



# Foreword

## Kitack Lim

Secretary-General,  
International Maritime  
Organization

It is my pleasure to congratulate the Oil Companies International Marine Forum (OCIMF) on its 50th year anniversary. In 1971, OCIMF was the 14th non-governmental organisation (NGO) to receive observer status at the International Maritime Organization (IMO). Currently, there are 80 IMO observers and that number continues to grow. From that perspective, OCIMF can be considered one of the pioneers. In this regard, I also note that OCIMF received NGO status at the London Convention this year – another landmark for its 50th anniversary.

I would like to highlight OCIMF's contribution of its wide range of expertise, which is not limited to oil tankers but includes offshore and ship/terminal interface activities as well as its programmes for implementing best industry practices to improve safety and environmental performance.



Throughout its 50 years, OCIMF has been highly regarded for its high-impact publications and programmes, some of which are duly recognised in the various IMO instruments. The *Ship to Ship Transfer Guide*, for example, is referred to by MARPOL Annex I regulation 41.2. Similarly, OCIMF publications and programme documents are also included in the *List of Internationally Recognized Codes and Guides relevant to the Transport and Handling of Dangerous Cargoes in Port areas* in the appendix to

the Maritime Safety Committee's *Revised Recommendation on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas* (MSC.1/Circ.1216).

Most recently, we appreciate OCIMF's engagement in developing the *Joint Industry Guidance on the Supply and Use of 0.50% Sulphur Marine Fuel* and the sixth edition of the *International Safety Guide for Oil Tankers and Terminals (ISGOTT)*.

The IMO is at a crucial juncture for reducing carbon emissions from ships, with a package of short-term measures to reduce greenhouse gas (GHG) emissions from ships approved this year. In our contribution to the fight against climate change, we value OCIMF's commitment to meet our ambitious targets.

As OCIMF looks back on the last 50 years, it also looks forward to the future. OCIMF's new strategy highlights the importance of considering human factors. Following the adoption of the International Safety Management (ISM) Code, the IMO also continues to focus on the human element. We recognise and value OCIMF's endeavours to emphasise human factors and support their renewed vision to strive for a 'global marine industry that causes no harm to people or the environment'.

IMO and OCIMF are closely linked, sharing many common goals and objective. The IMO always welcomes positive technical contribution from industry experts and looks forward to the continued contribution and success of OCIMF for the next 50 years.

# Introduction

## Robert Drysdale

Managing Director, OCIMF

It is my honour and good fortune to be Managing Director of OCIMF during our 50th anniversary year. The foresight demonstrated by the executives of the original 18 member companies in setting up the forum in 1970 was inspirational. Initially focussed on reducing oil spills and general safety incidents, we have evolved over time to include all aspects to reduce harm to people and the environment in our sector of the maritime industry.

Unsurprisingly, the focus has changed over time as we, and the wider industry, have found solutions to these initial issues. The number and volume of oil spills have significantly reduced, as have general safety incidents. While work is still needed in these areas, the focus has shifted more to climate change, the reduction of GHG emissions, maritime security in various regions and human factors.

Our strength has always been the collective knowledge and experience of our members, which now stand at 111 companies. We are recognised for our



ability to develop and implement industry best practices and we are respected for our commitment not to involve ourselves in commercial or political agendas. We were granted consultative status at the IMO only one year after our formation. There have been many notable milestones over the years including best-practice publications such as the *International Safety Guide for Oil Tankers and Terminals (ISGOTT)*, *Mooring Equipment Guidelines (MEG)* and *Effective Mooring* and programmes and tools such as Ship Inspection Report

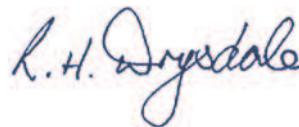
Programme (SIRE), Offshore Vessel Inspection Database (OVID), Marine Terminal Information System (MTIS) and the suite of Management Self Assessments (MSAs). These have undoubtedly made a positive impact on the safety and environmental performance of our sector.

We can simply look back and discuss all of our achievements, but it is more important to look forward to the future. How is OCIMF preparing? What are the challenges and opportunities? We began our Strategy review and refresh in 2018 and started implementing related changes in 2020 including new Secretariat and Committee structures. One tactical action resulting from the Strategy review was to include more remote/virtual meetings to encourage wider member participation – little did we know that, like the rest of the world, COVID-19 would force us to do this anyway. This year we have developed remote ship, barge and offshore inspections, which have been introduced to assist the industry during the pandemic. We have also made our first endeavor into remote training for inspectors. Our strategic priorities focus on best practice publications, advocacy, programmes and member collaboration and we are prioritising our activities based on

risk, with the objective of being more efficient, effective, and agile in the future.

The future is both exciting and challenging. Our industry has always coped with change, but now I believe we are facing a period of greater and faster change. We must address GHG emission reductions to ensure the IMO targets are successfully met, which will introduce safety and environmental challenges associated with new fuels and greater efficiency. Higher levels of automation, digitisation and digitalisation will bring significant benefits. However, we must take into account unintended consequences such as impacts to safety, crew health, cyber security and the environment.

Whatever the next 50 years brings, I am convinced that OCIMF is ready and will succeed in its continual journey to improve performance and ultimately achieve a marine industry that causes no harm to people or the environment.

A handwritten signature in blue ink, reading 'R. H. Drysdale'. The signature is written in a cursive, flowing style with a prominent 'R' and 'D'.

## OCIMF is formed

OCIMF was formed by eighteen oil companies at a meeting in London, UK on 8 April 1970. These companies represented a large proportion of the world's oil carrying fleet. OCIMF was their response to an increasing public awareness of pollution and the effect of oil spills on the environment at a time when oil consumption was growing and much larger tankers were being built.

The members of this voluntary association perceived the need to use their knowledge and expertise to contribute to the development of international legislation and producing best practices to supplement and complement legislation for the safe transportation by sea of crude oil, oil products, petrochemicals and gas. Being granted consultative status at the IMO and by working with relevant international bodies they would be able to achieve this.

OCIMF was incorporated in Bermuda in 1977, with London as its branch office.



