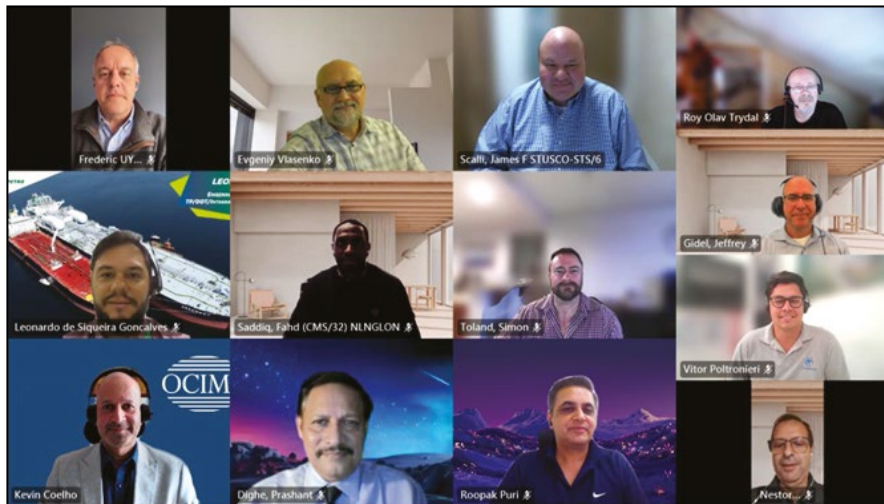
OCIMF engages in European discussions via the EU's European Sustainable Shipping Forum (ESSF). In 2025, the ESSF considered the implementation of the Fuel EU Maritime that aims to promote the use of renewable or low-carbon fuels in maritime transport to complement the EU Emissions Trading Scheme. OCIMF has engaged in discussions around some practical implementation challenges, particularly on fuel certifications requirements and combining differing databases.

OCIMF has been active in the ESSF subgroup on the data reporting requirements for the Monitoring, Reporting and Verification Maritime Regulation and Emissions Trading Scheme, and in the Sustainable Alternative Power Shipping subgroup. This includes supporting a new workstream on onshore power supply that can draw insights from OCIMF's OPS information paper published in June 2025. OCIMF also participated in the new offshore workstream looking at the extension of the EU Emissions Trading Scheme to offshore vessels from January 2027.

Global decarbonisation engagement

OCIMF collaborates with partner organisations to support maritime GHG reduction. OCIMF became a partner to the Clean Energy Marine Hubs in 2024 and continued to support the ICS-led initiative through 2025. In these efforts, OCIMF's focus remains on ensuring safe transition and highlighting the importance of safety and sustainability in the journey of energy transition.

Ship-to-Shore Interfaces Expert Group



Purpose

The Ship-to-Shore Interfaces Expert Group (SSEG) provides subject matter expertise in the management of ship-to-shore interfaces to the P&A TBT Committee. It focuses primarily on the prevention of harm to people and the environment caused by the operation of hydrocarbon vessels within port areas and at terminals.

The SSEG facilitates and coordinates a Ship-to-Shore Interfaces Community of Practice (CoP).

Reports to: **P&A TBT Committee**

2025 activity

Members of the SSEG developed content for the revised information paper, *Manning at Conventional Marine Terminals*, due for publication in 2026. The SSEG has also completed a review of the *Marine Terminal Management and Self Assessment (MTMSA)* and proposed revisions to ensure the publication remains current and relevant. Following approval from the P&A TBT Principal Committee to proceed with the MTMSA revision and Management Self Assessment (MSA) alignment project, the SSEG recommended that it move forward with revising the operational chapters of the MTMSA, with revision of the technical and non-operational chapters to follow. SSEG members with relevant expertise are actively supporting the wider MSA project through participation in the MSA Steering Committee and associated crossfunctional work groups.

SSEG members continued to contribute to broader industry initiatives, including on Falls to Water, Enclosed

Space Safety, and the new OCIMF–INTERTANKO Joint Steering Group work stream on Consequences of Decision Making. Collaboration with external industry bodies also remains active across a wide range of topics, including the Port Call Optimisation, Proposals for Port Information Guidance, and Port Readiness Level – Cargo.

Lead	Members represented	Meetings in 2025
Anne Beverwijk (Shell)	Angola LNG Aramco BP Cheniere Energy Inc Chevron CITGO ConocoPhillips Energy Transfer ENOC Equinor Essar Oil UK HF Sinclair INEOS Europe INPEX IMT MOEVE S.A. Nigeria LNG, OMV Refining & Marketing Panama Canal PetroChina Petrobras PEMEX Phillips 66 Qatar Energy Raizen Repsol Santos Shell TotalEnergies Valero Vast Infrastrutura Viva Energy Australia YPFYPF	SSEG 11 13 March
Co-Leads Stephen Blake (Angola LNG)		SSEG 12 10 November
Walter Garibotto (YPF)		Intersessional meetings held as required.
Secretary Kevin Coelho (to July) and Javed Bhombal (OCIMF Nautical Adviser)		

Ship-to-Ship Interfaces Expert Group



Purpose

The Ship-to-Ship Interfaces Expert Group (STS EG) provides subject matter expertise in Ship-to-Ship (STS) transfer operations to the P&A TBT committee. It focuses primarily on the prevention of harm to people and the environment caused by the transfer of all bulk liquid cargoes via STS, including oil (MARPOL Annex I), chemical (MARPOL Annex II) and liquefied gas (LPG and LNG).

The STS EG facilitates and coordinates an STS Community of Practice (CoP).

Reports to: **P&A TBT Committee**

2025 activity

The second edition of the *Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases* was published in September 2025. The guide is widely regarded as the leading, comprehensive reference for all STS operations in the maritime industry. Following publication, notifications were submitted to IMO MEPC to update MARPOL references to the revised guide.

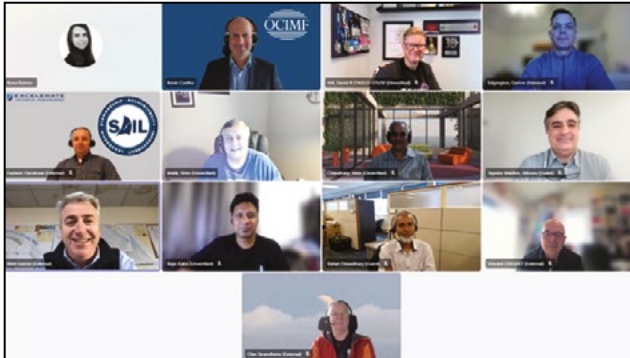
A panel session on the *STS Transfer Guide* was held during OCIMF Day – London in September, providing an opportunity to address industry questions directly. Engagement with stakeholders continues as OCIMF gathers feedback and supports clarity and understanding of the updated guidance.

The STS EG is working to revise the STS related questions and guidance in SIRE 2.0 so they align with the requirements of the new edition.

Ongoing collaboration with regional STS organisations and STS Service Providers is facilitating the exchange of feedback, incident learning, and broader continuous improvement efforts.

