



OCIMF

A Voice for Safety



**Middle East  
Regional Marine Forum – Dubai**

September 2017



# Welcome and Introduction

Ahmed Salem Al Shawi – ME Regional Champion  
(ENOC)



# Anti-Trust and Safety Moment

Philp Pascoe – General Counsel (OCIMF)



# Anti-Trust/Competition Law Guidance - DO NOT



**Anti-Trust/Competition Law Guidance For OCIMF Meetings**

**DO NOT** X

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

**DO NOT DISCUSS** the following topics:

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

**DO NOT MAKE ANY AGREEMENT ON, OR TAKE A DECISION TO** conduct the following activities:

- All of the above
- Fix sale or purchase prices
- Fix other terms of sale or purchase
- Restrict capacity or output
- Refrain from supplying a product or service
- Limit quality competition or research
- Divide markets or customers
- Exclude competing companies from a market
- Blacklist or boycott customers or suppliers

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



Discuss 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.

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# Anti-Trust/Competition Law Guidance – DO



**Anti-Trust/Competition Law Guidance For OCIMF Meetings**

**DO ✓**

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

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

**DO SEEK ADVICE** from OCIMF General Counsel and OCIMF Legal Committee before participating in the following potentially sensitive activities:


- Gathering and exchanging statistical information
- Benchmarking
- Creating industry standards
- Self-policing regulations
- OCIMF sponsored research

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

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

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

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



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

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

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



# Safety Moment

<https://www.youtube.com/watch?v=5Gtio4V1L3o>

# Overview of Forum Objectives

Rob Drysdale – Senior Technical Adviser (OCIMF)



## **Regional Marine Forum Objectives**



- **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**

# Morning Agenda



Time	Activity
0830-0835	Safety & Administration
0835-0840	Welcome – Ahmed Salem Al Shawi, ENOC
0840-0845	Anti-Trust and Safety Moment – Philip Pascoe, OCIMF
0845-0900	Overview of Forum Objectives – Rob Drysdale, OCIMF
0900-1000	MEG Update – Rob Drysdale
<b>1000-1030</b>	<b>Coffee/Tea Break</b>
1030-1100	Updates on TMSA; OVID; MTIS; ISGOTT; IMO – Oliver Pointon/Rob Drysdale
1100-1115	Security Issues – Philip Pascoe
1115-1145	GHG Reduction – an OCIMF View – Alexandra Ebbinghaus (Shell)
1145-1245	Q&A Session - Panel
1245-1300	Wrap-up – Andrew Cassels (OCIMF)
<b>1300-1400</b>	<b>Lunch/Prayer Break</b>

## Afternoon Agenda OCIMF Members Only



Time	Activity
1400-1410	Welcome – Ahmed Salem Al Shawi
1410-1415	Overview of Members Session Objectives – Rob Drysdale
1415-1500	Incident Sharing - All
1500-1530	Identify/Prioritise issues for Committee attention – Ahmed Salem Al Shawi
<b>1530-1600</b>	<b>Coffee/Tea Break</b>
1600-1630	General Q&A
1630-1700	Meeting Wrap-Up – Ahmed Salem Al Shawi; Andrew Cassels

# Mooring Equipment Guidelines Update

Rob Drysdale – Senior Technical Adviser



## Mooring Equipment Guidelines (MEG4) Recognition



- Wide variety of industry bodies and SMEs involved
- Rope manufacturers associations; Classification societies; Ship operator associations; Ship building associations, Terminal design association; Equipment Manufacturers; Human Factors expertise ....
- Working Groups – Main WG; HMSF; WCDC; HF



Main WG



HMSF WG

# Mooring Equipment Guidelines (MEG4)

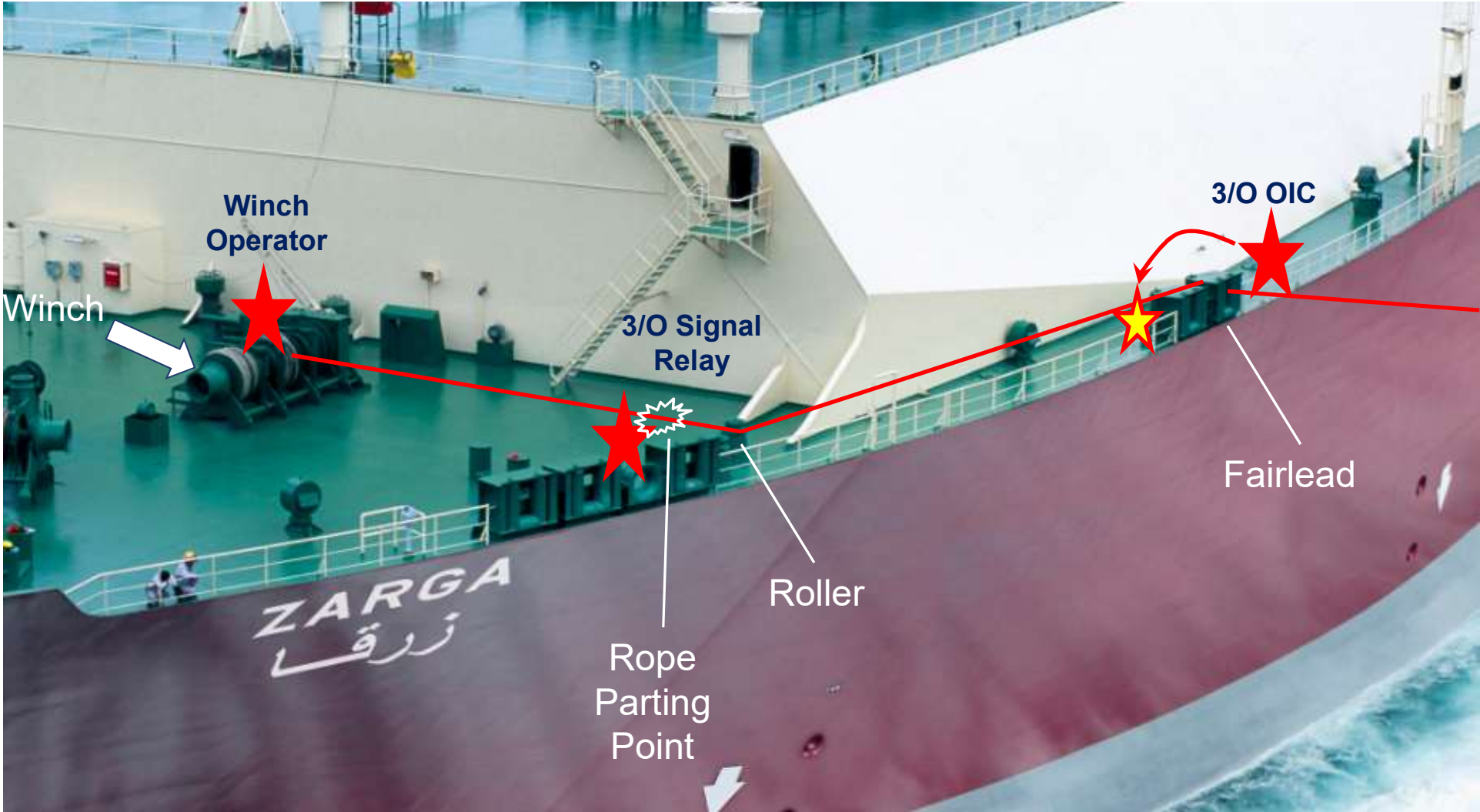
## Key Messages

1. Snap-back
  - Complex
  - No safe area
2. Fit-for-purpose ropes
  - HMSF vs others
  - Purchasing
  - Monitor usage
3. Human Factors
  - Design
  - Operations & Maintenance

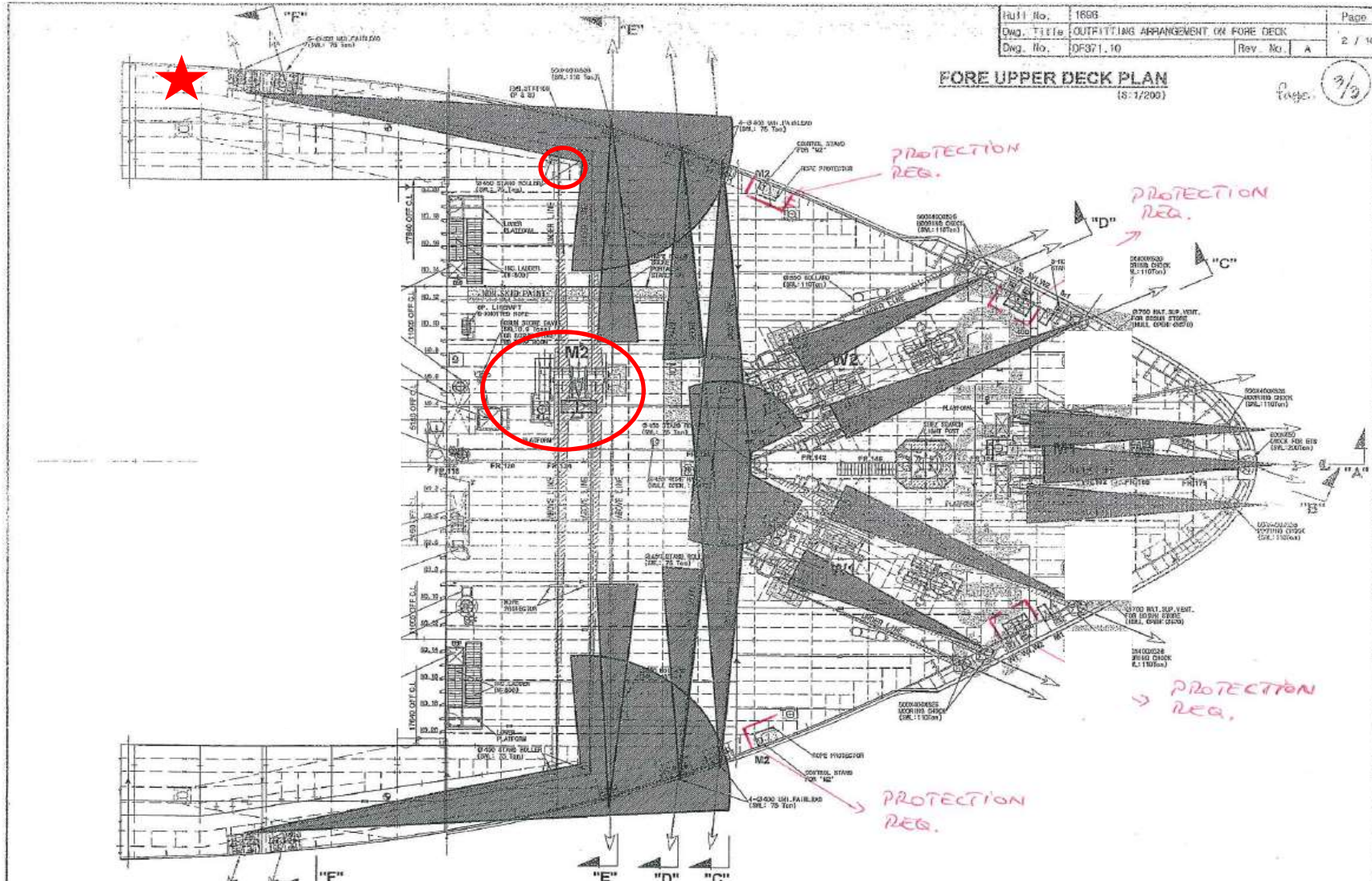
Equipment, ropes, tails and layout should be designed, operated and maintained as an integrated mooring system



