



# Annual Report 2023



# 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](mailto: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

# Message from the Chairman

2022 was a year of significant developments for OCIMF. Our secretariat, committees and working groups were able to meet in person again, making it easier for us to pursue our vision of a global marine industry that causes no harm to people or the environment.

Overall, ships' crew changes returned to normal, but pockets of challenge remained. Many regulators unfortunately did not use the pandemic to change the work practices around the free movement of seafarers. The safety and wellbeing of our seafarers must remain our collective number one priority.

As an industry, we don't consistently collect safety incident data, but there were signs in 2022 that accident rates are trending upwards. Whether this is influenced by industry under-investment, the psychological wellbeing of our seafarers, a lack of shore-based leadership visits to ships or otherwise, as OCIMF members we need to maintain our momentum and leverage the tools available to us. This also reminds us of the importance of considering human factors in everything we do.

We accept that humans make mistakes. It is recognised that human error is a precursor in almost all maritime incidents. We therefore need to ensure that our systems and controls are robust and resilient so that when we fail, we fail safely.

2022 was my first year as OCIMF Chairman and I was honoured to take over from Mark Ross. Mark was instrumental in the implementation of OCIMF's new strategy and supporting the organisation's ongoing work throughout the pandemic. Mark was also a strong advocate of building partnerships with other industry bodies – something I too believe in. OCIMF developed several new partnerships last year. To name two, OCIMF signed separate MoUs with PIANC and with the World Maritime University. We have grown our efforts at IMO on safety and, more lately, increased our focus on the environment.

At the June ExCom meeting, we recognised Luc Gillet's retirement from Total and OCIMF. Luc contributed significantly to OCIMF as an ExCom member for 14 years, and a Vice Chair for the last five. At the same time, I was delighted to welcome two new Vice Chairs, Andre Kostelnik of IMT and Waddah Ghanem of ENOC. Their insights and perspectives are already proving extremely valuable.

Karen's arrival as Managing Director, combined with the return of the committees and working groups, has substantially increased product output, as the refreshed OCIMF strategy is fully embedded. I am very pleased with the Secretariat's approach of identifying high priority work and acting accordingly in 2022. Of course, this wouldn't happen without the significant efforts of our members and the commitment of our Secretariat, and I would like to express my personal thanks.



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In 2022, ExCom made a conscious decision to defer SIRE 2.0 to allow both OCIMF and the industry to better prepare for its release. ExCom remains fully committed to the successful implementation of SIRE 2.0 but it needs to be seamlessly integrated into industry and that requires further time for rigorous review and preparations.

In 2023 we will see the full roll out of SIRE 2.0, which is the organisation's priority and a major milestone.

We will also see the introduction of new environmental emissions rules by IMO. OCIMF is uniquely placed to support further developments in line with our recently published Greenhouse Gas position paper.

In addition, we plan to compliment the developing best practices and guidance with enhanced advocacy for change through greater industry thought leadership.

I want to thank my colleagues on our committees, expert groups, communities of practice and the Secretariat for their enormous effort, commitment, and pride in delivering another successful year for OCIMF.

A handwritten signature in black ink, which appears to read 'Nick Potter'. The signature is fluid and cursive.

**Nick Potter, Chairman**

## OCIMF MEMBERSHIP

	Abu Dhabi National Oil Company (ADNOC)
	Addax Oryx Group
	Aker BP ASA
	Alma Petroli
	Ampol Group
	Angola LNG
	BASF SE
	Borealis AG
	BP Shipping Limited
	Braskem SA
	Cargill Ocean Transportation
	Cenovus Energy Inc
	Centrica PLC
	Cheniere Energy Inc
	Chevron Shipping Company LLC
	CNOOC
	Compagnie de Distribution des Hydrocarbures (LyondellBasell)
	Compania Espanola de Petroleos SA (CEPSA)
	ConocoPhillips
	Dana Petroleum Ltd
	Dolphin Energy Ltd
	Ecopetrol S.A.
	Emirates National Oil Company (ENOC)
	Empresa Nacional del Petroleos (ENAP)
	Enel Trade SpA
	Energy Transfer Partners LP (was Sunoco Logistics Partners LP)
	Engen Petroleum Limited
	Eni SpA
	EP Petroecuador
	Equinor ASA
	Essar Oil UK
	Excelerate Energy LLC
	Fortrec Petroleum and Chemicals Pte Ltd
	Hellenic Petroleum SA
	Hengyuan Refining Company (HRC)
	Hess Corporation

	HF Sinclair Corporation
	Indian Oil Corporation Limited
	INEOS Europe AG
	INPEX Corporation
	International Energy Co. Ltd.
	International Marine Transportation Limited (IMT)
	IPLOM SPA
	Irving Oil Ltd
	Ithaca Energy
	KMG International NV
	Koch Shipping PTE Ltd
	Kosmos Energy LLC
	Kuwait Oil Company
	Lukoil
	Lundin Norway AS
	Mabanaft
	Marathon Oil Company
	Marathon Petroleum Co. LP
	Martin Midstream Partners
	Maxcom Petroli SpA
	Medco E&P Natuna Ltd
	MISC Maritime Services SDN.Bhd. (MMS)
	Motor Oil (Hellas) Corinth Refineries SA
	Naturgy Energy Group S.A.
	Nayara Energy
	Neptune Energy
	Neste Corporation
	Nigeria LNG Limited
	Nigerian National Petroleum Corporation
	NuStar Energy LP
	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

	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
	Qatar Petroleum Corporation
	Raizen SA
	Reliance Industries Limited
	Repsol
	Santos WA Energy Ltd
	SARAS SpA
	Saudi Arabian Oil Company (Saudi Aramco)
	Sempra LNG
	Shell International Trading and Shipping Company Limited
	Singapore LNG Corporation Pte Ltd
	Sonangol USA
	Suncor Energy Inc
	TotalEnergies
	Tullow Oil Plc
	Unipecc Asia Company Limited
	Valero Marketing & Supply Co
	Vermillion Energy Resources
	Viva Energy Australia Ltd
	Vivo Energy
	Woodside Energy Ltd
	World Fuel Services Corporation
	YPF S.A.

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

# Managing Director's review

The OCIMF Secretariat was able to return to 29 Queen Anne's Gate, enjoying the new office space that was consolidated to one floor in 2021. The hybrid work model has been successful, allowing staff to balance a 50-50 split between office and remote working. The arrangement was initially difficult to navigate, with a few months of adjusting to train commutes and office background noise. However, the return to face-to-face meetings and the ability to informally share ideas in person created a productive office work atmosphere, while maintaining days for quiet concentrated remote work. The hybrid working environment now brings constructive noise and laughter to the office, signalling the organisation's healthy and inclusive culture.