<p>Lead James Scalli (Shell)</p> <p>Co-Leads Simon Toland (Chevron)</p> <p>Roopak Puri (Ampol)</p> <p>Secretary Kevin Coelho (to July) and Javed Bhombal (OCIMF Nautical Adviser)</p>	<p>Members represented</p> <p>ADNOC Ampol Group Aramco BP Chevron Eni ENOC Equinor Excelerate Energy ExxonMobil Mabanaft Nigeria LNG Petrobras PetroChina Phillips 66 Shell TotalEnergies Vast Infraestructura Vibra Energy YPF</p>	<p>Meetings in 2025</p> <p>STSEG 10 11 March</p> <p>STSEG 11 04 November</p> <p>Intersessional meetings held as required.</p>
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Nautical Expert Group



Purpose

The Nautical Expert Group (NEG) provides nautical expertise to both Publications and Advocacy Committees (P&A TBT committee and PAOC). It focuses primarily on the following areas on tankers and offshore vessels:

- Navigation and communications, e.g.:
 - General navigation, including navigation in ice.
 - General communications, including emergency communications.
 - Pilotage.
- Cargo and Ballast management, e.g.:
 - Cargo operations – oil, chemicals, LNG and LPG.
 - Floating Storage and Regassification Unit (FSRU).
 - Emergency Shut Down systems (ESDs).
- Mooring and anchoring, e.g.:
 - Equipment (design, operations and management).
 - Towing.

The NEG facilitates and coordinates a Nautical Community of Practice.

Reports to: **P&A TBT Committee (and P&A Offshore Committee for offshore-related issues)**

2025 activity

The NEG completed work on the information paper *Guidelines for Large Ships Transiting the Danish Straits through the Great Belt*, which was published in January 2026.

A working group was established in response to an increase in Falls to Water incidents across maritime operations. The working group aims to review lessons learned and produce guidance where required. Adverse trends have also been noted in accidents involving

Enclosed Space Entry. OCIMF played a key role in facilitating efforts to bring industry organisations together to identify shortcomings and develop coordinated action points aimed at improving safety in this high risk area.

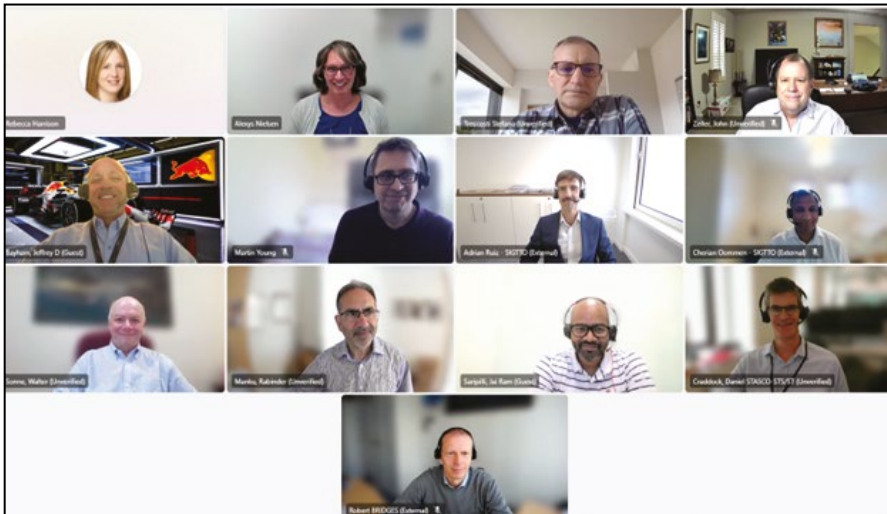
NEG members supported the Royal Institute of Navigation in developing new guidance, *Impacts of GNSS Interference on Maritime Safety*, published in January 2026.

NEG members are participating in OCIMF’s MSA revision and alignment project, established as part of its document management process. Members are also supporting the OCIMF–INTERTANKO Joint Steering Group on two new joint work streams:

- Cadet Berths and Training – identifying barriers to the availability of training berths for cadets and trainees and exploring practical measures to overcome these challenges.
- Consequences of Decision Making – developing guidance to improve the interpretation of operational communications, strengthen sound judgement, and enhance decision making processes, ensuring they remain consistently aligned with safety.

<p>Lead</p> <p>Nitin Malik (Chevron)</p> <p>Co-Lead</p> <p>Nitin Chaudhary (BP)</p> <p>Secretary</p> <p>Kevin Coelho (to July) and Javed Bhomal (OCIMF Nautical Adviser)</p>	<p>Members represented</p> <p>Ampol BP Chevron Eni ENOC Equinor Hess INEOS Europe MOVEGLOBAL Panama Canal Marine Authority PetroChina Shell TotalEnergies</p>	<p>Meetings in 2025</p> <p>28 October (Virtual)</p> <p>17 March (Virtual)</p> <p>Intersessional discussions and exchanges held as required.</p>
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Structures Expert Group



Purpose

The Structures Expert Group (SEG) provides subject matter expertise in naval architecture and civil engineering to the Publications and Advocacy Committees (P&A TBT committee and PAOC). It focuses on key areas on tankers, offshore vessels, barges, and terminals, which include:

- Design, construction, maintenance, and repair of vessel structures.
- Design, construction, maintenance, and repair of structures of marine floating systems.
- Structural integrity and coating of hull, superstructure, and external weather decks – including ice strengthening.
- Design, construction, maintenance, and repair of structures at the marine terminal and offshore interfaces.

The SEG facilitates and coordinates the following Communities of Practice:

- Vessel and Floating System Structures.
- Marine Terminal Structures.

Reports to: **P&A TBT Committee (and P&A Offshore Committee for offshore-related issues)**

2025 activity

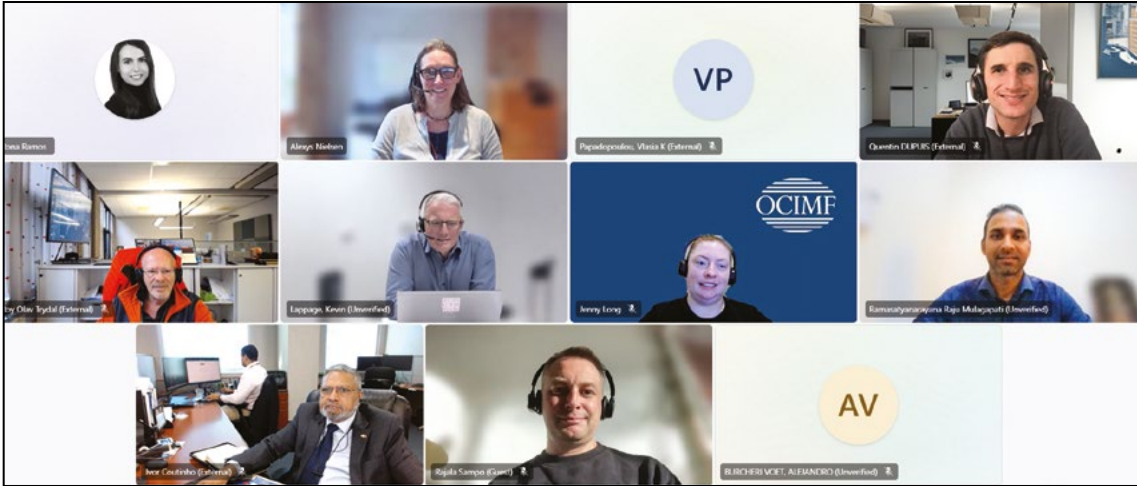
SEG’s main publication focus was overseeing the working group revising the *Guidelines for the Design, Operation and Maintenance of Multi Buoy Moorings*. This revision will focus on alignment with new industry standards for multi-point mooring facilities, incorporating risk-based assessments, enhanced operational guidance, and the inclusion of human factors.

The SEG supports comprehensive maritime standards through its collaboration with PIANC MarCom and British Standards CB/502. Members support working groups drafting the new and revised standards, in addition to participating in the Blue-Ribbon review of PIANC 153C: *Recommendations for the Design and Assessment of Marine Liquid and Gas Terminals Handling Green Fuels and Fossil-Based Cargoes*, published in December.