# Incident Outline



# Snapback Zone

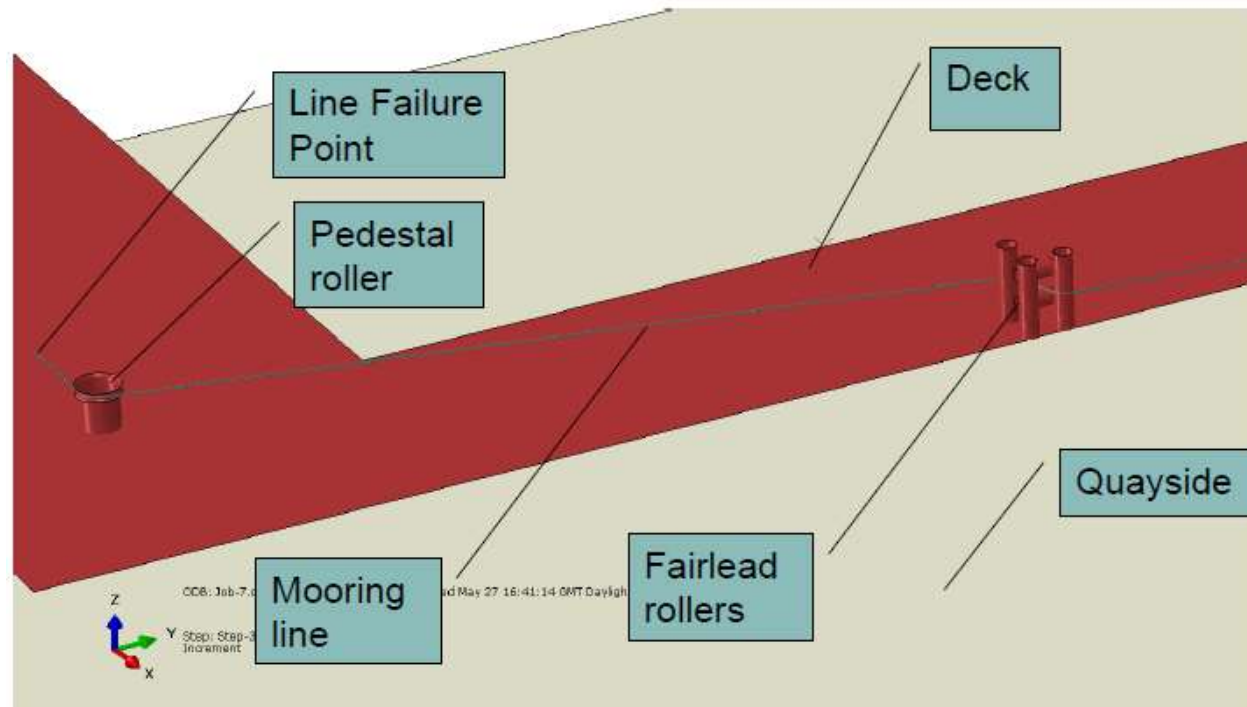




iCAM 502

B1B4

# Computer Modelling



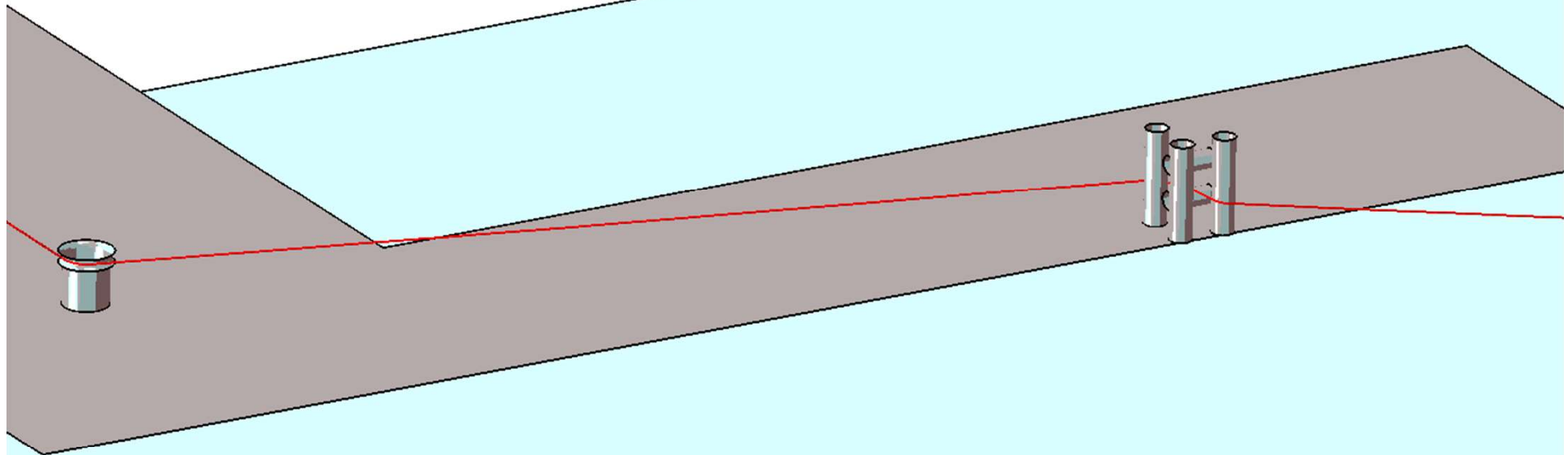
## Vessel Geometry



A finite element model of the vessel geometry and quayside was built to assess the dynamic trajectory of the parted rope

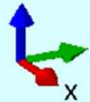
# Rope Trajectory

Step: Step-3 Frame: 0  
Total Time: 3.000000



Z

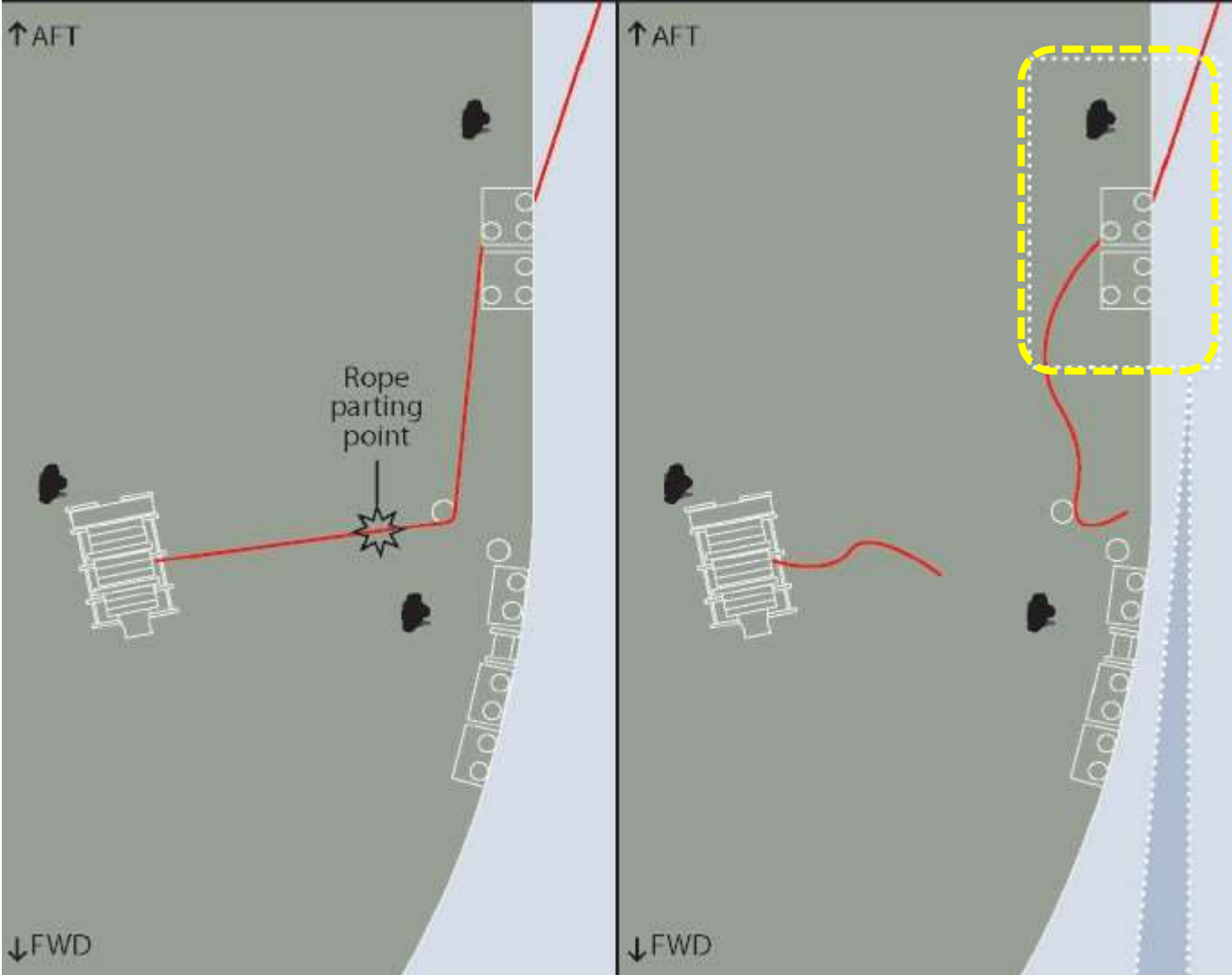
ODB: baseline.odb Abaqus/Explicit 6.14-1 Tue Jun 02 17:09:22 GMT Daylight Time 2015



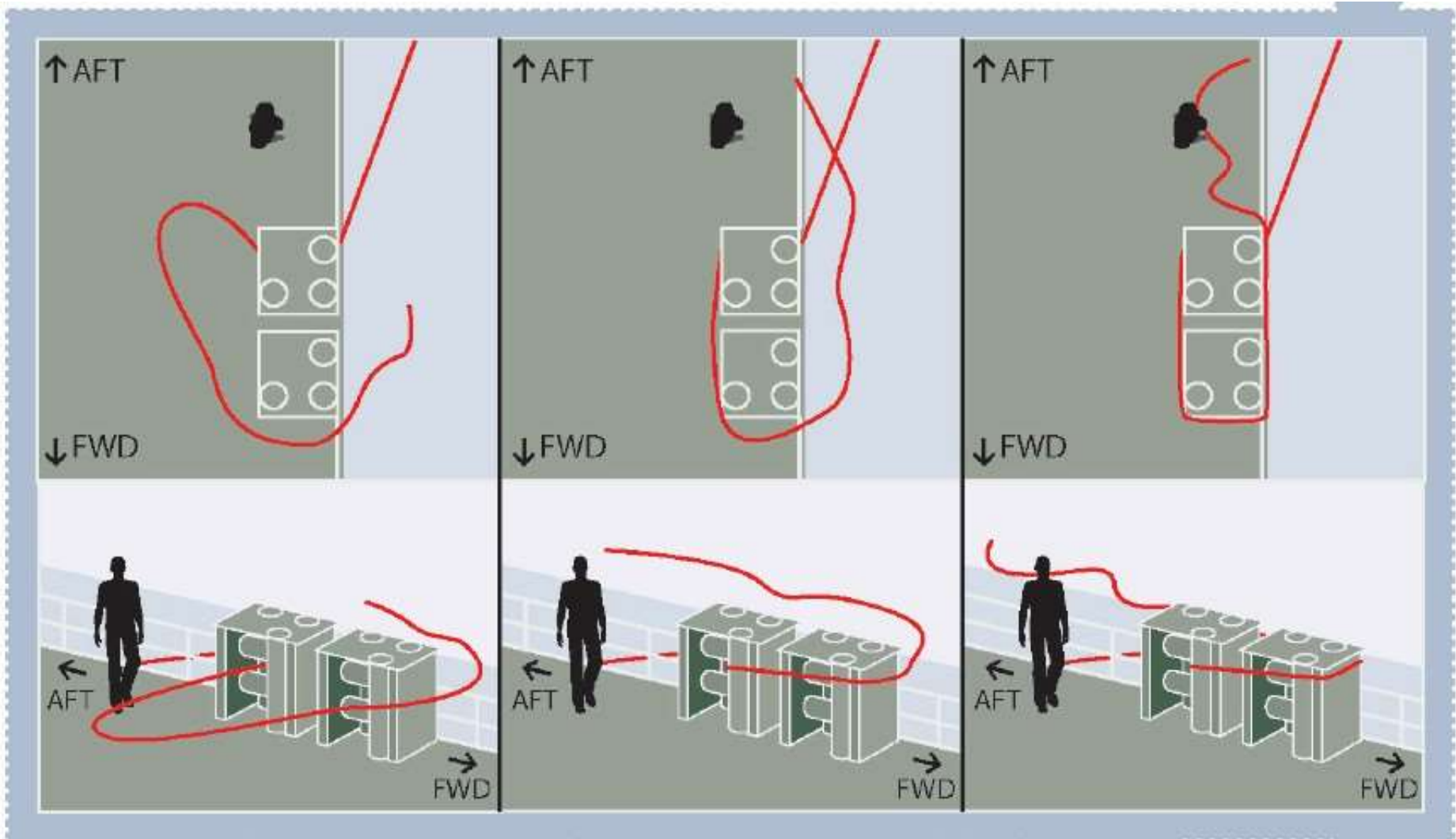
Y Step: Step-3, release winch load  
Increment 0: Step Time = 0.0