*“OCIMF’s role in uniting the oil and shipping industries to develop, implement and monitor personal and operational safety has been one of the successes stories of the last 50 years. Safety data over the period demonstrates outstanding improvement. OCIMF has been well served by professional and dedicated staff and their commitment to the task has been impressive. A successful first 50 years, and good luck for the next 50.”*

John Ridgway, OCIMF Chairman (2011-14)

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

OCIMF always had a clear mission – to lead the global marine industry in the promotion of safe and environmentally responsible transportation of crude oil, oil products, petrochemicals and gas; and to drive the same values in the management of related offshore marine operations.

To achieve its mission, OCIMF develops and promotes best practices for design, construction and safe operation of tankers, barges and offshore vessels and their interfaces with terminals. It considers human factors in everything it does.

*“I have rarely worked in as cooperative and professional an environment as OCIMF, nor one which has made such a contribution to safety and protecting the environment. Quietly and with little fuss this wonderful multinational team drawn from member companies continues to set the benchmark for maritime safety and provide a valued input to intergovernmental debates at the IMO and elsewhere. I was privileged to be associated with OCIMF and wish the organisation another 50 successful years!”*

Jan Kopernicki, OCIMF Chairman (2002-11)





## Committees and structure in the early days

When it was set up, OCIMF quickly identified the areas which it should concentrate on and formed committees, sub-committees and working groups with experts from its member companies. Officers included a Chairman and three Vice-Chairmen who were elected by the membership each May.

They were supported by a Secretariat of five people in its first decade. Member companies were represented on the Executive Committee (ExCom) to which the sub-committees reported. By the end of the 1970s, the committee structure was set and over the years it would expand.







# 1970s

## 1970

OCIMF founded (8 April 1970)

## 1971

OCIMF is granted consultative status at the IMO

## 1974

OCIMF joined the Permanent International Association of Navigational Congresses (PIANC) and was granted observer status on the International Commission for the Reception of Large Ships

## 1975

*Clean Seas Guide for Oil Tankers and Ship to Ship Transfer Guide (Petroleum)* published jointly by OCIMF and International Chamber of Shipping (ICS)

## 1977

OCIMF Registered in Bermuda, with London as a registered branch office



## 1978

*International Safety Guide for Oil Tankers and Terminals (ISGOTT)* published jointly with ICS

## 1979

Under its revised constitution, OCIMF began to cover the transportation and terminal operations of liquefied gas and petrochemicals

OCIMF established relations with the Society of International Gas Tanker and Terminal Operators (SIGTTO) (founded 1979)



## End of the 1970s

13 Members from  
18 different countries, offering  
14 publications

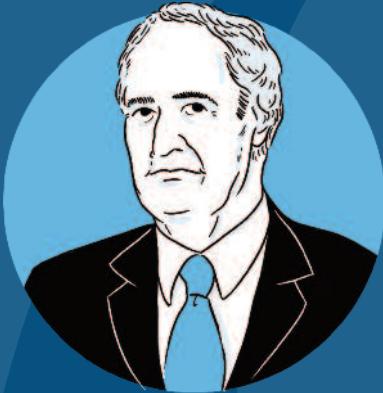
## Chairmen



**JOHN KIRBY**  
(1970) (acting Chairman)



**PETER MEDCRAFT**  
(1970-73)



**WES BROADHEAD**  
(1973-74)



**LARRY FORD**  
(1974-77)



**ALEX DICKSON**  
(1977-79)

# Achieving consultative status

To communicate its members' views to the international maritime community and national governments, OCIMF aimed to achieve consultative status with the IMO, which they were granted in 1971.

Since then, representatives of OCIMF have provided the IMO with technical information about the safe transportation of oil, petrochemicals and liquid gas by tankers, at sea and in operations offshore and in terminals. This information has helped to improve performance in design and operation.

*“The close links that exist between IMO and OCIMF may surprise some people but not those who know the industry a little better ...”*

**William O'Neil** (IMO Secretary-General 1990-2003)  
in *Safety at Sea International*, 1995





An OCIMF representative attends all IMO meetings relevant to its remit, ranging from the Assembly and Council to committees, sub-committees and correspondence groups. Involvement in the sub-committees and correspondence groups is especially vital. The points under discussion are relayed directly to the relevant OCIMF committees and then the members apply their practical experience and technical knowledge to the issue. Membership input to the IMO contributes to the creation of workable legislation and standards.

Contact with the IMO is valuable in the work to achieve OCIMF's aim to be the foremost authority on the safe and environmentally responsible operation of oil tankers, terminals and offshore support vessels. OCIMF continually promotes improvement in all aspects of safety. Once the IMO has decided on the issues to address during the next two-year programme, OCIMF engages with its members to agree the nature and direction of OCIMF's input.

Both OCIMF and the IMO highly value their strong link.



*“Besides enabling the individual oil companies to cooperate on forming unified views, OCIMF was also the connection between government officials on the one hand and individual oil companies on the other, so it was a sort of two-way street.”*

John Keates, OCIMF Director (1980-82)

An aerial photograph of an industrial port facility, showing large storage tanks, buildings, and a ship docked at a pier. The image is in a monochromatic teal color scheme.

## Early collaboration with inter-industry and international maritime bodies

Soon after its formation, OCIMF began collaborating with a number of other industry groups to look at marine pollution and safety.

OCIMF developed a close relationship with the International Chamber of Shipping (ICS) and together they produced the *International Safety Guide for Oil Tankers and Terminals (ISGOTT)*, *Clean Seas Guide for Oil Tankers*, *the Monitoring of Load on Top Guide* and *the Ship to Ship Transfer Guide (Petroleum)* in the 1970s. A close relationship was also formed with the International Association of Independent Tanker Owners (INTERTANKO), with joint publications being developed.



Other international and industry organisations included: the International Petroleum Industry Environmental Conservation Association (IPIECA) in 1974; the International Tanker Owners' Pollution Federation (ITOPF); Oil Companies Institute for Marine Pollution Compensation Limited (CRISTAL); the Permanent International Association of Navigational Congresses (PIANC) from which OCIMF was granted observer status on the International Commission for the Reception of Large Ships in 1974; International Oil Industry Exploration and Production Forum (formerly, E&P Forum); the Oil Companies International Study Group for Conservation of Clean Air and Water (CONCAWE); and the Society for International Gas Tanker and Terminal Operators (SIGTTO).