In-person meetings and workshops were a refreshing reminder of the power of human interaction. Committees were able to quickly re-establish relationships and engage in conversation and debate. In the future, committees will continue with a mix of face-to-face and virtual meetings, and we will evaluate when expert and working group meetings would benefit from an in-person session.

Post-pandemic and working in a new normal, OCIMF firmly established the 2019 strategy and embedded the new ways of working. We delivered on many of our planned goals for 2022, only deferring work to 2023 when it was determined that sticking to the planned due date would be at the cost of quality.

In accordance with the refreshed strategy, the principal committees have been building multi-year risk-based plans. These plans ensure there is a finite list of valuable work, with each workstream properly prioritised, and member resource availability considered. This planning has enhanced engagement levels across the organisation.

The functional committees have been updating and following their plans, built in line with the strategy. The Legal Committee assisted on many subjects and was instrumental in advising OCIMF on sanctions management. The Maritime Security Committee partnered with industry, addressing emerging threats to members globally and collaborating to minimise the impact to mariners caught in crisis. Our hearts go out to mariners worldwide and we hope to see an end to the conflict in Ukraine soon. The Human Factors Committee continued to integrate human factors into our publications and



*The return to face-to-face meetings and the ability to informally share ideas in person created a productive office work atmosphere.*

influenced industry with the published positions on human factor considerations related to Covid-19, and ongoing armed conflict.

Focusing on greenhouse gas and air pollution management, the Environment Committee partnered with industry to document risks associated with shaft/engine power limitation and provide information on onshore power supply and emission control technologies. The committee will focus on the safe management of alternative fuels. OCIMF's engagement in decarbonisation will grow in 2023 and beyond.

SIRE 2.0 was deferred to allow both OCIMF and the industry to better prepare for its release. We adopted a phased approach to facilitate end-to-end testing and the integration and sharing of lessons learned before removing the existing system. We adopted a structured project management mindset, requiring rigorous critical

*In closing, 2023 will be another challenging year in which we will remain committed to efficiency, effectiveness, and performance as we envision a global marine industry that causes no harm to people or the environment.*

success factors and phase gates. This programme is fundamental to managing marine risk for many stakeholders, and the decision to defer its start was necessary to ensure minimal disruption.

Dedicated OCIMF Secretaries and committee members have continued to collaborate effectively and deliver high quality outputs. In 2022, our focus was to deliver higher performance. We trusted each other but verified that commitments were completed as agreed. I will continue to promote thought leadership through published and advocated best practice and actions, and further ensure accountability by strengthening our internal governance cycle.

In closing, I want to thank all our member representatives and the Secretariat for their dedication and accomplishments in 2022. 2023 will be another challenging year in which we will remain committed to efficiency, effectiveness, and performance as we envision a global marine industry that causes no harm to people or the environment.



**Karen Davis, Managing Director**

ABOUT OCIMF/HISTORY





# 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.

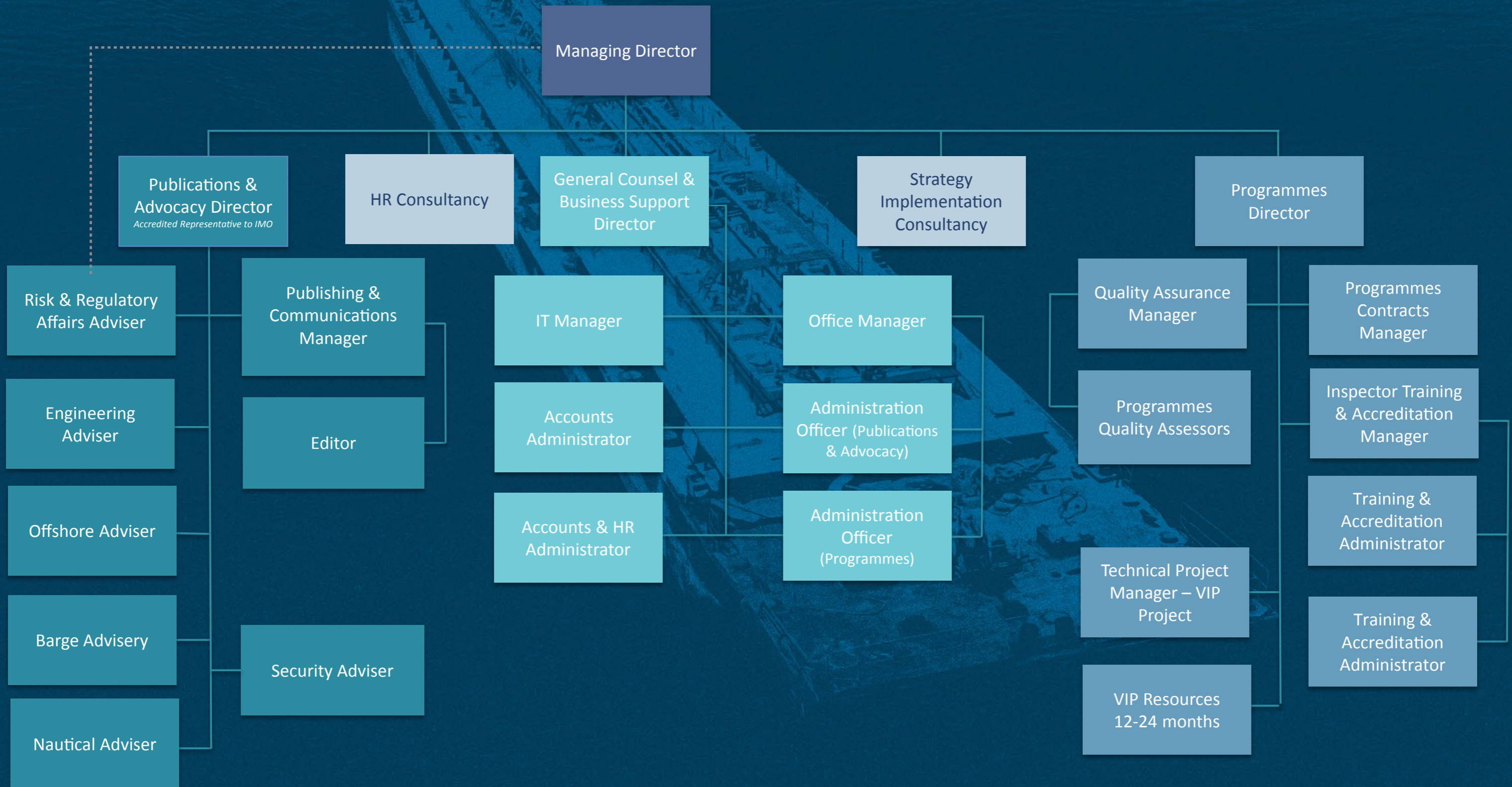
# About OCIMF

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. With the process of introducing new internationally accepted regulation 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