X Deformed Var: U Deformation Scale Factor: +1.000e+00

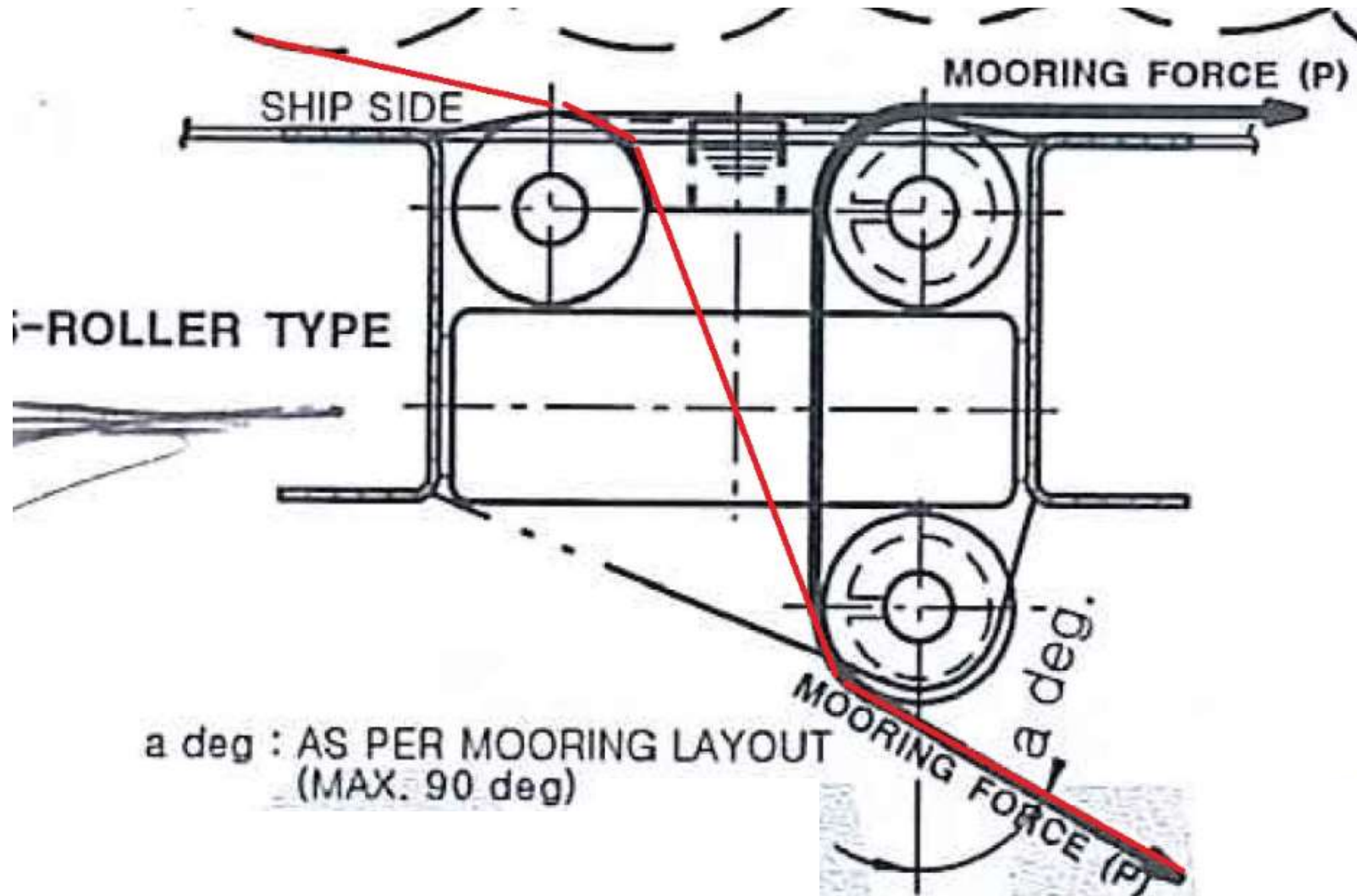
# Rope Trajectory



# Rope Trajectory



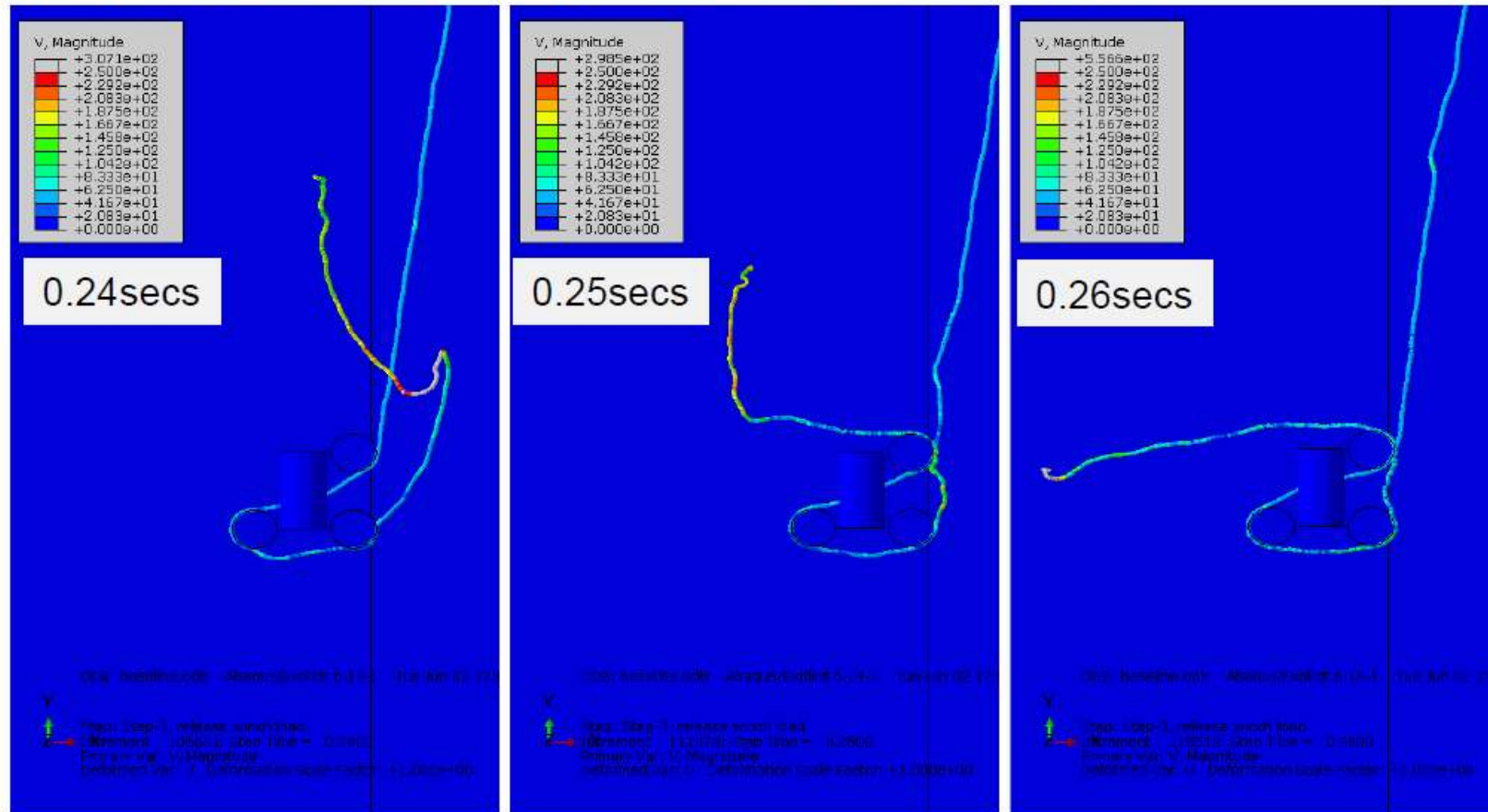
# Multiple Roller Fairlead



# Rope Trajectory

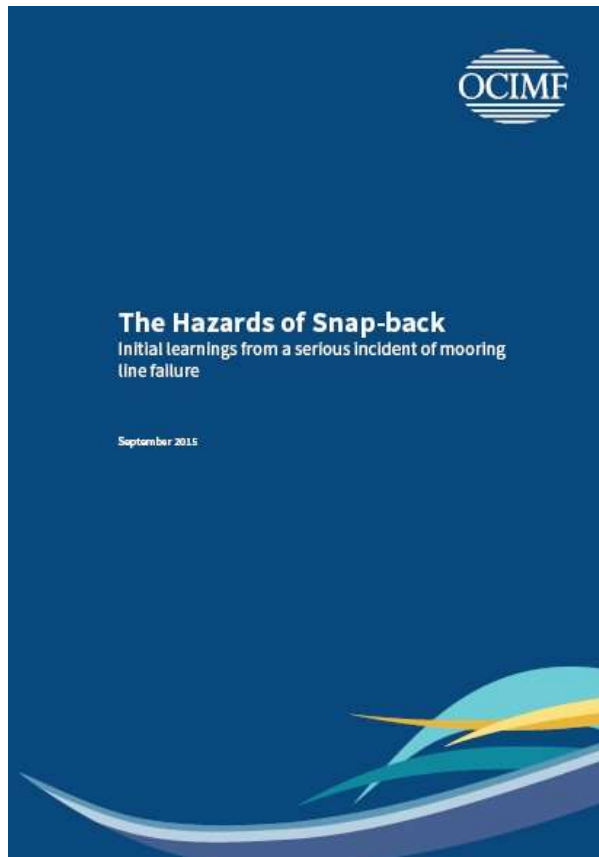


Baseline Results - view from above – Velocity 0.24secs to 0.26secs



Approximate velocity of line whipping round fairlead rollers is  $\sim 200\text{m/s}$   
Mass of line is  $1.133\text{kg/m}$ . Kinetic energy of line is approximately  $23\text{kJ/m}$

# Hazards of Snapback



When connecting synthetic tails to HMSF and wire mooring lines, the elasticity of the tails introduces energy that can significantly increase the snap-back hazard.

Elongation is proportional to the length of the tail. The fitting of longer synthetic tails, e.g. 22m tails from 11m tails, proportionally increases the stored energy and the amount of snap-back that can be expected.

Mooring lines led around roller pedestals and fairleads have the potential to create complex snap-back zones.

# What do we know from MAIB?

## Mooring Line:

**HMSF**  
**44mm**  
**Jacketed**  
**275m length**  
**MBL = 137 tonnes**  
**Life expectancy = 8 years**

## Source:

[https://assets.digital.cabinet-office.gov.uk/media/56b8c217e5274a0369000013/MAIBSafetyBulletin\\_1-2016.pdf](https://assets.digital.cabinet-office.gov.uk/media/56b8c217e5274a0369000013/MAIBSafetyBulletin_1-2016.pdf)



Extracts from  
The United Kingdom  
Merchant Shipping  
(Accident Reporting and  
Investigation) Regulations  
2012

**Regulation 5:**  
"The sole objective of a safety investigation into an accident under these Regulations shall be the prevention of future accidents through the ascertainment of its causes and circumstances. It shall not be the purpose of such an investigation to determine liability nor, except so far as is necessary to achieve its objective, to apportion blame."

**Regulation 16(1):**  
"The Chief Inspector may at any time make recommendations as to how future accidents may be prevented."

**Press Enquiries:**

020 7944 3021

**Out of hours:**

020 7944 4292

**Public Enquiries:**

0300 330 3000

**NOTE**

This bulletin is not written with litigation in mind and, pursuant to Regulation 14(14) of the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012, shall be inadmissible in any judicial proceedings whose purpose, or one of whose purposes is to attribute or apportion liability or blame.

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<https://www.gov.uk/maib>

For all enquiries:  
Email: [maib@dft.gsi.gov.uk](mailto:maib@dft.gsi.gov.uk)  
Tel: 023 8036 5500  
Fax: 023 8023 2499

**Mooring line failure resulting in serious injury to a deck officer on board**  
**Zarga**  
**alongside South Hook LNG terminal,**  
**Milford Haven**  
**on 2 March 2015**

Photograph courtesy of Fotoflile.co.uk



Zarga

# What do we know now?

## Mooring Line:

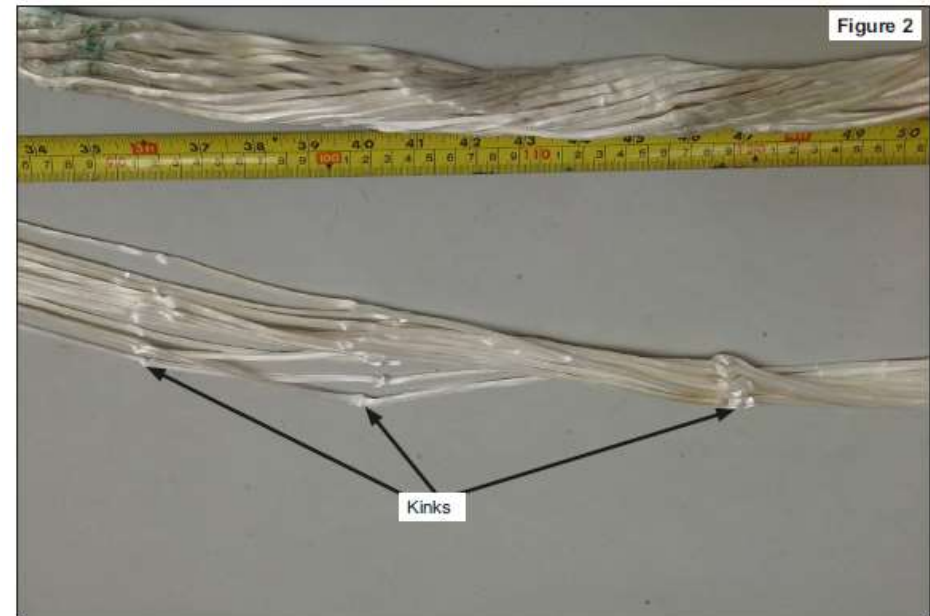
MBL = 137 tonnes **failed at 24 tonnes**

Life expectancy = 8 years **failed at 5 years**



## Source:

[https://assets.digital.cabinet-office.gov.uk/media/56b8c217e5274a036900013/MAIBSafetyBulletin\\_1-2016.pdf](https://assets.digital.cabinet-office.gov.uk/media/56b8c217e5274a036900013/MAIBSafetyBulletin_1-2016.pdf)



# Current Line Procurement Process



## Single line replacement – **MEG 3**

MEG3 Rope description			
Product	A	B	C
MBL	100		
Material type	HMPE	HMPE	HMPE
Diameter	38	38	38
“Rope strength”	100	100	100

## Fit-for-purpose Lines



- D:d, Line
- Design Break Force (LDBF)
- Line Linear Density (LLD)
- Load Bearing Linear Density (LBLD)
- Line Tenacity (LT)
- Angled Break Force (ABF)
- Angled Endurance (AE), and
- Temperature, Axial Compression Resistance (ACR).

