



OCIMF Regional Marine Forum - SIRE

Stamford, CT. USA 15 March 2018

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2017 SIRE Programme and Performance



Vessel Inspection Questioner 7

- **A updated VIQ is in development to help focus the inspection programme, expected to be released in Q2 2018**
- **The report structure is expected to change from 13 chapters to 12 chapters.**
 - Old Chapter 10 Communications is now combined with New Chapter 4 Navigations and Communications
 - Old Chapter 7 Structural Condition is renamed Chapter 7 Maritime Security
- **New questions relating to industry developments are to be expected concerning, Ballast Water Management, Cyber Security, LNG bunkering, Mooring, etc.**
- **A reduction of about 75 questions can be anticipated with the removal of some repetitive questions and the addition of more focused questions and guidance principally in chapters:**
 - 5 Safety Management
 - 6 Pollution Prevention
 - 8 Cargo and Ballast Systems
 - Chapter 9 will change to comply with new guidance developed from the re-issue of our MEG publication.
- **The Officer's Matrix is again in the process of being aligned with other industry participants for the sake of good order**



Audited Inspections

- **The Audited Inspection process was changed in September 2016**
- **Every Audited Inspection will result in a SIRE report being produced.**
- **In the event of an inspector failing an Audited Inspection, the Auditing Inspector will take over responsibilities to complete and submit the report on behalf of the OCIMF Member that commissioned the inspection.**
- **OCIMF is hopeful that that this new process will relieve the concerns held by some of the vessel operators and encourage them to facilitate Audited Inspections on their vessels. Thereby expediting the process of inspector performance evaluation and the learning process that it encompasses.**



Data Mining and Webservices

- **OCIMF members have been able to use the Data Mining function within the SIRE database for about 4 years.**
- **This tool has proven useful and in 2017 Datamining was extended to Technical Vessel Operators to allow them to compare their fleet performance against the entire SIRE database.**
- **The function has also been extended to provide the ability to compare vessel owner associations to the SIRE database, if those members and the vessel owner associations have registered.**
 - Currently only INTERTANKO has registered
- **Also in 2017 Webservices have been extended to Technical Vessel Operators allowing them to take their reports in data format rather than as a PDF document.**

SIRE Programme Participants

The table below shows a comparison of the numbers and types of the participants registered in the SIRE Programme in 2017 and 2016:

OCIMF Membership	2016	2017
Member Companies, all programmes	106	109
SIRE Programme Participants	2016	2017
SIRE Submitting Members	90	92
SIRE Recipient Members (including PSC)	279	316
SIRE Technical Vessel Operators	2003	2253
Accredited SIRE Inspectors		
Category 1	504	501
Category 2	2	2
Category 3	124	121

