



Annual Report 2025



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.

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.

Strategic priorities

Publications

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

Advocacy

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

Programmes

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

Members Collaboration

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



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

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

Message from the Chairman

It is an honour to introduce myself as the new Chair of the Oil Companies International Marine Forum (OCIMF). As I step into this role, I do so with immense respect for the work OCIMF has accomplished under the exemplary leadership of my predecessor, Nick Potter. Nick has been a driving force within OCIMF, serving at the board level since 2014 and as Chair since 2022. His commitment to advancing safety, environmental responsibility and industry collaboration has left an enduring legacy. On behalf of the entire membership and Secretariat, I extend my deepest gratitude to Nick for his dedication and wish him all the best in his future endeavours.

For those I have yet to meet, allow me to briefly share my background. I have nearly 30 years of maritime experience in technical, commercial and leadership roles, both at sea and ashore. I began on passenger vessels, advancing to Master and Offshore Installation Manager on dynamic positioning drillships. Since 2007, I have held various roles at BP, now serving as Senior Vice President, Shipping. This journey has given me a deep understanding of our industry's complexity, which I look forward to bringing to OCIMF.

2024 is a year of significant achievement for OCIMF and the maritime industry as a whole. The delivery of SIRE 2.0 marks a pivotal milestone in our history. This accomplishment reflects years of effort and collaboration, demonstrating our unwavering commitment to safety and environmental protection. By focusing on human factors, we are not only reducing human error but also advancing safety standards to further support the management of marine risk.

As we reflect on this milestone, it is equally important to set our sights on the future. The maritime industry is becoming increasingly complex and challenging, but OCIMF remains a vital platform for collaboration to drive progress. Together with our members, we are well-positioned to promote our core values of health, safety, security and environmental stewardship. Collaboration with sister organisations will be key to ensuring that OCIMF remains a relevant and respected voice in the industry for years to come.

To maintain our leadership role, we must also broaden our focus to address emerging priorities. Offshore operations and barging are critical areas where members look to OCIMF for guidance and innovation. By building momentum in these programmes, we can continue to provide value and solutions that meet the evolving needs of our members and stakeholders.



The delivery of SIRE 2.0 marks a pivotal milestone in our history. This accomplishment reflects years of effort and collaboration, demonstrating our unwavering commitment to safety and environmental protection.

At the heart of our mission lies the human element. Strengthening capability across the industry, both at sea and ashore, is essential. The role of the seafarer is vital to the success of our industry, and it is our duty to support them. By focusing on safety, health, security and environmental protection, we are not only safeguarding today's operations but also laying the groundwork for a thriving industry that attracts the next generation of maritime professionals.

The launch of SIRE 2.0 and our initiatives highlight the dedication of our Secretariat, Executive Committee and members. Together, we have advanced towards a safer, more sustainable maritime industry. By collaborating, we ensure the industry's resilience, innovation and appeal to future generations. Thank you for your support as we continue this journey.

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

Lambros Klaoudatos, Chairman

OCIMF MEMBERSHIP

	Abu Dhabi National Oil Company (ADNOC)
	Addax Oryx Group
	Aker BP ASA
	Alma Petroli
	Ampol Shipping & Logistics Pte Ltd
	Angola LNG
	Aramco
	Atem's Distribuidora de Petroleo SA
	Azule Energy
	BASF SE
	Borealis AG
	BP Shipping Limited
	Braskem SA
	Cargill Ocean Transportation
	Cenovus Energy Inc
	Centrica PLC
	Cheniere Energy Inc
	Chevron Shipping Company LLC
	CITGO
	CNOOC
	Compagnie de Distribution des Hydrocarbures (LyondellBasell)
	ConocoPhillips
	Dana Petroleum Ltd
	Ecopetrol S.A.
	Emirates National Oil Company (ENOC)
	Empresa Nacional del Petroleos (ENAP)
	Enel Trade SpA
	Energy Transfer Partners LP
	Engen Petroleum Limited
	Eni SpA
	EP Petroecuador
	Equinor ASA
	Essar Oil UK
	Excelerate Energy LLC
	Harbour Energy
	Hellenic Petroleum SA
	Hengyuan Refining Company (HRC)

	Hess Corporation
	HF Sinclair Corporation
	INEOS Europe AG
	INPEX Corporation
	International Energy Co. Ltd.
	International Marine Transportation Limited (IMT)
	IPLOM SPA
	Irving Oil Ltd
	Italiana Petroli S.p.A
	Ithaca Energy
	KMG International NV
	Koch Shipping PTE Ltd
	Kosmos Energy LLC
	Kuwait Oil Company
	Mabanaft GmbH & Co. KG
	Marathon Oil Company
	Marathon Petroleum Co. LP
	Martin Midstream Partners
	Maxcom Petroli SpA
	Medco E&P Natuna Ltd
	MISC Maritime Services SDN.Bhd. (MMS)
	Moeve Trading S.A.U.
	Motor Oil (Hellas) Corinth Refineries SA
	Naturgy Energy Group S.A
	Nayara Energy
	Neste Corporation
	Nigeria LNG Limited
	Nigerian National Petroleum Corporation
	Occidental Energy Marketing Inc
	OCENSA
	OLT Offshore LNG Toscana SpA
	OMV Refining & Marketing GmbH
	Pampa Energia SA
	Pan American Energy LLC SUC ARG
	Pertamina
	Petrobras
	PetroChina International Co Ltd

	Petróleos de Portugal – PETROGAL, SA
	Petroleos Mexicanos (PEMEX)
	Petroleum Industry Marine Association of Japan *
	Petron Corporation
	Petroperu SA
	Petrovietnam
	Phillips 66 Company
	Pluspetrol Peru Corporation SA
	Preem AB
	Primorsk Oil Terminal
	PTT Public Limited Company
	QatarEnergy
	Raízen SA
	Reliance Industries Limited
	Repsol
	Santos WA Energy Ltd
	SARAS SpA
	Sempra LNG
	Shell International Trading and Shipping Company Limited
	Singapore LNG Corporation Pte Ltd
	Sinochem Oil Co. Ltd (PRC)
	Sonangol USA
	Suncor Energy Inc
	TotalEnergies
	Tullow Oil Plc
	Unipec
	Valero Marketing & Supply Co
	Valor International Holding FZC
	Vast Infraestrutura
	Venture Global LNG
	Vermillion Energy Resources
	Vibra Energia
	Viva Energy Australia Ltd
	Vivo Energy
	Woodside Energy Ltd
	World Fuel Services Corporation
	YPF SA

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

Managing Director's review

OCIMF's 2024 Annual Report reflects on a period of remarkable work, highlighted by the evolution to SIRE 2.0 – a significant milestone that signals a culture shift in the maritime industry. The organisation launched SIRE 2.0 without major industry interruption, while the Forum's committees, expert groups and working groups maintained their focus on developing and advocating best practices in design, construction, and safe marine operations.

Internally, we remained aligned with OCIMF's strategic goals, ensuring efficient operations and valuable, timely outputs. We explored and acted on ways to promote a respectful, diverse and inclusive workplace and industry. We reached across industry to deliver OCIMF Days, engaging industry partners and members to encourage more participation in our work globally. We implemented actions to improve efficiency and communications across the Forum. And we developed mechanisms to prioritise and schedule functional work within our capacity.

Our 2024 achievements reflect our commitment, shared purpose, and belief in the core values of 'Respect, Engage, Efficient and Deliver'.

Special thanks to those individuals, organisations and inspectors whose leadership and tenacity helped OCIMF transform the ship inspection report programme into SIRE 2.0, introducing greater transparency, standardisation, and data-driven insights. SIRE 2.0 represents a new era of maritime risk mitigation that recognises that crew members are central to the safe, efficient operation of any vessel. In the months and years ahead, OCIMF will maintain its success and value by fostering ongoing industry collaboration and gathering participant feedback.

The dedicated members of the Secretariat, committees, expert groups and working groups addressed the sector's evolving and emerging risks by updating select publications and producing information papers.

A comprehensive update of the *Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases* was completed, to ensure the publication will reflect the latest best practices, regulatory changes and technologies. The new edition, to be published in 2025, will be a critical resource to support safe and efficient ship-to-ship transfer operations.



We will continue to face complex industry challenges, driven by evolving technologies, regulatory demands and global events. I look forward to new opportunities to keep OCIMF positioned for the future.

Significant progress was made on improving the Barge Inspection Questionnaire (BIQ), a pre-requisite to developing the *Global Barge Guide*. When complete, the *Global Barge Guide* will provide best practice guidance for barge operations worldwide, fostering greater consistency, improving operational safety and environmental stewardship.

OCIMF published four vital information papers, addressing pressing issues across the industry. This included new *Guidelines for the Control of Drugs and Alcohol in the Maritime Industry*, a paper recommending conversion to closed cargo operations for inland barging in South and Central America, best practice guidance for implementing Overridable Power Limitation, and updated joint industry *Guidelines on Cybersecurity Onboard Ships*.

MANAGING DIRECTOR'S REVIEW

These papers reflect OCIMF's proactive approach to tackling industry challenges and promoting continuous improvement.

Our collaboration with the International Maritime Organization (IMO) continues to focus on enhancing safety and supporting the energy transition. OCIMF remains an active participant in discussions and working groups with our global partners, ensuring our practices align with regulatory frameworks while promoting innovative and sustainable solutions.

As the ongoing Red Sea Crisis threatened freedom of navigation through the Southern Red Sea, Gulf of Aden and adjacent waters, OCIMF continues to monitor identified threats, engage with militaries and industry partners, and share related information useful for risk assessments to protect mariners considering transit through the region. OCIMF supported the development of the Joint Maritime Information Center (JMIC), a combined maritime forces communications tool that shares accurate and timely information with interested maritime stakeholders related to the Houthis attacks on merchant vessels. This engagement underscores our agility and commitment to addressing security risks effectively. Our learnings have been incorporated in the new version of Best Management Practice Maritime Security (BMP MS).

We will continue to face complex industry challenges, driven by evolving technologies, regulatory demands and global events. I look forward to new opportunities that keep OCIMF positioned for the future, committed to innovation and continuous improvement, and a driving force for positive change. OCIMF's vision to create a global marine industry that does no harm to people or the environment remains steadfast.

Our 2024 accomplishments are a testament to the dedication and ingenuity of the OCIMF Executive Committee, Secretariat, members, staff, and the trust and collaboration with our inspectors, contractors, industry partners and maritime stakeholders. To them, I extend my deepest gratitude.



Karen Davis, Managing Director
Oil Companies International Marine Forum (OCIMF)





History

The Oil Companies International Marine Forum (OCIMF) was formed in April 1970 in response to the growing public concern about marine pollution, particularly by oil, after the Torrey Canyon incident in 1967.

In the early 1970s, a variety of antipollution initiatives were starting to emerge nationally, regionally and internationally, but with little coordination.

Through OCIMF, the oil industry was able to play a stronger coordinating role in response to these initiatives, making its professional expertise widely available through cooperation with governments and intergovernmental bodies.

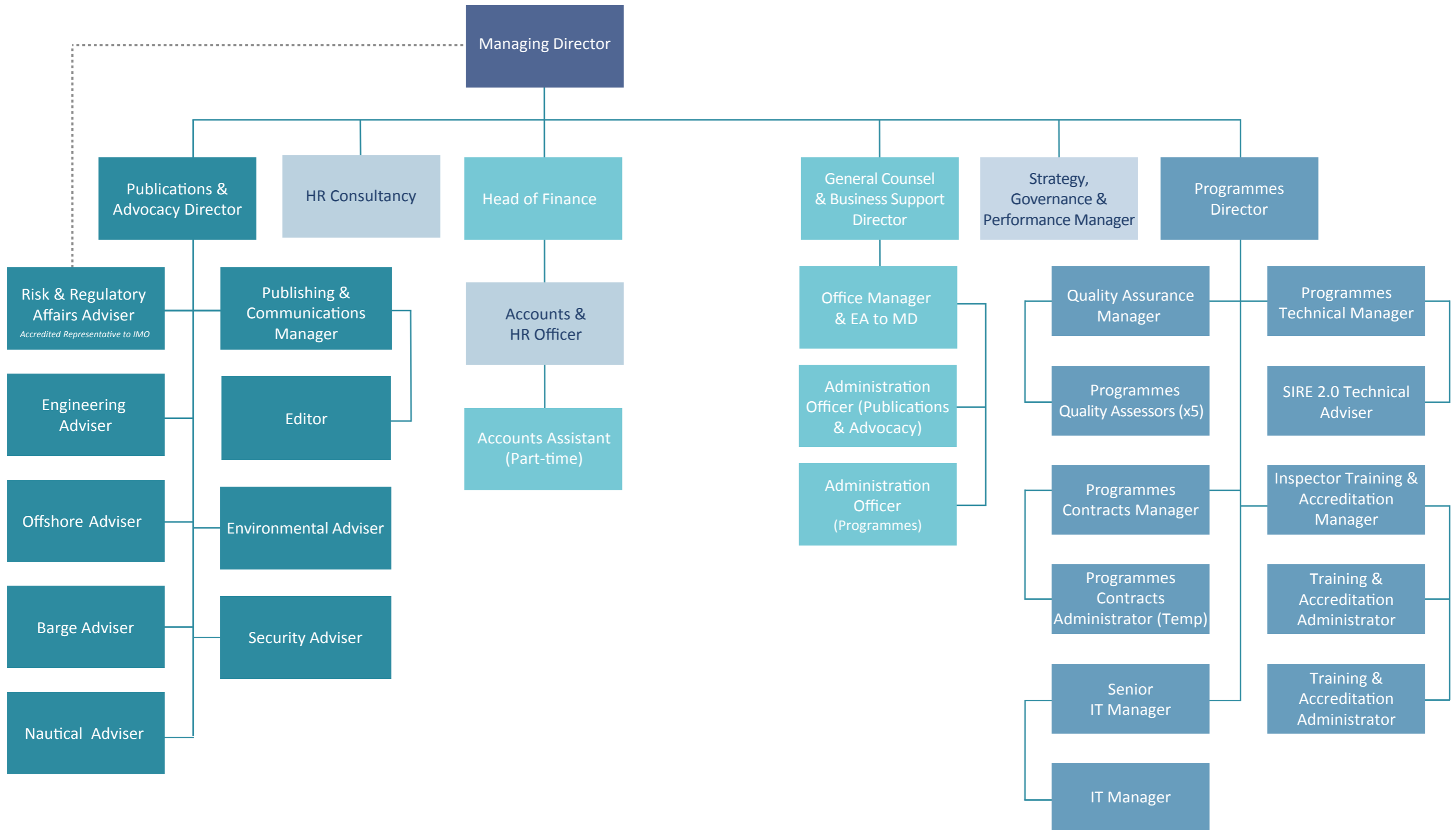
OCIMF was granted consultative status at the IMO in 1971 and continues to present the views of its members at IMO meetings. Since then, its role has broadened to take account of the changing maritime activities of its membership. Its remit now covers safety, health, security and the environment pertaining to tankers, barges, offshore vessels and terminal interfaces.