# New Line Procurement Process



## Single line replacement – MEG 4

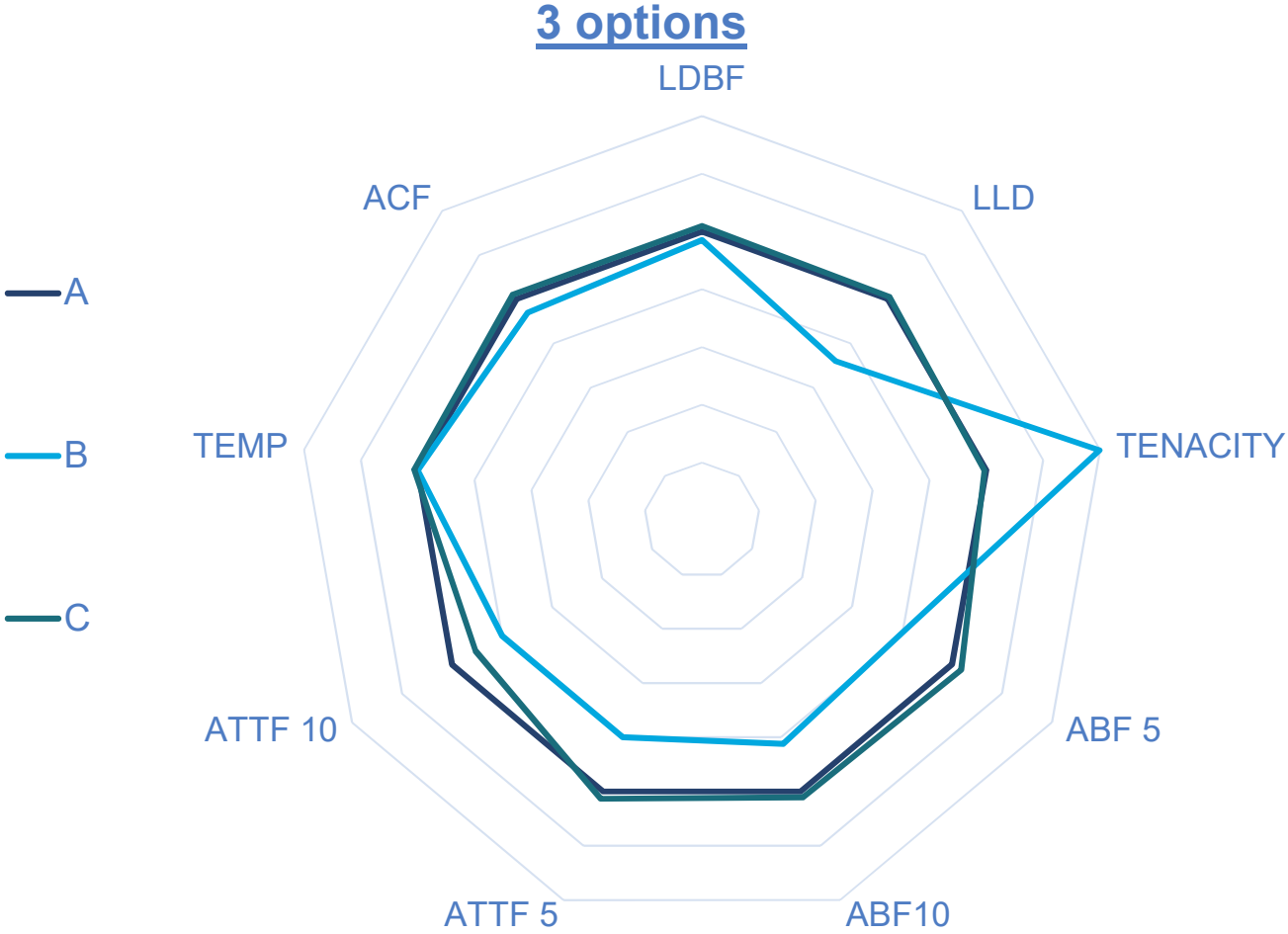
### MEG4 Performance Parameters/Indicators

Product	A		B		C	
MBL <sub>SD</sub> (t)	100					
Line Design Break Force (LDBF) (t)	103		100		105	
Material type	HMPE		HMPE		HMPE	
Material grade	TZ54		TZ54		CS65	
Diameter (mm)	38		38		38	
Load bearing construction	12x1 braid		3 Str twist		12x1 braid	
Jacketed?	N		Y		N	
Load Bearing Linear Density (LDBF) kg/m	1.00		0.72		1.01	
Line Tenacity t/kg/m	103		144		102.3	
ABF (5 & 10) (% NSBF Av.)	82	91	65	75	85	93
AE (5 & 10) (% NSBF Av.)	75	85	60	68	77	90
Temperature (T) (80 degC) (% BF @ 20 degC)	80		80		81	
Axial Compression Resistance (% NSBF Av.)	99		93		101	

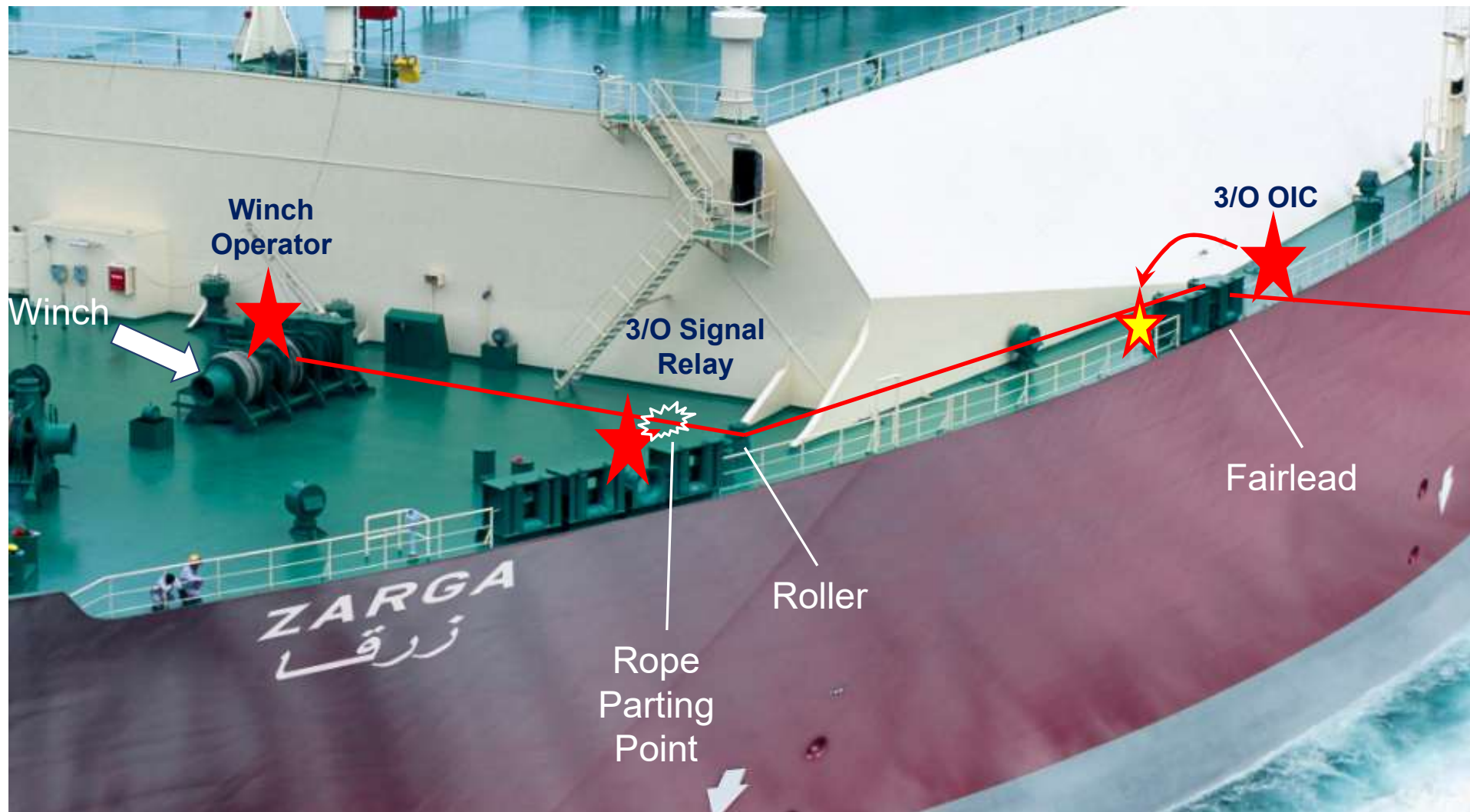
# New Line Procurement Process



## Single line replacement – change management (MEG 4)



# Human Factors

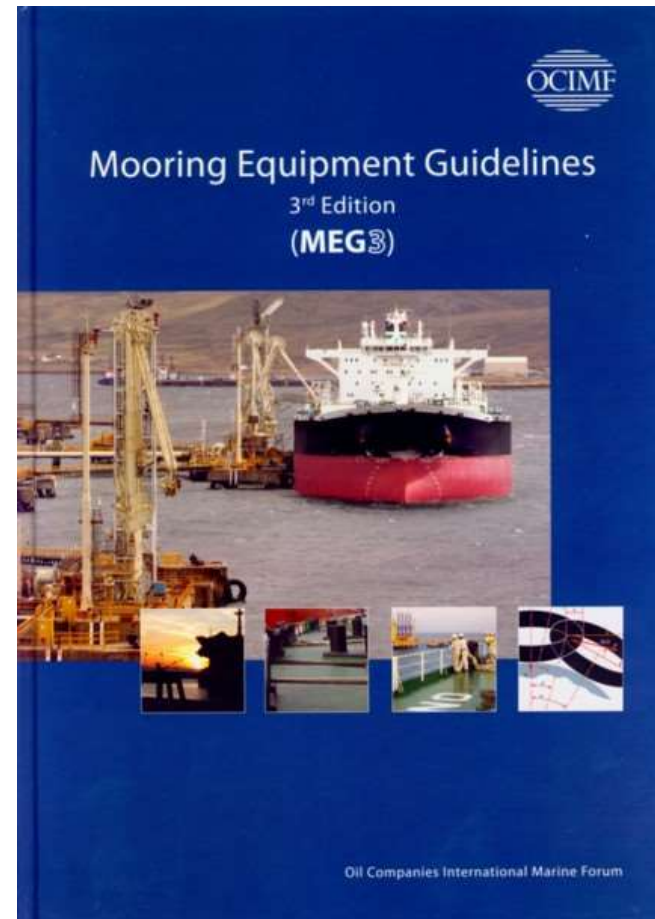


# What's the Challenge? The Mooring System!

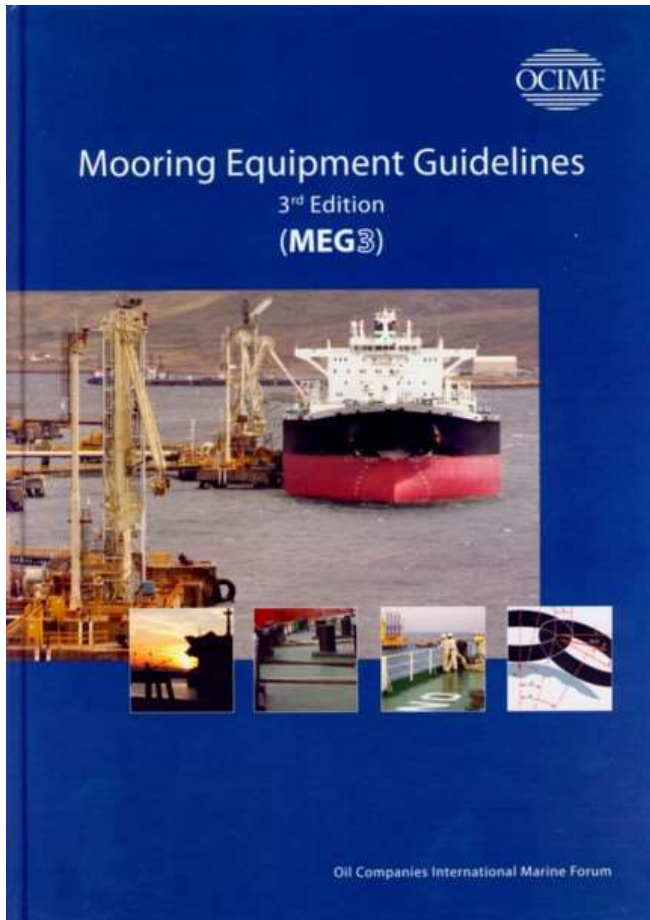


# MEG – Desired Outcomes

- Incorporate lessons learned from the Zarga incident and update section on mooring lines
- Improved guidance – Mooring line management & retirement, clarity in terminology, encourage communication with line manufactures
- Robust mooring line and tail procurement process
- [www.ocimf.org/MEG4](http://www.ocimf.org/MEG4)