The SEG continues to support the energy transition by advocating for new technologies through its support of the working group creating the information paper *Onshore Power Supply Systems: Recommendations for Tankers and Terminals*, published in June 2025. The paper was showcased at the June OCIMF day in Athens, Greece. The SEG will maintain an Onshore Power Listening and Learning group to further monitor industry adoption and best practices for tankers.

<p>Lead Jeff Bayham (ExxonMobil)</p> <p>Co-Lead Gerard Spaan (Shell)</p> <p>Secretary Alexys Nielsen (OCIMF Engineering Adviser)</p>	<p>Members represented</p> <p>Aramco BP Chevron Eni Enoc ExxonMobil Neste Petrobras Shell Total Energies</p> <p>Invited industry bodies</p> <p>PIANC</p>	<p>Meetings in 2025</p> <p>SEG 13 20 January (virtual)</p> <p>SEG 14 28 April (virtual)</p> <p>SEG 15 3 September (virtual)</p>
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Engineering Expert Group



Purpose

The Engineering Expert Group (EEG) provides subject matter expertise in engineering operation, maintenance and repair of tankers, offshore vessels and barges to the Publications and Advocacy Committees (P&A TBT committee and PAOC). It focuses on key areas such as:

- Machinery and propulsion.
- Bunkering.
- Steering compartment.
- Electricals.
- Marine technology/plant automation.

The EEG facilitates and coordinates an Engineering Community of Practice.

Reports to: **P&A TBT Committee (and P&A Offshore Committee for offshore-related issues)**

2025 activity

The EEG’s primary focus for 2025 was the revision of the information paper *Safety Critical Equipment and Spare Parts Guidance*, updating the publication to accommodate new industry challenges, guidance on comprehensive risk assessments, and recommendations for onboard safety critical spare parts management. Additionally, the EEG completed periodic reviews of OCIMF information papers *Recommendations on Engineering Watch/Duty Period Handover and Inspection Routines* and *The Supply and Use of 0.50%-Sulphur Marine Fuel*.

EEG members continue to support the maritime energy transition and decarbonisation efforts by providing safety and engineering oversight on IMO Correspondence Groups for Regulatory Framework and IGF code developments for Alternative Fuels.

The EEG supported industry operational guidance and best practices by collaborating with the IOGP working group for ships husbandry diving experts, the evaluation of pressurised hot work habitat usage aboard tankers, and through advocacy of the new information papers on Barge Based Emissions Capture and Control and Onshore Power Supply for Tankers.

Lead	Members represented	Meetings in 2025
David Deltano (Marathon Petroleum)	BP CITGO Enoc Equinor Marathon Petroleum Neste Phillips 66 QatarEnergies Sonangol USA TotalEnergies Vast YPF	EEG 12 5 February (virtual)
Co-Lead Kevin Lappage (BP)		EEG 13 30 April (virtual)
Secretary Alexys Nielsen (OCIMF Engineering Adviser)		EEG 14 26 June (virtual)
		EEG 15 9 October (virtual)

Barges Expert Group



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.

Reports to: **P&A TBT Committee**

2025 activity

Work to develop a Global Barge Guide continued, with regional virtual meetings taking place as well as face-to-face meetings in Houston and Buenos Aires in March and in Houston in July. During BEG 15 Nikhil Khandekar of Chevron was elected as the new lead for 2026.

South and Central America (SCA): revision of the Barge Inspection Questionnaire (BIQ 5 v 2.0) was completed end of 2024 and translations of the BIQ were produced in Spanish and Portuguese. The information paper *Recommendation for converting Inland Tank-Barges from Open to Closed Cargo Operations in South and Central America* was updated. The group started work on the Global Barge Guide.

North America: the revision of the BIQ for North America was completed in March during the meeting in Houston. This group also started work on the Global Barge Guide.

In July the North American and SCA members came together in Houston to work on the Global Barge Guide. This was the first time the members of these regions worked together.

Europe: In April, the group completed a draft of the information paper, *Guidelines for usage of Smart Autonomous Aids: Track Guidance Assistants for Inland Navigation (TGAIN)*. The working group held monthly

face-to-face meetings and additional virtual meetings as required. In May the group hosted a workshop in Gorinchem, Netherlands, and in September in Duisburg, Germany, to discuss remote controlled operations with suppliers, class, authorities, insurance companies and technical operators. OCIMF attended several events in the region, such as the Safety Day hosted by Platform Zero Incidents (PZI) and a safety day organised by BASF in Ludwigshafen.

Asia Pacific: OCIMF was pleased to visit its Asia Pacific members in Singapore in November and hosted an OCIMF Day with a clear focus on barging activities in the region. OCIMF will continue this engagement in 2026.

Over the past few years, it has become clear that a global approach for barging is needed. The first step in this process will be the development of the Global Barge Guide. In September the OCIMF Day in London provided an opportunity for regional operators and branch organisations, including the American Waterways Operators and Platform Zero Incidents, to visit OCIMF’s office and discuss a global approach. This will be the focus for barging activities in the upcoming years.

The Barge Expert Group will have four meetings in 2026 and OCIMF will continue its engagement in the regions, including Asia Pacific.

Lead	Members represented	Meetings in 2025
Unni Krishna (IMT)	ATEM BASF BP Braskem Chevron ENOC IMT INEOS Koch Marathon Petroleum MISC Marine MoeveGlobal Neste Pan American Energy Petrobras Phillips 66 Raizen Shell TotalEnergies Valero Vibra Energia Viva Energy WFS YPF	BEG 12 23 January
Co-Lead		BEG 13 17 April
Jose Maria Riso Patron (YPF)		BEG 14 31 July
Secretary		BEG 15 4 December
Ton Mol (OCIMF Barge Adviser)		

Floating Systems Expert Group



Purpose

Floating Systems Expert Group (FSEG) provides subject matter expertise to the Publication and Advocacy Offshore Committee for the operation, maintenance and management of maritime activity on offshore floating production, storage and export facilities, platforms, drill ships, semi-submersible and jack-up rigs.

Floating facilities may be permanently or non-permanently moored, located in any depth of water, and designated to handle any petroleum product, including LPG and LNG.

FSEG facilitates and manages the following Communities of Practice (CoP):

- Floating Systems Marine Operations CoP
- Floating Systems Asset Integrity Management CoP

Reports to: **P&A Offshore Committee**

2025 activities

The second edition of *Guidelines for Purchasing and Testing of SPM Hawsers* was published on 25 March with an explanatory video released to LinkedIn on 26 September.

The review and update of OCIMF's *Guide to Manufacturing and Purchasing Hoses for Offshore Moorings (GMPHOM)* 6th edition continued, including the incorporation of the information paper, *Marine Breakaway Couplings*.

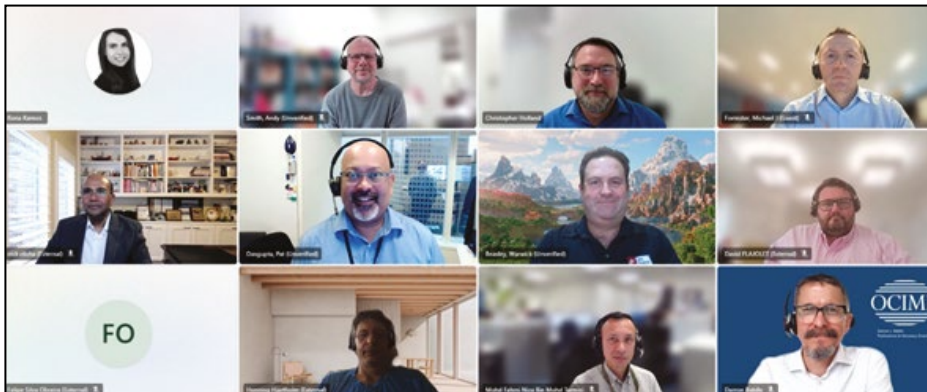
The drafting of a new publication *Best Practices for the Management of Survival Craft on Fixed/Floating*

Installations was progressed. Other industry organisations engaged for support are: International Life-saving Appliance Manufacturers' Association (ILAMA), International Organization of Oil and Gas Producers (IOGP), Safer Together, Offshore Petroleum Industry Training Organisation (OPITO), and International Marine Contractors Association (IMCA).