About OCIMF

Today, OCIMF is widely recognised as leading the global marine industry in the promotion of safe and environmentally responsible transport of crude oil, oil products, petrochemicals and gas, and driving the same values in the management of related offshore marine operations. Membership is expanding and includes every major oil, gas, petrochemical and energy company in the world along with the majority of national oil companies and many independent oil and gas companies.

OCIMF has much to be proud of. Not only has it contributed to a substantial quantity of regulation at the IMO, aimed at improving the safety of tankers and protecting the environment, but it has introduced important new guidance on pressing current issues such as cyber security and human factors. The process of introducing new internationally accepted regulation is necessarily slow as it crosses many individual countries and jurisdictions. OCIMF is in the unique position of being able to leverage the expertise of its membership to press ahead with much-needed guidance on important industry issues. This provides the means to improve practices in the membership and in the wider industry and serves as a valuable reference for developing regulation.

In addition to its extensive publications library, OCIMF has a rich portfolio of tools including its Ship Inspection Report Programme (SIRE), the Tanker Management and Self Assessment (TMSA) tool, the Offshore Vessel Inspection Database (OVID) and the Marine Terminal Information System (MTIS), all of which have gained worldwide recognition and acceptance.



SECRETARIAT



Karen Davis
Managing Director



Aaron Cooper
Programmes Director



Saurabh Sachdeva
Publications &
Advocacy Director
(to September 2024)



Darron Biddle
Publications &
Advocacy Director
(from September 2024)



Philip Pascoe
General Counsel and
Business Support Director



Steve Alder
Strategy, Governance
and Performance
Manager



Poonam Khatak
Head of Finance



William Elkins
Senior IT Manager



Russell Pegg
Security Adviser



Kevin Coelho
Nautical Adviser



Graham Coles
Offshore Adviser
(until August 2024)



Christopher Holland
Offshore Adviser
(from November 2024)



Filipe Santana
Engineering Adviser
(until November 2024)



Alexys Nielsen
Engineering Adviser
(from November 2024)



Ton Mol
Barge Adviser



Abhijit Aul
Risk and Regulatory
Affairs Adviser



Martin Young
Environment Adviser



**Mohd Fahmi Niza
Mohd Tarmizi**
Programmes Technical
Manager



Ajay Gour
Inspector Training &
Accreditation Manager



Sach Sharma
Quality Assurance
Manager



Narendar Patchimalla
Programmes Contracts
Manager



Sashi Gopala
SIRE 2.0 Technical Adviser



Luo Hongbo
Quality Assessor



Rohit Bajaj
Quality Assessor



Tony Jones
Quality Assessor



Nigel Walker
Quality Assessor



Jenny Long
Quality Assessor



Louise Britchford
Training & Accreditation
Administrator



Anita Borsberry
Training & Accreditation
Administrator



Fabiano Dias
IT Manager



Teresa Cox
Accounts & HR
Administrator



Latisha Wright
Accounts Assistant



Rebecca Harrison
Office Manager and
Executive Assistant to
the Managing Director



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



Sarah Campbell
Editor



Emma Carter
Administration Officer
(Publications & Advocacy)



Rona Ramos
Administration Officer
(Programmes)

OCIMF MILESTONES



1970

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



1971

OCIMF was granted consultative status at the IMO



1975

First OCIMF guideline published: Ship to Ship Transfer Guide



1990

OPA Double Hulls

2004

Launch of Tanker Management and Self Assessment (TMSA)



2004

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



2000

SIRE Inspector Training and Accreditation programme released

SIRE QMS receives ISO certification



1993

Ship Inspection Report Programme (SIRE) launched



OCIMF MILESTONES



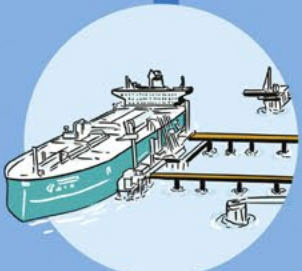
2010

Launch of Offshore Vessel Inspection Database (OVID)



Future

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



2011

Marine Terminal Information System launched (MTIS)



2024

Launch of SIRE 2.0



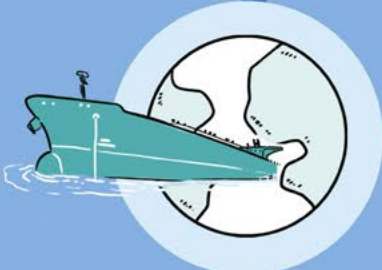
2016

Global Inland and Coastal Barging Focus Group (GICBFG) formed



2020

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



2016

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



2019

Strategy review



Fourth Edition

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



2018

Fourth edition of Mooring Equipment Guidelines (MEG4) published

OCIMF IN NUMBERS

55

YEARS OF OCIMF
1970 – 2025



3

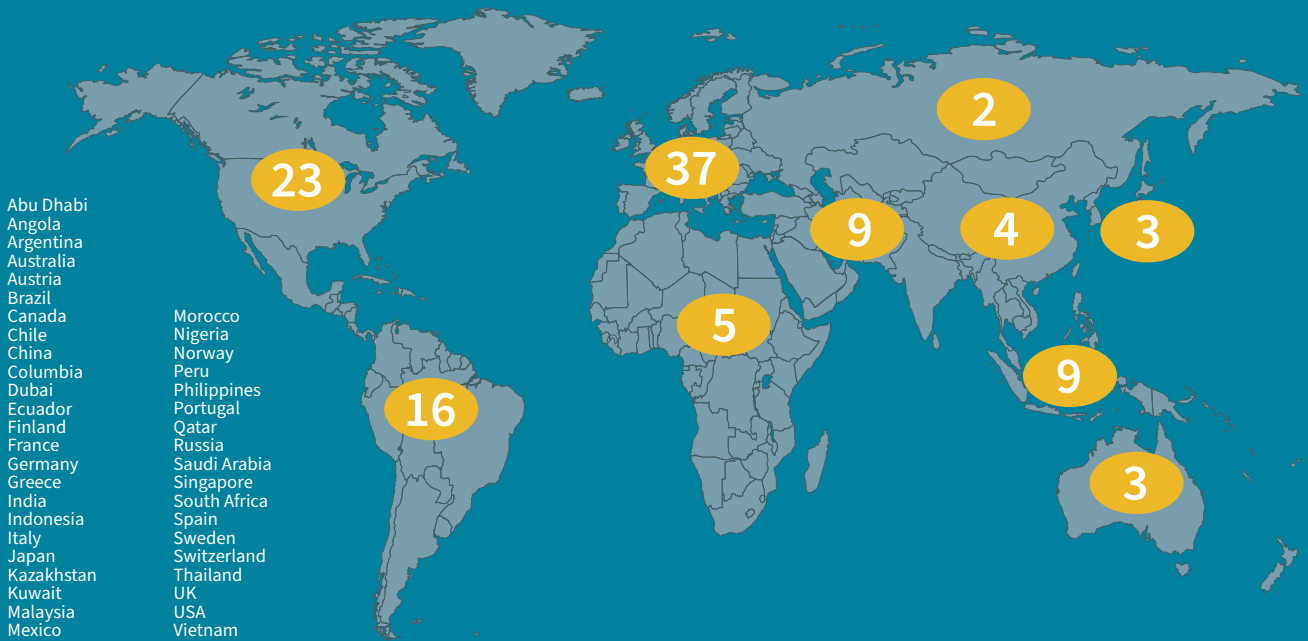
PRINCIPAL COMMITTEES

15



FUNCTIONAL COMMITTEES
AND EXPERT GROUPS

111 MEMBERS IN 42 COUNTRIES



3,520

NEWSLETTER SUBSCRIBERS

36,698



FOLLOWERS ON LINKEDIN





57

INFORMATION PAPERS

30

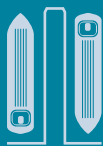


BOOKS PUBLISHED

	9,842 SHIPS INSPECTED	24,333 REPORTS UPLOADED	175,828 REPORTS DOWNLOADED
	8,218 BARGES INSPECTED	9,906 REPORTS UPLOADED	40,390 REPORTS DOWNLOADED
	2,911 OFFSHORE VESSELS INSPECTED	3,042 REPORTS UPLOADED	2,140 REPORTS DOWNLOADED
	468 SIRE SHIP INSPECTORS (CAT 1)	123 SIRE BARGE INSPECTORS (CAT 3)	386 OVID INSPECTORS

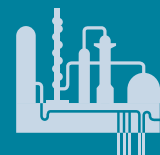
SIRE AND OVID STATISTICS

	SIRE		OVID	
	SHIPS CAT 1	BARGES CAT 3	TOTAL	
TOTAL VESSELS REGISTERED AT END 2024			24,591	7,781
VESSELS REGISTERED IN 2024	448	1,507	448	578
NUMBER OF INSPECTIONS	24,333	9,906	34,239	3,400
NUMBER OF VESSELS INSPECTED	9,842	8,218	18,060	3,223
TOTAL OPERATORS REGISTERED END OF 2024			2,964	1,592
NUMBER OF OPERATORS REGISTERED IN SIRE / OVID 2024			391	110
TMSAs / OVMSAs PUBLISHED IN 2024			1,763	457



2,437

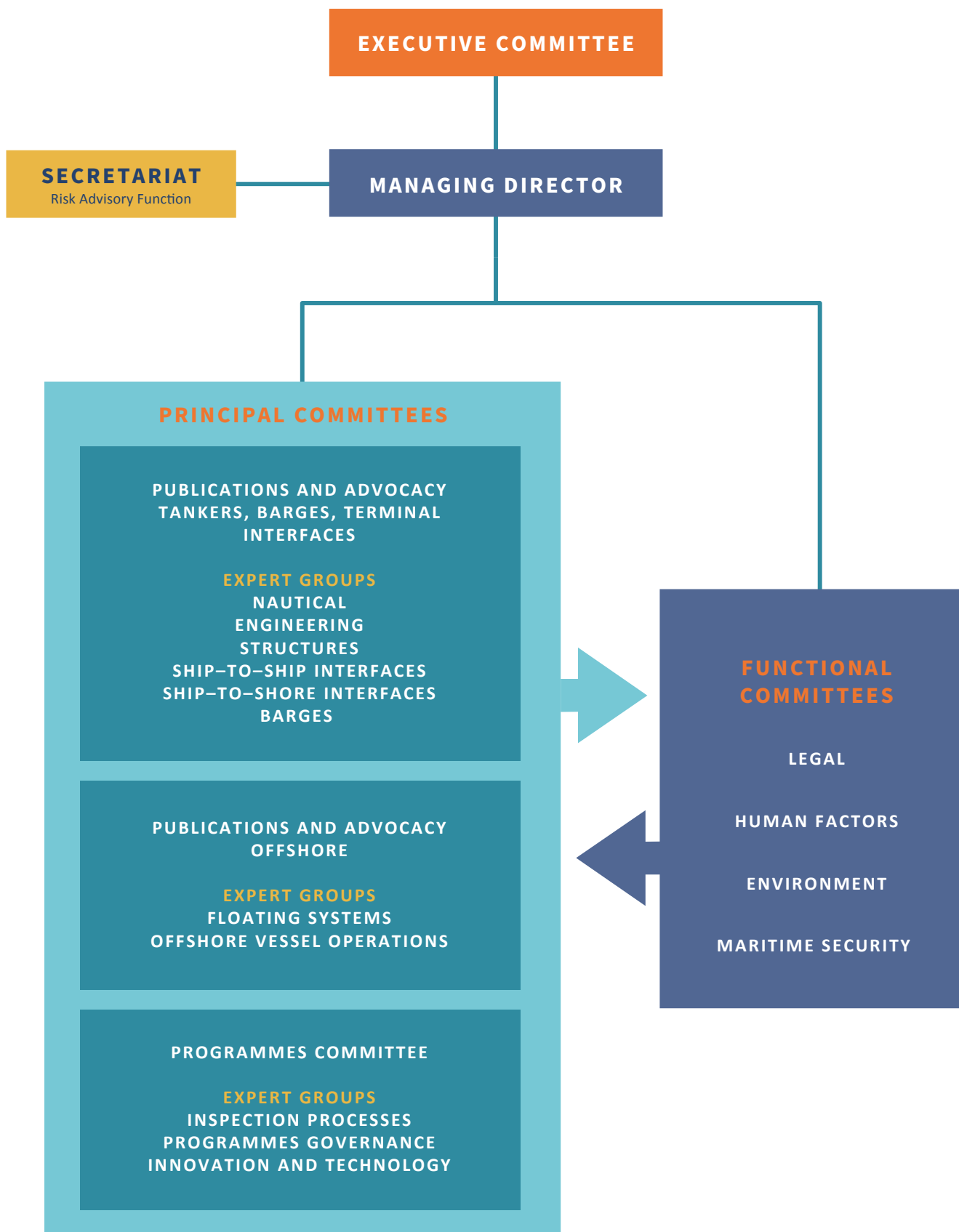
MTIS TOTAL BERTHS REGISTERED BY END 2024



1,295

MTIS TOTAL TERMINALS REGISTERED BY END 2024

OCIMF COMMITTEE STRUCTURE





Executive Committee



Purpose

The Executive Committee (ExCom) provides governance and strategic direction to the committees and the Secretariat. The Director’s review and reports from the principal committees provide details of OCIMF’s activities through 2024.