**Sam Megwa**  
Programmes Director  
(to April 2022)



**Aaron Cooper**  
Programmes Director  
(from April 2022)



**Saurabh Sachdeva**  
Publications &  
Advocacy Director



**Philip Pascoe**  
General Counsel and  
Business Support Director



**Russell Pegg**  
Security Adviser



**Sanchay Srivastava**  
Nautical Adviser  
(to April 2022)



**Kevin Coelho**  
Nautical Adviser  
(from April 2022)



**Graham Coles**  
Offshore Adviser



**Filipe Santana**  
Engineering Adviser



**Ton Mol**  
Barge Adviser



**Abhijit Aul**  
Risk and Regulatory  
Affairs Adviser



**Duncan Elsdon**  
Technical Project  
Manager - VIP Project



**Ajay Gour**  
Inspector Training &  
Accreditation Manager



**Patrick McGroggan**  
Quality Assurance  
Manager



**Sach Sharma**  
Quality Assurance  
Officer



**Aziz Benbelkacem**  
Programmes  
Contracts Manager



**Unni Menon**  
Quality Assessor

## SECRETARIAT



**Luo Hongbo**  
Quality Assessor



**Rohit Bajaj**  
Quality Assessor



**Sashi Gopala**  
Quality Assessor



**Tony Jones**  
Quality Assessor



**Louise Britchford**  
Training & Accreditation  
Administrator



**Anita Borsberry**  
Training &  
Accreditation Manager



**Fabiano Dias**  
IT Manager



**Pauline Gilbert**  
Accounts  
Administrator



**Teresa Cox**  
Accounts & HR  
Administrator



**Rebecca Harrison**  
Office Manager



**Kelly Hadley**  
Publishing &  
Communications  
Manager



**Symmone Cupidore-Roeg**  
Interim Publishing &  
Communications Manager  
(from March 2022)



**Sarah Campbell**  
Editor



**Emma Carter**  
Conference Facilities  
& Office Administrator  
(Publications & Advocacy)



**Rona Ramos**  
Administration Officer  
(Programmes), (from  
August 2022)

# OCIMF MILESTONES

**1970**

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



**2004**

Launch of Tanker Management and Self Assessment (TMSA)



**1971**

OCIMF was granted consultative status at the IMO



**2004**

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



**1975**

First OCIM guideline published: Ship to Ship Transfer Guide



**2000**

SIRE Inspector Training and Accreditation programme released

SIRE QMS receives ISO certification



**1990**

OPA Double Hulls



**1993**

Ship Inspection Report Programme (SIRE) launched



**2010**

Launch of Offshore Vessel Inspection Database (OVID)



**Future**

- GHG reduction
- New fuels
- Human Factors

**2011**

Marine Terminal Information System launched (MTIS)

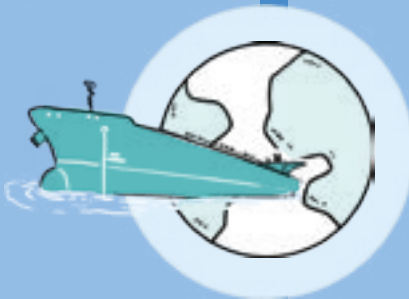


**2020**

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

**2016**

Global Inland and Coastal Barging Focus Group (GICBFG) formed



**2019**

Strategy review

**2016**

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



**Fourth Edition**  
 i. Human Factors  
 ii. Snapback  
 iii. HMSF

**2018**

Fourth edition of Mooring Equipment Guidelines (MEG4) published



OCIMF IN NUMBERS

**OCIMF**  
IN NUMBERS

**53**

YEARS OF OCIMF 1970 – 2023

**3**

PRINCIPAL COMMITTEES

**15**

FUNCTIONAL COMMITTEES AND  
EXPERT GROUPS

**25,453**

FOLLOWERS ON 

**3,057**

NEWSLETTER SUBSCRIBERS

**109** MEMBERS IN **45** COUNTRIES

- ANGOLA
- ARGENTINA
- AUSTRALIA
- AUSTRIA
- BRAZIL
- CANADA
- CHILE
- CHINA
- COLOMBIA
- EQUADOR
- FINLAND
- FRANCE
- GERMANY
- GREECE
- INDIA
- INDONESIA
- ITALY
- JAPAN
- KAZAKHSTAN
- KUWAIT
- MALAYSIA
- MEXICO
- MOROCCO
- NETHERLANDS
- NIGERIA
- NORWAY
- PERU
- PHILIPPINES
- PORTUGAL
- QATAR
- RUSSIA
- SAUDI ARABIA
- SINGAPORE
- SOUTH AFRICA
- SPAIN
- SWEDEN
- SWITZERLAND
- THAILAND
- UNITED ARAB EMIRATES
- UNITED KINGDOM
- UNITED STATES
- VIETNAM



**52**

INFORMATION PAPERS

**32**

BOOKS

SHIPS  
INSPECTED

9,447

REPORTS UPLOADED  
22,766  
REPORTS DOWNLOADED  
167,814

BARGES  
INSPECTED

7,782

REPORTS UPLOADED  
9,335  
REPORTS DOWNLOADED  
40,025

OFFSHORE  
VESSELS INSPECTED

2,911

REPORTS UPLOADED  
3,042  
REPORTS DOWNLOADED  
2,140

358 OVID INSPECTORS

496 SIRE SHIP INSPECTORS (CAT 1)

134 SIRE BARGE INSPECTORS (CAT 3)

OIDV STATISTICS

	TOTAL
TOTAL VESSELS REGISTERED AT END 2022	6,517
VESSELS REGISTERED IN 2022	462
NUMBER OF INSPECTIONS	3,042
NUMBER OF VESSELS INSPECTED	2,911
INSPECTIONS PURCHASED - DISTINCT INSPECTIONS	1,508
INSPECTIONS PURCHASED - TOTAL PURCHASE	2,140
TOTAL OPERATORS REGISTERED END OF 2022	1,306
NUMBER OF OPERATORS REGISTERED IN OVID	88
TOTAL OVMSAS PUBLISHED AT END 2022	1,002
OVMSAS PUBLISHED IN 2022	388