OCIMF has also worked with other maritime bodies, where common interest has arisen, such as Classification Societies and protection and indemnity groups.



NO SMOKING

NO SMOKING

SAFETY FIRST

WINCH ONLY

An aerial photograph of a coastline. The top half of the image shows deep blue ocean water with white foam from waves crashing. The bottom right corner shows a sandy beach with a reddish-brown hue. The text is overlaid on the upper left portion of the image.

*“OCIMF was once described to me as a 'cottage industry' but that was before I became Director, a role which I held between 2003 and 2007 and which, post Erika and Prestige, proved that OCIMF is worthy of a lot more than that description.*

*“With a dedicated, professional and motivated staff OCIMF was, and continues to be, an organisation to be proud of in what is a demanding and challenging industry. A great place to work and with great people, congratulations OCIMF on your 50th anniversary and keep up the good work for the next 50 and beyond.”*

Paul Markides, OCIMF Director (2003-07)





# 1980s

In the 1980s, OCIMF publications developed. They included:

**1982**

*Anchoring Systems and Procedures for Large Tankers* published

**1983**

*Marine Terminal Survey Guidelines* published

**1985**

*Single Point Mooring Maintenance and Operations Guide* published

**1986**

*Guidance Manual for the Inspection and Condition Assessment of Tanker Studies* published on behalf of Tanker Structures Cooperative Forum

**1987**

*SPM Hawser Guidelines and Guide on Terminal Fire Protection and Emergency Evacuation* published



**1989**

*Effective Mooring, Guide to Contingency Planning for Marine Terminals Handling Liquefied Gas in Bulk* (published jointly with ICS and SIGTTO) and *Inspection Guidelines for Bulk Oil Carriers* published



**End of the 1980s**

34 Members from  
17 different countries, offering  
23 publications

## Chairmen



**CHRIS CARVEN**  
(1979-82)



**WILLIAM LAWRENCE**  
(1982-84)



**JAMES COLE, JR.**  
(1984-85)



**HENRI CRAN**  
(1985-89)

The image shows a stack of blue booklets. The top booklet is the 'OCIMF Publications Catalogue'. The cover features the OCIMF logo, which consists of a stylized globe made of horizontal lines. Below the logo, the text 'OCIMF PUBLICATIONS CATALOGUE' is printed in white, bold, sans-serif capital letters. The background of the cover is a collage of various maritime-related images, including ships, people, and charts. The booklets are stacked on a dark, textured surface.

**OCIMF** PUBLICATIONS  
CATALOGUE

# Publications and Guidelines

OCIMF's publications and guidelines began to appear very soon after the organisation was founded. They covered a wide range of subjects about the safe carriage of hydrocarbons, ranging from tanker and terminal operations to ship inspection and shipboard and oil spill response. Many of these publications have become industry standards.

# International Safety Guide for Oil Tankers

OCIMF and ICS began working to merge the *ICS Tanker Safety Guide (Petroleum)* and the *International Oil Terminal & Tanker Safety Guide (IOTTSG)* into one comprehensive safety guide, the *International Safety Guide for Oil Tankers and Terminals (ISGOTT)*. Since the first edition published in 1978, it has become the definitive guide in the industry, recognised by the IMO. *ISGOTT* provides guidelines for the safe carriage and handling of crude oil and petroleum products on tankers and at terminals. It is recommended that a copy is kept onboard every tanker and at every terminal.

*ISGOTT* has been updated many times to take into account new elements that have arisen over the years, such as mobile telephones, new materials and technology and new awareness of how emissions can affect the environment. The latest edition has been published with the International Association of Ports and Harbors (IAPH) as well as ICS.





# 1990s



**1992**

First edition of *Mooring Equipment Guidelines* published

**1993**

Ship Inspection Report Programme launched

OCIMF participates with IMO to produce *Guidelines on the Enhanced Programme of Inspections during Surveys of Bulk Oil Carriers and Oil Tankers*

*Tanker Safety and Pollution Prevention – The OCIMF View of the Issues* published

**1995**

25th anniversary celebrations

**1998/99**

Gerhard Kurz (OCIMF Chairman 1992-98) receives Seatrade Personality of the Year



**End of the 1990s**

40 Members from  
25 different countries, offering  
13 publications and 15 information papers

## Chairmen



**DOUGLAS WOLCOTT**  
(1989-92)



**GERHARD KURZ**  
(1992-99)

# Ship Inspection Report Programme

OCIMF launched SIRE in 1993 to centralise the data collected about vessels and to reduce the number of repeat inspections carried out onboard by numerous individual oil companies, charterers and terminal operators. The objective was to establish SIRE as a uniform and accessible resource.

The data for SIRE is collected through Vessel Inspection Questionnaires (VIQ) in a form that standardises information. This information is technical and references the condition and operational procedures of the vessels. It expressly excludes commercial information.

SIRE has become a standard in the industry and provides charterers, ship and terminal operators and governments with a tool to assess the quality of tankers quickly. It enables users to choose a vessel with the confidence that it will meet their requirements and conform to safety standards.

Just two years after its conception in 1993, SIRE contained 7,000 inspection reports covering a significant proportion of the world's tanker fleet. Later, special programmes were set up for barges and for offshore vessels.



*“I can think of no other measure that has had the same positive impact on tanker quality in such a relatively short time.”*

**Gerhard Kurz** (OCIMF Chairman 1992-99) on SIRE in *Safety at Sea International* December, 1995

DISPLAY COPY



**Mooring Equipment Guidelines (MEG4)**  
Fourth Edition 2018



**Mooring Equipment Guidelines (MEG4)**  
Fourth Edition 2018

Mooring Equipment Guidelines (MEG4) Fourth Edition 2018

# Mooring Equipment Guidelines

As part of its ongoing commitment to look into all aspects of transporting oil safely, OCIMF addressed the issue of accidents caused by the failure of mooring equipment. Weaknesses such as parted wires and frayed ropes or ropes that had slipped off drums can cause significant damage. OCIMF's research into mooring equipment resulted in the publication of *Mooring Equipment Guidelines (MEG)* in 1992, after consultation with oil companies, equipment suppliers, ports and shipyards.