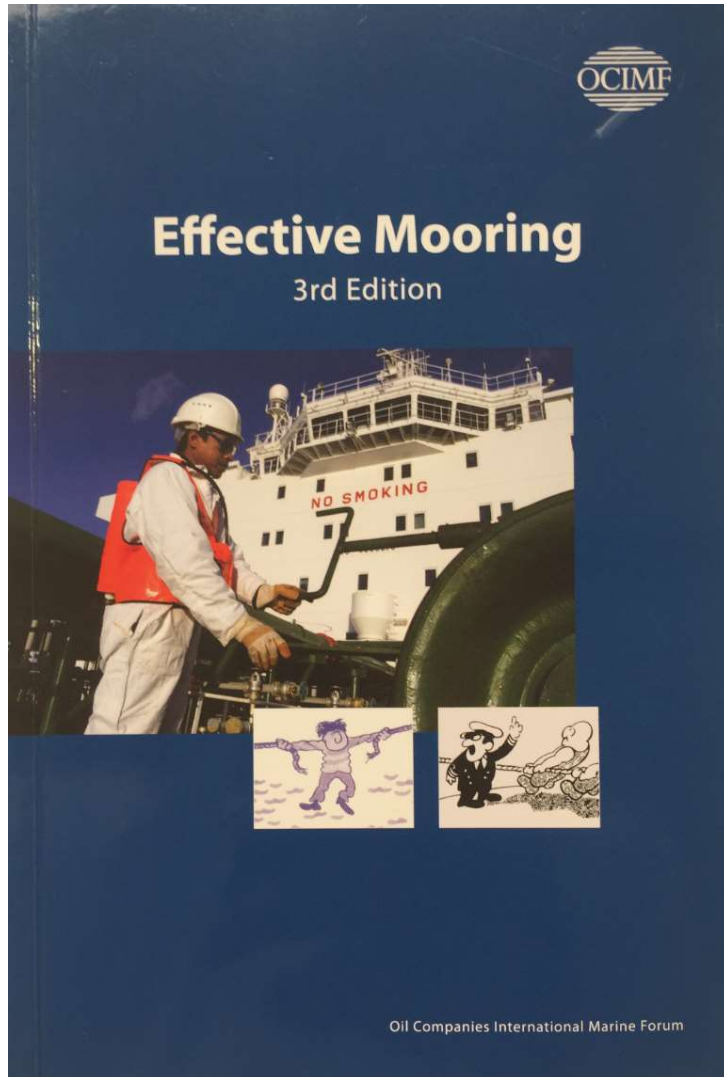
# MEG – Desired Outcomes



- Keep target audience in mind
  - Ship Designers, Operators, Ship Staff, SIRE Inspectors, Line Manufacturers
- Provide Clarity
  - Safety Factors, Terminology, Tail Length, Snapback Zones
- New Chapters
  - Alternative Mooring Technology, Human Factors in Mooring Design, Jetty Design

*Human Factors*

# MEG – Desired Outcomes



- Keep target audience in mind
  - Ship Staff
- Provide Clarity
  - Safety Factors, Terminology, Tail Length, Snapback Zones
- MOC Process
  - Alternate Mooring Technology, Changing Ropes, Record Keeping

## MEG – Desired Outcomes

**Protect our people**



# Mooring Equipment Guidelines (MEG4)

## Key Messages

1. Snap-back
  - Complex
  - No safe area
2. Fit-for-purpose ropes
  - HMSF vs others
  - Purchasing
  - Monitor usage
3. Human Factors
  - Design
  - Operations & Maintenance

Equipment, ropes, tails and layout should be designed, operated and maintained as an integrated mooring system



# Tanker Management and Self Assessment

Oliver Pointon – Inspector Training & Accreditation Manager



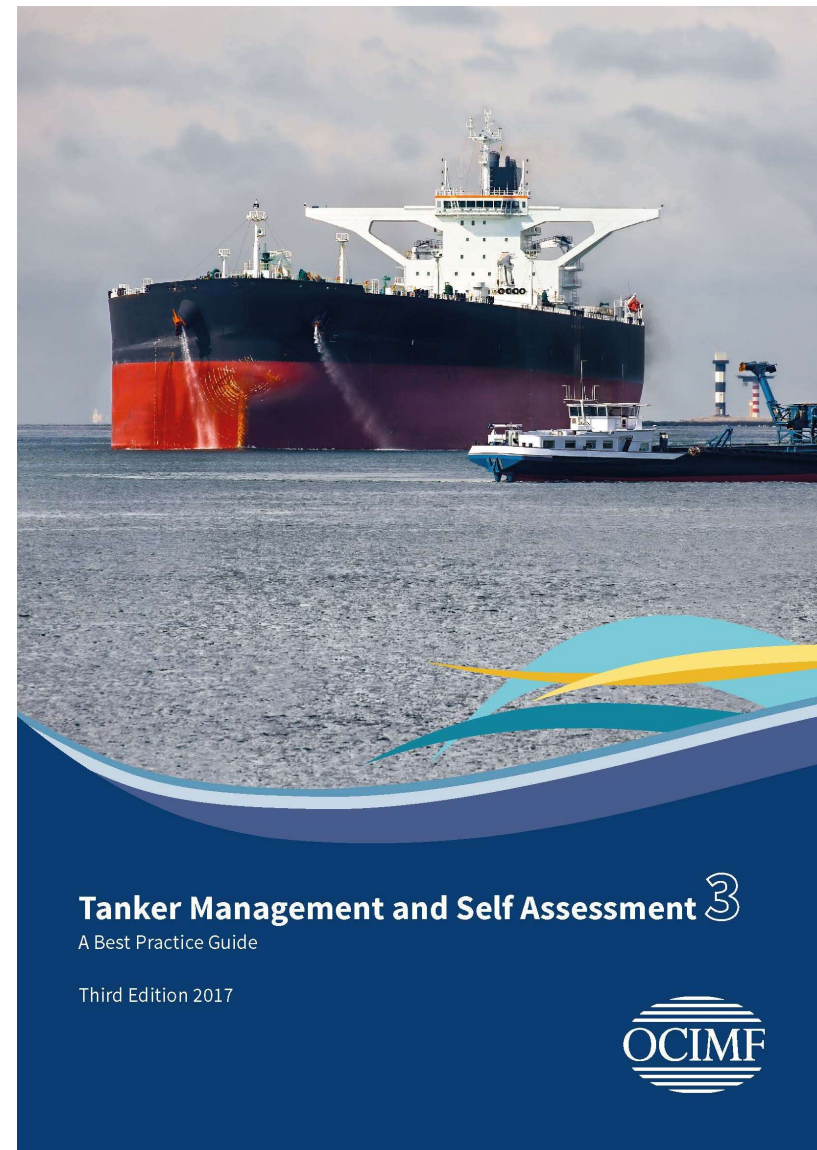
# Tanker Management and Self Assessment (TMSA3)

A Best Practice Guide

TMSA3 available to purchase and to use now.

Log in to  
[www.ocimf-sire.org/default.aspx](http://www.ocimf-sire.org/default.aspx)

or buy the book from  
[www.witherbyseamanship.com](http://www.witherbyseamanship.com).



## Why revise TMSA?



Updated to provide clarity, improve consistency, simplify the self assessment and promote continuous improvement.

### Update

- To reflect **changes in legislation and best practice** – TMSA2 was published July 2008.

### Clarify

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

### Improve universality to all vessel and company types

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

### Continuous improvement

- ..... **an integral requirement of TMSA.**

## Key Changes in TMSA3



- Expanded/revised best practice guidance to complement KPIs & remove ambiguity/duplication.
- Streamlined/merged elements to improve consistency and simplify the self assessment
- Removed option to mark KPIs as 'not applicable'.
- Updated for legislative requirements (Manila Amendments to the MLC 2006, Polar Code and BWM Convention).
- Revised Element 6 and 6A – Cargo, Ballast, Tank Cleaning, Bunkering, Mooring and Anchoring Operations - additional KPIs and best practice guidance.
- Revised Element 10 – Environmental and Energy Management - includes OCIMF *Energy Efficiency and Fuel Management* information paper (previously a supplement to TMSA2)
- Added new Element 13 – Maritime Security.
- Promoted continuous improvement – 25 KPIs have been moved from a higher to a lower level (4 to 3, 3 to 2 etc.) and 85 New KPIs introduced.

## Status of TMSA3



- Rolled out 10 April 2017 TMSA3. Users can continue to use TMSA2 to 31<sup>st</sup> December 2017.
- When using TMSA3 for the first-time users can either start a new TMSA, or transfer data from TMSA2 to the relevant TMSA3 locations and complete additional KPIs.
- For assistance on how to do this, see section 10 of the SIRE Operators Quick Start Guide or contact [sire@ocimf.org](mailto:sire@ocimf.org).

### Remember please be aware

- From 1 January 2018 all TMSA2 reports will be frozen and will need to be transferred into TMSA3 to be updated.

# OVID Update

Oliver Pointon – Inspector Training & Accreditation Manager



# OVID Stats



## YTD Numbers (as at 22Jun2017)

- OCIMF Members using OVID – 53
- OVID Programme Recipients – 14 (20+ currently in applications in progress)
- Port State Control – 3
- Inspectors – 455
- Vessels registered – 10292
- Vessel Operators – 1754

## In a 12 month period

- Inspections purchased – 1413
- Inspections completed – 2772

## OVMSA

- Operators using – 962
- Operators Published - 703

## OVID Programme Recipients



- Launched Jan 2017 in effort to streamline offshore industry with regards to vessel inspection
- Companies that share OCIMF's concerns for marine safety and pollution prevention and charter offshore vessels in support of their operations or have offshore vessels operating at their facilities
- May not be involved in the hydrocarbon industry and may or may not be a DoC holder of an offshore vessel
- Have a need for marine assurance but are currently unable to utilize the OVID programme
- Required to obtain approval, through the OVID system, from the Technical Vessel Operator of the vessel prior to receiving the vessel's OVIQ



## OVID Vessel Inspection Request

- Launch Jan 2017
- Efficient way for vessel operator and OVID Programme Recipient, with vessel operator approval, to request an OVID inspection
- Hope is that vessel operators will begin to track and request annual OVIQ renewals.
- In turn reducing the time spent conducting on-hire processes by the OCIMF OVID Members and OVID Programme Recipients.

# Reviews and Revisions



## OVPQ

- Started 2016 – result will continue to meet OCIMF member needs, but take account of industry suggestions
  - update and remove superfluous questions e.g. fax number
  - Ability to upload vessel spec sheets
  - Target release 3Q 2017

## OVIQ2/MODU

- Suggestions from MSF, OCIMF Members, Vessel Operators, and OVID Inspectors.
  - Over 300 suggested changes to OVIQ2 e.g. add N/A, new question, updated guidance
  - 70+ for MODU Jackup and 80+ for MODU Drillship/Semi Sub
  - Proposed additions include - New Variant (lift boat) and expanding towing operations to include ship assist
  - Target release 1Q 2018

## OVMSA

- Align as far as possible with TMSA3 (i.e. 13 Elements). Target release Q2 2018

# Marine Terminal Information System

Rob Drysdale – Senior Technical Adviser



# Marine Terminal Information System

## Improving terminal safety, reliability, efficiency and environmental protection

MTIS aims to help marine terminals continuously improve their operational standards of safety, reliability, efficiency and environmental protection.

To do this, MTIS brings together all relevant information required by stakeholders regarding a terminal's physical properties and management systems. Holding information in one place, dispensing with the need to consult multiple sources.

MTIS consists of a suite of three programmes covering the terminal's physical, management and operations systems.



# MTIS Suite of Programmes

## Marine Terminal Particulars Questionnaire (MTPQ)

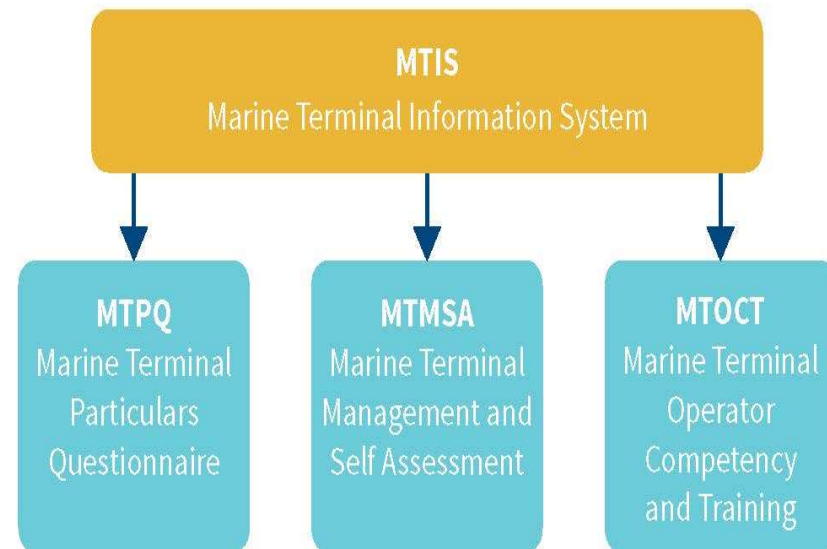
Comprehensive physical particulars of each terminal. Used alongside SIRE vessel data to assess compatibility of ships and terminals, ensuring safer operation and environmental protection.