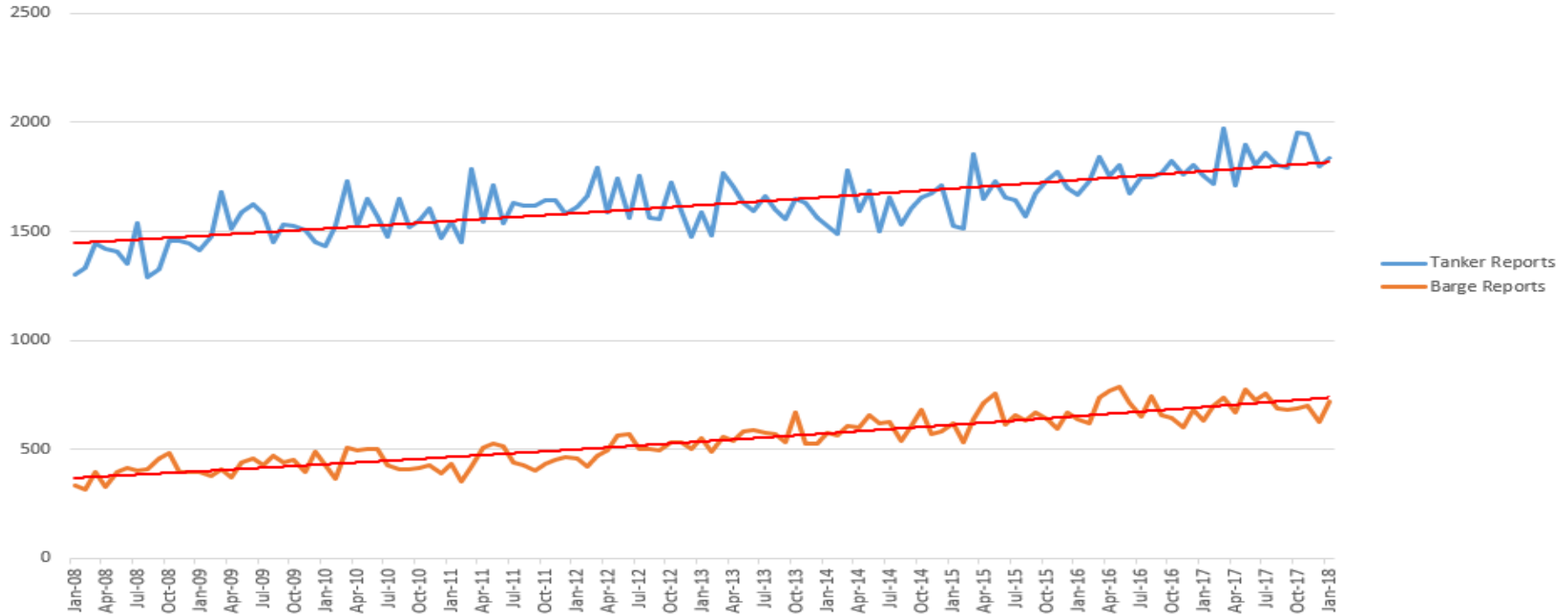
SIRE Programme key Statistics



SIRE Programme Key Statistics	2016		2017	
	Tanker	Barge	Tanker	Barge
Distinct vessels inspected in 12 months	8,604	6,735	8,904	6,792
VPQs/BPQs downloads	125,847	31,131	169,482	64,483
Inspection reports published	21,101	8,215	21,966	8,375
Ratio of inspection reports to vessels	2.45	1.22	2.47	1.23
Inspection report downloads by OCIMF Members	121,249	22,233	135,480	28,841
Inspection report downloads Recipient Members	30,383	1,818	33,165	3,367
PSC Inspection report downloads	1,018	7	798	5
TOTAL Inspection report downloads :	141,441	24,045	158,046	32,119
Combined total of ALL report downloads	165,486		190,165	

SIRE Report Submissions

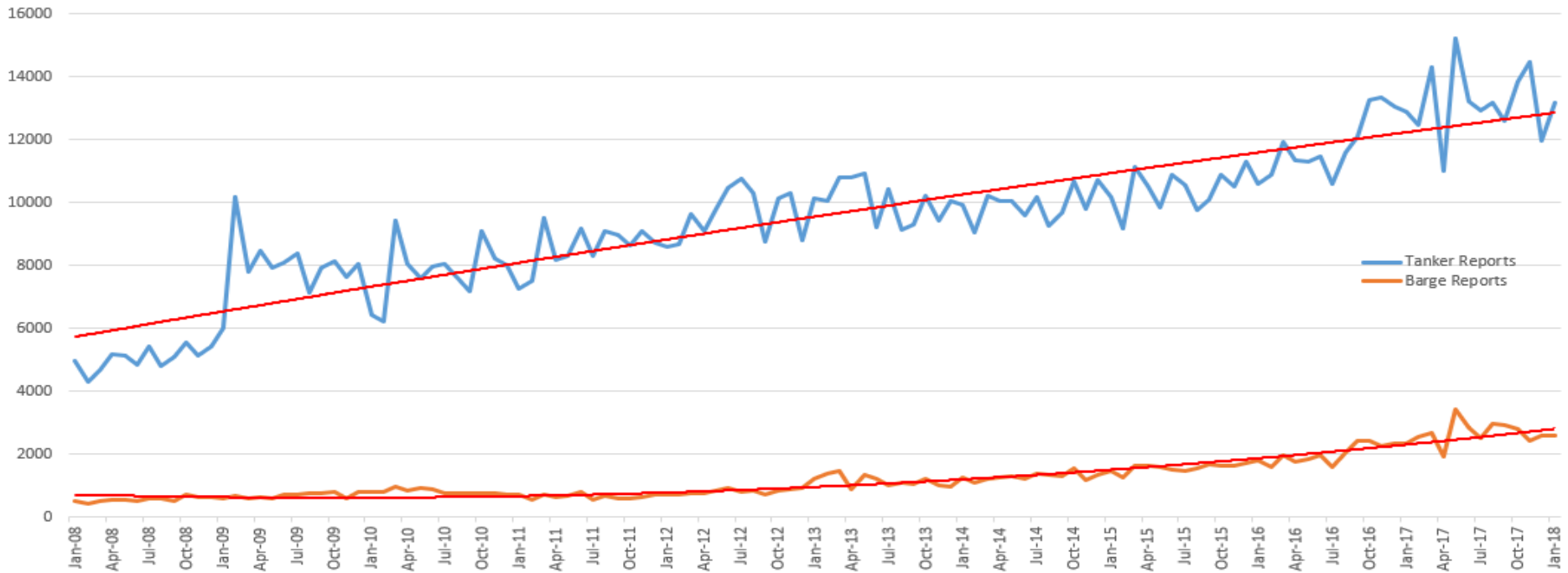
**Number of SIRE Tanker and Barge Reports Submitted Per Month
Jan 2008 to Jan 2018**



	2009	2010	2011	2012	2013	2014	2015	2016	2017	Average Annual Increase
Tanker Reports	18505	18253	19195	19662	19511	19437	20022	21108	22010	+2.38%
Barge Reports	4993	5241	5278	5961	6762	7241	7751	8244	8375	+6.88%