Drafting continues on *Guidelines for the Marine Assessment of FPSOs*, 3rd edition to develop guidance on FPSO assurance and asset integrity. This detailed work is supported by IRF, HSE and IOGP.

<p>Lead Gareth Meredith (BP)</p> <p>Co-Leads Zubin Bhada (Santos)</p> <p>Laurent Pottier (TotalEnergies)</p> <p>Secretary Christopher Holland (OCIMF Offshore Adviser)</p>	<p>Active Members represented</p> <p>BP Chevron Equinor ExxonMobil Shell TotalEnergies</p> <p>Invited industry bodies</p> <p>Bluewater BW Offshore MODEC SBM Offshore</p>	<p>Meetings in 2025</p> <p>FSEG 16 18 March</p> <p>FSEG 17 17 June</p> <p>FSEG 18 9 September</p> <p>FSEG 19 2 December</p>
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Offshore Vessel Operations Expert Group



Purpose

The Offshore Vessel Operations Expert Group (OVOEG) provides subject matter expertise to the Publications and Advocacy Offshore Committee on the operation and management of offshore vessels with particular emphasis on maritime operations within offshore safety exclusion zones. Certain upstream industrial missions outside the offshore safety exclusion zone may be included, except where already covered by another expert group or competency resides in organisations outside OCIMF.

OVOEG supports delivery of best practices and regulatory advocacy related to maritime operations on offshore vessel types, as defined within the Offshore Vessel Inspection Database (OVID).

OVOEG facilitates and manages the following Communities of Practice (CoP):

- Offshore Marine Operations
- Station Keeping
- Offshore Marine Assurance

Reports to: **P&A Offshore Committee**

2025 activity

OVOEG hosted an OVID User Forum in Aberdeen, UK, on 5 November 2025 to gather OVID improvement suggestions from industry. The intent is to hold similar forums in the Americas and Southeast Asia in 2026.

The Offshore Vessel Inspection Questionnaire (OVIQ4) question set, edited by an OVOEG work group, was released on 29 May 2025.

OCIMF joined with Marine Technology Society (MTS) DP Committee and IMCA to collaborate on a joint industry

project, *JDP01 Unified Approach to Verification, Validation and Assurance of Single Fault Tolerance in DP System*, published on 8 July 2025.

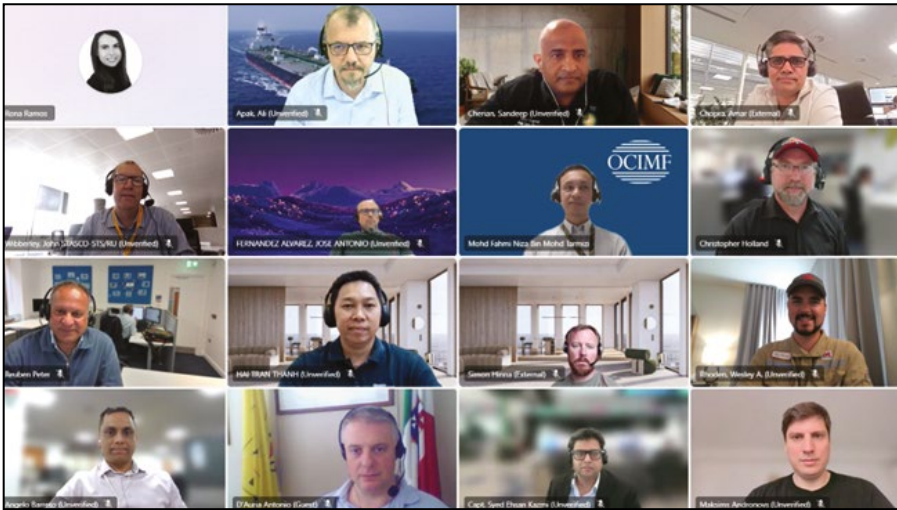
Editing has progressed on the third edition of Offshore Vessel Management Self-Assessment (OVMSA) element 6 specific to offshore vessels. The OVMSA will be aligned with the Tanker Management Self-Assessment (TMSA) in 2026.

A work group has been formed to develop the Offshore Vessel Incident Repository as part of OVID. The work group is developing an advocacy plan in 2026 to promote industry adoption.

OCIMF continues to play a role as Steering Group member for Guidelines for Offshore Marine Operations (GOMO), the Nautical Institute's Dynamic Positioning Training Executive Group (DPTEG), and Associate Steering Group Member for Marine Safety Forum (MSF).

Lead	Members represented	Meetings in 2025
Pat Dasgupta (Chevron)	BP Chevron ConocoPhillips Equinor ExxonMobil Petrobras PetroChina Shell TotalEnergies Woodside	OVOEG 16 4 March
Co-Leads Henning Hjartholm (Equinor)		OVOEG 17 4 June
Monty Mathew (Shell)		OVOEG 18 10 September
Secretary Christopher Holland (OCIMF Offshore Adviser)		OVOEG 19 5 December

Inspection Processes Expert Group



Purpose

The Inspection Processes Expert Group (IPEG) represents the offshore, deep sea and the inland shipping sectors of the industry. It provides subject matter expertise to the Programmes Committee on issues such as the inspection questionnaires, the programmes databases, the management self-assessment (MSA) databases and on ensuring data quality and analysis.

Reports to: **Programmes Committee**

2025 activity

In 2025, the IPEG focused on enhancing OCIMF’s inspection and marine assurance programmes through two meetings held in January and July. Two co-lead roles were filled during the January meeting, with representatives from Chevron and INEOS.

Key priorities included supporting the transition of SIRE 2.0 implementation responsibilities from the Vessel Inspection Programme (VIP) Work Group to IPEG, supporting the OVIQ4 release in May, and progressing the regional BIQ/ BPQ5 reviews for North America and South and Central America, with releases targeted for 2026/2027. The group also contributed to the wider MSA Alignment project, notably proposing a full review of *Tanker Management and Self-Assessment 3* to the Programmes Committee to ensure alignment with current industry practice and human factors considerations.

Engagement expanded through preparations for the return of OVID User Forums and wider OCIMF strategy updates.

Overall, IPEG played a key role in driving consistency, modernisation and alignment across OCIMF assurance tools during 2025.

<p>Lead</p> <p>Fred Adolfsen (Equinor)</p> <p>Co-Lead</p> <p>Ali Apak (Chevron)</p> <p>Amar Chopra (INEOS)</p> <p>Secretary</p> <p>Fahmi Tarmizi (OCIMF Programmes Technical Manager)</p>	<p>Members represented</p> <p>Abu Dhabi National Oil Company (ADNOC) Aker BP Ampol Aramco BASF SE BP Shipping Limited Braskem Cheniere Energy Chevron Shipping Company Emirates National Oil Company (ENOC) Eni SpA Equinor ASA INEOS Europe AG Marathon Petroleum Co. LP MISC Maritime Services Moeve SA (formerly known as CEPSA) Neste Corporation Nigeria LNG Limited OMV Refining & Marketing GmbH Pan American Energy LLC SUCARG Petrobras Petrovietnam Phillips 66 Company QatarEnergy Repsol Shell TotalEnergies Viva Energy Australia Ltd YPF S.A</p>	<p>Meetings in 2025</p> <p>IPEG 12 29 January 2025</p> <p>IPEG 13 15 July 2025</p>
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Programmes Governance Expert Group



Purpose

The Programmes Governance Expert Group (PGEG) provides subject matter expertise on issues related to programmes policies, procedures and people processes to the Programmes Committee. The expert group focuses on key areas such as programmes governance, quality management system, audits and assessments, inspector accreditation including sponsorship, training, assessment, and ongoing development. PGEG also oversees programmes appeals and disciplinary matters. The rules and standards developed by the PGEG drive compliance and performance through engagement with the programme participants.