*MEG* provides clear, concise guidance on safe mooring system design for tankers and gas carriers at terminals. Now an industry standard publication, it has been updated four times. The fourth edition, *MEG4*, was released in 2018 to take account of new terminal design, advances in ship mooring design, human interaction and environmental factors.

## Expanding international relationships

As its remit widened and more international regulations were proposed and discussed, OCIMF expanded its relationship with international maritime organisations. With the establishment of the Paris Memorandum on Port State Control (MOU) by the European Union in 1982, OCIMF and its members became aware of the increasing level of scrutiny of maritime safety. Particular references were made to the control of substandard ships through inspections. While recognising the IMO, Brussels clearly sought regional solutions to maritime safety. As a result, OCIMF and tanker owners' organisations established direct contact with the European Commission and its directorate and attended relevant meetings.





# OCIMF

A Voice for Safety

OCIMF has contributed to discussions with the MOU and the European Maritime Safety Agency (EMSA). OCIMF has also worked with the European Union on the draft EU Directive on Environmental Liability.

As each decade has passed, new issues have arisen. Piracy and cyber security, for example, have become recent concerns where a uniform reaction is needed. International collaboration is as important as ever in developing effective responses.

OCIMF continues to collaborate with other bodies across the maritime world including the UK Marine and Coastguard Agency (UKMCA), the Australian Maritime Safety Agency (AMSA), IOPC Funds, the UK Maritime Trade Operations (UKMTO) and in Dubai and Maritime Domain Awareness for Trade - Gulf of Guinea (MDAT – GoG). OCIMF is also a member of, and contributes to, a number of government and military forums on the issue of maritime security and piracy.





*“It is 50 years since OCIMF was founded and although the forum’s membership and activities have broadened significantly in that time, the original purpose has remained true – to provide a cohesive voice promoting safety, preventing pollution and the environmentally responsible transport and handling of all forms of hydrocarbons in ships, barges and terminals. As the industry today bears little resemblance to that of the 1970s, to remain true to the core values that remain as pertinent and vital today as they were then is a notable achievement and one which contributes to OCIMF being highly respected. A true strength of OCIMF is the membership that provides access to a wealth of expertise that is a vital contribution that has enabled so many committee lead activities. One cannot fail to be impressed by the breadth and diversity of subjects included in the Forum’s portfolio of best practice guidance materials.*”

*“So, congratulations OCIMF in achieving 50 very successful years and I take this opportunity to wish all involved continued success in the future.”*

**Dave Cotterell, OCIMF Director (2010-15)**



# 2000s

**2000**

SIRE Inspector Training and Accreditation launched

**2004**

TMSA Programme launched

Barges and small vessels added to SIRE database

SIRE was recognised at Seatrade Awards ceremony as winners of the new IT applications for the Ship Industry



**End of the 2000s**

81 Members from  
30 different countries, offering  
38 publications and 33 information papers

## Chairmen



**RICHARD PANIGUAN**  
(1999-2002)



**JAN KOPERNICKI**  
(2002-11)

# SIRE Inspector Training and Accreditation Programme

The SIRE programme has become one of the most important safety initiatives introduced by OCIMF. Since 1993, it has developed into a large database of up-to-date information. It now covers oil, chemical and liquid gas carrying vessels as well as offshore, inland and integrated barges.

The SIRE Inspector Training and Accreditation Programme was introduced in 2000. OCIMF now runs SIRE Inspector Accreditation Courses held across the geographical breadth of OCIMF's membership. The objective is to train candidates to conduct inspections and compile inspection reports on behalf of OCIMF members who then submit them to the SIRE database. These courses resulted in the SIRE programme being recognised at the Seatrade Awards ceremony in 2004, as winners of the new applications for the ship industry. In 2019, there were over 23,100 tanker reports on over 9,300 tankers and over 8,400 barge reports on over 6,900 barges in the database. On average, programme users access the SIRE database at a rate of more than 15,900 reports per month (tanker and barge reports combined).

OCIMF has recently begun development of SIRE 2.0 (formerly known as the Vessel Inspection Programme project) to focus on areas of highest risk in line with the new strategy. The new questionnaires will be risk based and will include increased attention to Human Factors. SIRE 2.0 will eventually incorporate BIRE and OVID as well as SIRE.



*“Over the last 50 years, OCIMF can be rightly proud of its achievements. It is hard to overstate the significant contrast between quality of oil tanker operation then and now. OCIMF was created by the oil majors in 1970 and has played a significant role in the raising of tanker operating standards which are now, arguably, the highest amongst all shipping sectors. With its programmes and publications, OCIMF’s support to the sector has never been stronger. It was both my privilege and the highlight of my career to lead OCIMF on behalf of its 100 plus members.”*

Andrew Cassels, OCIMF Director (2015-18)



# Tanker Management and Self Assessment

The Tanker Management and Self Assessment (TMSA) programme provides companies with a way to measure their systems and make improvements as needed.

There are 13 elements to the programme which include the leadership and the safety management system; recruitment and management of shore-based personnel; vessel reliability and maintenance including critical equipment; navigational safety; cargo, ballast, tank cleaning, bunkering, mooring and anchoring operations; the management of change; incident reporting, investigation, and analysis; safety management; environmental and energy management; emergency preparedness and contingency planning; measurement, analysis, and improvement; and maritime security which was added to the programme in the third edition released by OCIMF.

# Barges

Until 2004, barges and small vessels that carry oil were not included in OCIMF's databases. However, they do represent an important transport link in the logistic chain, and they have now been incorporated into OCIMF's systems.

Including barges in the SIRE database was more complicated than tankers, given the variety in their type and design across the world. The added complications include local language and legislation

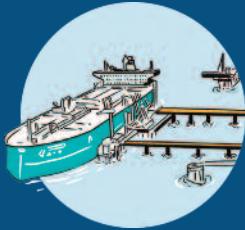




differing depending on the region of trade: this meant that inspectors of the vessels must be able to speak the local language and then submit the information to the programme in English.

The submission of reports on barges to SIRE barges broadly follows the same principles as those of tankers, recording the condition of the barge and observed operational performance. However, physical dimensions and equipment were excluded until a new programme, the Barge Particulars Questionnaire (BPQ) was added. In the early days of the programme, this information was voluntary but increasingly, charterers insist on it.