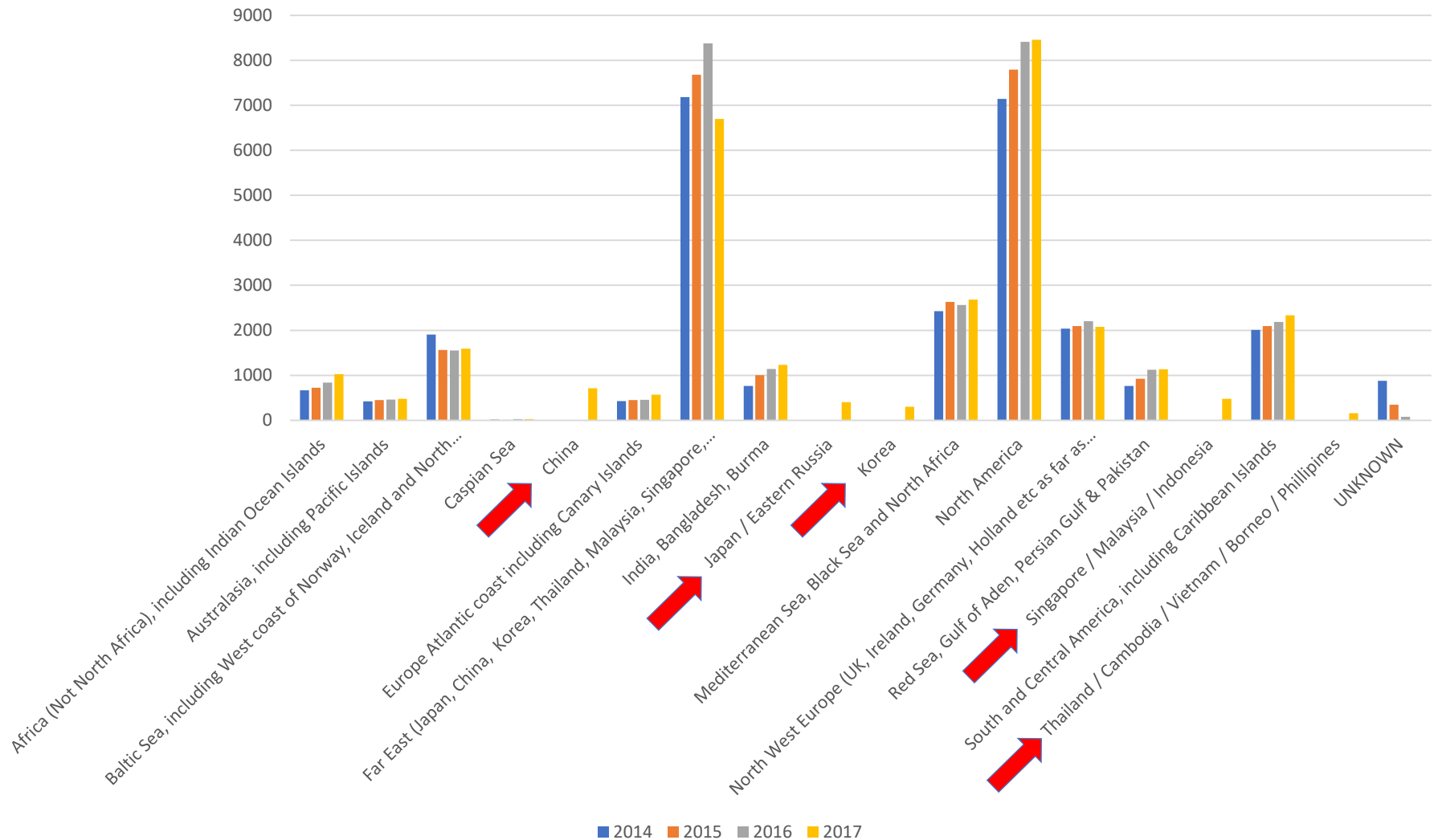
SIRE Reports Downloads

**Number of SIRE Tanker and Barge Reports Downloaded Per Month
Jan 2008 to Jan 2018**

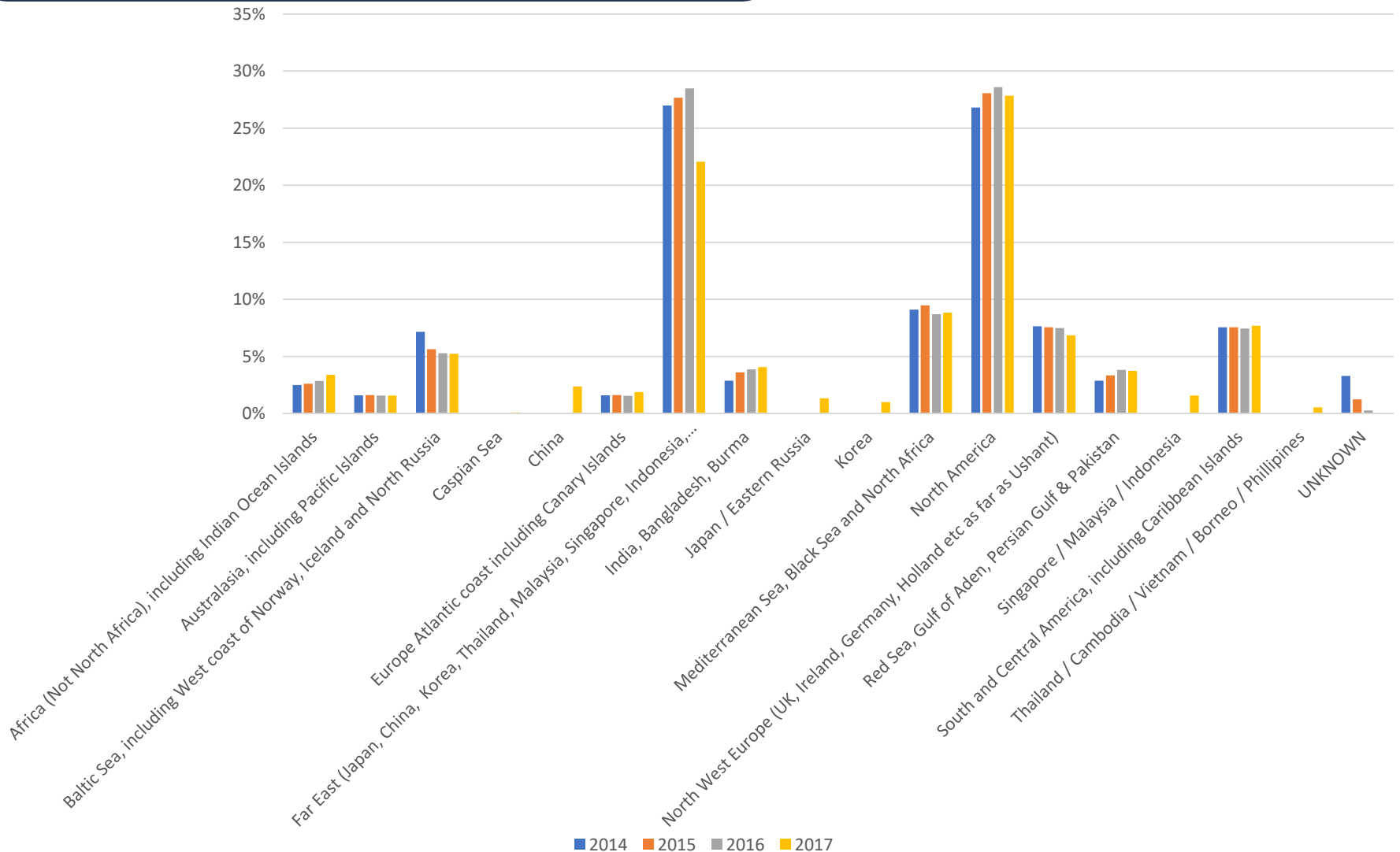


	2009	2010	2011	2012	2013	2014	2015	2016	2017	Average annual increase
Tanker Reports	89822	92577	105775	117726	124780	120578	125837	142884	158046	+6.61%
Barge Reports	8068	10318	8091	10057	14813	16204	18853	24136	32119	+19.86%

Number of inspections carried out by region 2014 – 2017 (Actual Numbers)



Number of inspections carried out by region 2014 – 2017 (Percentages)



Global Inland and Coastal Barging Focus Group

- **OCIMF members are now placing greater emphasis on barge safety.**
- **The current Terms Of Reference for the regional workgroups have been observed by members to be too narrow by only covering the SIRE system as it applies to barges.**
- **A new Global Inland and Coastal Barging Focus Group has been created within OCIMF to more closely focus on overall barge safety issues.**
- **In the coming future the existing regional group Terms Of Reference will be expanded to cover safety issues.**
- **OCIMF will add a Barging Technical Advisor to the Secretariat staff to attend all regional barge groups and help coordinate industry best practice. The request for member company secondee nominations has already been released with a closing date of 29th March 2018.**

Regional Barge Groups



- **Currently there are three regional barge groups that will be coordinated by the Barge Technical Advisor:**
 - **North America**
 - **South and Central America**
 - **Europe**
- **There are currently 4 different BIQs and BPQs**