2024 activity

ExCom 93 took place in Rio de Janeiro and was hosted by Petrobras. The committee was given an update on the SIRE 2.0 project and briefed on the programme readiness to commence full operations in Q3. The meeting was briefed on the Submitter Study looking at SIRE report quality and the developing Data Strategy. The committee was also briefed on the Mission, Scope and Branding project and was provided with updates on finance and committee work.

ExCom welcomed new members Azule Energy and Vibra Energia.

ExCom 94 was hosted by OCIMF in London. The meeting reviewed the 2024 achievements and looked forward to 2025 goals. ExCom reviewed the work of the committees and discussed and supported the Member Engagement and Advocacy plan. ExCom also discussed work being progressed by the Mission, Scope and Branding project. The Managing Director briefed the committee on the 2024 financial performance and the 2025 budget and five-year financial plan. She also provided an update on staff

planning. ExCom was given a report on the Finance, Audit & Risk Committee’s work, including an update on the OCIMF Risk Register. The committee welcomed the Programmes Director’s update on the progress of SIRE 2.0 since its launch in September 2024.

ExCom supported the proposals for the appointment of new financial auditors and welcomed new members Valor International Holding FZB and VAST Infraestrutura to the Forum.

Chair	Members represented	Meetings in 2024
Nick Potter (Shell) until July Lambros Klaoudatos (BP) from August Vice Chairs Waddah Ghanem (ENOC) Barbara Pickering (Chevron)	Aramco BP Chevron ConocoPhillips ENOC Equinor IMT Marathon PIMA Shell TotalEnergies	ExCom 93 23 May Rio de Janeiro ExCom 94 15 November London

Finance, Audit and Risk Committee

Purpose

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

- Agreed the top five business risks as of Q4 2024.
- Reviewed the status and results from the continual verification process.

A key area of focus for the FAR Committee is testing the sustainability of OCIMF. This ensures that sustainability is future focused, emphasising the organisation’s commitment to safety, security, and environmental protection in the maritime industry while balancing economic resilience and operational efficiency.

2024 activity

The FAR Committee met several times in 2024 and undertook the following activities:

- Reviewed the 2023 financial audits.
- Endorsed the decision to appoint a new auditor for 2024 accounts.
- Reviewed the OCIMF budget for 2025 and its five-year budget.
- Risk work:
 - Reviewed the Risk Profile and agreed new risk rankings.
 - Reviewed OCIMF’s emerging risks from Committee and Secretariat updates.

<p>Chair</p> <p>2024 Marc Bayer (Marathon Petroleum)</p> <p>2025 Heidi Aakre (Equinor)</p> <p>Secretary</p> <p>Steve Alder (OCIMF Governance and Performance Manager)</p>	<p>Members represented</p> <p>Equinor Marathon Petroleum Shell</p>
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Annual General Meeting

The 46th AGM of the Forum took place virtually on 27 November 2024. The meeting started with an introduction and welcome from the Chair. The Managing Director provided a review of the Forum’s activities in 2024 and a look forward to 2025. The meeting elected the Chair, Vice Chairs and members of the Executive Committee. OCIMF welcomed new Executive Committee members Katherine Trauth (Shell), Koshi Okuda (PIMA) and Steve Hawkins (Marathon Petroleum).

The following officers and board members were elected by the membership to serve on the Executive Committee until the 47th AGM in November 2025, at a date to be set by the Executive Committee:

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

Publications and Advocacy Tankers, Barges and Terminal Interfaces Committee



Purpose

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

Its primary objectives are:

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

2024 activity

In 2024, expert groups and working groups reporting to the committee developed content for new best practice documents and completed revisions of existing publications across the full spectrum of tankers, barging and terminal interface activities. In several cases the topics involve the application of new technology or the novel application of existing technology to tank vessel/terminal operations. Some notable outcomes included:

- Revision of both South America and North America Barge Inspection Questionnaire variants and publication of best practice guidance for barge operators converting from open to closed cargo transfer operations.
- Developing the content for an initial information paper on the use of Track Guidance Assistants for Inland Navigation (TGAIN).
- Concluding the major revision of the *Ship to Ship Transfer Guide* in partnership with industry stakeholders and co-authors.

- Publishing a new information paper with best practice guidance for managing the risks associated with Overridable Power Limitation (OPL) on existing ships.
- Developing preliminary safety recommendations for the application of emissions capture and control technology to tankers moored at terminals and developing the content for the initial publication of *Onshore Power Supply Systems: Recommendations for Tankers and Terminals*.

Following through on its vision of a global marine industry that causes no harm to people or the environment, OCIMF hosted three cross-industry workshops on fatalities associated with enclosed space entry. With more than 20 organisations attending, the workshops sought to identify the factors that are contributing to the tragic number of fatalities and to develop solutions to address these causal factors. OCIMF also participated in many sector-focused events, including a leadership team visit to Chicago, Illinois to attend the American Waterways Operators Safety Committee Meeting.

<p>Chair</p> <p>Aled Roberts (BP)</p> <p>Vice Chairs</p> <p>Raj Shetty (ENOC)</p> <p>Paul Tait (Chevron)</p> <p>Secretary</p> <p>Saurabh Sachdeva (OCIMF P&A Director) (until October 2024)</p> <p>Darron L. Biddle (from September 2024)</p>	<p>Members represented</p> <p>Ampol Aramco BP Chevron ENOC Equinor Excelerate Energy ExxonMobil Marathon Petroleum MMS Neste NLNG P66 Raizen Shell Suncor TotalEnergies Woodside</p>	<p>Meetings in 2024</p> <p>PATBT 08 23 – 24 April (Kuala Lumpur)</p> <p>PATBT 09 23 – 26 September Joint meeting with P&A Offshore Committee (London)</p>
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Publications and Advocacy Offshore Committee



Purpose

The Publications and Advocacy Offshore Committee (P&A Offshore) provides leadership and oversight for the delivery of best practices and regulatory advocacy that are focused on preventing harm to people and the environment caused by offshore marine operations, including vessels supporting oil and gas exploration, development, and production with a particular emphasis within the safety exclusion zone.

Its primary objectives are:

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

2024 activity

In 2024 the Offshore Committee successfully delivered on external engagement, with strong collaboration and partnerships across industry bodies. OCIMF signed Memoranda of Understanding (MoU) with the International Marine Contractors Association (IMCA) and Safer Together. Industry engagement activities focused on building relationships with organisations that will leverage the effectiveness of OCIMF's involvement including Offshore Energies UK (OEUK) and Directorate General Shipping India. These efforts were complemented by the continued engagement with IOGP and MTS under the framework of existing MoUs and other industry partners GOMO, OPTIO and MSF.

In 2024, expert groups and working groups reporting to the committee developed new best practice documents and completed revisions, including the *Guidelines for the Purchasing and Testing of SPM Hawsers* and substantial progress on updating the *Guide to Manufacturing and Purchasing Hoses for Offshore Moorings (GMPHOM)*.

Working in collaboration with members and industry partners IOGP, IMCA, Safer Together, GOMO, MSF and manufacturers, OCIMF developed drafts of information papers addressing management of attending vessels within the safety zone and offshore lifeboat and FRC operation, risks that the committee had previously identified as the highest priority.

<p>Chair Don Davis (Chevron)</p> <p>Vice Chairs Matthieu Bougeant (TotalEnergies) Alex Morton (Harbour Energy)</p> <p>Secretary Saurabh Sachdeva (OCIMF P&A Director) (until October 2024) Darron L. Biddle (from October 2024)</p>	<p>Members represented</p> <p>AkerBP BP Chevron Enoc Equinor ExxonMobil Harbour Energy Petrobras Shell Suncor TotalEnergies Woodside</p>	<p>Meetings in 2024</p> <p>PAOC 08 13–14 March (London)</p> <p>PAOC 09 23–26 September Joint meeting with P&A Offshore Committee (London)</p>
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Programmes Committee



Purpose

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

Its primary objectives are:

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

2024 activity

In 2024, the Programmes Committee continued to provide direction related to OCIMF Programmes. This included endorsing the launch of SIRE 2.0 coupled with approving the discontinuation of the remote inspection option across all inspection programmes. The committee supported further enhancements to the requirements for submitting companies, including:

- Approving the formation of a working group to develop increased governance of all Programmes users.
- Approving OVIQ4 for development and implementation.
- The development of an OVID incident repository.
- Development and implementation of an STS Service Provider (STSP) Self-Assessment database.

Through the OCIMF governance model, the committee continued to provide direction to the Programmes Governance Expert Group (PGEG), Inspections Processes Expert Group (IPEG) and

Innovation and Technology Expert Group (ITEG). The Programmes Committee also approved and welcomed Andrew Rayapan (BP) into the second Vice Chair role.

“2025 will bring increased focus on robust governance of all Programmes users to ensure that inspection reports across all Programmes remain of the highest quality, facilitating the effective management of marine risk.”

Aaron Cooper, Programmes Director

<p>Chair</p> <p>Javed Bhombal (IMT)</p> <p>Vice Chairs</p> <p>Capt. Deb Cobb (Marathon)</p> <p>Andrew Rayapan (BP)</p> <p>Secretary</p> <p>Aaron Cooper (OCIMF Programmes Director)</p>	<p>Members represented</p> <p>AkerBP Ampol Aramco BASF BP Chevron ConocoPhillips Eneos ENI ENOC Equinor Excelerate Energy IMT Marathon Petroleum Neste NLNG P66 Pan American Energy PIMA Repsol Shell TotalEnergies</p>	<p>Meetings in 2024</p> <p>08 16-17 April</p> <p>09 24-25 September</p>
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Engaging the membership

OCIMF is a member-led organisation. Its role as a leading authority on maritime safety, providing best practice guidance for the design, construction, and operation of tankers, barges, terminals and offshore vessels would not be possible without the engagement and the active participation of its members. Member engagement and participation takes many forms across the full breadth of the organisation, from meetings of the Executive Committee providing strategic direction and guidance, to working groups established to develop specific technical content supporting best practices, to OCIMF Day events attended by a cross-industry selection of members and maritime industry stakeholders. In 2024 OCIMF continued to push out and draw in members across regions and in different areas of work.



OCIMF Day - Kuala Lumpur

In April 2024, OCIMF brought together over 150 attendees representing regional members, OCIMF programmes inspectors, OCIMF programmes recipients, vessel operators, and representatives from local ports and government agencies to discuss the collective challenges and opportunities presented to the maritime industry as it begins the transition towards decarbonisation.

Keynote speakers included: Captain Rajalingam Subramaniam, MISC President and CEO addressing his company's path to decarbonisation and Captain Mohamad Halim Bin Ahmed, Director General of Malaysia Marine Department (MMD), who presented a case study of the benefits observed from collaboration among MMD, IMO and OCIMF.



Engaging industry - enclosed spaces

Starting from February 2024, OCIMF began hosting and facilitating a series of workshops focused on the elimination of fatalities associated with enclosed space entry in the maritime industry. These workshops have continued on a quarterly basis with representatives from leading maritime organisations representing flag states, P&I clubs, offshore vessel operators, offshore installation operators, tank vessel operators, vessel technical managers, classification societies, and port state control. All have joined the

discussion to help identify and understand the human factors that contribute to individuals not following existing best practices, leading to tragic loss of lives. These workshops benefited from the sharing of learnings through previously established Memorandum of Understanding (MoU) agreements with key partners such as International Association of Oil and Gas Producers (IOGP), International Marine Contractors Association (IMCA) and World Maritime University (WMU).



OCIMF Day - Rio de Janeiro

OCIMF hosted more than 200 members and industry partners at the Petrobras Convention Centre in Rio de Janeiro in May 2024. A series of interactive panel discussions and presentations addressed decarbonisation of the maritime sector through operational measures on board vessels and modelling of alternative fuels. Demonstrating that OCIMF is a global organisation with

regional focus, OCMIF members presented an overview of the safety and security risks on the inland waterways of South and Central America and progress that has been made following implementation of regionally developed security measures.



Barging community engagement

Raising and maintaining safety standards in the barging industry requires OCIMF and its members to work closely with industry stakeholders, such as technical operators, local authorities, terminals and other NGOs. In the past three years, OCIMF has reached out to many organisations, including the Central Commission for Navigation of the Rhine (CCNR), American Waterways Operators (AWO), Platform Zero Incidents (PZI), Centro de Armadores Fluviales y Maritimos (CAFyM), European Barge Union (EBU) and Sociedad Latinoamericana de Operadores de Terminales Maritimo Petroleros y Monoboyas (SLOM).

