Welcome and Safety Briefing

Gonzalo S Mera Truffini – YPF – Regional Champion
1 – join to network – Swissotel_Quito
2 – open Internet browser
3 – Enter [www.Swissotel.com](http://www.Swissotel.com)
4 – Type user ID and password as below

**User name / ID** = Swissotel

**Password** = Quito2018
Welcome and Introduction

Rob Drysdale – Director (OCIMF)
OCIMF Milestones

Key Events in the History of OCIMF

1956/57 and 1967/75: Suez Canal Closed
1967: Grounding of Torrey Canyon
1970: OCIMF was formed
1971: Consultative status at IMO
1975: First OCIMF guideline published
1977: London branch office established
1978: ISGOTT published

1993: SIRE Programme Launched
2000: SIRE Inspector Training and Accreditation
2004: TMSA Programme Launched
2010: OVID Programme Launched
2013: MTIS Programme Launched
2016: Pilot for Maritime Trade Information Sharing Centre – Gulf of Guinea (MTISC-GoG) ends
**OCIMF Objectives**

In fulfilling its mission, OCIMF will:

<table>
<thead>
<tr>
<th>Engage</th>
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<tr>
<td>• Identify and seek to resolve Safety, Security and Environmental issues affecting the industry through engagement with OCIMF Members and external stakeholders</td>
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<th>Promote</th>
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<tr>
<td>• Develop and publish Guidance, Recommendations and Best Practice by harnessing the skills and experience of members &amp; the wider industry.</td>
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<td>• Provide tools and facilitate exchange of information, to promote continuous improvement in safe &amp; environmentally sustainable operations.</td>
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<th>Advocate</th>
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<td>• Contribute to the development, and encourage the ratification and implementation of international conventions and regulations.</td>
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<td>• Influence industry adoption of OCIMF guidance, recommendations &amp; best practice.</td>
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• Engage with OCIMF and non OCIMF members

• Encourage industry to utilize and be aware of the work of OCIMF

• Learn from one another

• Review regional challenges
Critical Success Factors

- Actively participate
- Make sure your voice is heard and your points communicated
- Ask Questions
- Network
Discard the following topics:

- Prices/Freight Rates, Production, Capacity or inventions
- Sales/purchases, Costs, Future business plans
- Matters relating to individual customers/suppliers
- Employee compensation, benefits, remuneration etc.

Make any agreement on, or take a decision to conduct the following activities:

- Fix Sale or purchase prices
- Fix other terms of sale or purchase
- Restrict capacity or output
- Refrain from supplying a product or service
- Limit quality competition or research
- Divide Markets or customers
- Exclude competing companies from a market
- Blacklist or boycott customers or suppliers
Limit meeting discussions to agenda topics. Items for any other business should be discussed with the meeting Chairman beforehand.

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

Seek Advice from OCIMF General Counsel and OCIMF Legal Committee before participating in the following potentially sensitive activities:

- Gathering and exchanging statistical information
- Benchmarking
- Creating Industry Standards
- Self-policing regulations
- OCIMF sponsored research
- OCIMF sponsored research
- Consult with OCIMF General Counsel and OCIMF Legal Committee on all questions which might be related to anti-trust/competition law
Formalities & Agenda

Rob Drysdale – Director
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Q&A Sessions - Slido

How to join your event

1. Open a browser on any laptop, tablet or smartphone
2. Go to slido.com
3. Enter the event code #SCARMF2

Tip: Try sending a few questions to see how it works in action.
Meeting Practicalities

Business Cards

Cell Phones - Respectful

Sign Attendance Sheet

Group Photo
<table>
<thead>
<tr>
<th>Time</th>
<th>Activity</th>
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</thead>
<tbody>
<tr>
<td>13:15-14:00</td>
<td>Global Barge Strategy</td>
</tr>
<tr>
<td>14:00-14:30</td>
<td>Piracy and Security</td>
</tr>
<tr>
<td>14:30-15:00</td>
<td>Coffee Break</td>
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<tr>
<td>15:00-15:30</td>
<td>SIRE – The Future</td>
</tr>
<tr>
<td>15:30-16:00</td>
<td>General Q&amp;A</td>
</tr>
<tr>
<td>18:00-20:00</td>
<td>OCIMF Evening reception</td>
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A Voice for Safety
OCIMF Committee Structure