 - **The three listed above plus an International variant.**
 - **Further variants may be developed to support member needs.**
- **An internal OCIMF Barge strategy is being developed for areas East of the Arabian Gulf. This may result in more regional groups being established to enhance industry safety in other regions.**

2017 TMSA Programme Update



OCIMF TMSA publications.

The International Safety Management (ISM) code came into effect 1st July 1998 and it stated that:

“A fundamental principle of the ISM Code is that each ship operator is individual and that their SMS should be developed to fit their individual organisation.”

OCIMF introduced Tanker Management and Self Assessment to aid the industry in meeting this expectation and has redeveloped the publication to continue the drive for operational safety.

TMSA – First edition published 2004

To help v/l operators assess, measure and improve their management systems.

TMSA2 – Second Edition published 2008

To update and build on operators experience and feedback from the industry.
Expanded to include tank barge operators coastal and inland barges.

Tanker Management and Self Assessment

TMSA3 – Third edition published 10th April 2017

This update was made to improve the consistency and clarity of earlier question sets. It also sought to make the self assessment easier to carry out and promote continuous improvement.

Update

- To reflect **changes in legislation and best practice** –

Clarify

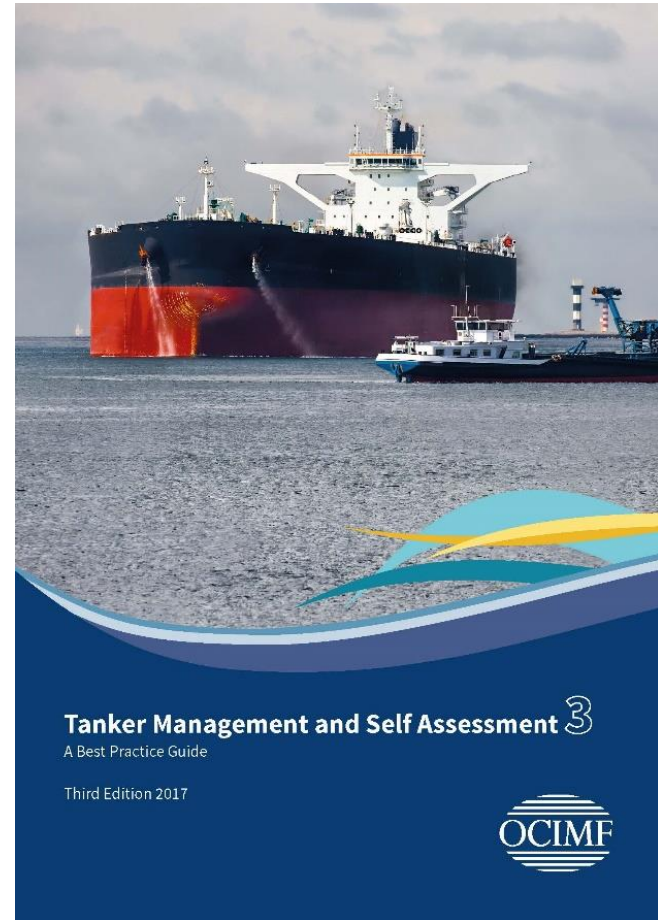
- To encourage a more **unified interpretation** of the KPIs and best practice guidance.