To ensure regular contact with members and industry, OCIMF attended barge operator forums organised by PZI (Netherlands), AWO (Chicago/Nashville), Mercopar/CAFyM (Asuncion), IMT (Rotterdam), BP (London), Raizen/Shell (Manaus) and SLOM (Rio de Janeiro). Barging activities have also been on the agenda at OCIMF Days. Meetings and events like these are important because they keep OCIMF and its members up to date on developments in the industry and provide an opportunity to advocate OCIMF publications. The regional members work closely both in organising events and in working groups. New or candidate members have been invited to OCIMF's meetings, resulting in new members — four in South America, two in North America and one in China.



Diversifying member participation

OCIMF has historically benefited from a core group of members consistently making substantial contributions on most working groups and committees. However, a more sustainable model is required in the future to provide OCIMF with the diversity of ideas, knowledge and expertise that will be needed to deliver the high-quality programmes and best practice guidance that our members and the industry rely upon. OCIMF is made better when a broad cross-section of members contribute to our products. Members that have not traditionally been active participants are now realising tangible value to their organisations via the learnings

that take place through participation in committees, expert groups and most importantly, working groups. OCIMF members and the collective organisation are both stronger when there are more representatives seated at the table.

Lastly, OCIMF is taking on a more visible presence, joining our members at their events, leveraging these audiences to advocate for the adoption and implementation of best practices. Working together we will achieve our Vision – A global marine industry that causes no harm to people or the environment.



OCIMF launches SIRE 2.0:

A landmark step forward in tanker inspection and safety standards

On 2 September 2024 OCIMF introduced the highly anticipated SIRE 2.0, replacing VIQ7 as the leading tanker inspection tool, resulting in a robust inspection programme that enhances industry safety, efficiency, and environmental protection.



The launch was realised thanks to the collaborative efforts of OCIMF's membership, the Vessel Inspection Programme (VIP) steering group, the Secretariat, the Executive Committee, industry partners, and stakeholders. Leveraging their insight and expertise to develop and deliver SIRE 2.0 ensured that the fourth and final phase of the transition was launched smoothly.

Delivering on the primary objective

SIRE 2.0 delivers on OCIMF's commitment to fostering and promoting a culture of continuous improvement and excellence throughout the maritime industry. From the outset, the goal of developing a digitalised version of SIRE was to build on the success of the existing programme while making sure it could be more readily adapted to the changing nature of risk and the evolving operational landscape.

“Feedback from seafarers and inspectors alike is good. We expected resistance to this change, but on the contrary, I can see a positive approach from all stakeholders. The onboard crew is now more responsible for keeping themselves acquainted with everything about their workplace. Great work by OCIMF and all the submitting members.”

[Linked in](#)

The SIRE 2.0 inspection programme has significantly expanded the depth and quality of marine assurance data gathered during vessel inspections. This allows, on an ongoing basis, for more in-depth reporting and comprehensive vessel assessments.

Now that SIRE 2.0 is in place, OCIMF expects the digitalised regime to be more readily adaptable to address issues of emerging risk, enabling OCIMF to continue working with industry to further enhance safety standards in the years and decades to come.

The phased approach to introduction

Recognising that SIRE 2.0 would mark a significant step-change in how tanker inspections are conducted and reported, the phased approach to the introduction of the new regime allowed for rigorous testing and minimised disruptions for programme users.

Crucially, by following a phased introduction and a careful management of change process, OCIMF was able to work with stakeholders to adapt to new protocols and to ensure they had the resources and tools to familiarise themselves with the new regime.

OCIMF is committed to the continuous enhancement of the SIRE 2.0 programme and values industry feedback. Through its Programmes Committee, OCIMF will continue to work with industry to ensure that SIRE 2.0 is at the forefront of safety in the marine industry.

“OCIMF SIRE 2.0 is leading the way and raising the bar, especially with the emphasis on behavioural safety.”

[Linked in](#)

A welcome change for industry

Reaching this milestone marks a new era in the maritime industry. Although initially there was uncertainty from some stakeholders, the feedback has been overwhelmingly positive from programme users and wider industry.

The success of SIRE 2.0 would not have been possible without the support and dedication from across the maritime community.

OCIMF’s industry partners and stakeholders contributed invaluable resources, knowledge and time. SIRE inspectors, ship crews, ship operators, chartering organisations, submitting companies, marine terminals and the collaborative partnership developed with INTERTANKO have all been pivotal to reaching this milestone.

Thank you to everyone who contributed to the success of the SIRE 2.0 launch. OCIMF looks forward to working together to ensure the SIRE programme remains a benchmark for safety and quality in years to come.

“Congratulations to OCIMF on the successful launch of SIRE 2.0! It’s great to see the tanker inspection process evolving through industry collaboration.” [Linked in](#)



Human Factors Committee



Purpose

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

The HFC reports to the OCIMF Managing Director and sub-reports to the relevant Principal Committee on actions that relate to developing or improving publications, programmes or advocacy.

Reports to: P&A TBT Committee

2024 activity

The HFC continued in its efforts to integrate human factors across publications and programmes, contributing to the development of the following information papers and books in 2024:

- *Guidelines for the Control of Drugs and Alcohol in the Maritime Industry.*
- *Onshore Power Supply Systems: Preliminary Design Recommendations for Tankers and Terminals.*
- *Emission Capture and Control at Berth: Preliminary Safety Recommendations.*
- The revised *Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases*, due to be published in 2025, which now has a chapter addressing human factors.
- *Manning at Conventional Marine Terminals* (ongoing).

The HFC has been closely involved in the joint industry workshops facilitated by OCIMF on fatalities associated with enclosed space entry. On behalf of the HFC, OCIMF Secretariat attended a workshop held at the World Maritime University (WMU) on work/rest hours and ships’ manning. OCIMF’s Nautical Adviser was invited to speak about Human Centric Design on ships’ mooring decks at the International Maritime Human Factors Symposium held at the IMO.

From an advocacy perspective, there is ongoing support work to help develop OCIMF’s position and proposals at the IMO regarding enclosed space entry, Maritime Autonomous Surface Ships (MASS) and psychological safety and bullying, harassment and SASH (Sexual Assault and Sexual Harassment).

The HFC contributed to various workstreams in the SIRE 2.0 Programme. The HFC Secretary has briefed a number of stakeholders at cross-industry events towards continuous awareness and integration of human factors.

Engagement with external stakeholders includes the Human Element Industry Group, INTERTANKO, Nautical Institute, Energy Institute, UK Maritime and Coastguard Agency, WMU, International Association of Oil and Gas Producers, SIGTTO, Kiel Centre and more.

<p>Chair</p> <p>Terry Luke (Chevron)</p> <p>Vice Chairs</p> <p>Victoria Norris (BP)</p> <p>Laurent Routisseau (Total Energies)</p> <p>Secretary</p> <p>Kevin Coelho (OCIMF Nautical Adviser)</p>	<p>Members represented</p> <p>BP Chevron ENI ENOC Equinor Excellerate Energy ExxonMobil NLNG OMV P66 Petrobras Raizen Shell Total Energies</p>	<p>Meetings in 2024</p> <p>08 March (Virtual)</p> <p>Intersessional meetings held as necessary</p>
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Legal Committee

Purpose

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

- Supported IMO and IOPC Funds issues.
- Reviewed and advised on sanctions.
- Supported dark fleet issues.

2024 activity

The Legal Committee carried out the following tasks in 2024:

- Provided support to OCIMF programmes including:
 - SIRE 2.0:
 - Submitter Project.
 - Inspector governance.
 - GDPR and data protection.
 - Question set review, hardware observation tool.
- Reviewed maritime security documents.
- Reviewed OCIMF publications.
- Reviewed membership criteria and policy.

Chair

Rob Melvin
(BP)

Vice Chair

Michael Lodge
(Chevron)

Secretary

Philip Pascoe
(OCIMF General
Counsel and Business
Support Director)

Members represented

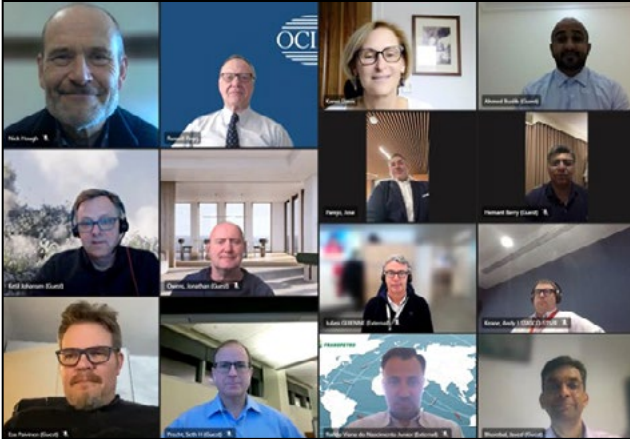
Aramco
BP
Chevron
ENOC
Equinor
IMT
Phillips 66
PIMA
Shell
TotalEnergies
YPF

Meetings in 2024

24 April
17 October



Maritime Security Committee



Purpose

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

2024 activity

In 2024, maritime security challenges across the globe confronted the membership to the point where security risks in the Southern Red Sea posed a significant concern to seafarers resulting in the diversion of energy flow around the Cape of Good Hope. Global piracy and armed robbery attacks remained on par with previous years but towards the end of the year there was a slight increase of pirate activity off the coast of Somalia. Ongoing conflicts in the Black Sea and Southern Red Sea, further exacerbated by continued tension in the Middle East and new threats in the Eastern Mediterranean, kept the committee agenda full as members were constantly addressing new maritime threats. Of note across the year was the increase in the use of ‘home grown’ drone technology used to attack ships, a marked shift from traditional to dynamic and easily produced weaponry. Early in the year, members recognising the need for near real time analysis on maritime events actively supported the development of the Joint Maritime Information Centre (JMIC) based in Bahrain. The ability to quickly receive ground truth assessment on attacks against merchant vessels did much to inform business decisions and keep seafarers safe.

Throughout the year, the MSC maintained a steady drumbeat of operational updates for members to share knowledge and experiences of operating in the Southern Red Sea and Gulf

of Aden. The interaction across the members was extremely productive, each adding value to the challenges faced.

During 2024, relations with key stakeholders across industry and governments, especially in the Middle East, became increasingly important. In the Gulf of Guinea, OCIMF’s work with the Joint Industry/NIMASA Working Group was reenergised by updating and signing Terms of Reference with the new Nigerian administration, offering a platform to launch new joint activities. While the strategic maritime environment for 2024 was dominated by two regional conflicts, OCIMF was able to maintain work in East Asia, with ReCAAP and the IFC in Singapore, and Latin America, working with the IFC in Peru. Like the previous year, 2024 highlighted the importance of achieving greater synergy across the many national entities managing maritime reporting and the importance of a response when seafarers call for help. OCIMF was pleased to see the SHADE (Indian Ocean) reform in December to address this and reinforce the need for the military/civilian interface.

It was remarkable that, while 110 vessels were attacked in the Southern Red Sea and Gulf of Aden in 2024, so few seafarers were injured. That said, the traumatic effect of conflict on seafarers cannot be overlooked and throughout the year the importance of seafarer welfare and support came to the fore.

The past year has seen continued threats to seafarers and global trade, altered trading patterns, fractured supply lines and damaged economies. For members, their people and assets have, again, demonstrated incredible operational flexibility in the most difficult of security environments.

<p>Chair Jose Parejo (CEPSA)</p> <p>Vice Chairs Sarah Thompson (Chevron) Hemant Berry (Ampol)</p> <p>Secretary Russell Pegg (OCIMF)</p>	<p>Members represented</p> <p>ADNOC Ampol BP CEPSA Cheniere Energy Chevron Ecopetrol ENOC Equinor Excelerate Energy ExxonMobil (IMT) Neste Corporation Nigeria LNG Petrobras Phillips 66 Shell TotalEnergies Woodside Energy</p>	<p>Meetings in 2024</p> <p>MSC 08 21 March</p> <p>MSC 08.A 05 June</p> <p>MSC 08.B 19 September</p> <p>MSC 09 18 December</p>
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Environment Committee



Purpose

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

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

2024 activity

The EC updated OCIMF’s position paper on the *Reduction of Greenhouse Gas Emissions and Air Pollution* in June 2024 following the adoption of the IMO’s Revised GHG Strategy in July 2023. The EC refined the key principles of OCIMF’s position and included additional context to demonstrate how OCIMF’s vision and mission align with its commitment to support the 2023 IMO GHG Strategy.

Following work by members of the EC and external experts in 2023, the information paper, *Compliance with EEXI Regulation: Risks associated with Power Limitations* was published in June 2024. The paper provides guidance for managing the risks associated with the installation and operation of overrideable power limitation on existing ships, for compliance with the IMO’s EEXI regulation.

EC members were also active in the working groups to develop publications on Onshore Power Supply (OPS) and on Emissions Capture and Control (ECC). The OPS working group produced an interim paper on Onshore Power Supply Systems published in December 2023 and have worked through 2024 to develop this as an information paper in 2024 (to be published in 2025).

The ECC working group formed to develop guidance on the safe application of emissions capture and control technologies. The working group explored this developing technical area and its applicability to capture tanker emissions at berth to prepare an interim paper, published in January 2025, just as the relevant regulations from the Californian Air Resources Board come into effect for tanker operations in Southern California.

The EC discussed advocacy at the IMO, considering the progress on the development of mid-term measures in the IMO GHG Strategy and at the EU discussing the extension of the EU Emissions Trading Scheme to shipping from January 2024 and the development of the Fuel EU Maritime (FEUM) aims to encourage the uptake of less carbon-intensive marine fuels coming into effect from January 2025.