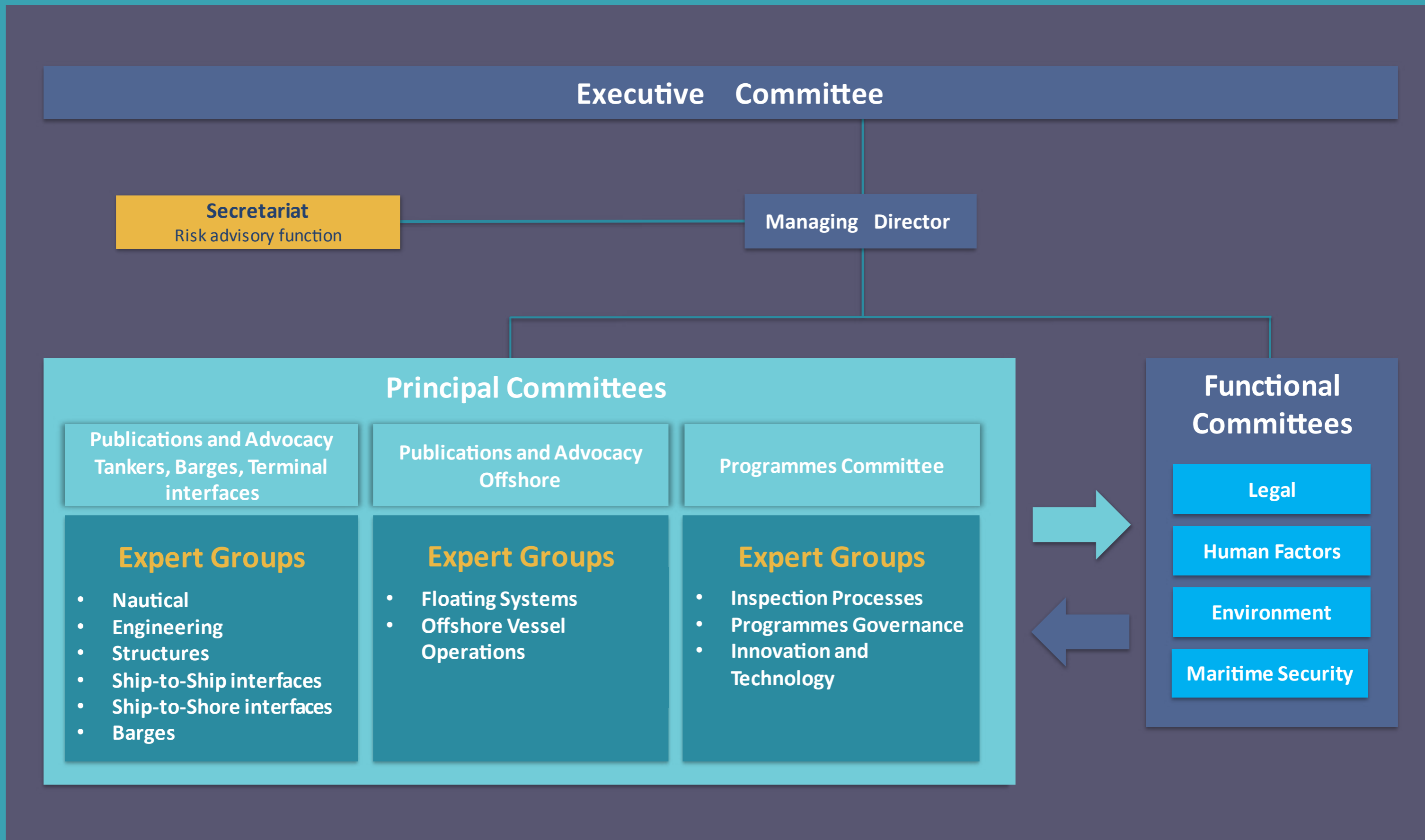
SIRE STATISTICS

	SHIPS CAT 1	BARGES CAT 3	TOTAL
TOTAL VESSELS REGISTERED AT END 2022	4,160	4,420	8,580
VESSELS REGISTERED IN 2022	505	416	921
NUMBER OF INSPECTIONS	22,766	9,335	32,101
NUMBER OF VESSELS INSPECTED	9,447	7,782	17,229
INSPECTIONS PURCHASED - DISTINCT INSPECTIONS	31,083	12,545	43,628
INSPECTIONS PURCHASED - TOTAL PURCHASE	167,814	40,025	207,839
TOTAL OPERATORS REGISTERED END OF 2022			2,277
NUMBER OF OPERATORS REGISTERED IN SIRE			254
TOTAL TMSAS PUBLISHED AT END 2022			1,237
TMSAS PUBLISHED IN 2022			1,346

141 MTIS BERTHS REGISTERED

23 MTIS TERMINALS REGISTERED





# 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 2022.

by ExCom. The ExCom supported proposed job descriptions for approved new positions starting in 2023; Governance and Performance Manager, Senior Information Technology (IT) Manager and the Environmental Adviser.

## 2022 activity

ExCom 89 took place at OCIMF’s offices in London, with most attending in person. Managing Director Karen Davis shared her impressions of her first six months at OCIMF and her plans for the coming period. ExCom reviewed the progress of the strategic objectives and organisational goals since the new strategy was embedded and looked at operational efficiency going forward. ExCom 90 in Singapore reviewed the 2022 achievements against the goals for 2022, as well as the 2023 organisational goals. The Managing Director discussed work to develop regional member engagement. The Programmes Director provided an update on the SIRE 2.0 project and the work to launch the new programme. ExCom discussed and approved the Managing Director’s proposed prudent budget for 2023, together with a five-year budget. The updated Risk Register was reviewed. The Managing Director briefed that the Risk Register was a key part of a governance cycle where goals were prioritised around risk with performance being monitored by the Secretariat Leadership Team and Finance Audit and Risk Committee. HF Sinclair Corporation and Raízen SA were approved as new OCIMF members. ExCom supported proposed changes to the membership criteria, the details of which will be developed by the Secretariat for approval

<p><b>Chair</b></p> <p><b>Nick Potter</b> (Shell)</p> <p><b>Vice Chairs</b></p> <p><b>Andre Kostelnik</b> (IMT)</p> <p><b>Waddah Ghanem</b> (ENOC)</p>	<p><b>Members represented</b></p> <p>BP Chevron ConocoPhillips ENOC Equinor IMT Marathon PIMA Saudi Aramco Shell TotalEnergies</p>	<p><b>Meetings in 2022</b></p> <p><b>ExCom 89</b> <b>23 June</b> London</p> <p><b>ExCom 90</b> <b>30 November</b> Singapore</p>
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# Finance, Audit and Risk Committee