Improve universal application to all vessel and company types

- TMSA is now used right across the industry from small barge companies to the largest fleets. **One document to suit all.**

Continuous improvement

- **an integral requirement of TMSA.**



TMSA 3 - Key changes

- Expanded best practice guidance to complement the established KPIs.
- Removed ambiguity and duplication of some questions.
- Streamlined and merged assessment elements to improve consistency and make conducting the self assessment easier.

Expanded content in Element 6 and 6A – Cargo, Ballast, Tank Cleaning, Bunkering, Mooring and Anchoring Operations –

- Added Element 13 – Maritime Security. (NEW)
- Updated for New industry legislative requirements



The TMSA programme will continue to evolve with time.

New KPIs may be added and best practice guidance updated in future editions.

TMSA Statistics

TMSA3 Migration: From 9th April 2018 all TMSA reports created or published within SIRE must be in the TMSA3 format. Technical Vessel Operators with existing TMSA2 documents will no longer be able to upgrade the files to TMSA3.

898 out of the 1040 (86.35%) Vessel Operators subscribed to TMSA in 2017 or 2018 have either a Published a TMSA3 report or are in the process of preparing a TMSA3 for publication.

Published reports as of :

- Operators with a published TMSA3: **728** (70% of registered operators)
- Operators with a published TMSA2: **221** (21.25% of registered operators), **112** of which have a TMSA3 in draft
- Operators with no published TMSA report: **91** (8.75% of registered operators), **58** of which have a TMSA3 in draft

TMSA Key Statistics	2016	2017
TMSA published (2 or 3)	2,085	1,895
TMSA downloaded	37,228	38,223



2017 OVID / OVMSA Programme Performance



2017 OVID / OVMSA Programme Performance



OVID Programme



- **The Offshore Vessel Inspection Database (OVID) was created in response to a request from OCIMF members to provide a database of offshore vessel inspections broadly following the SIRE format.**
- **In 2010 OCIMF initiated the OVID programme to provide a robust web-based inspection tool and report database mirroring the SIRE programme.**
- **The OVID inspection protocol allows offshore projects and marine assurance teams to assess the safety and environmental performance of vessels and operators in a uniform and effective manner.**
- **Inspections covering the classed and operational capabilities of vessels are carried out by OCIMF accredited inspectors on behalf of the commissioning OCIMF member companies.**

OVID Programme Recipients

- **OVID Programme Recipient status was created in January 2017 as an effort to streamline the industry's offshore vessel safety inspections**
- **Eligibility is extended to companies that charter offshore vessels in support of their operations or have offshore vessels operating at their facilities. Such companies eligibility is evaluated based on their shared concerns for marine safety and pollution prevention being aligned to OCIMF's mission**
- **Some of these Programme Recipients may not be involved in the hydrocarbon industry and may or may not be DoC holders of an offshore vessel**
- **All of these Programme Recipients have a need for marine assurance but were unable to utilize the OVID programme under previous programme guidance**
- **These Programme Recipients are required to obtain approval from a Technical Vessel Operator through the OVID system, prior to receiving access to any vessel's OVID Report**



OVID Programme Recipients

Some types of eligible companies are:

- **Oil companies that are not currently OCIMF members.**
- **Offshore project management, engineering, procurement and construction companies.**
- **Wind farm operators.**
- **Offshore terminal / installation operators.**
- **Logistics/supply base operators.**
- **Marine drilling contractors.**
- **Marine geophysical contractors.**
- **Owners of vessels who also provide wider technical services to the offshore industry and charter in vessel / units / equipment to provide services to OCIMF members.**
- **Government agencies.**

OVID Vessel Inspection Request platform

- **OCIMF members operating in the offshore industry segment sought a more efficient way for vessel operators to request an OVID inspection.**
- **In January 2017 an OVIR portal was created as part of the OVID programme. From this portal Technical Vessel Operator's may submit a request for an inspection of their vessel / equipment into a secure website. This request can be viewed by all OCIMF members participating in OVID who may chose to commission an inspection.**
- **The goal is for vessel operators to begin tracking the status of their vessel's OVID and self request an annual OVID inspection to be available for all member and recipient companies in a routine manner.**
- **In turn, this readily available safety inspection will help reduce the time spent evaluating offshore vessels before proceeding to the internal on-hire processes of OCIMF OVID Members and OVID Programme Recipients.**

OVID Programme Participants

The table below shows a comparison of the numbers and types of the participants registered in the OVID Programme in 2017 and 2016:

OCIMF Membership	2016	2017
Member Companies, all programmes	106	109
OVID Programme Participants	2016	2017
OVID Submitting Members	57	63
OVID Recipient Members (including PSC)	0	30
OVID Technical Vessel Operators	1643	1834
Accredited OVID Inspectors	492	508