OCIMF's aim is to ensure barge operations are at the same high level of performance seen on tankers. A new barge strategy was agreed in 2017 and set up under OCIMF's Global Inland and Coastal Focus Group, with a new technical adviser appointed to carry it out.



# 2010s

## 2010

OVID launched

## 2012

Regional Marine Forums introduced

## 2013

MTIS launched and *Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases, 1st Edition*

## 2016

The Maritime Trade Information Sharing Centre, Gulf of Guinea (MTISC-GoG) pilot project

2016 Seatrade Award Marine Domain Awareness for Trade – Gulf of Guinea (MDAT-GoG) project won the Seatrade Award for Countering Piracy

## 2017

Cyber Working Group set up

Launch of OCIMF Barge Strategy driven by the Global Inland and Coastal Barging Focus Group

Regional Marine Forums launched

First edition of the *Guide for Offshore Tanker Operations*



## End of the 2010s

107 Members from

45 different countries, offering  
37 publications and 48 information papers

## Chairmen



**JOHN RIDGWAY**  
(2011-14)



**GRAHAEME HENDERSON**  
(2014-17)



**MARK ROSS**  
(2017-present)



# Offshore Vessel Inspection Database

With experience gained through SIRE, OCIMF launched a new programme, the Offshore Vessel Inspection Database (OVID) in January 2010 to create an inspection system to cover offshore vessels. This programme also provides a web-based database of uniform inspection reports carried out by accredited inspectors. In addition, OCIMF developed the Offshore Vessel Management and Self-Assessment (OVMSA) which enables an operating company to continually assess its own performance and establish a framework for continuous improvement.

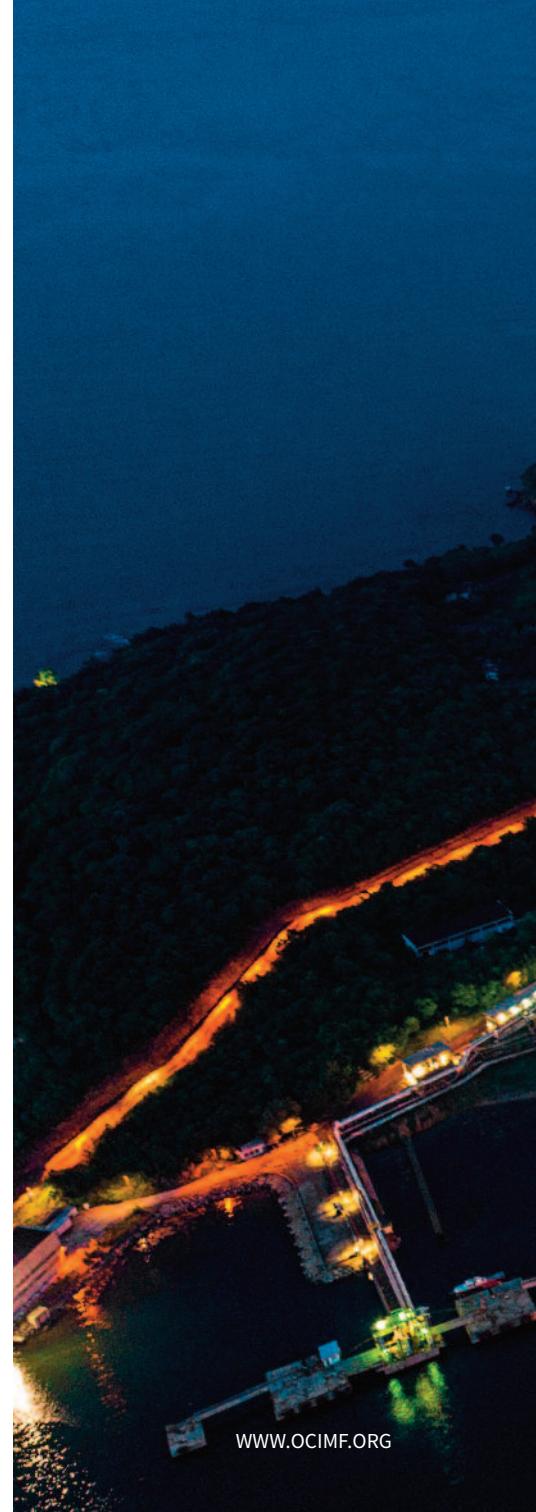
As with SIRE, this uniform database, which is consistently updated each year and universally accessible, enables the end user to choose a vessel with confidence. It reduces the need for numerous inspections by several different organisations and so saves time for the crew.



# Marine Terminal Information System

The Marine Terminal Information System (MTIS), another database initiative developed by OCIMF, was launched in 2011. In line with SIRE and OVID, MTIS provides a uniform database of information about oil and gas terminals, of which there are 4,000 plus across the globe.

The information collected covers ship berths, ship-to-shore compatibility and equipment. The resulting data is freely available to all users. There are two types of account under the MTIS programme: The Terminal Operator account, which enables the operator to share information with MTIS terminal users worldwide, and the Data User account, for users who want to access detailed information about a terminal and check vessel compatibility. Provided the Terminal Operator agrees, Data Users are able to have access to Marine Terminal Management and Self Assessment (MTMSA) information.







# Regional Marine Forums

With its world-wide membership, OCIMF created regional terminal forums by 2007, with the Asia Pacific Terminal Forum, the European Eastern Terminal Forum, the Western Terminal Forum and Offshore Terminals Forum. However, by 2012, not only had the number of countries represented in OCIMF's membership expanded, but also OCIMF's remit had broadened.

After consultation with the membership, the ExCom decided to set up Regional Panels, and incorporate the terminal forums into them. This strategy was revisited in 2018 when the Panels became OCIMF Regional Marine Forums (RMFs). Five regions were created: Europe and Africa, the Middle East, Asia Pacific, North America and South and Central America. A China Focus Group was also created. Meetings could be held in different locations within each region and were tied to a local maritime event if possible. The objective has been to include the participation of as many members and external stakeholders as possible representing terminal, vessel and offshore operations.

# Publications

As OCIMF's activities expanded, so did its list of publications and guidelines. Many of these, some written with other international and maritime bodies, have become industry best practices.