Executive Committee (EXCOM)

- General Purposes Committee (GPC)
- Ports and Terminals Committee (PTC)
- Legal Committee (LC)
- Offshore Marine Committee (OMC)

IMO Observer Delegation

- SIRE Focus Group (SFG)
- Marine Terminal Focus Group (MTFG)
- Ship to Ship Focus Group (STS FG)
- Floating Systems Group (FSG)
- OVID Focus Group (OFG)
- Offshore Maritime Operations Group (OMOG)

Working Groups and Task Forces

- Marine Technical Sub Committee (MTSC)
- Navigation and Routing Sub Committee (NaRSuC)
- Global Inland & Coastal Barging Focus Group (GICB FG)
- ICE Sub Committee (ICE)
- Maritime Security Sub Committee (MSSC)
- Marine Structures and Civil Engineering FG (MSCE FG)
- Working Groups and Task Forces
- Working Groups and Task Forces
Background
OCIMF members are placing greater emphasis on barge operations in terms of:
- Safety.
- Pollution prevention.

Purpose
- Act as an advisory body to the reporting line and other OCIMF groups on Inland and Coastal Barging related matters.
- Act as a hub and focal point for cross-pollination of ideas from across regions to enhance global barge standards.
- Work with regional trade industry organisations to enhance operational standards.
- Develop and publish industry best practice, guidance and recommendations.
- Liaise with regional Authorities and Governments on regulatory matters.
- Review global strategic barge issues.
Background
  – Originally developed to manage regional barge inspection sets.
  – Increased responsibility to cover safety and pollution prevention in barge operations.

Purpose
  – Review and manage the local barge inspection scheme.
  – Support the purpose of the Global Inland and Coastal Focus Group at a regional level.

Current Regional Groups:
  – North America
  – South and Central America
  – Europe

Future Developments:
  – There are currently 4 different BIQs and BPQs.
    • The three regions listed, plus an International variant.
  – Other variants may be developed.
Purpose:
- To act as the OCIMF Subject Matter Expert (SME) for barge activities globally.
- Act as secretary to the Global Inland & Coastal Barging focus group and any Regional Barging focus groups within the OCIMF committee structure.

Work Scope:
- Coordinate and align OCIMF Barge activities promoting continual improvement in relation to safety and pollution prevention activities.
- Work with International, National and Local legislative bodies and local barge NGO’s in the promotion of barge safety and pollution prevention.
- Liaise with OCIMF members with respect to the development of further regional barge groups.
- In consultation with the Regional Barge Focus Groups, propose changes to the inspection schemes as they relate to barges and inland shipping.
- Assist in the coordination and development of global and regional publications.
- In conjunction with the Training and Accreditation Manager, develop and deliver standardised training material for Regional Barge Inspector courses.
- Make progress towards elevating the barging industry standards globally.
Deliver improvements to global barge safety and environmental protection standards by 2023.

**Goal and Objectives**

**Consistency**
Global standards of operations and design.

**Inspection**
An enhanced inspection programme.

**Engagement**
Effective dialogue with barge industry.

**Adaptability**
Response to human factors and changes in the industry, regulatory framework and technology.
## Key Challenges

<table>
<thead>
<tr>
<th>Work practices not defined and documented.</th>
<th>Operational</th>
<th>Management</th>
<th>Processes</th>
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<tbody>
<tr>
<td>Work practices not defined and documented.</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
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<tr>
<td>Lack of risk based approach to management systems.</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
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<tr>
<td>Lack of international and inconsistent/sporadic regional regulatory framework and oversight.</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Lack of global and inconsistent regional industry self governance.</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Inconsistent fleet management within an Owner / Operator business model. (In charterering of barges.)</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
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A Voice for Safety
Piracy and Security

Rob Drysdale – OCIMF – Director
What do we Want:

1. Keep our mariners safe in a risk environment.

2. Have access to timely reliable information on risk.

3. Together with authorities, work to keep the global supply chain open and mitigate risk.

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

Progress:
- FR/UK MDAT-GoG.