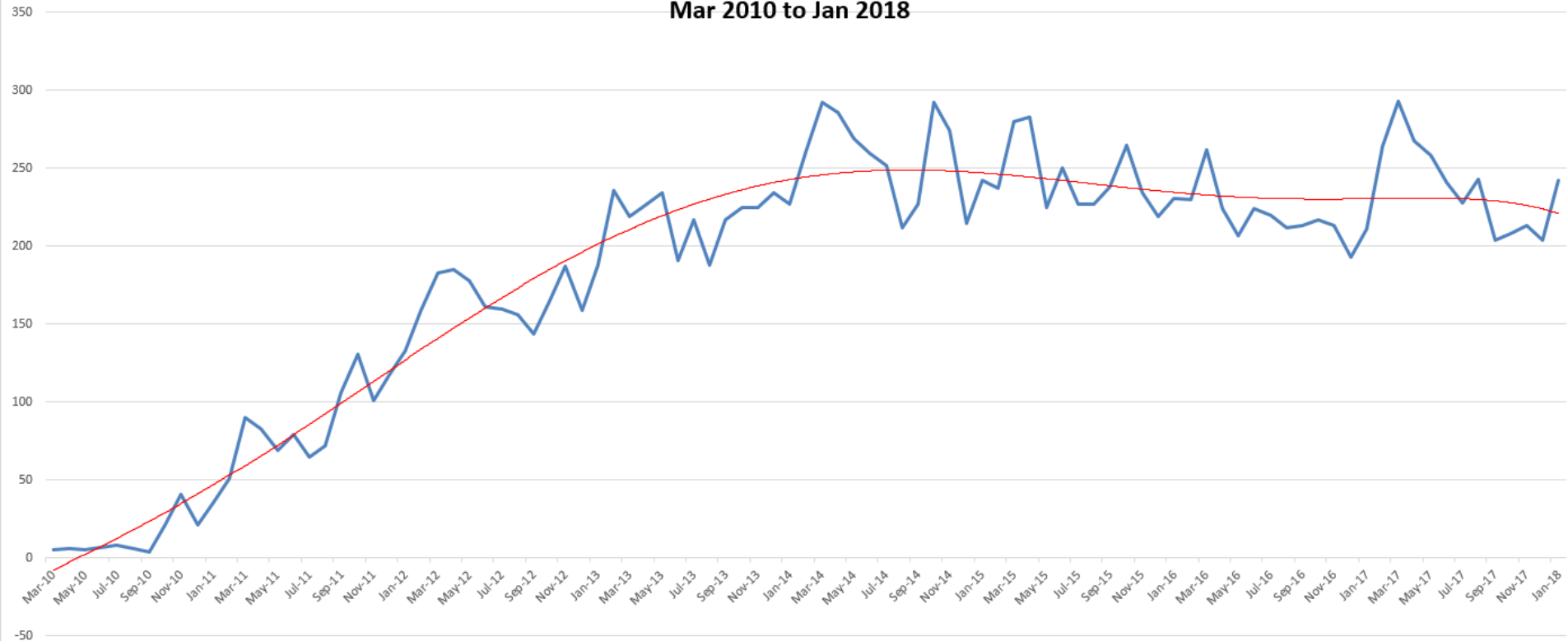
OVID Programme key Statistics



OVID Programme Key Statistics	2016	2017
Distinct vessels inspected in 12 months	2,557	2,736
VPQs/BPQs downloads	13,501	34,200
Inspection reports published	2,644	2,820
Ratio of inspection reports to vessels	1.03	1.03
OCIMF Members Inspection report downloads by	1,364	1,494
Recipient Members Inspection report downloads * Became available in 2017	0*	12
PSC Inspection report downloads		
TOTAL Inspection report downloads :	1,364	1,506

OVID Report Submissions

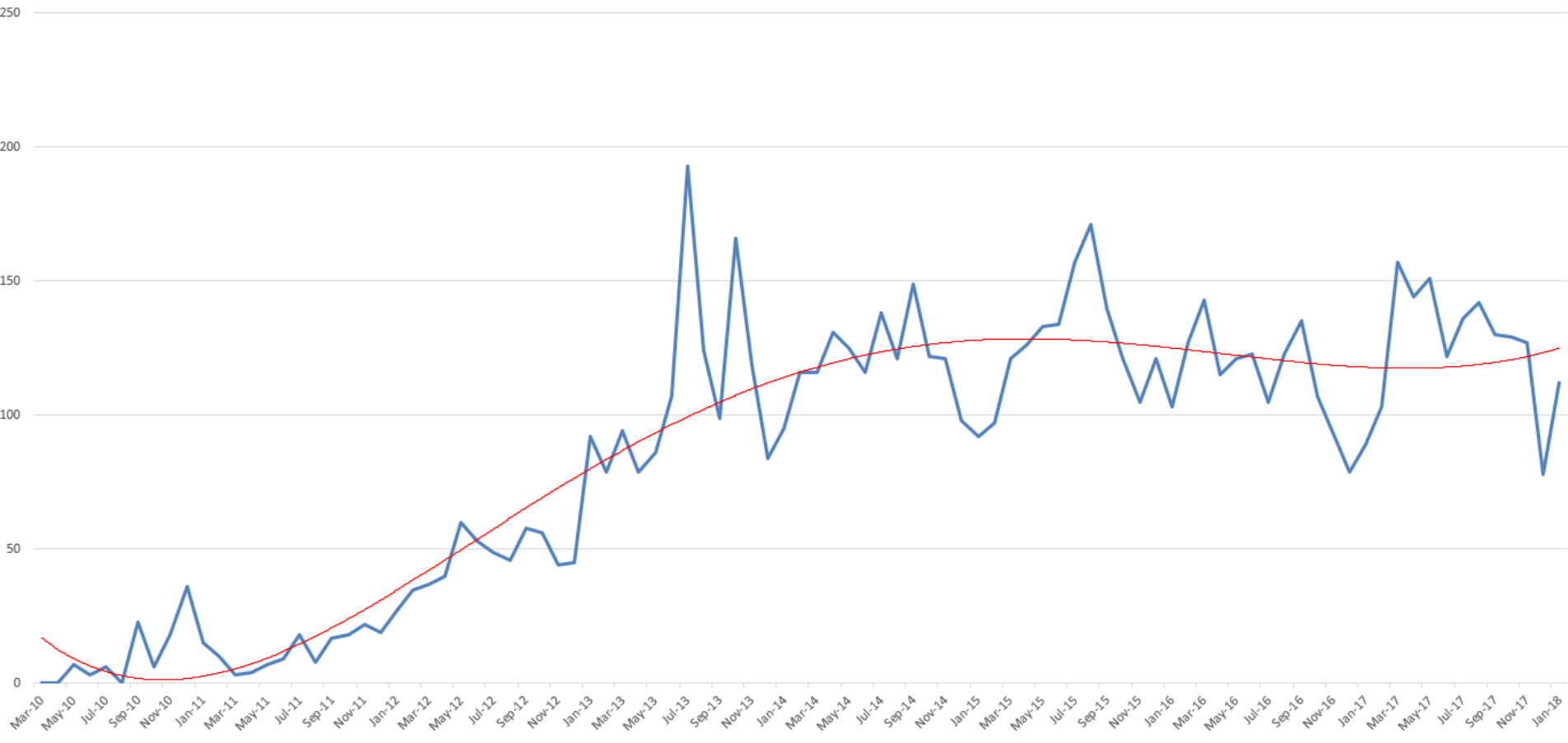
OVID Reports Submissions
Mar 2010 to Jan 2018