Members from EC and EEG supported OCIMF’s contribution to the IMO Correspondence Group on non-CO2 GHG Emissions and Onboard Carbon Capture and Storage and the new IMO Correspondence Group reviewing the short-term measures of the Carbon Intensity Indicator Regulation.

The EC supported the development of a co-sponsored paper to the IMO for consideration at the 17th meeting of the Intersessional Working Group on Greenhouse Gases in February 2025 and for submission to the 83rd session of the Marine Environment Protection Committee in April 2025. Co-authored with IPIECA and IBIA, the document highlights important aspects for consideration from the fuel supply perspective in the discussions to finalise and approve the 2023 GHG Strategy midterm measures.

The EC supported OCIMF’s partnering with the Clean Energy Marine (CEM) Hubs initiative, with members participating in a workshop in January 2024 to consider potential workstreams. OCIMF was formally announced as a CEM Hubs partner in October 2024. There is particular interest to use OCIMF’s terminals expertise in supporting the workstream being led by the IAPH on assessing port-readiness for alternative fuels.

Chair	Members represented	Meetings in 2024
Maartje Wibrew-Forster (Shell) until September	ADNOC Aramco BP Chevron ConocoPhillips ENOC Equinor IMT Neste Phillips 66 PIMA Shell Total Woodside (until September) World Fuel Services	07.A 24 January Virtual
Maria Polakis (BP) from September		07.B 2 April Virtual
Vice Chair		08 11-12 April Los Angeles/hybrid
Maria Polakis (BP) until September		08.A 24 July Virtual
Saif Saleh Alhammadi (ENOC) from October		09 18-19 September London/hybrid
Secretary		09.A 21 November Virtual
Filipe Santana (OCIMF Engineering Adviser) until April		09.A extra 5 December Virtual
Martin Young (OCIMF Environmental Adviser) from April		

OCIMF's role in the Energy Transition

Environmental objectives and achievements

Energy transition is the lens through which OCIMF can consider maritime decarbonisation in a broader context. OCIMF supports the global reduction of air pollution and greenhouse gas (GHG) emissions, which will allow the marine industry to move to a net-zero future by meeting or exceeding the IMO GHG strategic levels of ambition. The management of safety and environmental risk is OCIMF's focus, providing guidance for the implementation of performance measures, new initiatives, technologies and fuels.



OCIMF's Environmental Plan is used to identify the critical areas affecting the operations of tankers, barges, offshore vessels, and their interactions with terminals. This approach will continue, with OCIMF also considering the broader implications of the evolution of energy production and use for the wider marine sector and members' role in the carriage and terminalling of existing and emerging fuels.

One aspect of this work is raising awareness with wider external stakeholders to help develop their understanding of the sector. Raising awareness is also part of OCIMF's role at the IMO, where this can contribute to shaping regulation.

OCIMF will continue to work with its members and through its committees to identify and share best practice for safe operations and strengthen its programmes considering how to reduce emissions.

Advocacy at the IMO and contribution towards global emission reduction goals

There was steady progress at the IMO in 2024 in discussions around implementation of its GHG reduction strategy, which aims for net-zero GHG emissions from international shipping by or close to 2050.

The IMO agreed in principle on a 'net-zero framework' and a possible structure for the various proposals covering the two elements, technical and economic, which would constitute the mid-term measures. This follows the short-term measures for GHG reduction, the Energy Efficiency Existing Ship Index (EEXI) and Carbon Intensity Indicator (CII), which entered into effect in 2023. These regulations are under planned review to identify and eventually fill the gaps that are preventing their effective implementation.

Participation in European environmental initiatives

OCIMF continued its participation as a Plenary member at the EU's European Sustainable Shipping Forum (ESSF) throughout 2024. The year began with the Commission renewing the ESSF's five-year mandate and the extension of the EU Emissions Trading Scheme to shipping. Work at the ESSF during 2024 particularly focused on the Fuel EU Maritime that would come into force in January 2025 and reviewing the implementation of the EU Emissions Trading Scheme as part of the broader 'Fit for 55' energy policy package to reduce the EU's carbon emissions by 55% by 2030.

The Fuel EU Maritime, formally Reg (EU) 2023/1805, aims to promote the use of renewable or low-carbon fuels in maritime transport to complement the EU Emissions Trading Scheme. It introduces targets for GHG Intensity that will progressively increase from 2% in 2025 to 80% in 2050. There have been some practical implementation challenges, particularly around fuel certifications requirements and combining differing databases. Some interim solutions will be necessary until the combined EU database becomes operational.

OCIMF will remain engaged on these challenges and has been active in the ESSF MRV/ETS subgroup set up to advise on aligning the data reporting requirements for the Monitoring, Reporting and Verification (MRV) Maritime Regulation and Emissions Trading Scheme. The subgroup latterly met monthly to help support the development of the Guidance Notes for the Fuel EU Maritime.

OCIMF participates in the Sustainable Alternative Power Shipping subgroup that opened six new workstreams in late 2024 covering black carbon, onboard carbon capture and storage, fuel certification, onshore power supply, and guidance on Fuel EU calculation and Annex II. It also participates in the Renewable and Low-Carbon Fuels Value Chain Industrial Alliance, an initiative launched in 2022 that focuses on boosting production and supply of renewable and low-carbon fuels in the aviation and waterborne sectors.

OCIMF notes the evolving IMO framework on the lifecycle GHG intensity of marine fuels and looks forward to continuing as a keen participant in discussions to support regulatory development.

With technological advancement comes the promise of sustainable shipping. However, the human workforce will be at the heart of this transition, and therefore needs to be prepared to lead this change. The initial steps taken by the IMO in enabling

discussion around training provision for seafarers on ships using alternative fuels and technologies are encouraging.

Well-formed regulation is a key enabler for decarbonisation and OCIMF looks forward to continuing its engagement with the IMO over the coming year. This has been possible through the valued expert contributions and dedication from the membership.

Global engagement in decarbonisation endeavours

In late 2023, OCIMF co-sponsored and attended the Shaping the Future of Shipping conference held during the COP28 climate summit. The conference, organised by the International Chamber of Shipping (ICS), highlighted the importance of shipping to global decarbonisation. Ships are needed to transport sustainable fuel, while the shipping industry itself needs to decarbonise to meet the Paris climate goals and IMO net-zero 2050 target.

Impetus from the conference led the ICS to host a workshop in January 2024 with expertise from across the shipping sector. OCIMF was represented by its Executive Committee Chair, Environment Committee Vice Chair, Legal Counsel, Engineering and Environmental Advisers. The workshop discussed a potential work programme for Clean Energy Marine (CEM) Hubs that had been adopted as an initiative under the Clean Energy Ministerial in 2023. OCIMF was formally announced as a partner to the CEM

Hubs initiative in October, enabling support for workstreams that align with OCIMF's mission. OCIMF will continue to engage closely with ICS as the CEM Hubs workstreams start in 2025.

More generally, OCIMF has continued to actively participate and engage on topics linked to decarbonisation as part of the Environmental Plan. This engagement approach is in line with OCIMF's enhanced involvement with external think tanks such as the Global Maritime Forum, and working closely with others to support the reduction of GHG. Engaging and attending events such as these provides a platform to foster collaboration with likeminded organisations and be known as a learning organisation. OCIMF's focus is to ensure 'safe transition' and to highlight the importance of safety and sustainability in the journey of energy transition.



International Maritime Organization

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

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

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

Key contributions in 2024

Maritime safety and security

Enclosed space entry: OCIMF participated in a series of IMO working groups tasked with revising the IMO recommendations for entering enclosed spaces on board ships (resolution A.1050(27)). Together with enhanced operational safety procedures, emphasis was placed on the role of organisational leadership in creating a positive safety culture.

Casualty investigation: OCIMF continued to advocate for greater depth and quality of maritime casualty investigations and partnered with member states and NGOs to submit a proposal seeking a review of the current IMO Casualty Investigation Code.

Lifeboat safety: Lifeboat maintenance at offshore facilities introduces additional hazards not suitably addressed by existing regulations. Highlighting these challenges at the IMO, OCIMF outlined its future work plans in this area.

Human element

Promoting a positive safety culture: Partnering with INTERTANKO, a paper highlighting the need for behavioural soft-skills training for seafarers as part of the STCW training regime was recognised by the IMO and earmarked for further consideration.

Welfare of maritime workers: OCIMF in partnership with other stakeholders successfully tabled a proposal to broaden the definition of maritime "key worker" beyond seafarers so that personnel such as service providers, inspectors, etc. could also benefit from enhanced work-related rights.

Environmental matters

OCIMF participated in a number of IMO working groups covering themes ranging from onboard measurements of greenhouse gases methane and nitrous oxide, reviewing the efficacy of the IMO short-term GHG reduction measures that were implemented in 2023, to further development of the marine fuels lifecycle analysis framework.

Shaping the development of the mid-term measures, i.e. carbon pricing mechanism and a global fuel standard, OCIMF in collaboration with industry partners has drafted a paper to be presented during 2025. It will highlight the role of fuel producers and suppliers in reaching net-zero GHG emissions.

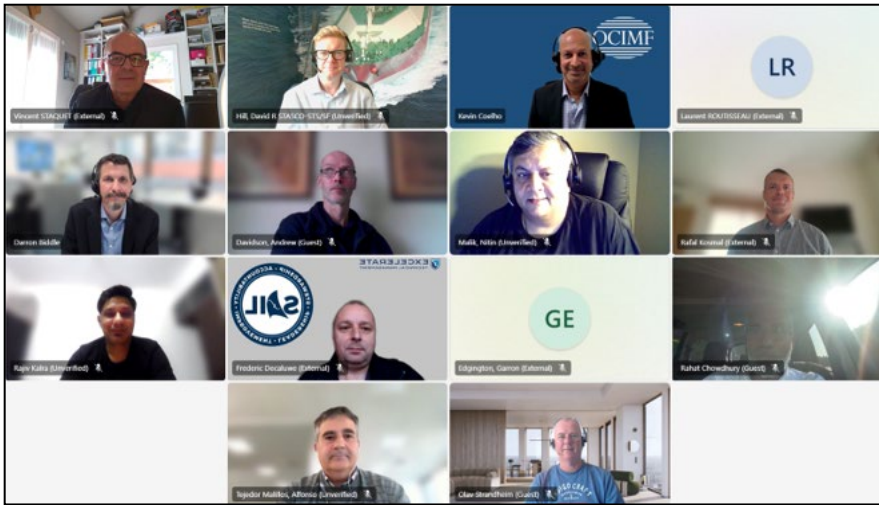
Safety of new fuels and technologies

Decarbonising safely: OCIMF in partnership with INTERTANKO raised awareness of the benefits of onshore power supply (OPS) systems while highlighting design and operational considerations on the use of OPS systems on tankers through a submission to the IMO.

OCIMF Secretariat, supported by membership, participated in working groups delivering the interim guidelines for use of ammonia as fuel, and the group tasked with developing a regulatory framework to support the safe delivery of IMO's net-zero vision.

Maritime Autonomous Surface Ships (MASS): With member involvement, OCIMF engaged in the various MASS working groups, particularly in the area of navigational safety.

Nautical Expert Group



Purpose

The Nautical Expert Group (NEG) provides nautical expertise to the two Publications and Advocacy Committees. It focuses primarily on the following areas on tankers and offshore vessels:

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

The NEG facilitates and coordinates a Nautical Community of Practice.

Reports to: P&A TBT Committee

2024 activity

Members of the NEG and the Human Factors Committee completed OCIMF’s new *Guidelines for the Control of Drugs and Alcohol in the Maritime Industry*, with an expanded scope to include tankers, barges, terminals and offshore facilities. The paper, published in March 2024, was well received.

In 2023 NEG members investigated concerns raised on the safe navigation of the Danish Straits due to increased tanker traffic flow. A small working group drawn from the NEG is now drafting

an information paper on this subject, with work expected to be completed in 2025.

The NEG reviewed the OCIMF/ICS/ISF information paper, *Recommendations relating to the application of requirements governing seafarers’ hours of work and rest (2012)*. A decision has been made to revise this paper in 2025.

NEG supports work to develop OCIMF’s positions and proposals at the IMO on Marine Autonomous Surface Shipping (MASS), review of the STCW Code, enclosed space entry and Master/Pilot exchange. In 2024, NEG members visited a MASS remote operations centre to gain a better understanding of the operations, as well as the risks involved. NEG continued to engage with industry regarding alternative fuels, the ship-shore ECDIS voyage plan route exchange, and risks associated with engine power limitation, as well as working with INTERTANKO’s Nautical committee, International Maritime Pilots Association, and other organisations.

<p>Lead Nitin Malik (Chevron)</p> <p>Co-Lead Nitin Chaudhary (BP)</p> <p>Secretary Kevin Coelho (OCIMF Nautical Adviser)</p>	<p>Members represented</p> <p>Ampol BP CEPSA Chevron Eni ENOC Equinor Excelerate Energy Hess Corporation INEOS Europe Shell Suncor Energy Total Energies</p>	<p>Meetings in 2024</p> <p>09 February (Virtual)</p> <p>10 September (Virtual)</p> <p>Intersessional meetings held as required.</p>
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Engineering Expert Group



Purpose

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

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

The EEG facilitates and coordinates an Engineering Community of Practice.