## Marine Terminal Management & Self-Assessment (MTMSA)

Best practice guide to help terminal operators assess and continuously improve their safety, reliability, efficiency and environmental performance.

## Marine Terminal Operator Competence & Training (MTOCT)

Guide to help terminal management assess competencies, identify gaps and develop appropriate training of their terminal operators.



# Changes

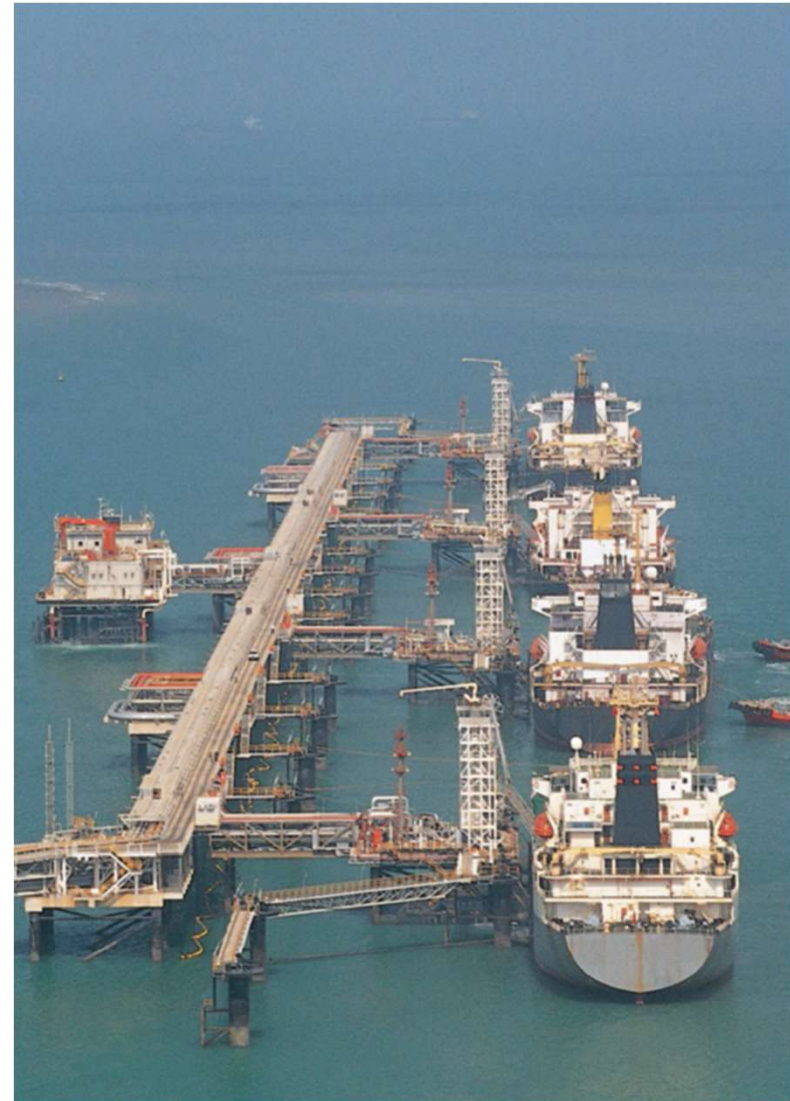
## MTIS Strategy

### Investigation results

- System not user friendly
- N/A questions count towards completion
- Registration process too complicated
- Segregate terminal and port data
- Link terminal and ship compatibility data

### Plan

- Upgrade system for ease of registration and use
- Top 20 questions
- Segregate terminal and port info
- Pull in port info separately
- Roll-out early 2018



# ISGOTT Planning

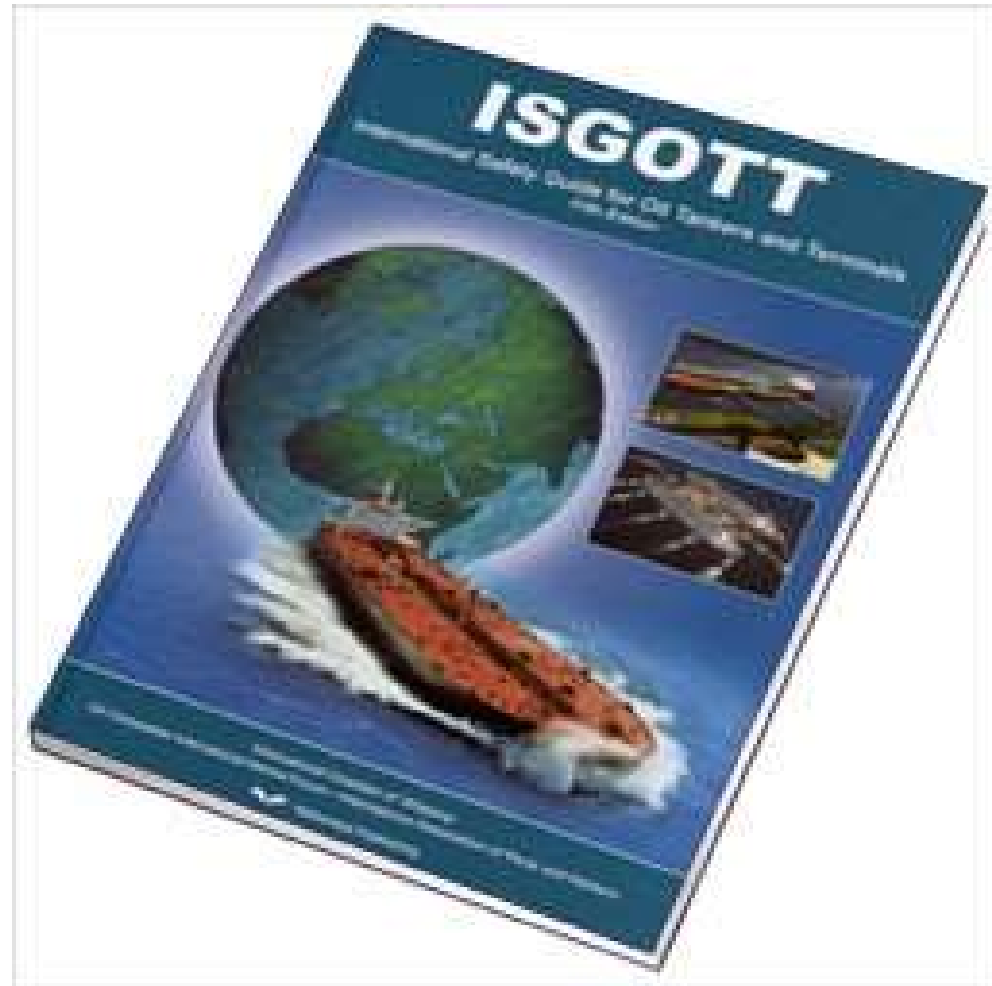
Rob Drysdale – Senior Technical Adviser



# International Safety Guide for Oil Tankers and Terminals



- 5<sup>th</sup> edition published 2006
- Joint publication (ICS/IAPH)
- Next big review after MEG
- Planning starts October 2017
- Review commences January 2018
- Expected duration 2 years
- Publish 2020



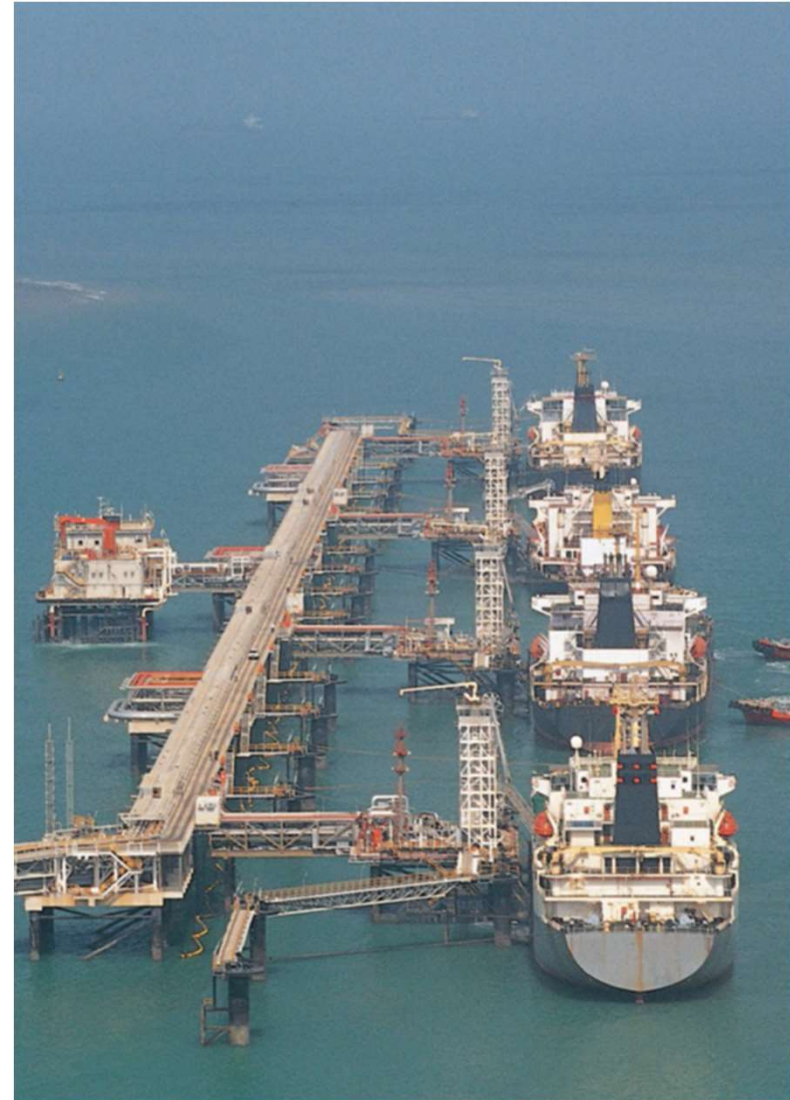
# IMO Update

Rob Drysdale – Senior Technical Adviser



## Hot Topics at IMO

- Ballast Water Management convention
- Cyber Risk Management
- Reduction of GHG emissions
- Measurement / Reporting / Verification (MRV) data collection
- EEDI – Energy Efficiency Design Index
- Global Sulphur cap 2020
- Safe Mooring



# Security Issues

Philip Pascoe – General Counsel





## **Security Issues**

### Introduction

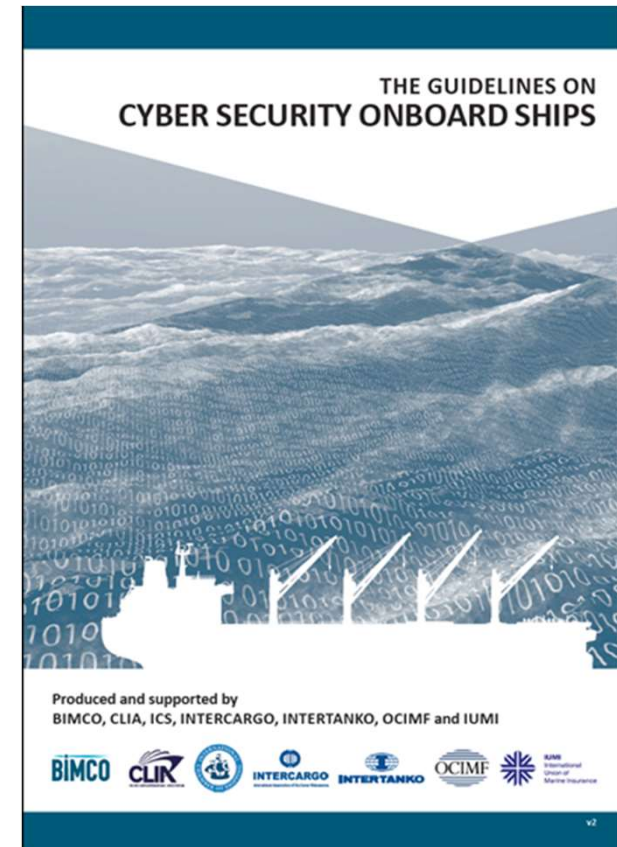
- Cyber Security
- Gulf of Guinea.
- South East Asia
- Northern Indian Ocean / Gulf of Aden / Bab al Mandeb



## Cyber Security

### OCIMF Cyber Security Committee

- **Key Themes**
  - Cyber Assessment – better understanding of networks and IT components.
  - Understanding & Awareness – culture & education campaign.
  - Process to improve the standards of third party vendors.
- **Industry Guidance**
  - “The Guidelines on Cyber Security onboard Ship”
  - “Be Cyber Aware at Sea – Maritime Cyber Security”
    - Fidra Films / NSSL Global / Standard / Teekay
- **Cyber Incident Sharing**
- **TMSA 3**