Concerns:
- K&R of Seafarers

Change:
- Provision of Armed Escort
SE Asia

Concerns:
• Sulu-Celebes Sea
• Robbery & Theft

Progress:
• Guidance.
• ReCAAP MOU.
BAM/GoA
Indian Ocean
Indian Ocean
Concerns:
• Resurgence of Piracy.
• EUNAVFOR Transition.
• Maintenance of BMP.

Arabian Gulf
Concerns:
• Missile/Mines/WBIED.
• Limited sea room.
• MSTC.

Red Sea/BAM
HIGHLY UNLIKELY
UNLIKELY
LIKEHOOD OF PIRACY ATTACK <10%
15-20%
REALISTIC POSSIBILITY 25-50%
55-70%
LIKELY

Concerns:
• Regional instability.
• Harassment.

Mines
Original Yemen inventory MYAM, MKB og M-08 mines of Soviet origin - capability intact plus new Yemen-constructed (local) mines.

Possible Candidate Missiles – C802/NOOR
• Chinese C802 ASCM
  - Noor is an Iranian copy
  - Max Range: 120 km
  - Speed: Mach 0.80-0.90
  - Warhead: 165 kg

WBIED/Drone attacks
Houthis/Saleh Capability: Existing and increasing
Indian Ocean
Concerns:
• Resurgence of Piracy.
• EUNAVFOR Transition.
• Maintenance of BMP.

Arabian Gulf
Concerns:
• Missile/Mines/WBIED.
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Red Sea/BAM
Concerns:
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Likelihood of Piracy Attack

<table>
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<tr>
<th>Likelihood</th>
<th>Probability</th>
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<tbody>
<tr>
<td>Highly Unlikely</td>
<td>&lt;10%</td>
</tr>
<tr>
<td>Unlikely</td>
<td>15-20%</td>
</tr>
<tr>
<td>Realistic Possibility</td>
<td>25-50%</td>
</tr>
<tr>
<td>Likely</td>
<td>55-70%</td>
</tr>
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Maritime Security Transit Corridor
Policy

- Indian Ocean HRA

Executive summary: ***** proposes to further amend the boundaries of the High Risk Area (HRA) as defined on UKHO Chart Q6099
Concerns:
- Collateral Damage:
  - Rockets.
  - Mines.
  - RPG.

Looking Forward
- Citadel Policy.
- Safe Muster Points.
- Crew Egress.

-WBIED
-Proliferation

- Hull Vulnerability:
Cyber Security

OCIMF – Key Issues:

- IACS – JiWG.
- Cyber Education:
  - Fidra Films.
- OCIMF Cyber Information Sharing.
- TMSA3/SIRE/OVID.
Coffee ?
A Voice for Safety

OCIMF
SIRE – The Future

Tony Wynne – Technical Adviser (Nautical)
Oil companies started development of formalized inspection systems

SIRE Introduced 1993

ISM Code 1998
Still room for improvement?
To date Ship Inspections focussed on equipment and management systems.

Moving forward more focus on “Humans” and take a risk based approach to hardware and systems.

“Human Factors” – Why the focus?
Sanchi & CF Crystal – Compliance with Collision regulations

1924 LT
Sanchi
Co 358°
Spd 10.4kts

1924 LT
CF Crystal
Co 214°
Spd 13.2kts
Dist 9.8 nM
CPA 0.5nM

1945 LT
Sanchi
Co 358°
Spd 10.5kts

1945 LT
CF Crystal
Co 226°
Spd 10.4kts
Dist 2 nM
CPA 0.0nM

1950 LT - Collision

Part I - Conduct of vessels in any condition of visibility
Good visibility @ 10nM

Rule 5 - Look-out - Both failed to follow
Rule 7 - Risk of collision - Both failed to follow
Rule 8 - Action to avoid collision - Both failed to follow

Bridge teamwork and OOW Handover (CF Crystal) procedures poor.