## Purpose

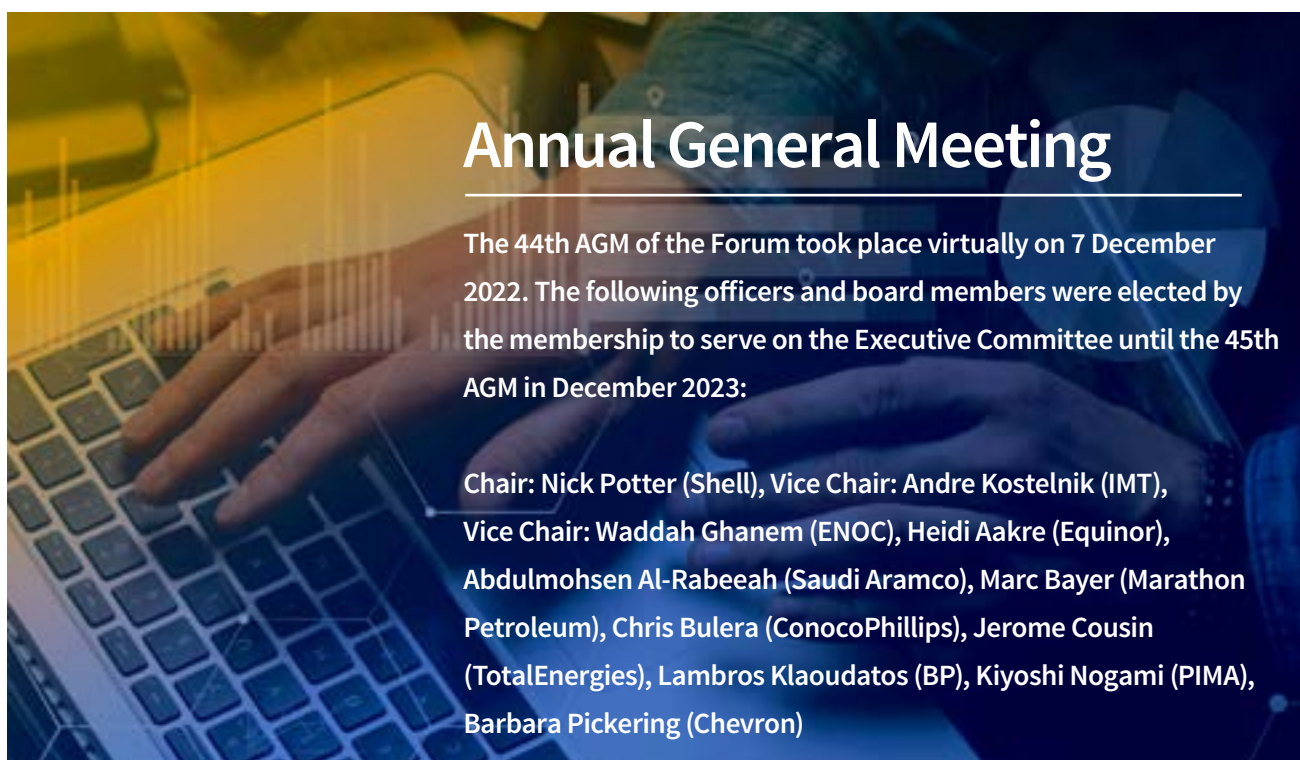
The Finance, Audit and Risk Committee is a sub-committee of ExCom. The sub-committee supports ExCom by providing oversight of OCIMF finances, including the annual audit and budgets. The sub-committee also provides expertise and oversight of OCIMF business risks.

## 2022 activity

The Finance, Audit and Risk Committee met several times in 2022 and undertook the following activities:

- Approved its Terms of Reference.
- Reviewed the 2020 financial audits.
- Reviewed the OCIMF budget for 2022 and its five-year budget.
- Risk work:
  - Risk Appetite Matrix completed.
  - Establish mechanism to identify OCIMF’s emerging risks. This will take the form of an Emerging Risks Group to meet bi-annually.
  - OCIMF Risk Register to identify top five business risks.
  - Coordinated finance, audit and risk within a governance cycle.

<p><b>Chair</b></p> <p><b>Marc Bayer</b> (Marathon Petroleum)</p> <p><b>Secretary</b></p> <p><b>Philip Pascoe</b> (OCIMF General Counsel and Business Support Director)</p>	<p><b>Members represented</b></p> <p>Equinor Marathon Petroleum Shell</p>
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## Annual General Meeting

The 44th AGM of the Forum took place virtually on 7 December 2022. The following officers and board members were elected by the membership to serve on the Executive Committee until the 45th AGM in December 2023:

**Chair:** Nick Potter (Shell), **Vice Chair:** Andre Kostelnik (IMT),  
**Vice Chair:** Waddah Ghanem (ENOC), Heidi Aakre (Equinor),  
 Abdulmohsen Al-Rabeeah (Saudi Aramco), Marc Bayer (Marathon Petroleum),  
 Chris Bulera (ConocoPhillips), Jerome Cousin (TotalEnergies),  
 Lambros Klaoudatos (BP), Kiyoshi Nogami (PIMA),  
 Barbara Pickering (Chevron)

# Publications and Advocacy Committee – Tankers, Barges and Terminal Interfaces



## Purpose

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

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.

## 2022 activity

2022 was the year of embedding our new strategy. During the year, we held two industry seminars to talk about safety and the environment with industry stakeholders and partners. We developed the multiyear strategic plans for the committee.

The committee agreed to prioritise the top five risks across TBT. Risk management for HSSE related technical and safety decisions will be based on the following three core principles:

1. Data from our SIRE inspections and industry statistics.
2. Members’ inputs, concerns and challenges, along with evaluation of bow ties threats and challenges.
3. Emerging regulations or changes in the maritime environment – constant monitoring of this space to identify any emerging issues and how to deal with them through member collaboration.

Other key committee discussions and decisions included:

- Complete work on *International Safety Guide for Inland Navigation Tank-barges and Terminals* second edition, to be launched in 2023. Agreement to develop a new global barge guide.
- Continue to implement five-year publications plan. Establish an advocacy and engagement plan.
- Barging – conducted a strategic review for regional activities covering Europe, North America, South and Central America, China and South East Asia.
- Completed Programmes integrations covering BIRE for Europe and commenced activities for other regions.