Reports to: P&A TBT Committee and P&A Offshore Committee

2024 activity

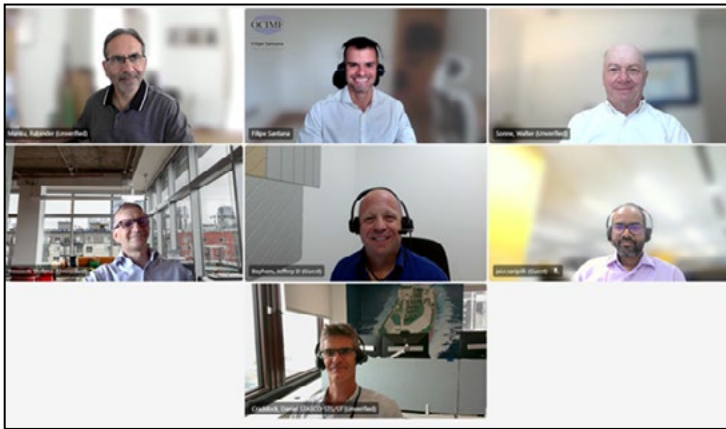
The EEG participated in working groups to support new OCIMF environmental publications providing guidance to the industry on the safe application of new technologies. This included an information paper, *Emissions Capture and Control at Berth: Preliminary Safety Recommendations*, published in January 2025, and *Onshore Power Supply Systems: Recommendations for Tankers and Terminals*, due for publication in 2025.

EEG members collaborated with the Society for Gas as a Marine Fuel (SGMF) to develop the publication *Methanol as a Marine Fuel: Safety and Operational Guidelines*. The EEG continues to participate in IACS Joint Industry Working Group on Safe Decarbonisation, to develop a common understanding of safety aspects in decarbonising technologies and fuels, identify solutions and relevant regulatory needs.

The EEG also engaged with IMO correspondence groups for Regulatory Framework for Ships Using New Technologies and Alternative Fuels and the Safety of Alternative Fuels, providing constructive insight and advocating solutions for the energy transition.

<p>Secretary Filipe Santana until November</p> <p>Alexys Nielsen from November (OCIMF Engineering Adviser)</p>	<p>Members represented</p> <p>BP Chevron CITGO Equinor Marathon Petroleum Phillips 66 Sonangol USA TotalEnergies YPF</p>	<p>Meetings in 2024</p> <p>10 February (virtual)</p> <p>11 August (virtual)</p>
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Structures Expert Group



Purpose

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

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

The SEG facilitates and coordinates the following Communities of Practice:

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

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

2024 activity

Furthering OCIMF’s environmental goals and ensuring safe application of new technologies, the SEG led the working group finalising the information paper *Onshore Power Supply Systems: Recommendations for Tankers and Terminals*, due to be published in 2025. Members also participated in the working group drafting the paper on *Emissions Capture and Control at Berth: Preliminary Safety Recommendations*.

The SEG collaborates regularly with PIANC on several working groups, including *MarCom WG 211: PIANC Fender Guidelines*, published in March, and *MarCom 153C: Recommendations for the Design and Assessment of Marine Liquid and Gas Terminals*

Handling Green Fuels and Fossil-Based Cargoes. SEG members are participating on the SIGTTO working group for Emergency Release Couplings and continue external collaboration with ISO, and British Standards Institute (BSI).

Ensuring existing OCIMF publications are accurate and continue to promote best practices, the SEG reviewed the *Guidelines for the Design Operation and Maintenance of Multi Bouy Moorings (MBM)*, *Single Point Mooring Maintenance and Operation Guide*, and the *Recommendations for Oil and Chemical Tanker Manifolds and Associated Equipment*. The SEG will lead the revision of the MBM guide with an expected completion end of 2026.

<p>Lead</p> <p>Jeff Bayham (ExxonMobil)</p> <p>Co-Lead</p> <p>Gerard Spaan (Shell)</p> <p>Secretary</p> <p>Filipe Santana until November</p> <p>Alexys Nielsen from November (OCIMF Engineering Adviser)</p>	<p>Members represented</p> <p>BP Chevron Eni ENOC ExxonMobil Petrobras Shell Total Energies</p>	<p>Meetings in 2024</p> <p>11 February (virtual)</p> <p>12 August (virtual)</p>
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Ship-to-Ship Interfaces Expert Group



The STS EG continued its external collaboration with the regional STS Service Provider forums (SNI and IKMAL in the Far East, STS Regional Forum EMEA and ITOL for the Americas). OCIMF hosted the first joint global STS Service Provider (STS SP) Forum at its London office in November 2024. STS SPs from around the globe attended this hybrid meeting, including the head of Brazil maritime operations. The meeting was well received, and it was agreed to repeat this annually to share the experiences and learnings of the regional forums.

STS EG has helped to develop OCIMF’s position and proposals at the IMO concerning the ‘shadow’ or ‘dark’ fleet engaged in STS activity – mainly related to sanctioned oil. OCIMF will continue to advocate for the use of the *Ship-to-Ship Service Provider Management and Self-Assessment (STS SP MSA)* Guide and in 2025 will develop a repository for STS Service Providers’ completed MSAs.

Purpose

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

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

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

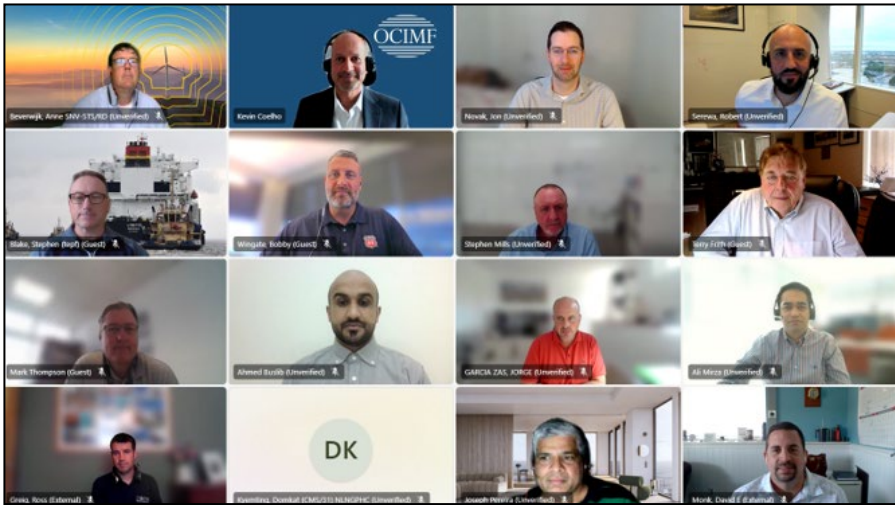
2024 activity

The STS EG has been engaged in the revision of the *Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases* (2013), a joint industry publication with ICS, CDI and SIGTTO. Work began in late 2023 and the technical content revision completed at the end of 2024. The revised edition is due to be published in 2025.

Lead	Members represented	Meetings in 2024
Bill Kappelman (Chevron)	ADNOC Ampol Group Aramco BP Chevron Eni ENOC Equinor Excelerate Energy ExxonMobil Mabanaft Nigeria LNG Petrobras Phillips 66 Shell TotalEnergies YPF	09 February (virtual) Intersessional meetings held as required
Co-Leads		
Hemant Berry (Ampol)		
Jim Scalli (Shell)		
Secretary		
Kevin Coelho (OCIMF)		



Ship-to-Shore Interfaces Expert Group



Purpose

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

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

Reports to: P&A TBT Committee

2024 activity

The SSEG, comprising 30 OCIMF member organisations, is the largest expert group within OCIMF.

In 2024, members of the SSEG formed a working group to revise the document *Manning at Conventional Marine Terminals* (2008) which they expect to complete in 2025. The SSEG reviewed *Marine Terminal Management and Self-Assessment (MTMSA)*, resulting in a decision to revise it, this work is due to begin in 2025.

SSEG has provided ongoing support in developing OCIMF’s positions and proposals at the IMO on Marine Autonomous Surface Shipping (MASS), safe operation of onshore power supply, and the impact of new technologies and alternative fuels on vessel manoeuvrability.

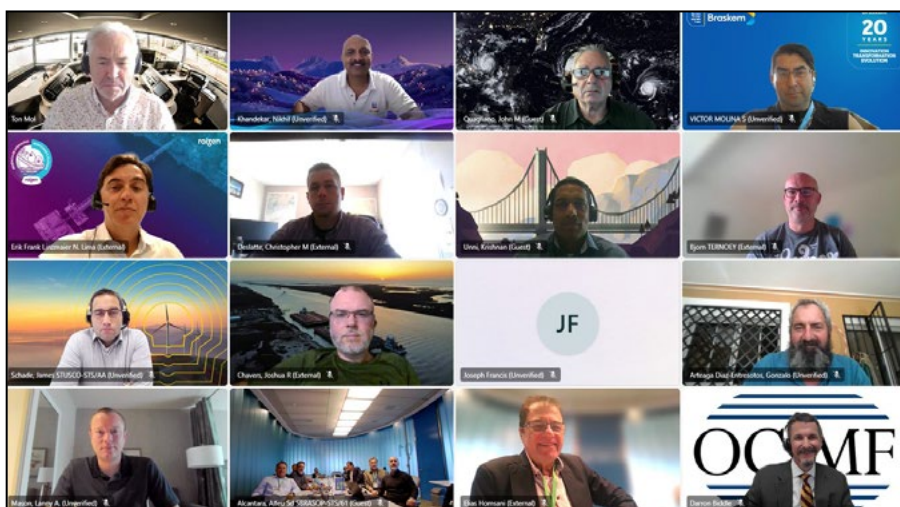
Collaboration with industry bodies IMPA, IHMA and IAPH has continued on topics including Pilot transfer arrangements, port call data and Port and Terminal Information Books. OCIMF presented at the 14th International Harbour Masters Congress in

Tangiers and attend the Port Call Optimisation workshop in Rotterdam.

The SSEG supports the promotion of the Marine Terminal Information System (MTIS) programme and Marine Terminal Management Self-Assessment (MTMSA) for various terminal assurance activities. It also supported the launch of SIRE 2.0 by promoting the safe use of tablets for SIRE inspections of ships alongside terminals.

<p>Lead</p> <p>Anne Beverwijk (Shell)</p> <p>Co-Leads</p> <p>Stephen Blake (Angola LNG)</p> <p>Walter Garibotto (YPF)</p> <p>Secretary</p> <p>Kevin Coelho (OCIMF)</p>	<p>Members represented</p> <p>Angola LNG Aramco BP CEPSA Cheniere Energy Inc Chevron CITGO ConocoPhillips Energy Transfer ENOC Equinor Essar Oil UK Hess Corporation IMT INEOS Europe INPEX Nigeria LNG OMV Refining & Marketing PEMEX Petrobras Phillips 66 Raizen Repsol Santos Shell Suncor TotalEnergies Valero Viva Energy Australia YPF</p>	<p>Meetings in 2024</p> <p>09 January (virtual)</p> <p>10 September (virtual)</p> <p>Intersessional meetings held as required.</p>
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Barges Expert Group



Purpose

The Barges Expert Group (BEG) provides subject matter expertise on inland and coastal barges to the P&A TBT Committee. The key focus areas are on operations and risks that are unique to inland and coastal barging, as identified in the OCIMF bow ties.

Reports to: P&A TBT Committee

2024 activity

Work to develop a Global Barge Guide continued, with regional virtual meetings taking place in December. The following summarises regional BEG activities.

South and Central America (SCA): revision of the Barge Inspection Questionnaire (BIQ 5 v 2.0) involved monthly virtual meetings and face-to-face meetings in Lima, Buenos Aires and Asuncion. In March OCIMF published the information paper *Recommendation for converting Inland Tank-Barges from Open to Closed Cargo Operations in South and Central America*. In May OCIMF visited members at the Naval Base in Callao, Peru, and met with the Peruvian Coastguard and the Information Fusion Centre (IFC). In October OCIMF presented at an Operator forum in Asuncion, advocating relevant publications.

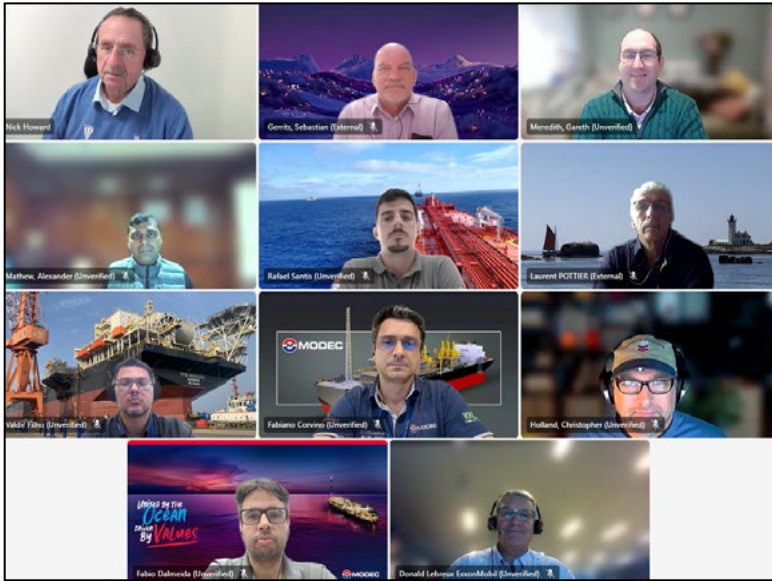
North America: the revision of the BIQ for North America involved monthly virtual meetings as well as face-to-face meetings in Houston and Chicago. OCIMF attended and presented at the Safety Committee’s Summer Meeting, hosted by The American Waterways Operators (AWO) in Chicago.

Europe: the main project for this region was developing an information paper, *Guidelines for usage of Smart Autonomous*

Aids: Track Guidance Assistants for Inland Navigation (TGAIN). The working group held monthly face-to-face meetings and additional virtual meetings as required, completing a draft in December. In May the group hosted a two-day workshop in Gorinchem, Netherlands, to discuss this topic with suppliers and technical operators. OCIMF attended several events in the region, including the IMT operator forum in Rotterdam and the Safety Days hosted by Platform Zero Incidents (PZI).