Reports to: **Programmes Committee**

2025 activity

Inspector training, assessment and accreditation: A schedule of 25 online and face to face courses were delivered for SIRE and OVID programmes. These included five SIRE 2.0 new inspector courses for CAT-1 applicant inspectors, six refresher courses for CAT-1 inspectors, four new inspector training courses and ten refresher training courses for CAT-3 and OVID inspectors.

Programmes audits and assessments: In 2025, audited inspections were conducted for 56 Cat-1 and 14 CAT-3 applicant inspectors who completed an accreditation course during 2024/25. The OCIMF Quality Assurance team continued to carry out desktop inspector performance reviews for SIRE CAT-1 inspectors. OCIMF Programmes successfully completed an external ISO audit conducted by BSI in 2024 for renewal of ISO 9001 certification. In support, inspection reports submitted during 2025 continued to be reviewed and feedback

provided to inspectors and submitting companies. The Quality Assurance team continued to focus on those inspectors who needed additional guidance and support following the transition to SIRE 2.0.

Submitter Strategy Project: PGEG formed a working group at the direction of ExCom and the Programmes Committee to address members’ concerns related to report quality and programme integrity. The working group developed and presented a proposal containing recommendations to monitor and improve performance of submitting companies. The process to implement approved action items is in progress.

Lead	Members represented	Meetings in 2025
Oscar Danilo Rodriguez Luna (CEPSA) Co-Leads Vedran Engelbreht (Shell) Aleksandrs Karamisevs (Unipeç) Secretary Sach Sharma and Reuben Peter (OCIMF Quality Assurance Manager)	Ampol BASF BP CEPSA Chevron ENI ENOC Equinor Marathon Petroleum NESTE Pan American Energy Petrobras Shell TotalEnergies Unipeç	PGEG 12 26 February

Innovation and Technology Expert Group

Purpose

The Innovation and Technology Expert Group (ITEG) provides subject matter expertise to the forum on technology, data quality and management of cyber threats. Its primary objectives are to provide advice and support to the forum in the prevention and mitigation of cyber threats to tankers, barges and offshore vessels, and to enable OCIMF to leverage advantaged technology in enhancing the OCIMF programmes IT/OT systems and platforms.

Reports to: **Programmes Committee**

2025 activity

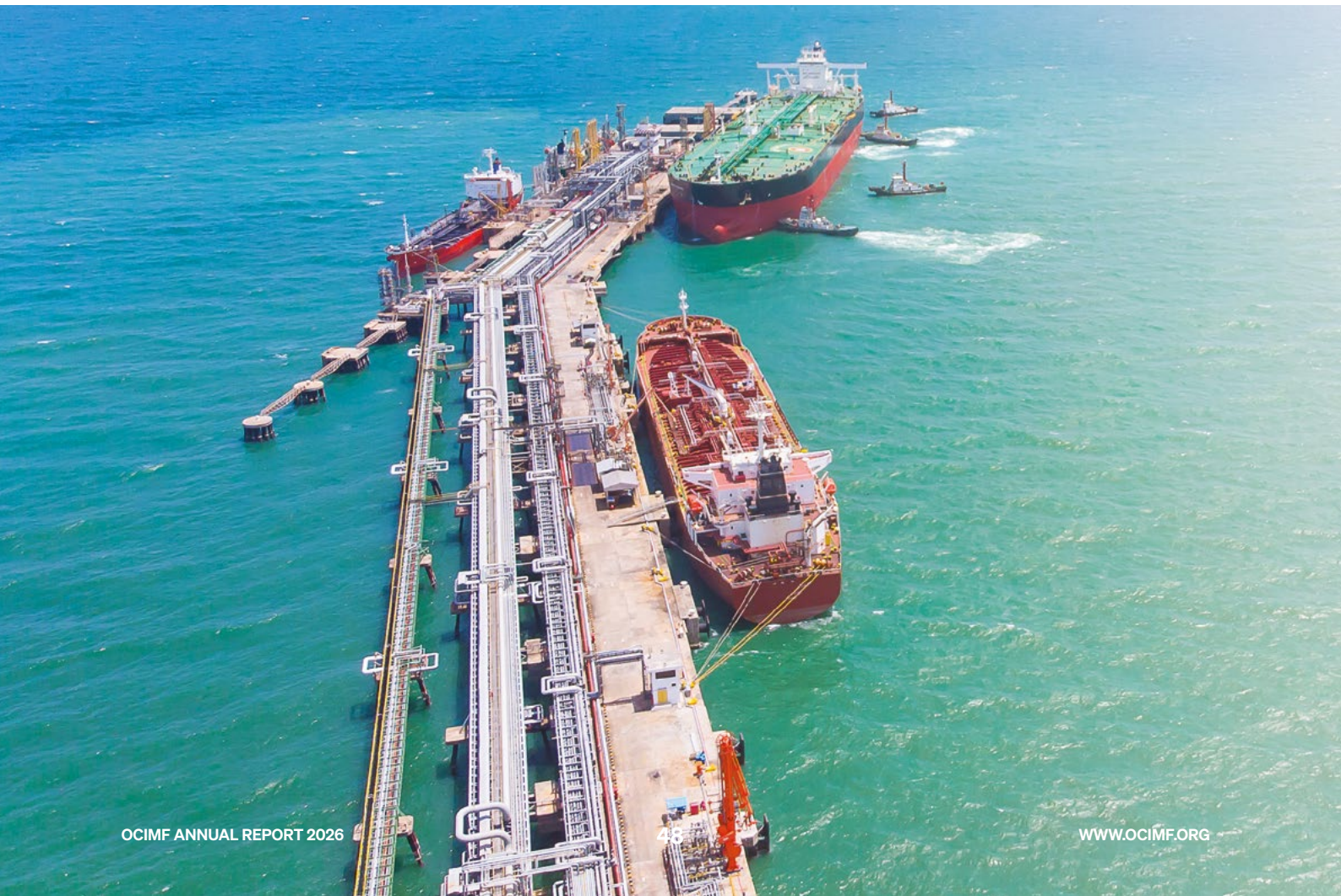
The ITEG met throughout 2025. The group applied its expertise to increase focus on data quality and integrity, critical elements in a data dependent organisation like OCIMF. The group worked with Programmes IT to fulfil the objectives set out in the terms of reference. Continuing the cyber focused efforts, the group provided input to the Management System Alignment (MSA) initiative, starting with input into the Offshore Vessel Management and Self Assessment (OVMSA) working group based upon the

5th edition of the *Guidelines on Cyber Security Onboard Ship*, and additional elements specific to the offshore operations.

Representatives from the group continue to participate in the Joint Working Group meetings on Cyber Systems hosted by the International Association of Classification Societies (IACS).

The group welcomes new additions to the committee and invites further expertise to this group.