Chair	Members represented	Meetings in 2022
<b>Aled Roberts</b> (bp)	ADNOC Aker BP Ampol BP Cheniere Chevron ENI ENOC Equinor Excelerate Energy ExxonMobil Marathon Petroleum MMS Neste NLNG Pan American Energy Petrobras P66 Saudi Aramco Shell TotalEnergies Viva Energy YPF	<b>04</b> <b>23–24 March</b> Joint meeting with P&A Offshore committee
<b>Vice Chairs</b> <b>Raj Shetty</b> (ENOC) <b>John De Rose</b> (Excelerate Energy)		<b>04A</b> <b>14 September</b> Intersessional
<b>Secretary</b> <b>Saurabh Sachdeva</b> (OCIMF P&A Director)		<b>05</b> <b>10–11 October</b>
		<b>12 October</b> Joint P&A TBT and Offshore seminar

# Publications and Advocacy Committee – Offshore



## Purpose

The Publications and Advocacy Committee – Offshore (P&A Offshore) provides leadership and oversight in the delivery of best practices and regulatory advocacy that are focussed 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 500m 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.

## 2022 activity

P&A Offshore Committee strengthened its external engagement footprint, inviting IMCA and IOGP colleagues to collaborate on managing and promoting lifesaving principles and enhancing HSSE in the marine sector through joint work to write a new best practice paper on the safe launching and maintenance of offshore lifeboats on platforms.

Key committee discussions and decisions included:

- Conducted risk workshops to develop a multiyear strategic plan for Offshore Committee activities. These were then prioritised into clear actions.
- Revision of offshore publications.

- Development of lifeboat safety information paper on best practices for alternative means of testing and maintenance of lifesaving appliances on offshore, fixed and/or floating installations.
- Review of technical contents for Offshore Vessel Inspection Questionnaire and supporting inspector training.
- Identify OCIMF’s scope and remit regarding offshore use of renewable energies, by identifying key stakeholders and ways to support members’ interests through best practice guidance and management of risks in this area.
- Identified need to develop an advocacy activity plan linked to the multiyear strategic plan of activities and key risks.

<p><b>Chair</b></p> <p><b>Don Davis</b> (Chevron)</p> <p><b>Vice Chairs</b></p> <p><b>Matthieu Bougeant</b> (Total Energies)</p> <p><b>Ash Haq</b> (Suncor)</p> <p><b>Secretary</b></p> <p><b>Saurabh Sachdeva</b> (OCIMF P&amp;A Director)</p>	<p><b>Members represented</b></p> <p>AkerBP bp Chevron ENI Equinor ExxonMobil Petrobras Shell Suncor TotalEnergies Viva Energy Woodside</p>	<p><b>Meetings in 2022</b></p> <p><b>04 23–24 March</b> (London)</p> <p><b>04A (Interseasonal) 15 September</b> (Hybrid)</p> <p><b>05 13–14 October</b> (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.
- To set and deliver objectives to meet or exceed ISO 9001 requirements.
- To manage the OCIMF Innovation and Technology Expert Group.
- To maintain OCIMF programmes reputation as a trustworthy source.

## 2022 activity

In 2022, the Programmes Committee continued to provide direction related to SIRE and SIRE 2.0, including supporting the process of bringing third party inspection companies under the OCIMF programmes governance regime. The Committee supported further enhancements to the crew matrix and the OCIMF Port State Control (PSC) repository to further centralise PSC data for marine assurance purposes. The Programmes Committee has continued to be involved as per the governance model in the SIRE 2.0 delivery, supporting the work of the VIP (SIRE 2.0) steering group. This includes agreeing to the SIRE 2.0 phased roll out plan.

### Chair

**Ed Barsingerhorn**  
(Shell)

### Vice Chair

**Javed Bhombal**  
(IMT)

### Secretary

**Aaron Cooper**  
(OCIMF Programmes Director)

### Members represented

Ampol  
BP  
CEPSA  
Chevron  
ConocoPhillips  
Eneos  
ENI  
ENOC  
Equinor  
Excelerate Energy  
IMT  
Marathon Petroleum  
Neste  
NLNG  
P66  
Pan-Energy  
PIMA  
Repsol  
Saudi Aramco  
Shell  
TotalEnergies

### Meetings in 2022

**30–31 March**

**21–22 September**





# SIRE 2.0

The SIRE 2.0 tanker inspection reporting scheme continued its development through 2022 to bring the existing programme in line with the evolving needs and requirements of the marine industry. The new regime, SIRE 2.0, will supersede the existing SIRE programme when it becomes fully operational in 2023.

SIRE launched in 1993 to provide a practical tool and processes to help industry reduce incidents and accidents in line with the OCIMF mission and vision. SIRE has now governed over 180,000 inspection reports and has become a crucial risk assessment tool for the industry.

However, as the marine industry continues to evolve, its risk profile changes. Therefore, OCIMF has been working to upgrade and future-proof this safety-critical inspection scheme to ensure it can be adapted more readily to account for emerging risks, new technologies and updated regulations.

## Implementation

In August 2022, the implementation strategy for SIRE 2.0 was closely reviewed with the membership and the decision was taken, endorsed by ExCom, to adopt a phased roll out plan. SIRE 2.0 is a significant change and it is vital that industry is fully prepared before full alignment with the new programme commences.

### *Phase 1: SIRE 2.0 internal testing*

One-month User Acceptance Testing involving the OCIMF Secretariat and vessel operators who have previously been involved in SIRE 2.0 trial inspections. The goal is to rigorously test the full end-to-end reporting process.

### *Phase 2: Beta test of full end-to-end process*

A two-month testing period with optional participation from invited parties, with a goal to test the end-to-end process without assistance from OCIMF.

### *Phase 3: Unlimited beta test of full end-to-end process*

A four-month transition period allowing participation for all programme users. The goal is to allow all submitting companies, vessel operators and programme recipients to use and familiarise with the SIRE 2.0 system prior to full launch.

### *Phase 4: SIRE VIQ7 withdrawn*

SIRE 2.0 launches and replaces the existing SIRE system as the commercial tanker inspection programme.

## Digitalised tanker inspections regime

Under SIRE 2.0, physical vessel inspections carried out by OCIMF-approved inspectors will continue to take place, but the overall programme will be digitalised. One obvious difference will be inspectors' use of an intrinsically safe tablet installed with bespoke inspection software to record their observations while onboard.

As inspectors will be using tablet devices to report their observations in real time while onboard, reports can also be supported with photographic evidence (where permitted) for the first time ever, ensuring greater transparency and objectivity throughout the inspection process. There is also more room for context; questions in the Compiled Vessel Inspection Questionnaire (CVIQ) require the inspector to provide responses based on hardware, processes and human factors with observations graded from 'not as expected' through to, in the case of human factor responses, 'exceeds expectation'.

SIRE 2.0 will more accurately and transparently report on the quality of a vessel and its crew (on an ongoing basis) and indicate future likely performance, using enhanced tools, strengthened governance processes and more in-depth reporting outcomes, following a risk-based approach.