<p>Lead Bjorn Ternoey (TotalEnergies)</p> <p>Co-Lead Lanny Mason (Marathon Petroleum)</p> <p>Secretary Ton Mol (OCIMF Barge Adviser)</p>	<p>Members represented</p> <ul style="list-style-type: none"> BASF BP Braskem Cepsa Chevron IMT INEOS Marathon Petroleum Neste Pan American Energy Petrobras Phillips 66 Raizen Shell TotalEnergies Valero WFS YPF 	<p>Meetings in 2024</p> <p>BEG 10 7 February</p> <p>BEG 11 8 August</p>
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Floating Systems Expert Group



Purpose

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

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

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

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

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

2024 activity

The publications process for the second edition of *Guidelines for Purchasing and Testing of SPM Hawsers* was completed, with publication due in Q1 2025. The review and update of OCIMF’s *Guide to Manufacturing and Purchasing Hoses for Offshore Moorings (GMPHOM)* continues, and incorporates the information paper, *Marine Breakaway Couplings*.

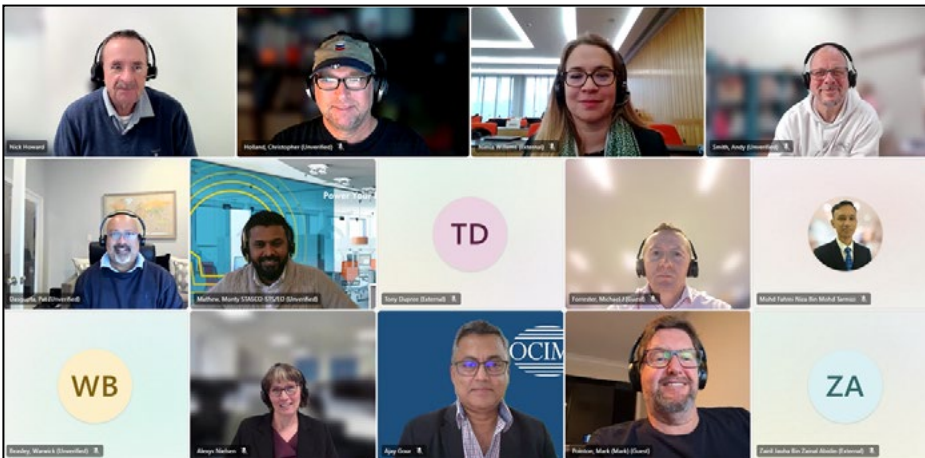
Terms of reference were approved in May for the development of a new document building on OCIMF’s 2023 information paper, *Management of Survival Craft on Fixed/Floating Installations*. A cross-industry group including representation from the IMO,

regulators, HSE, classification societies, P&I clubs and other marine bodies will help define the scope of work to develop guidance and improvements for Life Saving Appliances on fixed and floating offshore installations.

Work continues to develop guidance on FPSO assurance and asset integrity. This detailed work is supported by IRF, HSE and IOGP.

Lead	Members represented	Meetings in 2024
Gareth Meredith (BP)	Aker BP Aramco BP Chevron CNOOC ConocoPhillips Equinor ExxonMobil Harbour Energy Hess Inpex MISC Maritime Services OLT Offshore Petrobras Santos Shell Suncor TotalEnergies	13 4 March
Co-Leads		14 9 July
Zubin Bhada (Santos)		15 12 December
Laurent Pottier (TotalEnergies)		
Secretary		
Graham Coles (OCIMF Offshore Adviser) until September	Invited industry members	
Nick Howard (OCIMF Offshore Adviser) from September		Bluewater Bumi Armada BW Offshore MODEC Oil tanking SBM Offshore
Christopher Holland (OCIMF Offshore Adviser) from November		

Offshore Vessel Operations Expert Group



Purpose

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

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

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

- Offshore Marine Operations
- Station Keeping
- Offshore Marine Assurance

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

2024 activity

OCIMF joined with Marine Technology Society (MTS) DP Committee and IMCA to collaborate on a joint industry project on a *Unified Approach to Verification, Validation and Assurance of Single Fault Tolerance in DP System*.

OCIMF is represented on the Steering Committee for Dynamic Positioning Training Executive Group (DPTEG).

Draft terms of reference for a third edition of *Offshore Vessel Management Self-Assessment (OVMSA)* were developed. The KPI matrix has been populated and is being reviewed by the

working group. This work is part of the Offshore Vessel Inspection Database upgrade activity.

Terms of reference are approved and a working group established to develop the Vessel Incident Repository. The aim will be to align as closely as possible to the existing Tanker Incident Repository document. The Vessel Incident Repository will be integrated into the third edition of *Offshore Vessel Management Self-Assessment (OVMSA)* and will align with safety expectations.

OCIMF continues to play a role as Steering Group members for *Guidelines for Offshore Marine Operations (GOMO)* and Associate Steering Group Members for Marine Safety Forum (MSF).

Work continues to compile a single document for *Management of Attending Vessels at Offshore Facilities*.

Lead	Members represented	Meetings in 2024
Pat Dasgupta (Chevron)	BP Chevron CNOOC ConocoPhillips Equinor ExxonMobil Harbour Energy Hess Ineos, Inpex, Medco Energi MISC Maritime Services Petrobras Santos Shell Suncor TotalEnergies Woodside	13 24 February
Co-Leads Henning Hjartholm (Equinor)		14 6 Jun
Monty Mathew (Shell)		15 4 December
Secretary Graham Coles (OCIMF Offshore Adviser) until September		
Nick Howard (OCIMF Offshore Adviser) from September		
Christopher Holland (OCIMF Offshore Adviser) from November		

Inspection Processes Expert Group



Another working group comprising members of IPEG and the Offshore Vessel Operations Expert Group delivered a revised Offshore Vessel Inspection Questionnaire (OVIQ4) and Offshore Vessel Particulars Questionnaire (OV PQ), which will be implemented in 2025.

Purpose

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

Reports to: Programmes Committee

2024 activity

In a collaborative effort, a joint working group drawn from members of the IPEG and the Barge Expert Group delivered a revised Barge Inspection Questionnaire (BIQ) and Barge Particulars Questionnaire (BPQ) for North America (NA) and, South and Central America (SCA) region. This work is scheduled for completion in 2025.

Lead

Fred Adolfsen
(Equinor)

Co-Lead

Pierre Gobetti
(TotalEnergies)

Secretary

Fahmi Tarmizi
(OCIMF Programmes
Technical Manager)

Members represented

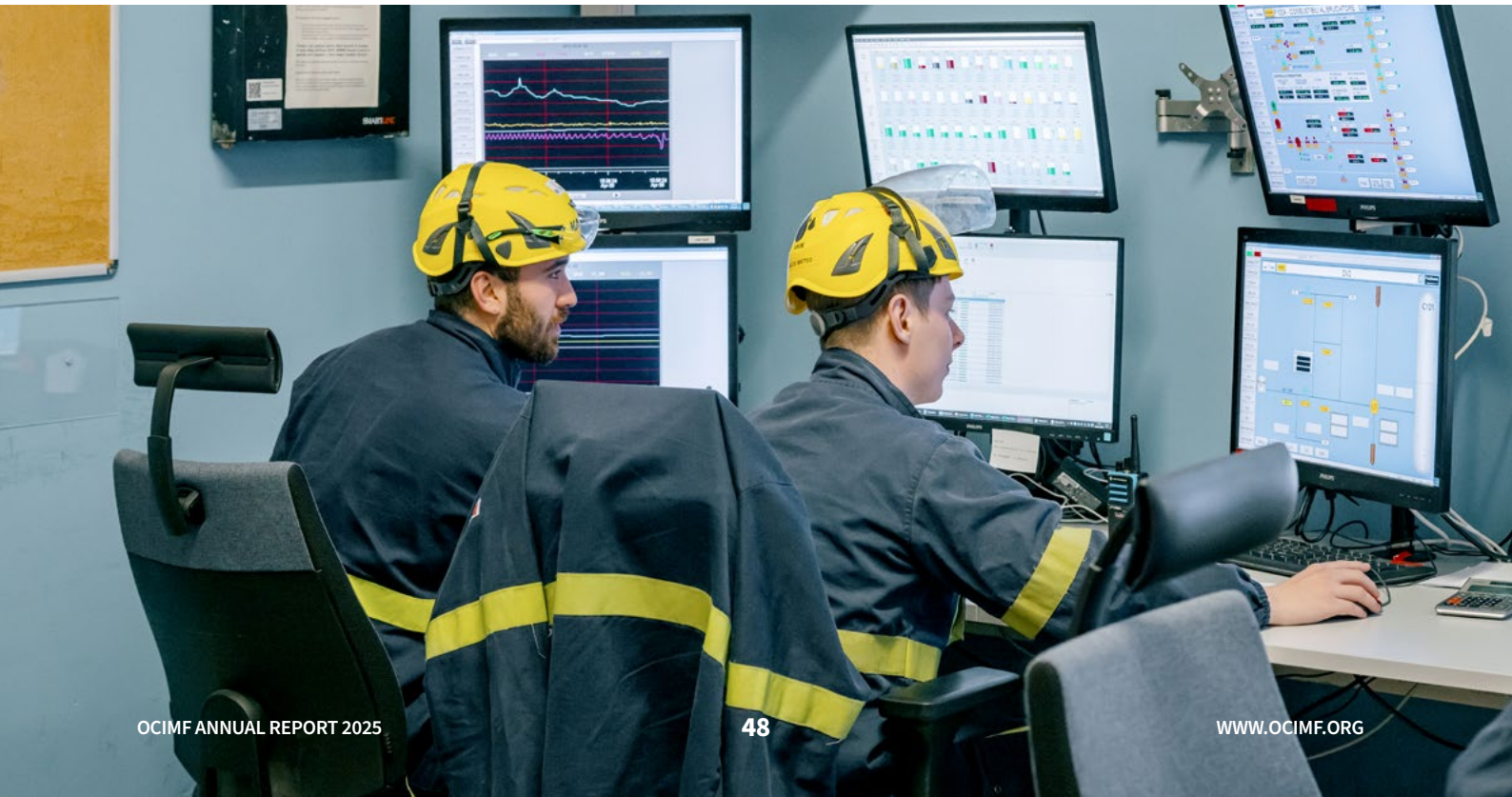
- Aker BP
- Aramco
- BASF
- BP
- Braskem
- CEPSA
- Cheniere Energy
- Chevron
- ENI
- ENOC
- Equinor
- INEOS Europe
- Marathon Petroleum
- MISC Maritime Services
- Neste
- Nigeria LNG
- OMV Refining & Marketing
- Petrobras
- Petrovietnam
- Phillips 66
- PIMA
- Repsol
- Shell
- TotalEnergies
- Viva Energy Australia
- YPF

Meetings in 2024

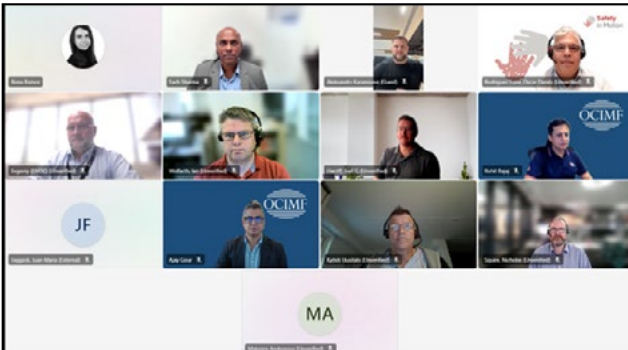
IPEG 09
19 February 2024

IPEG 10
28 May 2024

IPEG 11
11 September 2024



Programmes Governance Expert Group



Purpose

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

Reports to: Programmes Committee

2024 activity

Inspector training, assessment, and accreditation: A schedule of 22 online and face-to-face courses were delivered for SIRE and OVID programmes. These included a SIRE 2.0 pilot course for CAT-1 applicant inspectors, refresher courses for CAT-1 inspectors, initial and refresher training for CAT-3 and OVID inspectors. Revised eligibility criteria for SIRE CAT-1 applicant inspectors were implemented in 2024.

Programmes audits and assessments: Audited inspections were conducted for CAT-3 applicant inspectors who completed an accreditation course during 2024. The OCIMF Quality Assurance team continued to carry out desktop inspector performance reviews for SIRE CAT-1 inspectors. Additionally, all inspection reports submitted during SIRE 2.0 trial phases were reviewed and feedback was provided to inspectors and submitting companies. Following the launch of SIRE 2.0, the Quality Assurance team continued to focus on those inspectors who needed additional guidance and support.

Submitter Strategy Project: PGEG formed a working group at the direction of ExCom and the Programmes Committee to develop increased governance and oversight of all Programmes users to ensure that inspection reports remain of the highest quality and that programme integrity continues to be maintained. The working group developed and presented a proposal containing several recommendations and KPIs to monitor Programmes performance. The process to implement approved action items is in progress.

Programmes Quality Management System: OCIMF Programmes successfully completed an external ISO audit conducted by BSI on 20 March 2024 for renewal of ISO 9001 certification. The audit report concluded that OCIMF quality management system is working well to support the strategic aims of the organisation.