1190 TO BE USED IN CONJUNCTION WITH NAVIGATIONAL CHARTS AND PUBLICATIONS

### MARITIME SECURITY CHART WEST AFRICA INCLUDING GULF OF GUINEA

1:500 000 Scale  
ISSUED 2014  
REVISED 2014

NECESSARY REPORTING CHECKLIST

**MARITIME SECURITY INCIDENT REPORTING CENTRE CONTACT MDAT-GGG**  
Tel: +33(0)2 98 22 88 88  
email: watchkeepers@mdat.gog.org  
**PLEASE REPORT ANY SUSPICIOUS ACTIVITY USING THE SUSPICIOUS OR IRREGULAR ACTIVITY REPORT FORM**

**GULF OF GUINEA**

**MDAT-GGG SUSPICIOUS OR IRREGULAR ACTIVITY REPORT**

1. Date Ship Name
2. Date of report & IMO Number
3. Time of report in UTC
4. Own Ship Position
5. Own Ship Course and Speed
6. Details of suspicious or irregular activity

**RISK ASSESSMENT CONSIDERATIONS**

Are to be left on through hole?  Extra Lockouts

Are fire hoses in place?  Fire Pump Ready

Crew Briefing  Locked Doors

Fire Hoses Ready  Drainers - in Hoses Released

Barbed Razor-Wire  Duracell - in Hoses Released

External Communication Plan  Alarm - Engine Room

Call  Crew Drill - Completed

Night Vision Goggles  Area Security - Reconnaitre

ICW  Muster - underway

Increased Security Team  Weapons - in Hold

Redundant Security Team  Weapons - in Hold

Redundant Security Team  Weapons - in Hold

Redundant Security Team  Weapons - in Hold

**MDAT-GGG INITIAL REPORT**

1. Ship Name
2. Date of report & IMO Number
3. Time of report in UTC
4. Own Ship Position
5. Own Ship Course and Speed
6. Details of suspicious or irregular activity

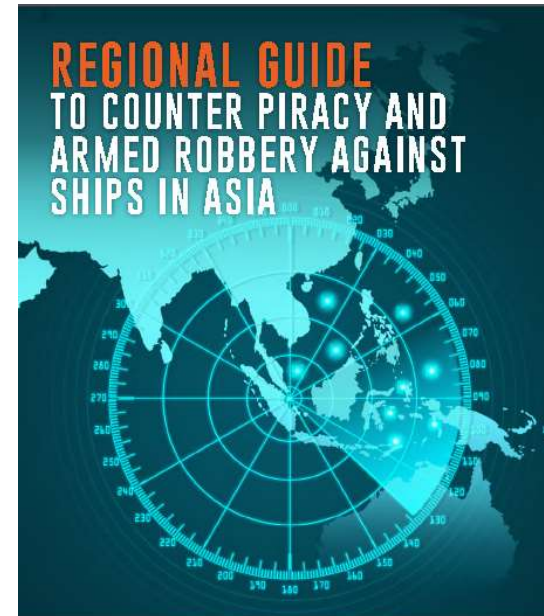
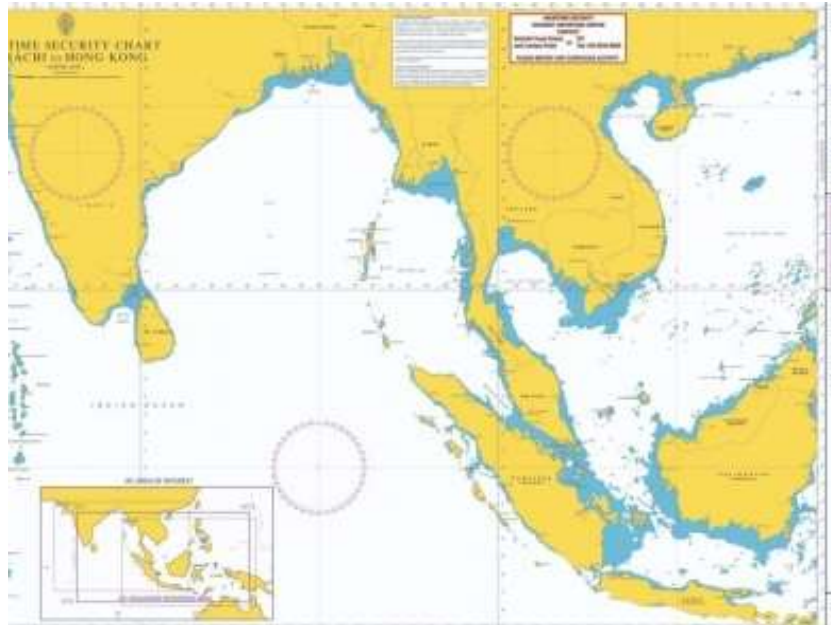
**MDAT-GGG DAILY POSITION REPORT**

1. Ship Name
2. Date of report & IMO Number
3. Time of report in UTC
4. Own Ship Position
5. Own Ship Course and Speed
6. Details of suspicious or irregular activity

**MDAT-GGG FINAL REPORT**

1. Ship Name
2. Date of report & IMO Number
3. Time of report in UTC
4. Own Ship Position
5. Own Ship Course and Speed
6. Details of suspicious or irregular activity

TO BE USED IN CONJUNCTION WITH NAVIGATIONAL CHARTS AND PUBLICATIONS CB114

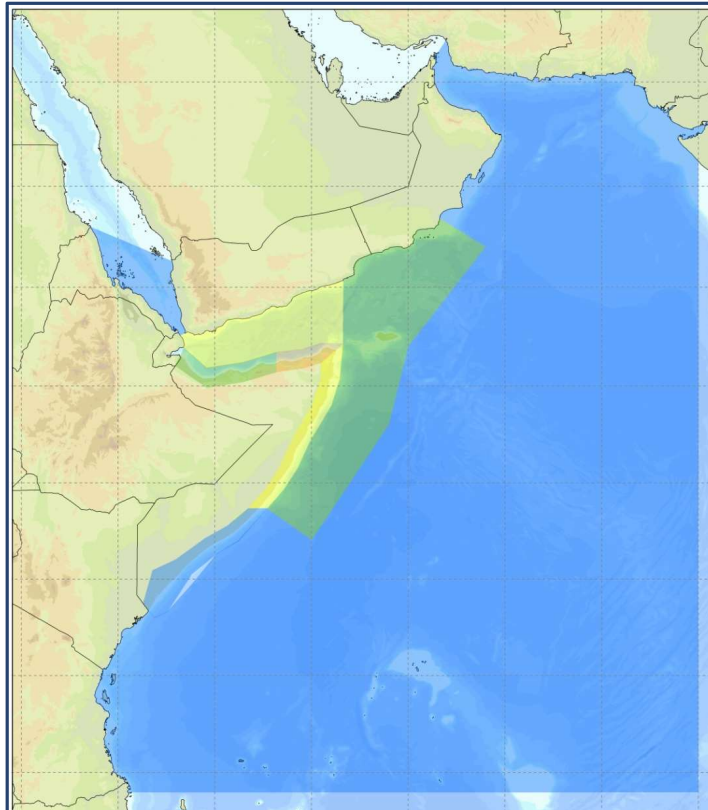


Working Group:



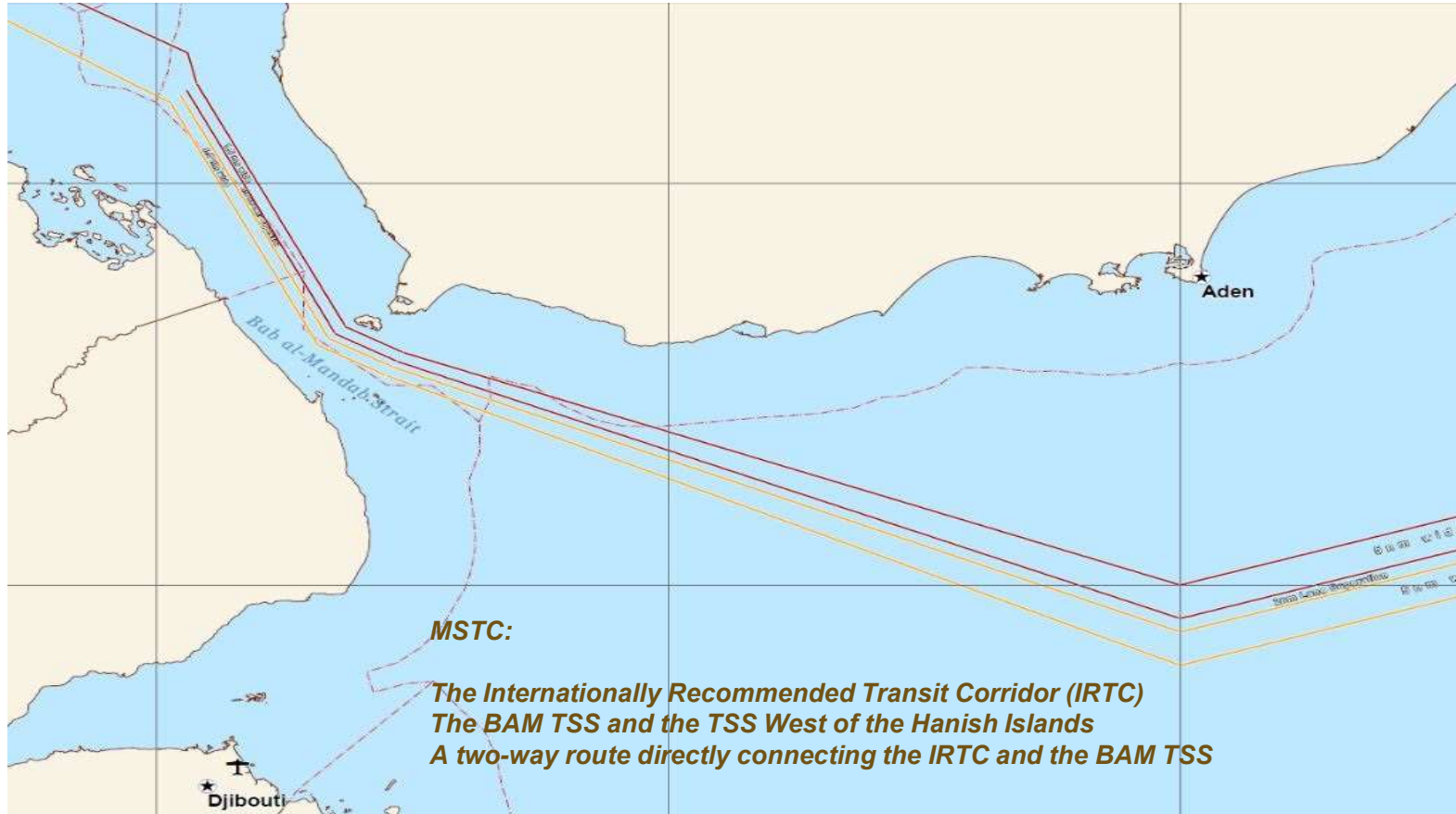


# PIRACY THREAT ASSESSMENT



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

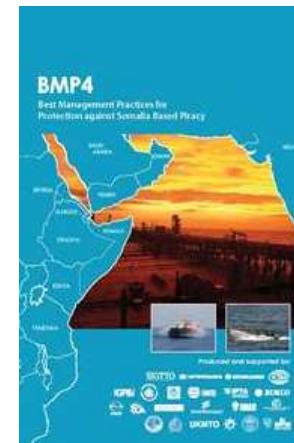
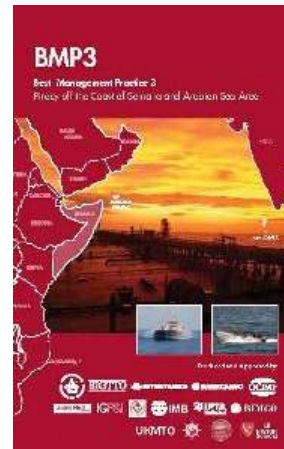
• The decline of Somali Piracy is directly related to the adverse weather conditions and the lack of success from Pirate groups.