	2011	2012	2013	2014	2015	2016	2017
Report Submissions	1001	1970	2600	3066	2927	2646	2835

OVID Report Downloads

OVID Reports Downloads
Mar 2010 to Jan 2018



	2011	2012	2013	2014	2015	2016	2017
Report Downloads	150	550	1322	1448	1518	1374	1508

2017 OVMSA Programme



Offshore Vessel Marine Self Assessment

- The OVMSA concept is based on the success of the TMSA methodology
- OVMSA helps Technical Vessel Operators prioritise the development and improvement of their own Safety Management System, while providing insight into industry performance indicators that may be used to drive an internal continuous improvement process.
- In addition to functioning as a tool for the operator, OCIMF member companies can use the OVMSA system to develop an overview of overall operator performance in conjunction with OVID inspections.
- Many OVIQ questions answered in the course of an OVID inspection were designed to be matched against OVMSA by the OCIMF member company Marine Assurance teams.

OVMSA Statistics

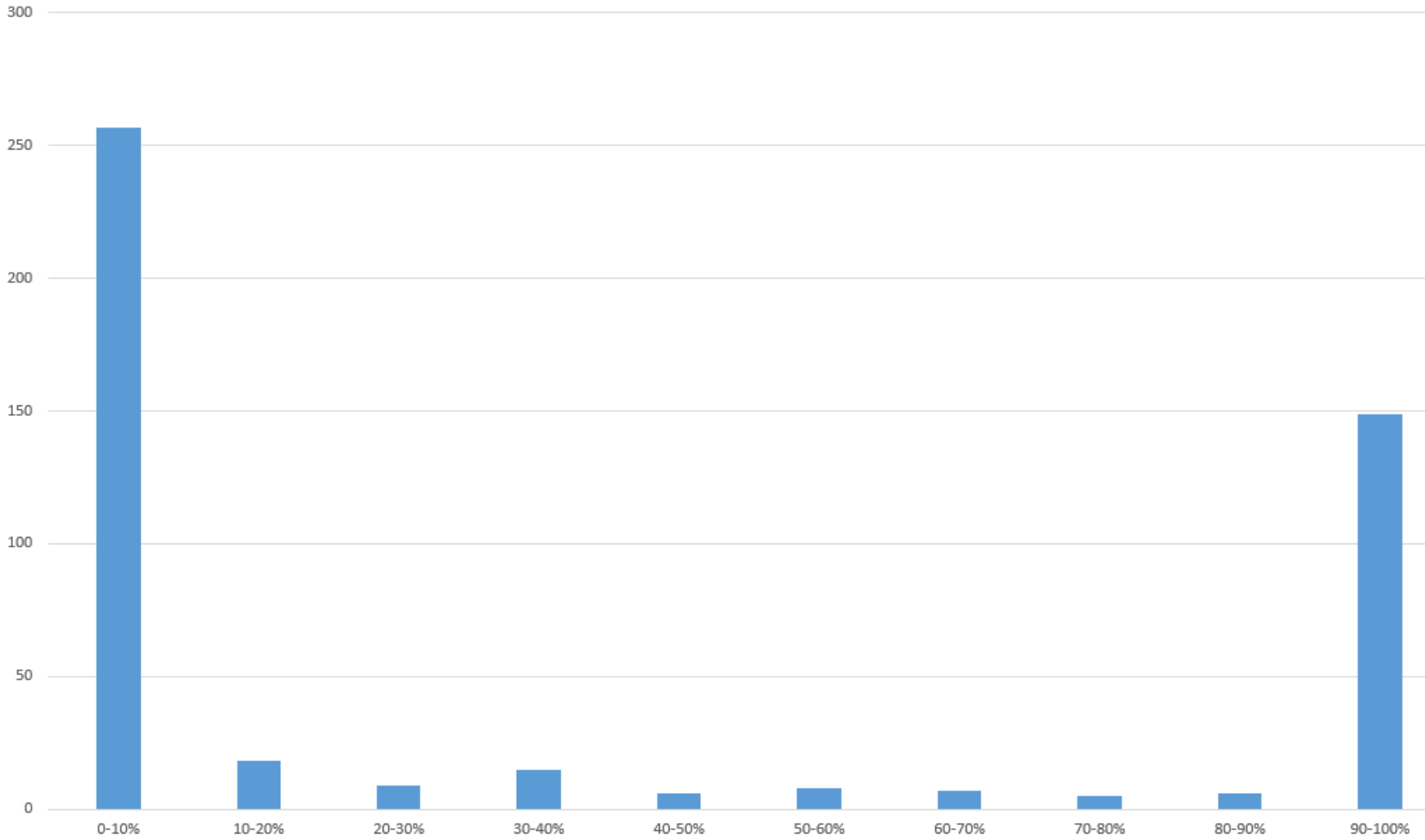
- **448** published OVMSAs are more than **1 year old**
- **327** published OVMSAs are more than **2 years old**
- **194** published OVMSAs are more than **3 years old**