The level of technical detail and knowledge contained in these publications is the result of the expertise available to OCIMF through its extensive membership.

*“It was very evident from my first day as Director of OCIMF just how well respected the Forum was. The warmth that greeted me at the IMO, from the Secretary-General to the member States was really surprising, this generosity of spirit was evident wherever I travelled in the world representing OCIMF. Undoubtedly the wide range of technical competence and the thoughtful, well presented position papers at the IMO and in EU gave and continues to give, the Forum its reputation and high standing in the maritime world. Long may it continue.”*

John Hughes , OCIMF Director (1999-2003)



# List of Members

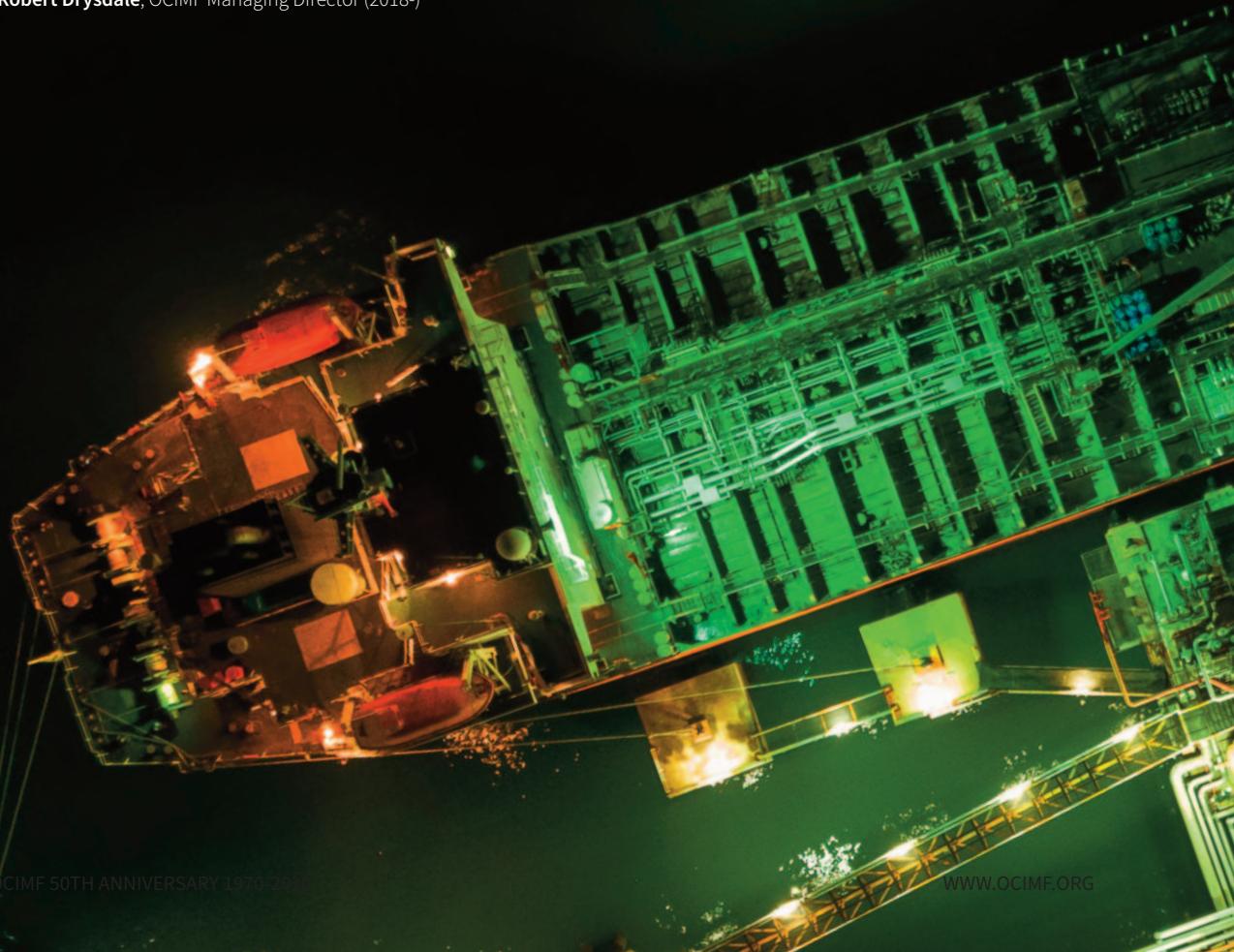
	Abu Dhabi National Oil Company (ADNOC)		Ecopetrol S.A.
	Addax Oryx Group		Emirates National Oil Company (ENOC)
	Aker BP ASA		Empresa Nacional del Petroleos (ENAP)
	Alma Petroli		Enel Trade SpA
	Ampol Group		Energy Transfer Partners LP (was Sunoco Logistics Partners LP)
	Angola LNG		Engen Petroleum Limited
	Bakri International Energy Company Limited		Eni SpA
	BASF SE		EP Petroecuador
	BHP		Equinor ASA
	Borealis AG		Essar Oil UK
	BP Shipping Limited		Excelerate Energy LLC
	Braskem SA		Gazprom Global LNG Ltd
	Cargill Ocean Transportation		Hellenic Petroleum SA
	Cenovus Energy Inc		Hengyuan Refining Company (HRC)
	Centrica PLC		Hess Corporation
	Cheniere Energy Inc		Husky Energy
	Chevron Shipping Company LLC		Indian Oil Corporation Limited
	Chrysaor		INEOS Europe AG
	CNOOC		INPEX Corporation
	Compagnie de Distribution des Hydrocarbures (LyondellBasell)		International Marine Transportation Limited (IMT)
	Compania Espanola de Petroleos SA (CEPSA)		IPLM SPA
	ConocoPhillips		Irving Oil Ltd
	Dana Petroleum Ltd		Ithaca Energy
	Dolphin Energy Ltd		KMG International NV
			Koch Shipping PTE Ltd
			Kosmos Energy LLC