## Industry Guidance

- History
  - BMP3 - June 2010
  - BMP4 – Sept 2011
    - HRA Amendments 2015
- Regional Security Guidance
- Global BMP
- Replacement of BMP4



# GHG Reduction – An OCIMF View

Dr. Alexandra Ebbinghaus – Maritime Strategic Projects Lead, Shell



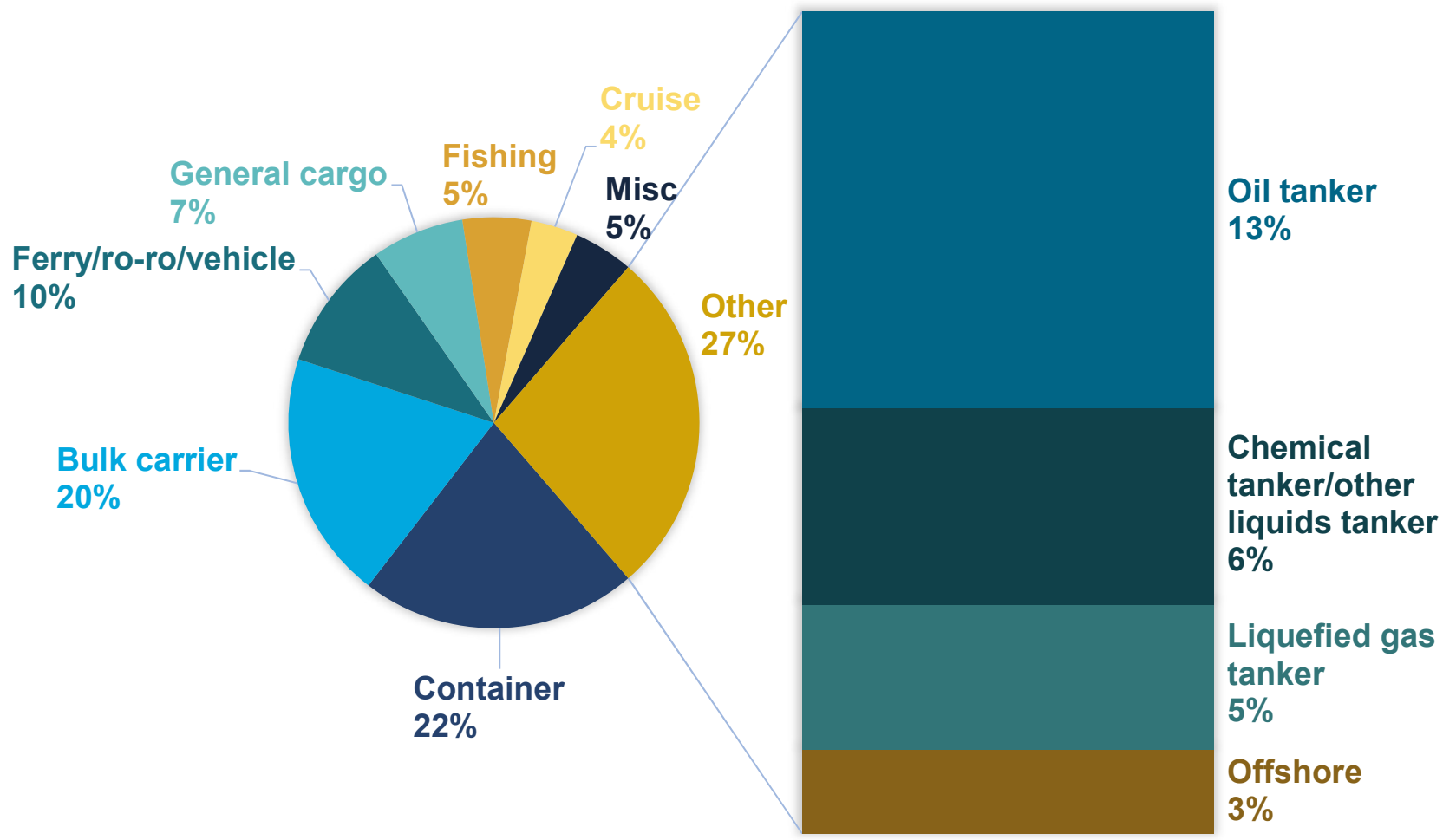
# Greenhouse gases and the maritime industry



According to the International Maritime Organization (IMO), maritime CO<sub>2</sub> emissions are projected to increase significantly – between 50% and 250% by 2050.

Source: IMO 3<sup>rd</sup> GHG Study 2014

# CO2 Emissions by Shipping Sector

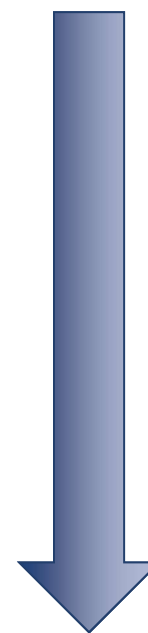
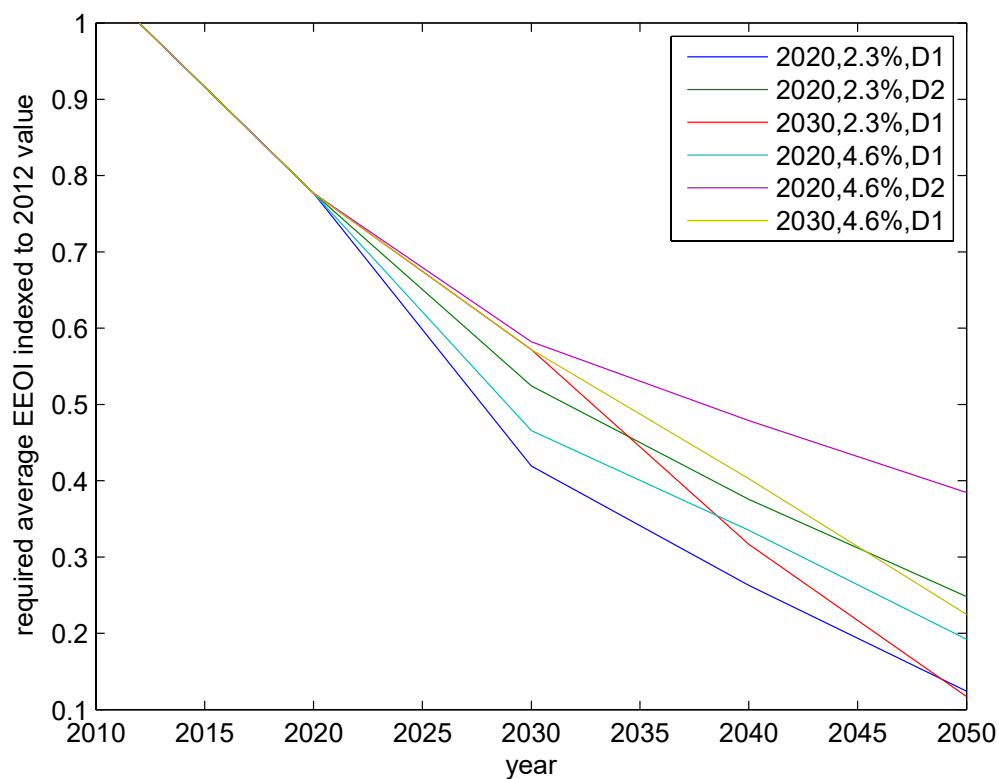


# Meeting 2°C target defined by the Paris Agreement

## What could this mean for shipping?



Average lifespan of vessels today



60-90% decrease in fleet average carbon intensity

Modelling work by UCL

# IMO MEPC and GHG emission reduction

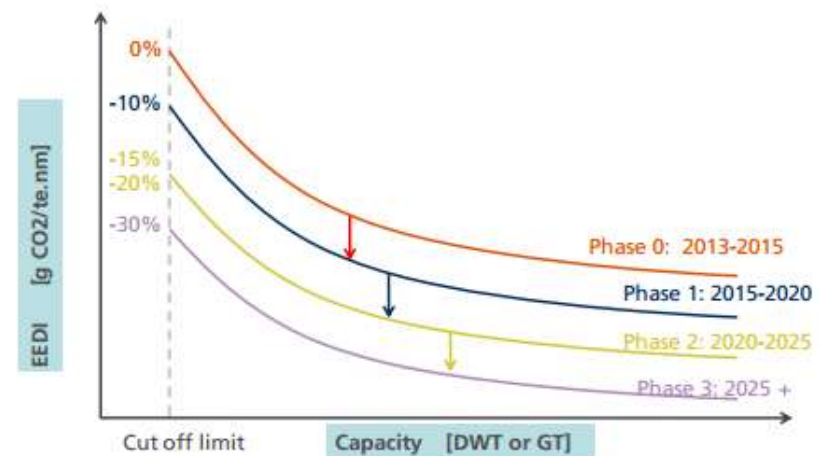


- **IMO GHG studies**
- **Efficiency improvements as a driver to reduce emissions**
  - EEDI
  - SEEMP
- **3 step approach**
  - Fuel consumption database
  - Data Analysis
  - Decision

## MEPC session



## EEDI targets for new vessels

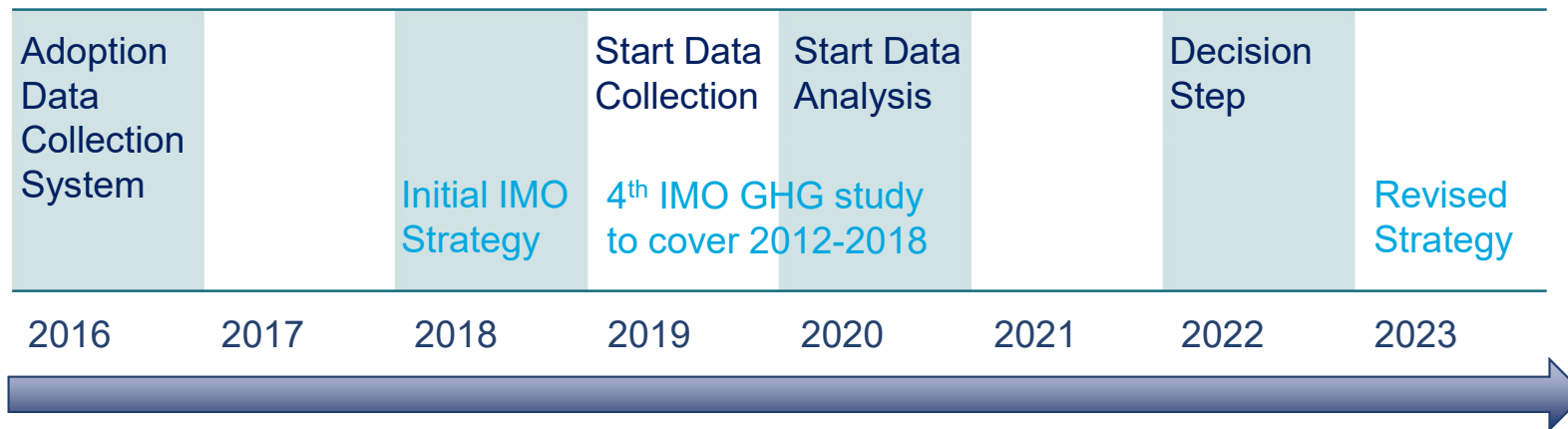


## New impetus after Paris Agreement

Intersessional Working Group on GHG emissions established



- **Roadmap**

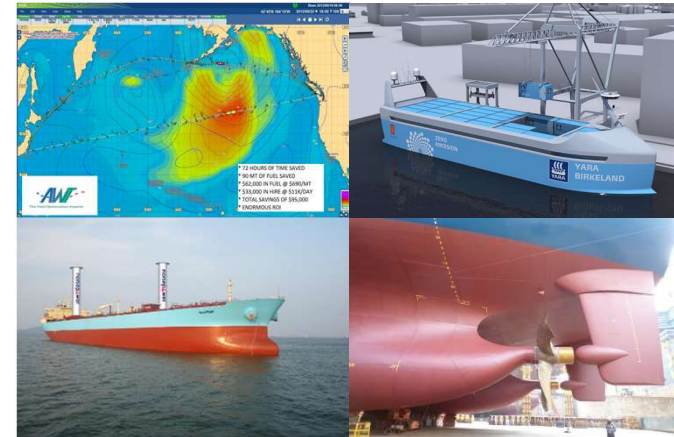


- **Short, medium and long term measures discussed**

- Alternative fuels
- Revision EEDI
- Speed reduction
- Operational efficiency indicators
- Port logistics and on-shore power
- Technical innovation
- Fossil free fuels
- Carbon free fuels
- Market based measures

## OCIMF CO2 Task Force

- OCIMF supports the need to reduce GHG emissions
- Advocate for a global system that creates a level playing field
- OCIMF will support operational/technical developments that effectively reduce GHG emissions



- Task Force under GPC being established
- Scope:
  - Influence regulation
  - Support membership on GHG reduction
- Looking for new members

# Q & A Session



# Wrap-up

Andrew Cassels – Director





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# OCIMF Members Session - Welcome

Ahmed Salem Al Shawi – ME Regional Champion



# Overview of Forum Objectives

Rob Drysdale – Senior Technical Adviser



## Afternoon Agenda OCIMF Members Only



Time	Activity
1400-1410	Welcome – Ahmed Salem Al Shawi
1410-1415	Overview of Members Session Objectives – Rob Drysdale
1415-1500	Incident Sharing - All
1500-1530	Identify/Prioritise issues for Committee attention – Ahmed Salem Al Shawi
<b>1530-1600</b>	<b>Coffee/Tea Break</b>
1600-1630	General Q&A
1630-1700	Meeting Wrap-Up – Ahmed Salem Al Shawi; Andrew Cassels

# Incident Sharing



# General Items for Committees

Ahmed Salem Al Shawi – ME Regional Champion



## General Items

- Question & Answer
- Items to report or communicate to primary committee
- Feedback and open comments

# Wrap-up and Close

Ahmed Salem Al Shawi – ME Regional Champion  
Andrew Cassels - Director



**Safe Travel Home &  
Thank You!**





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