1033 Operators using OVMSA (have a draft or published document) out of **1978** registered operators : **52.22%**

773 Operators with published OVMSAs: **39.08%**

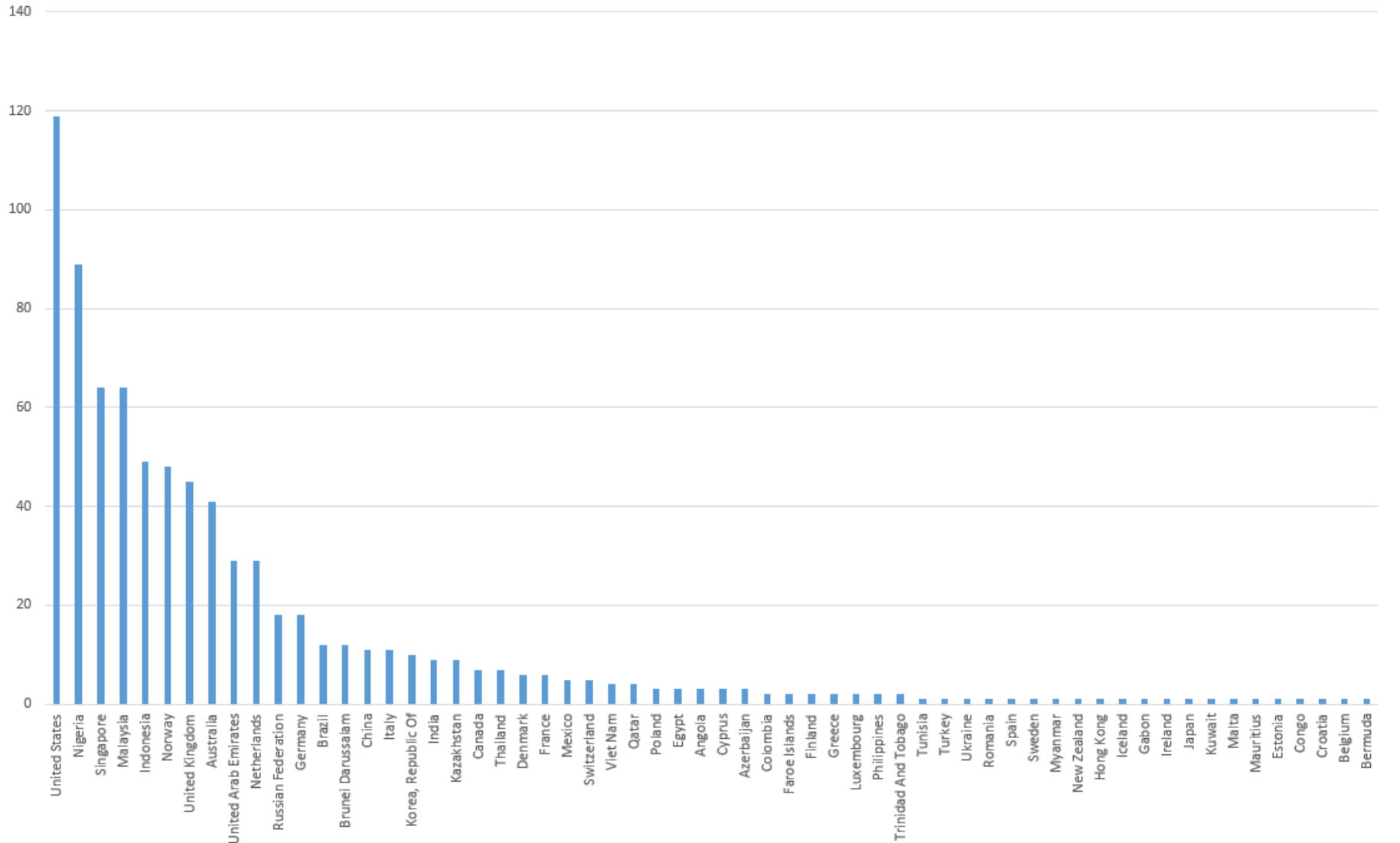
OVMISA

Completeness of OVMISAs In Progress



OVMSA

Published OVMSAs By Operator Country





Thank you



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