Lead	Members represented	Meetings in 2025
Zillur Rahman (Shell)	ADNOC BP Chevron ExxonMobil Repsol Shell TotalEnergies	30 January 22 April 11 July 12 November Additional working meetings held between January and November
Secretary William J. Elkins (OCIMF Programmes Senior IT Manager)		



International Maritime Organization

The International Maritime Organization (IMO) is the United Nations specialised agency on marine and maritime affairs. It sets minimum standards for international shipping by developing regulations that can be adopted and implemented globally, with its remit including issues related to maritime safety, security, the human element, environmental and legal matters. The Assembly is the highest governing body of the IMO and includes all Member States. It normally meets every two years and elects the Council, which is currently made up of 40 Member States tasked with supervising work undertaken by the IMO's specialised committees. These include the Maritime Safety Committee (MSC), the Marine Environment Protection Committee (MEPC), and the various sub-committees reporting to them.

IMO meetings are attended by maritime diplomats and appointed experts from member governments and intergovernmental and non-governmental organisations (IGOs and NGOs). OCIMF has held consultative status at the IMO since 1971, which is a recognition of its technical expertise and contribution to the work of the IMO. Supported by its membership, OCIMF participates at different forums and stages of regulatory discussion, such as within expert or working groups and interessional correspondence groups. IMO committees make decisions on technical matters and delegate the technical details to sub-committees.

Most meetings now take place in hybrid format, allowing delegates to participate remotely in addition to in-person attendance.

Key contributions in 2025

Building on the work done in previous years and laying the foundation for the coming year, the following highlights some key OCIMF contributions at the IMO.

Maritime safety and security

Casualty investigation: In partnership with IMO Member States and partner NGOs, persistent advocacy for greater depth and quality of maritime casualty investigations met with success. Consequently, new work to address quality and timeliness of casualty investigation and reporting will commence at the IMO in 2026.

Safe ship to ship transfer: The *Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases* is a recognised publication and is referred to in Chapter 8 of the MARPOL Convention. An information paper highlighting key updates introduced by the second edition of the *Ship to Ship Transfer Guide* was submitted to the IMO for consideration for a session in February 2026.

Cyber security: In collaboration with Member States, IGOs and NGOs, OCIMF co-sponsored a proposal seeking to commence development of a non-mandatory Maritime Cyber Code that would include in its scope ports, shipping and the ship to shore interface.

Maritime security: Highlighting the purpose of the new consolidated *Best Management Practice – Maritime Security*, OCIMF offered technical assistance to the IMO, encouraged the sharing of data on maritime safety and security, exchange of best practices and optimising the use of regional maritime information-sharing centres.

Human element

Focus on behavioural soft skills: OCIMF worked with partner INTERTANKO to define competency regimes for seagoing officers and promote the belief that personnel behaviour and attitude are key elements of a positive safety culture.

Seafarer fatigue and rest hours: OCIMF co-sponsored a paper highlighting concerns regarding the effectiveness of provisions on seafarer fatigue and seafarers' hours of work and rest and the effect their safety and wellbeing at sea, and is seeking the development of recommendations.

Prevention of violence, harassment and sexual assault at sea: OCIMF strengthened partnerships with IMO delegations to define training regimes for seafarers to prevent and respond to incidents of violence and harassment.

Safety of new fuels and environmental matters

OCIMF participated in a number of IMO working groups covering themes ranging from onboard measurements of greenhouse gases methane and nitrous oxide, reviewing the efficacy of the IMO short-term GHG reduction measures that were implemented in 2023, to further development of the marine fuels lifecycle analysis framework. Co-sponsored work included a paper addressing the MEPC highlighting the role of fuel producers and suppliers in reaching net-zero GHG emissions.

Safe implementation of new technologies

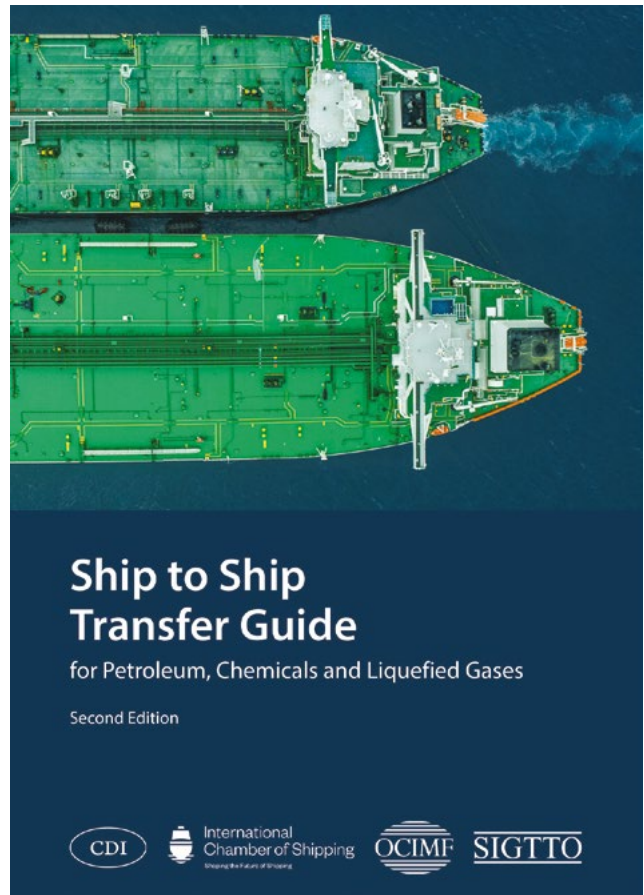
Maritime Autonomous Surface Ships (MASS): OCIMF engaged in relevant MASS working groups to help shape the draft non-mandatory MASS Code. With increasing member interest and expertise, OCIMF envisages playing an important role in the experience-building phase where real-world application of the MASS Code takes place.

Ship to Ship Transfer Guide

The Chemical Distribution Institute (CDI), International Chamber of Shipping (ICS), OCIMF and the Society of International Gas Tanker and Terminal Operators (SIGTTO) released the second edition of Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases in September 2025.

Originally published by OCIMF in 1975, the STS Transfer Guide was consolidated in 2013 through the combined expertise of co-authors CDI, ICS, OCIMF and SIGTTO. Recognised globally by the tanker industry and IMO Member States as the definitive reference for safe and effective STS operations, this new second joint edition, released in the 50th anniversary year of the original, reflects current best practices, regulatory developments and technical innovations.

The guide provides comprehensive guidance on planning and executing STS transfers of petroleum, chemical and liquefied gas cargoes. Applicable to all vessels and referenced within Annex 1 of the MARPOL Convention, it serves as a key resource for vessel Masters, Marine Superintendents, STS service providers and regulatory authorities. This edition features a foreword by Secretary-General of the International Maritime Organization (IMO), Arsenio Domínguez, recognising the guide's vital role in supporting the implementation of MARPOL and reinforcing the shared responsibility for safety through consideration of human factors. The importance of continued industry collaboration to maintain and improve safety standards, reduce environmental impact, and achieve incident-free STS operations is emphasised.



“The depth of knowledge and expertise brought by the members of the Working Groups involved in the development of this revised edition is truly exceptional. Every aspect of ship-to-ship transfers was rigorously examined, with each chapter undergoing detailed analysis and discussion. This publication stands as a testament to the outstanding work and seamless collaboration of a dedicated team of international professionals—delivering guidance that will significantly enhance safety across the industry.”

Capt. Howard Snaith General Manager, CDI

“Ship-to-ship (STS) operations within the liquefied gas sector have profoundly increased operational flexibility, enabling safe cargo transfers at sea and in port, and allowing operators to respond swiftly to changing market demands. The second edition of the STS Transfer Guide not only builds on decades of technical experience, but also places new emphasis on the human element—recognising that safety and success depend on the competence, decision-making, and collaboration of all personnel involved. By integrating best practices for both technology and people, this guide sets the benchmark for safe, efficient, and flexible STS operations in the gas industry.”