<p>Lead</p> <p>Oscar Danilo Rodriguez Luna (CEPSA)</p> <p>Co-Leads</p> <p>Vedran Engelbreht (Shell)</p> <p>Aleksandrs Karamisevs (Unipet)</p> <p>Secretary</p> <p>Sach Sharma (OCIMF Quality Assurance Manager)</p>	<p>Members represented</p> <p>Ampol BASF BP CEPSA Chevron ENI ENOC Equinor Marathon Petroleum NESTE Pan American Energy Petrobras Shell TotalEnergies Unipet</p>	<p>Meetings in 2024</p> <p>PGEG 09 27 February</p> <p>PGEG 10 30 April</p> <p>PGEG 11 05 September</p>
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Innovation and Technology Expert Group

Purpose

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

Reports to: Programmes Committee

2024 activity

The ITEG met throughout 2024. The group applied its expertise to increase focus on data quality and integrity, critical elements in a data dependent organisation like OCIMF. ITEG worked with OCIMF IT to prepare a scope of work for the next 3rd party IT assurance review to include revalidation of remediation of OCIMF Programmes and infrastructure, following the previous external review in 2023. In October, ITEG provided final sign-off, in collaboration with the Security Adviser, on the 5th edition of the

joint-industry publication, *Guidelines on Cyber Security Onboard Ship*. It was agreed the group would contribute cybersecurity advice and guidance during the planned updates to the management self-assessment frameworks.

The group also agreed to make an inventory of the current membership skill pool and invite further expertise to ITEG. The group continues to participate in the Joint Working Group meetings on Cyber Systems hosted by the International Association of Classification Societies (IACS).

<p>Lead</p> <p>Zillur Rahman (Shell)</p> <p>Secretary</p> <p>William J. Elkins (OCIMF Programmes Senior IT Manager)</p>	<p>Members represented</p> <p>ADNOC BP Chevron ENI ENOC Equinor IMT Neste Repsol Shell TotalEnergies</p>	<p>Meetings and working sessions in 2024</p> <p>April</p> <p>July</p> <p>August</p>
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Communities of Practice

The OCIMF Communities of Practice (CoP) online platform is a powerful tool that enables subject matter experts to openly discuss technical challenges and share valuable lessons learned. Designed as an inclusion tool, it amplifies diverse voices and perspectives that might not typically be heard.

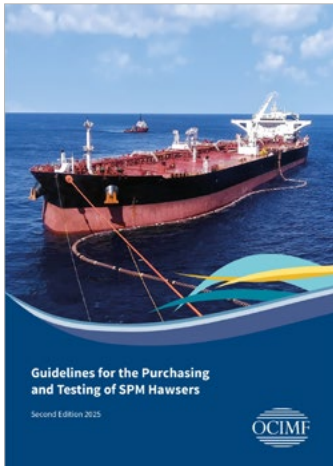
Mirroring OCIMF’s internal committee structure, the CoP initially launched with existing committee and expert group members. Discussions within the platform are actively monitored by functional committees and expert groups to identify emerging issues, ensuring they are addressed through the established committee process.

By broadening the scope of industry challenges OCIMF can tackle, the CoP strengthens OCIMF’s collective efforts toward a maritime industry that causes no harm to people or the environment. All members have access, and are strongly encouraged to champion its use with all relevant employees within your organisation to maximise its impact and effectiveness.

In 2024 OCIMF identified the need to broaden the accessibility of the CoP platform to include invited industry stakeholders. OCIMF will be working to deliver this in 2025.



OCIMF publications – new



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

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

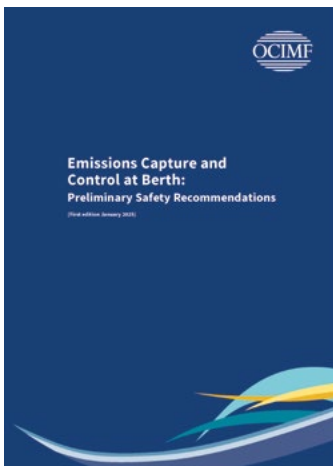
OCIMF book, published March 2025



BMP Maritime Security 1st Edition

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

OCIMF and other industry organisations, book, published March 2025

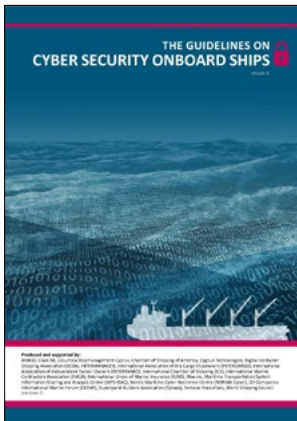


Emission Capture and Control at Berth: Preliminary Safety Recommendations

The adoption of Emission Capture and Control (ECC) can bring environmental advantages to maritime operations in ports and terminals. By using ECC while at berth, ships can reduce their emissions, contributing to improved local air quality and aiding in compliance with environmental regulations.

This interim information paper aims to provide minimum functional requirements for the safe application of barge-based ECC to oil, chemical and oil product tankers operating at onshore conventional berths, such as piers, jetties and quays.

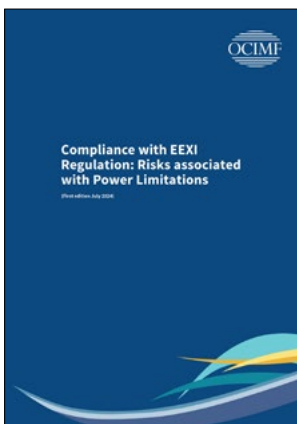
OCIMF information paper, published January 2025



The Guidelines on Cybersecurity onboard Ships

The purpose of these guidelines is to improve the safety and security of seafarers, the environment, the cargo and the ships. The guidelines aim to assist in the development of a proper cyber risk management strategy in accordance with relevant regulations and best practises on board a ship with a focus on work processes, equipment, training, incident response and recovery management.

OCIMF and other industry organisations, information paper, published November 2024

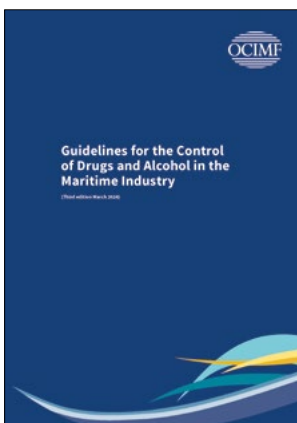


Compliance with EEXI Regulation: Risks associated with Power Limitation

This information paper provides best practice guidance for managing the risks associated with the implementation and operation of Overridable Power Limitation (OPL) on existing ships. This is a potentially simple and cost-effective way to meet the IMO's newly introduced Energy Efficiency Existing Ship Index (EEXI) regulation.

This paper covers the two types of OPL: Engine Power Limitation and Shaft Power Limitation.

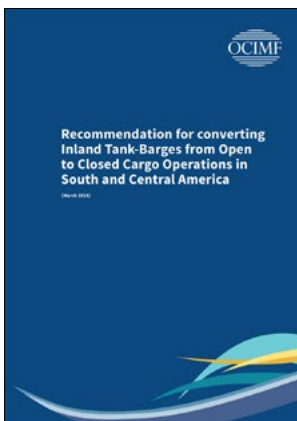
OCIMF information paper, published July 2024



Guidelines for the Control of Drugs and Alcohol in the Maritime Industry

This information paper provides general guidance and recommendations for the maritime industry in developing and implementing controls for drugs and alcohol. It gives guidance on developing a drug and alcohol policy, where operators can refer for standards, and suggestions for effective procedures onboard, aligned with standards and policies.

OCIMF information paper, published March 2024



Recommendation for converting Inland Tank-Barges from Open to Closed Cargo Operations in South and Central America

This paper gives guidance to regional barge companies in South and Central America on how to build or convert their inland barges for cargo operations under closed conditions, to improve safety and conform to international standards.

OCIMF information paper, published March 2024

OCIMF Books

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

Title	Edition	Published	Co-author
Recommendations for Oil and Chemical Tanker Manifolds and Associated Equipment	1st	2017	CDI
Ship to Ship Service Provider Management and Self Assessment	2nd	2020	–
Ship To Ship Transfer Guidelines for Petroleum, Chemicals and Liquefied Gases	1st	2013	CDI, ICS, SIGTTO
Single Point Mooring Maintenance and Operations Guide	3rd	2015	–
Tanker Management and Self Assessment 3 (TMSA3)	3rd	2017	–
The Safe Transfer of Liquefied Gas in an Offshore Environment (STOLGOE)	1st	2010	–
The Use of Large Tankers in Seasonal First-Year Ice and Severe Sub-Zero Conditions	1st	2010	–
USA Barge Operations: Guidelines and Best Practices for Liquid Hydrocarbon Barges and Associated Tugs	1st	2014	–

Title	Edition	Published	Co-author
A Guide to Best Practice for Navigational Assessments and Audits	1st	2018	–

Information Papers

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

OCIMF PUBLICATIONS

Title	Edition	Published	Co-author
Emission Capture and Control at Berth: Preliminary Safety Recommendations	1st	2025	–
Estimating the Environmental Loads on Anchoring Systems	1st	2010	–
F(P)SO Heading Control Guidelines	1st	2020	–
Global Counter Piracy Guidance for Companies, Masters and Seafarers	1st	2018	Other industry associations
Guidance for the Employment of Private Maritime Security Companies	1st	2021	–
Guidelines for Remote Inspections under OCIMF Programmes	2nd	2020	–
Guidelines for the Control of Drugs and Alcohol in the Maritime Industry	3rd	2024	–
Guidelines for the Development of A PWOM	1st	2019	ICS
Guidelines for the Handling, Storage, Use, Maintenance and Testing of STS Hoses	1st	2021	–
Guidelines for transiting the Turkish Straits	2nd	2021	–
Guidelines on Capabilities of Emergency Response Services	1st	2013	–
Guidelines On The Marine Assessment Of F(P)SOs	2nd	2019	–
Guidelines to Harden Vessels	2nd	2022	–
Human Factors: Management and Self Assessment	1st	2021	–
Inert Gas Systems – The Use of Inert Gas for the Carriage of Flammable Oil Cargoes	1st	2017	–
Joint Industry Guidance – The Supply and Use of 0.50%-Sulphur Marine Fuel	1st	2019	Other industry associations
Linked Ship/Shore Emergency Shutdown Systems for Oil and Chemical Transfers	1st	2017	CDI
Loitering Munitions – The Threat to Merchant Ships	1st	2023	–
Management of Survival Craft on Fixed/Floating Offshore Installations: Preliminary Findings on Best Practice	1st	2023	–
Manning at Conventional Marine Terminals	1st	2008	–
Marine Breakaway Couplings	1st	2008	–
Marine Terminal Information Booklet: Guidelines and Recommendations	1st	2018	–
Mooring Load Analysis During Ship to Ship Transfer Operations	1st	2022	–
Northern Sea Route Navigation: Best Practices and Challenges	1st	2017	–
OCIMF Safety Bulletin – Sanchi and CF Crystal Collision Incident	1st	2020	–

Title	Edition	Published	Co-author
Offshore Vessel Operations in Ice and/or Severe Sub-Zero Temperatures in Arctic and Sub-Arctic Regions	1st	2014	–
Onshore Power Supply Systems: Preliminary Design Recommendations for Tankers and Terminals	1st	2023	–
Recommendation for converting Inland Tank-Barges from Open to Closed Cargo Operations in South and Central America	1st	2024	–
Recommendations for the Tagging/Labelling, Testing and Maintenance, Documentation/Certification for Ships' Lifting Equipment	1st	2005	–
Recommendations on Engineering Watch/Duty Period Handover and Inspection Routine	1st	2013	–
Recommendations on Hazard Assessment of Fuel Changeover Process	1st	2013	INTERTANKO
Recommendations on the Proactive Use of Voyage Data Recorder Information	2nd	2020	–
Recommendations on Usage of ECDIS and Preventing Incidents	1st	2020	–
Recommendations Relating to the Application of Requirements Governing Seafarers' Hours of Work and Rest	1st	2012	ICS, ISF
Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia	2nd	2022	Other industry associations
Safe Access on Ships with Exposed or Raised Deck Structures	1st	2012	–
Safety Critical Equipment and Spare Parts Guidance	1st	2018	–
Safety, Health, Environmental Issues and Recommendations for Shipboard Handling of Elevated Mercury Crude Cargoes	1st	2011	–
Sharing Lessons Learned from Incidents	1st	2018	INTERTANKO
Ship Security – Bridge Vulnerability Study	1st	2014	–
Ship Security – Hull Vulnerability Study	1st	2019	–
Static Towing Assembly Guidelines (STAG)	1st	2020	–
Temporary COVID-19 Precautions During an Inspection	1st	2020	–
Temporary Guidelines for Conducting a Vessel Inspection during Covid-19	2nd	2022	–
The Carriage of Methanol in Bulk Onboard Offshore Vessels	1st	2020	MSF
The OCIMF Human Factors Approach	1st	2020	–
The Guidelines on Cyber Security Onboard Ships	5th	2024	BIMCO
Transfer of Personnel by Crane between Vessels	1st	2018	–
Volatile Organic Compound (VOC) Emissions from Cargo Systems on Oil Tankers	1st	2019	–

Publications coming soon

Title	Due	Book or Information Paper
Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases	2025	Book
ISGINTT 2 – Portuguese translation	2025	Book
ISGINTT 2 – Spanish translation	2025	Book
Recommendations on the Use of Smart Autonomous Aids: Track Guidance Assistants for Inland Navigation (TGAIN)	2025	Information Paper
Onshore Power Supply	2025	Information Paper
Human Factors Publication Checklist	2025	Information Paper
Manning at Conventional Marine Terminals	2025	Information Paper
Guidelines for Deep Draught Vessels Navigating the Entrances to the Baltic Sea	2025	Information Paper
Management of attending vessels	2025	Information Paper





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