## Taking a risk-based approach

In what will be a marked step-change for industry, under SIRE





SIRE 2.0 no two inspections will be the same. Instead of a static questionnaire with yes/no answers, SIRE 2.0 inspections will be conducted in digital format, in real-time, with inspectors completing a CVIQ using a tablet device. The move to a digital solution means that every tanker inspection will be bespoke, with questions drawn from a large SIRE 2.0 Question Library (SQL). An algorithm will select questions based on the type of vessel, its outfitting and operational history to create a one-time CVIQ for the SIRE inspector to complete.

This more robust regime requires adherence to best practice and regulations, and should, by extension, tangibly improve vessel safety and environmental performance.

### Key outcomes for industry

SIRE 2.0, in short, brings this crucial inspection programme into line with how the industry and people work today and will ensure that the programme itself can more readily evolve in line with the constantly changing risk profile of the marine industry.

The new reporting scheme is not just an upgrade to the existing programme; it is a complete overhaul – and its success relies on changing the mindset of all involved in how they prepare for, conduct and use the results of SIRE 2.0 inspections. Vessel owners, operators, managers and charterers, as well as third-party vetting companies and inspectors will need to consider re-evaluating their approach to vessel inspections and vetting

### Management of Change process

To develop SIRE 2.0, OCIMF's Vessel Inspection Project (VIP) Steering Group and working groups have been working closely with members, submitting companies, programme recipients, inspectors, industry partners and third-party service providers for several years.

Given that SIRE 2.0 will be a significant change for industry, OCIMF has implemented a robust Management of Change (MoC) process underpinning the development of the SIRE 2.0 programme and its supporting infrastructure. The MoC process includes regular assessments of the project's progress against a wide range of 'critical factors', with rigorous review stages which ensure that, when SIRE 2.0 is launched, all parties are adequately prepared for the transition.

Additional training and familiarisation programmes and consultation stages have been included in the implementation schedule.

OCIMF is incredibly grateful for all the support and input provided by members, programme participants and industry partners throughout the development of SIRE 2.0. OCIMF is confident that the move to this updated, enhanced and future-proof regime will tangibly improve the safety of the marine industry for decades to come.



## Key amendments and additions under SIRE 2.0

- **Use of tablet devices** to digitalise the inspection reporting process and expand the depth and breadth of reporting capabilities, including supporting photographs and evidence.
- **Enhanced inspection criteria** on equipment, procedures, and human factors, to further improve control over vessel safety systems and processes.
- **Significantly improved software system** to deliver a risk-based, bespoke Compiled Vessel Inspection Questionnaire (CVIQ) tailored to each inspection with graded responses.
- **Additional pre-inspection processes** and more robust monitoring protocols on the inspection process to enhance transparency.
- **Use of real-time reporting** to allow inspections and feedback to be reported and documented in real-time and to allow inspections to be completed more efficiently.
- **Revised and updated policies, procedures, and user guidance** housed in an online process documentation library.
- **Robust governance processes** to provide greater transparency and control for all parties involved in the programme, either directly or indirectly.
- **Significant enhancements to training** and continuing development of inspectors to ensure the highest standard of delivery is maintained and improved.

# Tablet-based inspections

OCIMF's new SIRE 2.0 vessel inspection regime will more accurately report on the quality of a vessel and its crew, with bespoke IT software using an intrinsically safe tablet device.

Use of the tablet device for conducting inspections will:

- Provide tools that will strengthen governance processes and allow more in-depth inspection reports.
- Provide the inspector with ready access to industry guidance and vessel operator supplied information.
- Support dynamic question allocation allowing a detailed review of equipment, procedures and human based aspects of each allocated question, resulting in more focused inspection report content.
- Enable richer data collection to further improve oversight of vessel safety systems and processes.
- Allow greater transparency for all parties by using GPS tracking, recording the date and time of each response provided and recording the addition and removal of negative observations.
- Allow the inclusion of photographic evidence, where permitted by a port or terminal, to support observations.
- Verify photographs provided by a vessel's operator showing the vessel's physical and cosmetic condition.

**The decision to introduce the use of tablets was taken by OCIMF only after the safety and security risks were evaluated -and OCIMF was satisfied that they can be managed.**

The tablet device was selected after extensive research followed by repeated trial inspections. The chosen device is as follows:

- Manufacturer: i.safe MOBILE
- Model: IS930.1

Approvals: ATEX, IECEx, NEC500, EAC, INMETRO, KCs, PCEC, JNIOASH, SANS

The tablet device is:

- Capable of using only the OCIMF SIRE 2.0 software and approved support applications.
- Locked down using Mobile Device Management software to prevent the use of unauthorised programmes, applications, tools or data transfer connections.



- Fitted with cameras which can only be accessed through the SIRE 2.0 software, but which can be fully and demonstrably isolated if photography is prohibited onboard a vessel, at a terminal or in a port.

**To ensure the tablets will always comply with safety and security requirements, OCIMF has contracted a specialist company to:**

- Develop a Mobile Device and Application Management solution, which, in addition to implementing the necessary security controls to enforce security and safety policies, enables OCIMF to prevent the tablet being used for any purpose other than those permitted as part of the SIRE 2.0 Programme, including:
  - Restricting access to the internet to only the SIRE 2.0 application so it can synchronise with the remote databases.
  - Ensuring photographs taken during an inspection lock to the appropriate section of the report and cannot be transmitted outside of the SIRE 2.0 software.
  - Providing activity logs that demonstrate when the camera is disabled or only available for use by the SIRE 2.0 inspection application, in line with port or terminal regulation.
- Manage tablet replacement or repairs to ensure that approvals and certifications are maintained according to issuing authority and national and/or regional regulations.

SIRE 2.0 inspections are only authorised when conducted by an accredited inspector and performed on an OCIMF approved inspection tablet.

**SIRE 2.0 training for inspectors has included comprehensive guidance on the use of the tablet.**

The tablet must not be operated if:

- It is physically damaged.
- There is any doubt regarding the integrity of the tablet and continued compliance with Ex standards.
- The tablet hardware/software is malfunctioning.

Before using the tablet camera during an inspection, the inspector must comply with:

- Any restriction imposed by the port and/or terminal authorities.
- Any onboard restriction in accordance with instructions from the Master or contained within company procedures.

Any photographs taken must not include:

- Any people.
- Any document or logbook unless to specifically support a documented observation.
- Any document or logbook displaying personal or company specific information.
- The port facilities.
- Terminal facilities except:
  - The marine loading arm or hose connection inboard of the ship's rail and then only to include sufficient detail to support an observation relating to the ship/shore interface under the joint control of the ship's crew and terminal.
  - The means of access to the vessel and then only to include sufficient detail to support an observation relating to safe access under the control of the ship's crew.