Hans Weverbergh,
General Manager, SIGTTO

“With the frequency of ship-to-ship transfers of chemicals and liquefied gases on the rise, this new edition is crucial to ensuring that the maritime industry maintains its excellent safety record and reduces its environmental impact during these complex operations.”

John Stawpert,
Principal Director – Marine, International Chamber of Shipping

Fifty years of guidance

“One of the small privileges of my role at OCIMF is being able to look through our historical library and see the earlier editions of the best practice guidelines that the organisation has published over the previous 50 years, some that I learned from and have used onboard and others that came before my time at sea. It’s gratifying to see what can be done when we are united in purpose.

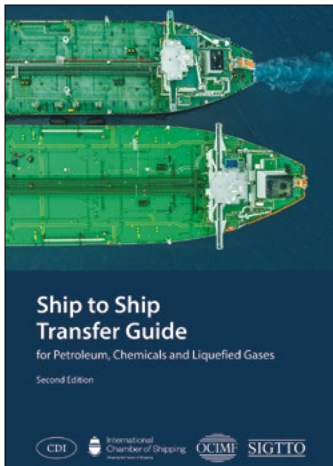
They say that “A picture is worth a thousand words.” This picture contains many thousands of words but is worth much more than that. I would not try to place a value on the lives saved and incidents that were prevented over the past 50 years thanks to the guidance in these publications. It’s an honour to help represent an organisation that makes a real impact.”

Darron L. Biddle, Publications and Advocacy Director



Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases, Second Edition is available in eBook and print formats, each with a unique cover, from www.shop.witherbys.com and other maritime book stockists.

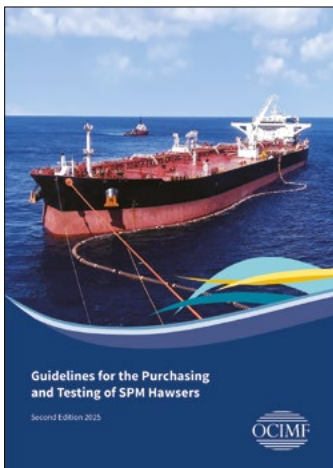
OCIMF publications – new



Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases 2nd Edition

This Guide provides comprehensive guidance on the planning and execution of Ship to Ship (STS) transfer operations for petroleum, chemical and liquefied gas cargoes. Reflecting the latest operational best practices and regulatory developments, it is applicable to all ships involved in STS activities, whether conducted at sea or in port. The definitive industry Guide for safe and effective STS operations, reflecting over 50 years of practical experience and regulatory alignment. This second edition has been fully revised and updated.

OCIMF book, published September 2025



Guidelines for the Purchasing and Testing of SPM Hawsers 2nd Edition

This publication provides detailed guidance on the specification, purchasing, testing and design particulars of mooring hawsers. This updated second edition includes rope design particulars and documents including the Offer of Hawsers Form and the OCIMF Compliance Certificate ensuring rope manufacturers, purchasers and inspectors have the latest guidance and information.

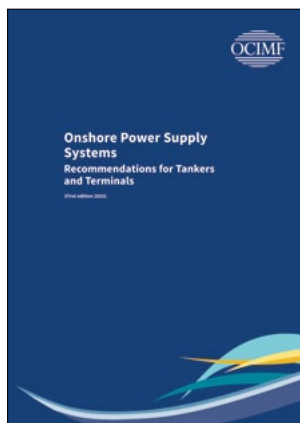
OCIMF book, published March 2025



BMP Maritime Security 1st Edition

BMP Maritime Security consolidates previously published regional publications into a comprehensive, interactive, online publication with actionable insights and advice. It focuses on providing a threat and risk management process and, recognising the dynamic nature of regional security situations, provides signposts to direct users to the most up-to-date security intelligence and risk assessment information.

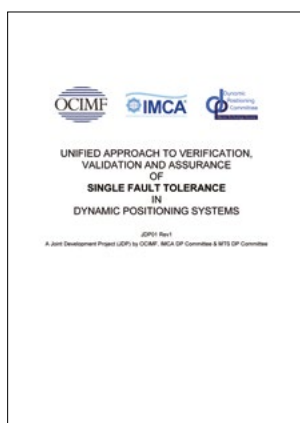
OCIMF and other industry organisations, published March 2025



Onshore Power Supply Systems: Recommendations for Tankers and Terminals

The adoption of an Onshore Power Supply (OPS) brings environmental advantages to maritime operations in ports and terminals. By using shore-based electrical power while at a berth, ships can stop running their onboard diesel generators, reducing their emissions, contributing to improved local air quality and potentially reducing Greenhouse Gas (GHG) emissions. This information paper serves as guidance for the design, implementation and operation of OPS systems for tankers and marine terminals.

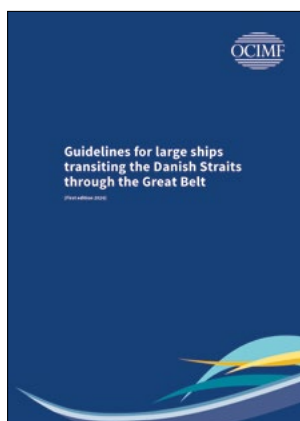
OCIMF information paper, published June 2025



Unified Approach to Verification, Validation and Assurance of Single Fault Tolerance in Dynamic Positioning Systems

This guidance provides a transparent framework that shows the relationships and responsibilities between stakeholders involved in the design, verification and validation process for dynamic positioning (DP) systems of Equipment Classes 2 and 3. It describes a process, Evidence Based Comprehensive Verification and Validation (EBCV2), that improves a DP vessel's ability to deliver predictable, incident free DP operations and business performance objectives, including GHG Emission reductions. This guidance is intended to be of use to the entire supply chain for DP new buildings and major conversions.

OCIMF information paper, published July 2025



Guidelines for large ships transiting the Danish Straits through the Great Belt

There has been an increased flow of large ships carrying hydrocarbon cargoes transiting the deep-water route of the Danish Straits (Route T) since 2022. Mariners passing through the Danish Straits via the Great Belt – the western, deeper strait – face challenging navigational conditions, including water depth, currents, climatic conditions and traffic density. These conditions can be minimised through good organisational and navigational planning. This paper provides operational and organisational guidance for ship operators in developing risk assessments for large ships transiting from Skagen to Bornholm (southbound) or Bornholm to Skagen (northbound) through Route T.

OCIMF information paper, published February 2026

OCIMF Books

Title	Edition	Published	Co-author
Anchoring Systems and Procedures	2nd	2010	–
BMP Maritime Security	1st	2025	–
Cargo Guidelines for F(P)SOs	1st	2018	–
Competence Assurance Guidelines for F(P)SOs	1st	2009	–
Competence Assurance Guidelines for Mooring, Loading and Lightering Masters	1st	2015	–
Design and Construction Specification for Marine Loading Arms	4th	2019	–
Effective Mooring	4th	2019	–
F(P)SO poster	1st	2012	–
Guide to Manufacturing and Purchasing Hoses for Offshore Moorings (GMPHOM)	5th	2009	–
Guidelines for Offshore Tanker Operations	1st	2018	–
Guidelines for the Design, Operation and Maintenance of Multi Buoy Moorings	1st	2010	–
Guidelines for the Purchasing and Testing of SPM Hawsers	2nd	2025	–
International Safety Guide for Inland Navigation Tank-Barges and Terminals (ISGINTT)	2nd	2023	CCNR
International Safety Guide for Oil Tankers and Terminals	6th	2020	ICS, IAPH
Jetty Maintenance and Inspection Guide	2nd	2023	SIGTTO
Marine Terminal Management and Self Assessment (MTMSA)	1st	2012	–
Marine Terminal Operator Competence and Training Guide (MTOCT)	1st	2013	–
Mooring Equipment Guidelines	4th	2018	–
Offshore Vessel Management and Self Assessment (OVMSA2)	2nd	2019	–
Peril at Sea and Salvage: A Guide for Masters	6th	2020	ICS
Recommendations for Liquefied Gas Carrier Manifolds	2nd	2018	SIGTTO