Sanchi –
Rule 15 - Crossing situation - Failed to follow

Failed to take any action as required

CF Crystal –
Rule 17 - Action by stand on vessel
Made minor alterations of course 214 to 226 over 8mins

Failed to take action when collision apparent
What went wrong – Initial observations

From Sanchi VDR and Interviews with CF Crystal Crew members.

Collision regs – Not followed on both ships
  OOW knew the rules but failed to follow

Bridge team communications –
  Poor

Interaction between OOW and Watchman
  Watchmen reported CPA near zero
  OOW no action

Bridge watch Handover procedures
  Crystal 3/0 to bridge 1943 / C/O leaves bridge 1946
  No navigational issues handed over

Use of Navigational equipment –
  Poor
  Using AIS for Collision avoidance?
  Not using ARPA?

Appears to be HUMAN FACTORS
Does the SIRE VIQ address Human Factors?
Our goal is to develop an enhanced vessel inspection programme that accurately reports on the quality of a vessel and its crew on an ongoing basis, and is indicative of the future performance of the vessel.

**Goals and Objectives**

**Accuracy**
- Accurate description of how key safety and operational risks are managed and verified onboard a vessel

**Capability**
- Provision of inspectors of highest quality, consistency and integrity

**Reliability**
- Reduction in number of repeat inspections on the same vessel

**Adaptability**
- Responsiveness to human factors and changes in the industry, regulatory framework, and technology
Opportunity Assessment

Working Groups

1. Inspection
2. Governance
3. Technology & Innovation

Human Factors Thread
Big Data Analysis
Enhanced rigor for Inspector Governance
Risk Based VIQ
TMSA Program connectivity
Update Composite Guidelines
SME Input into development areas
AI & Smart Technology
Training and Accreditation
Historically driven targeted VIQ
Data Input From Multiple Sources
Enhanced Inspection Governance

Inspection
Governance
Technology & Innovation
<table>
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<tr>
<th>Inspection</th>
<th>Governance</th>
<th>Innovation &amp; Technology</th>
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<tbody>
<tr>
<td>• Risk based VIQ</td>
<td>• Inspector:</td>
<td>• Pre Inspection Portal</td>
</tr>
<tr>
<td>• TMSA Linked to VIQ</td>
<td>– Selection</td>
<td>– Certs, Class, Photo’s</td>
</tr>
<tr>
<td>• Integrate Human Factors</td>
<td>– Accreditation</td>
<td>etc</td>
</tr>
<tr>
<td>• Targeted Question Sets</td>
<td>– Governance</td>
<td>• Inspection data</td>
</tr>
<tr>
<td>• Pre Visit Data Feed</td>
<td>• Inspection:</td>
<td>Management</td>
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<tr>
<td></td>
<td>– Report Quality</td>
<td>– Observation scales,</td>
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<td></td>
<td>– Scheduling &amp; Frequency</td>
<td>TMSA/VPQ Correlation,</td>
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<td></td>
<td>– Member Governance</td>
<td>Big data analysis,</td>
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<td></td>
<td></td>
<td>Targeted format, etc</td>
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**Governance (Quality- Consistency- Integrity)**

**Innovation & Technology (Tools to deliver)**

- Pre Inspection Portal
- Inspection data Management
- Inspection Delivery
- Inspection Training & Accreditation
OCIMF

A Voice for Safety
Q & A

Gonzalo S Mera Truffini – YPF – Regional Champion
Rob Drysdale – Director
Tony Wynne – Technical Adviser (Nautical)
Questions ?
A Voice for Safety