	Kuwait Oil Company		Petroperu SA
	LUKOIL Oil Company		Petrovietnam
	Lundin Norway AS		Phillips 66 Company
	Marathon Petroleum Co. LP.		Pluspetrol Peru Corporation SA
	Marquard & Bahls AG		Prem AB
	Martin Midstream Partners		Primorsk Oil Terminal
	Maxcom Petroli SpA		PTT Public Limited Company
	Medco E&P Natuna Ltd		Qatar Petroleum Corporation
	MISC Maritime Services Sdn.Bhd. (MMS)		Reliance Industries Limited
	Motor Oil (Hellas) Corinth Refineries SA		Repsol
	Naturgy Energy Group S.A.		Royal Vopak NV
	Nayara Energy		Santos WA Energy Ltd
	Neptune Energy		SARAS SpA
	Neste Corporation		Saudi Arabian Oil Company (Saudi Aramco)
	Nigeria LNG Limited		Sempra LNG
	Nigerian National Petroleum Corporation		Shell International Trading and Shipping Company Limited
	NuStar Energy LP		Singapore LNG Corporation Pte Ltd
	Occidental Energy Marketing Inc		Sonangol USA
	OCENSA		Suncor Energy Inc
	OLT Offshore LNG Toscana SpA		Targa Resources
	OMV Refining & Marketing GmbH		Total SA
	Pampa Energia SA		Tullow Oil Plc
	Pan American Energy LLC SUC ARG		UNIPEC
	PDV Marina SA		Valero Marketing & Supply Co
	Pertamina		Vermillion Energy Resources
	Petrobras		Viva Energy Australia Ltd
	Petróleos de Portugal - PETROGAL, SA		Vivo Energy
	Petróleos Mexicanos (PEMEX)		Woodside Energy Ltd
	Petroleum Industry Marine Association of Japan *		World Fuel Services Corporation
	Petron Corporation		YPF S.A.

\*The Petroleum Industry Marine Association of Japan (PIMA) is counted as two OCIMF members; a full list of PIMA companies is held at the OCIMF Secretariat.

*“Even though I had been associated with OCIMF’s work for many years before I arrived in the Secretariat, I was still surprised to see the Forum held in such high regard by the rest of industry. This has been earned over many years and is due to our members sharing a combined commitment to drive continuous improvement to reduce risk and to our organisational ability to de-couple safety, environment, security and health issues from commercial issues. I’m sure OCIMF will continue to be perceived so during the next 50 years by maintaining these same values.”*

Robert Drysdale, OCIMF Managing Director (2018-)





# OCIMF Chairmen and Directors/Managing Directors throughout the years

## OCIMF Chairman

John H Kirby (acting)	Shell	1970
Peter A Medcraft	BP	1970-1973
Wes C Brodhead	Gulf	1973-1974
Larry C Ford	Chevron	1974-1977
Alexander Forrest Dickson	Shell	1977-1979
Chris J Carven	Exxon	1979-1982
William Henry Rhys Lawrence	Shell	1982-1984
James A Cole, Jnr	Texaco	1984-1985
Henri Cran	Fina	1985-1989
Douglas C Wolcott	Chevron	1989-1992
Gerhard Kurz	Mobil	1992-1999
Richard Paniguian	BP	1999-2002
Jan Kopernicki	Shell	2002-2011
John Ridgway	BP	2011-2014
Grahaeme Henderson	Shell	2014-2017
Mark Ross	Chevron	2017-

## OCIMF Directors/Managing Directors

Claude A Walder	Esso	1970-1980
John R Keates	BP	1980-1982
Ian B Blackwood	Esso	1982-1987
Ed Ball	Esso	1987-1996
Richard Oldham	Shell	1996-1999
John Hughes	Esso/IMT	1999-2003
Paul Markides	IMT	2003-2007
Phil Davies	Chevron	2007-2010
David Cotterell	Shell	2010-2015
Andrew Cassels	BP	2015-2018
Rob Drysdale	IMT	2018-

***“It was an immense honour to serve as the Chairman of OCIMF, which plays a critical role in driving improvements in safety, the environment and security throughout the shipping industry. It was a time when we also fostered stronger links across the shipping industry to develop a more cohesive and effective community. I feel fortunate to have worked in OCIMF with such highly talented men and women, and alongside many of the world’s leading technical experts. I send my heartfelt congratulations to you all on reaching this wonderful milestone.”***

Dr Grahaeme Henderson OBE, OCIMF Chairman (2014-18)

# OCIMF Secretariat

When OCIMF was formed, a small Secretariat of five people was supported by experts from its large member companies and the work was primarily one of consultancy and coordination. Experts from members still play a large part in the activities of the organisation but the Secretariat has taken on a more proactive role, the staff has grown to take account of the increasing activities of the Forum. There are now 25 staff members.