Title	Edition	Published	Co-author
Recommendations for Oil and Chemical Tanker Manifolds and Associated Equipment	1st	2017	CDI
Ship to Ship Service Provider Management and Self Assessment	2nd	2020	–
Ship To Ship Transfer Guidelines for Petroleum, Chemicals and Liquefied Gases	2nd	2025	CDI, ICS, SIGTTO
Single Point Mooring Maintenance and Operations Guide	3rd	2015	–
Tanker Management and Self Assessment 3 (TMSA3)	3rd	2017	–
The Use of Large Tankers in Seasonal First-Year Ice and Severe Sub-Zero Conditions	1st	2010	–
USA Barge Operations: Guidelines and Best Practices for Liquid Hydrocarbon Barges and Associated Tugs	1st	2014	–

Information Papers

Title	Edition	Published	Co-author
A Guide to Best Practice for Navigational Assessments and Audits	1st	2018	–
A Study into Crane Loads Associated with Hose Handling at Offshore Terminals	1st	2015	–
Behavioural Competency Assessment and Verification for Vessel Operators	1st	2018	INTERTANKO
Compliance with EEXI Regulation: Risks associated with Power Limitation	1st	2024	
Deck Cargo Management Onboard Offshore Vessels	1st	2018	–
Dynamic Positioning Assurance Framework: Risk-based Guidance	1st	2016	–
Dynamic Positioning Failure Mode Effects Analysis Assurance Framework: Risk-based Guidance	1st	2020	–
Dynamic Torsion Load Tests for Offshore Hoses: An Update to the Guide to Manufacturing and Purchasing Hoses for Offshore Moorings (GMPHOM 2009), section 3.4.10.3	1st	2019	–
Emission Capture and Control at Berth: Preliminary Safety Recommendations	1st	2025	–
Estimating the Environmental Loads on Anchoring Systems	1st	2010	–

OCIMF PUBLICATIONS

Title	Edition	Published	Co-author
F(P)SO Heading Control Guidelines	1st	2020	–
Global Counter Piracy Guidance for Companies, Masters and Seafarers	1st	2018	Other industry associations
Guidance for the Employment of Private Maritime Security Companies	1st	2021	–
Guidelines for large ships transiting the Danish Straits through the Great Belt	1st	2026	–
Guidelines for Remote Inspections under OCIMF Programmes	2nd	2020	–
Guidelines for the Control of Drugs and Alcohol in the Maritime Industry	3rd	2024	–
Guidelines for the Development of A PWOM	1st	2019	ICS
Guidelines for the Handling, Storage, Use, Maintenance and Testing of STS Hoses	1st	2021	–
Guidelines for transiting the Turkish Straits	2nd	2021	–
Guidelines on Capabilities of Emergency Response Services	1st	2013	–
Guidelines On The Marine Assessment Of F(P)SOs	2nd	2019	–
Guidelines to Harden Vessels	2nd	2022	–
Human Factors: Management and Self Assessment	1st	2021	–
Inert Gas Systems – The Use of Inert Gas for the Carriage of Flammable Oil Cargoes	1st	2017	–
Joint Industry Guidance – The Supply and Use of 0.50%-Sulphur Marine Fuel	1st	2019	Other industry associations
Linked Ship/Shore Emergency Shutdown Systems for Oil and Chemical Transfers	1st	2017	CDI
Loitering Munitions – The Threat to Merchant Ships	1st	2023	–
Management of Survival Craft on Fixed/Floating Offshore Installations: Preliminary Findings on Best Practice	1st	2023	–
Manning at Conventional Marine Terminals	1st	2008	–
Marine Breakaway Couplings	1st	2008	–
Marine Terminal Information Booklet: Guidelines and Recommendations	1st	2018	–
Mooring Load Analysis During Ship to Ship Transfer Operations	1st	2022	–
Northern Sea Route Navigation: Best Practices and Challenges	1st	2017	–
OCIMF Safety Bulletin – Sanchi and CF Crystal Collision Incident	1st	2020	–
Offshore Vessel Operations in Ice and/or Severe Sub-Zero Temperatures in Arctic and Sub-Arctic Regions	1st	2014	–

Title	Edition	Published	Co-author
Onshore Power Supply Systems: Recommendations for Tankers and Terminals	1st	2025	–
Recommendation for converting Inland Tank-Barges from Open to Closed Cargo Operations in South and Central America	1st	2024	–
Recommendations for the Tagging/Labelling, Testing and Maintenance, Documentation/Certification for Ships' Lifting Equipment	1st	2005	–
Recommendations on Engineering Watch/Duty Period Handover and Inspection Routine	1st	2013	–
Recommendations on Hazard Assessment of Fuel Changeover Process	1st	2013	INTERTANKO
Recommendations on the Proactive Use of Voyage Data Recorder Information	2nd	2020	–
Recommendations on Usage of ECDIS and Preventing Incidents	1st	2020	–
Recommendations Relating to the Application of Requirements Governing Seafarers' Hours of Work and Rest	1st	2012	ICS, ISF
Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia	2nd	2022	Other industry associations
Safe Access on Ships with Exposed or Raised Deck Structures	1st	2012	–
Safety Critical Equipment and Spare Parts Guidance	1st	2018	–
Safety, Health, Environmental Issues and Recommendations for Shipboard Handling of Elevated Mercury Crude Cargoes	1st	2011	–
Sharing Lessons Learned from Incidents	1st	2018	INTERTANKO
Ship Security – Bridge Vulnerability Study	1st	2014	–
Ship Security – Hull Vulnerability Study	1st	2019	–
Static Towing Assembly Guidelines (STAG)	1st	2020	–
Temporary COVID-19 Precautions During an Inspection	1st	2020	–
Temporary Guidelines for Conducting a Vessel Inspection during Covid-19	2nd	2022	–
The Carriage of Methanol in Bulk Onboard Offshore Vessels	1st	2020	MSF
The OCIMF Human Factors Approach	1st	2020	–
The Guidelines on Cyber Security Onboard Ships	5th	2024	BIMCO
Transfer of Personnel by Crane between Vessels	1st	2018	–
Unified Approach to Verification, Validation and Assurance of Single Fault Tolerance in Dynamic Positioning Systems	1st	2025	IMCA, MTS
Volatile Organic Compound (VOC) Emissions from Cargo Systems on Oil Tankers	1st	2019	–

Publications coming soon

Title	Due	Book or Information Paper
Recommendation for converting Inland Tank-Barges from Open to Closed Cargo Operations in South and Central America - Portuguese translation	2026	Information Paper
Recommendation for converting Inland Tank-Barges from Open to Closed Cargo Operations in South and Central America - Spanish translation	2026	Information Paper
Counter-Drone Equipment Use on Merchant Vessels	2026	Information Paper
Safety Critical Equipment and Spare Parts Guidance	2026	Information Paper
ISGINTT 2 – Portuguese translation	2026	Book
ISGINTT 2 – Spanish translation	2026	Book
Guide to Manufacturing and Purchasing Hoses for Offshore Moorings (GMPHOM), second edition	2026	Book
Recommendations on the Use of Smart Autonomous Aids: Track Guidance Assistants for Inland Navigation (TGAIN)	2026	Information Paper
OCIMF Guide to Human Factors	2026	Information Paper
Manning at Conventional Marine Terminals	2026	Information Paper





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