**Rob  
Drysdale**

Managing Director



**Sam  
Megwa**

Programmes  
Director



**Dave  
Wall**

Publications &  
Advocacy  
Director



**Philip  
Pascoe**

General Counsel &  
Business Support Director



**Sanchay  
Srivastava**

Nautical Adviser



**Faisal  
Rashid**

Offshore Adviser



**Ricardo  
Martinez**

Engineering  
Adviser



**Russell  
Pegg**

Security Adviser



**Matthew  
Graham**

Barge Adviser



**Motonobu  
Tsuchiya**

Regulatory Affairs Adviser



**Ajay  
Gour**

Inspector Training &  
Accreditation Manager



**Patrick  
McGrogan**

Quality Assurance  
Manager



**Duncan  
Elsdon**

Technical Project  
Manager – VIP  
Project



**Aziz  
Benbelkacem**

Programmes  
Contracts Manager



**Sach  
Sharma**

Quality  
Assurance  
Officer



**Anita  
Borsberry**

Training & Accreditation  
Administrator



**Fabiano  
Dias**

IT Manager



**Kelly  
Hadley**

Publishing &  
Communications  
Manager



**Rebecca  
Harrison**

Office Manager



**Debbie  
Gillespie**

Senior Management  
Assistant



**Katy  
Chenoweth**

Editor



**Louise  
Britchford**

Training & Accreditation  
Administrator



**Teresa  
Cox**

Accounts & HR  
Administrator



**Emma  
Carter**

Conference Facilities &  
Office Administrator



**Pauline  
Gilbert**

Accounts  
Administrator

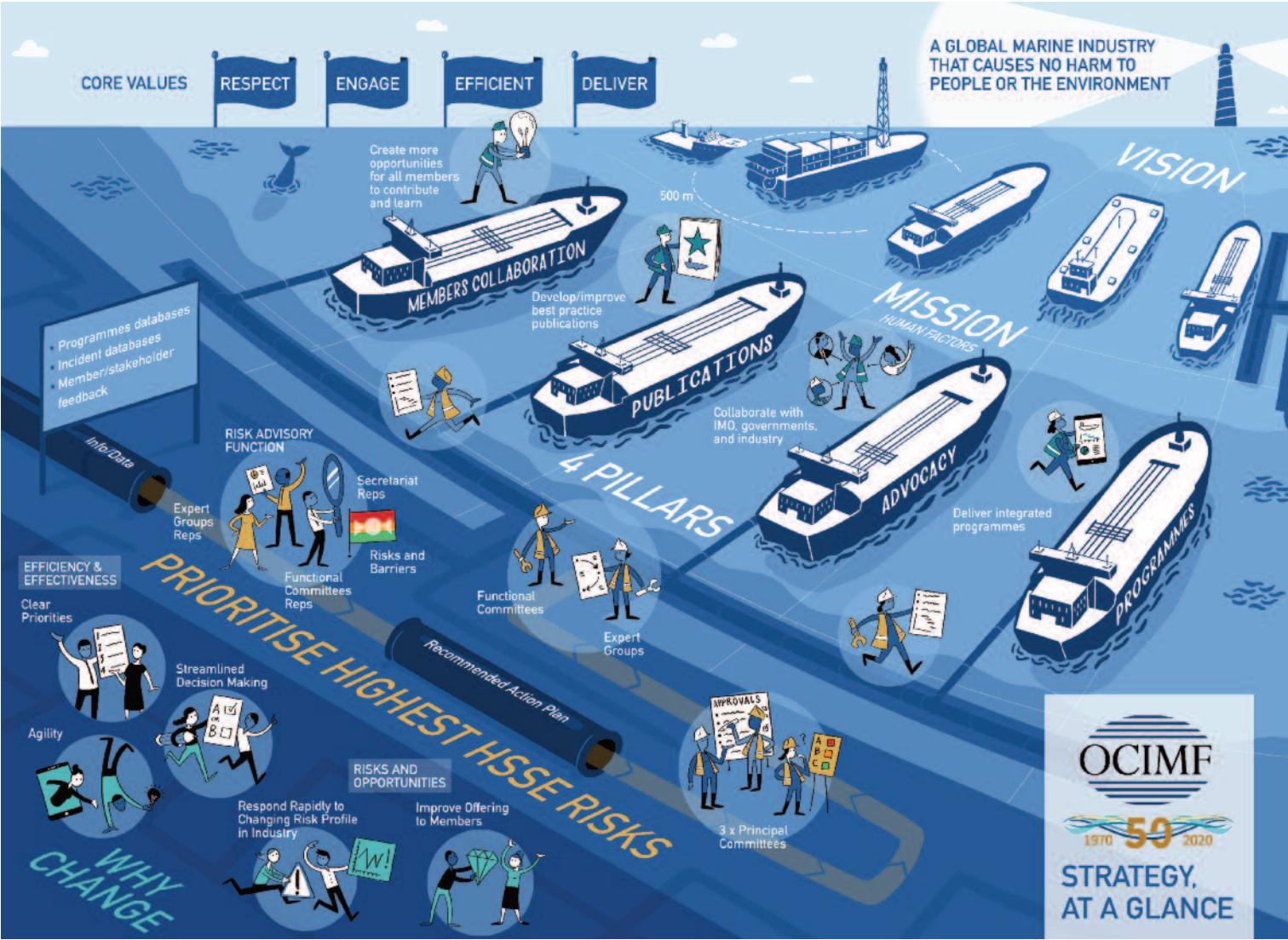
# A Strategy for the Future

Every organisation must occasionally review its strategy to ensure that it stays current. Since OCIMF was founded, vessels' size and design have undergone enormous transition; there have been almost revolutionary advances in technology; and awareness of the planet's environment has increased.

OCIMF's new vision statement is a 'global marine industry that causes no harm to people or the environment' and to lead the oil, petrochemicals and gas industry, and its related offshore activities, in the promotion of its safe and environmentally responsible transportation. To this end, the organisation will sharpen its focus on the specific areas of Publications, Advocacy, Programmes and Members Collaboration.

In OCIMF's own words:

*Our mission is to lead the global marine industry in the promotion of safe and environmentally responsible transportation of crude oil, oil products, petrochemicals and gas, and to drive the same values in the management of related offshore marine operations. We do this by developing best practices in the design, construction and safe operation of tankers, barges and offshore vessels and their interfaces with terminals and considering human factors in everything we do.*



As the decades passed, OCIMF’s committee structure became broader and more detailed as regional forums were added, and more technical issues arose.

*“It was my pleasure to be associated with OCIMF over the past 25 years starting as a member of NARSUC, through PTC and as Chairman of GPC and from 2007-10 serving as Director. It is unusual to find an organisation that is able to utilise the many skills and talents of its members to enhance the safe operations of all. It is a credit to its members and staff that this has always been the case.*”

*“Equally it is an organisation that is respected in all corners of our industry through regulators, NGOs and those on the front-line onboard vessels and in our terminals. I look forward to hearing the continued success of OCIMF for the next 50 years.”*

Phil Davies, OCIMF Director (2007-10)





*“It is an honour and privilege to serve as Chairman of the OCIMF Executive Committee. For the past 50 years, OCIMF has played a critical role in developing best practices in the maritime industry. OCIMF’s technical competence and expertise continue to make our industry a safer and a more environmentally responsible place to work, and I am proud to be a part of it. As we look to the future, OCIMF will continue to lead the way, ensuring the safety and reputation of our industry for generations to come.”*

Mark Ross, OCIMF Chairman (2017-)



**Oil Companies  
International Marine Forum**

29 Queen Anne's Gate  
London SW1H 9BU  
United Kingdom  
T +44 (0)20 7654 1200  
E [enquiries@ocimf.org](mailto:enquiries@ocimf.org)  
[ocimf.org](http://ocimf.org)