- Anything that the Master states is restricted in accordance with documented company procedures.

Inspectors must not:

- Use personal intrinsically safe mobile phones, tablets, or computers outside the main accommodation block during a SIRE 2.0 inspection.
- Use any personal electronic device to record still images, video footage or audio files while onboard a vessel to conduct a SIRE 2.0 inspection.

**Supporting documentation carried by inspectors will include:**

- **Tablet certification** – To provide details of the Ex rating to which a tablet had been designed and manufactured (also clearly marked on the tablet itself).
- **Ports and Terminals letter** – To provide details of the tablet device issued to an inspector along with a request for the terminal and/or port representatives to inform the inspector of any restrictions on the use of the tablet camera.
- **Master letter** – To provide details of the tablet device issued to an inspector along with a request for the Master to inform the inspector of any restrictions on the use of the tablet camera during the inspection.
- **Rules for the use of the Tablet Camera and Voice Recorder** – Provides details of how the tablet camera and voice recorder should be used during an inspection, including the compliance with any port or terminal restrictions.



# Industry engagement and collaboration

2022 was a busy year for OCIMF. The Secretariat travelled to key regions, establishing our presence with governments, stakeholders and industry. We were able to return to face-to-face meetings, hosting events, attending industry conferences and engaging closely with our partners to promote our mission, vision and strategic objectives and, crucially, to listen to their concerns and needs.

## A global footprint

Secretariat members travelled widely, engaging with members, stakeholders and industry in the following regions:

## Industry collaboration

Throughout 2022 we continued to build upon relationships with industry organisations. We have done this sometimes formally, through Memoranda of Understanding (MoU), and in other cases through engagement in events, working groups, initiatives and committees.



## Engagement with the barging community

In 2022 it was possible to travel again and meet people face to face after a period of two years. OCIMF took the opportunity to meet members and industry stakeholders in the barging industry worldwide.

In May, the Managing Director, P&A Director, Inspector Training and Accreditation Manager and the Barge Adviser started this process in Europe, visiting barges, offices of operators, a trade show, traffic control centre and branch organisations. During the Maritime Industry trade show in Gorinchem, Netherlands, OCIMF organised a meeting with operators and other industry stakeholders in conjunction with Platform Zero Incidents.

In June we made contact with the American Waterway Operators (AWO) and made plans to join the Summer Safety Summit in Chicago in August. We joined the AWO's two-day conference, visited members, joined a meeting regarding Third Party Organisations and US Coast Guard Subchapter M regulations, visited a terminal, tugboat and barges.

We visited South and Central America twice in 2022. The first visit was in October, when we attended the SLOM Jornada. During this week, we had several meetings with members and organised



the OCIMF day event. In December, we went to Buenos Aires to hold extra meetings with our members and to visit barges and a terminal. We also organised a special meeting with local operators.

The last and perhaps biggest region is Asia, and especially China. Due to the Covid-19 regulations, it was not possible to visit, but we organised extra meetings with our local members throughout the year. As Covid-19 restrictions are lifted in 2023, we plan to hold meetings in this region.

### World Maritime University

An OCIMF delegation visited the World Maritime University (WMU) in Malmo, Sweden, in August where Managing Director Karen Davis signed a new MoU to strengthen our collaborative work in the field of human factors in safety and incident investigation and to support the IMO's drive for maritime decarbonisation.

The MoU was co-signed by WMU President Dr. Cleopatra Doumbia-Henry. It builds upon the existing strategic partnership, which has already contributed to the White Paper, *Towards a Safety Learning Culture for the Shipping Industry*, as part of the EU's SAFEMODE project.



### Guidelines for Offshore Marine Operations

OCIMF has joined Guidelines for Offshore Marine Operations (GOMO) as a Steering Group member.

GOMO aims to provide guidance in the best practices that should be adopted to ensure the safety of personnel on board all vessels servicing and supporting offshore facilities, and to reduce the risks associated with such operations.

For more information visit [www.g-omo.info](http://www.g-omo.info)

### International Association of Oil and Gas Producers

Building on the longstanding relationship between the International Association of Oil and Gas Producers (IOGP) and OCIMF, the two organisations have strengthened their association, working towards a formal MoU. This would establish the basis for engagement between OCIMF and IOGP.

By working together, the two organisations aim to increase the effectiveness of their work in matters of health, safety, security, and environment/sustainability (HSSE) for the global upstream and marine industry.

### World Association for Waterborne Transport Infrastructure

OCIMF signed a memorandum of understanding (MoU) to formalise the working relationship with the World Association for Waterborne Transport Infrastructure (PIANC). One of the key components of the MoU is participation in each other's key committees to strengthen collaboration opportunities. In this spirit, OCIMF has joined PIANC's Maritime Navigation Commission (MarCom), while PIANC has joined OCIMF's Structures Expert Group.

### Global Maritime Forum

OCIMF met senior representatives from the Global Maritime Forum, Maersk Mc-Kinney Møller Center and Zero North in Copenhagen to discuss how the organisations can work collaboratively to support decarbonisation of the maritime industry through furthering technical excellence.

There was an open dialogue about the challenges and the opportunities that can be tackled through partnership and sharing of expertise. Discussions included how to share learnings and outcomes from research, a review of lifecycle assessment of new fuels from the perspective of safety and users, international technical standards on cold ironing, and consideration of new tools and technology for digital optimisation and operational efficiencies in the sector.

### Latin American Society of Marine Oil Terminals and Monobuoy Operators

OCIMF attended an international workshop organised by the Latin American Society of Marine Oil Terminals and Monobuoy Operators (SLOM) to support the discussions between OCIMF, SLOM and the Nautical Institute.

OCIMF Day was an event organised to share OCIMF's current work and plans with the Central and South American marine community and supported by SLOM. The event took place on 4 October 2022 in Cartagena, Colombia.



# 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.

## 2022 activity

The HFC continued in its efforts integrating human factors across publications and programmes, with a high level of engagement from HFC member representatives.

A Memorandum of Understanding was signed between OCIMF and the World Maritime University (WMU), based in Sweden, to continue collaboration with an aim to integrate human factors in the maritime industry. OCIMF continued its involvement in SAFEMode, an EU-funded project that works towards strengthening cooperation between the aviation and maritime sectors around human factors, aiming to achieve more efficient and resilient modes of transportation. The two organisations also

collaborated on work around diversity and inclusion and working/ rest hours.

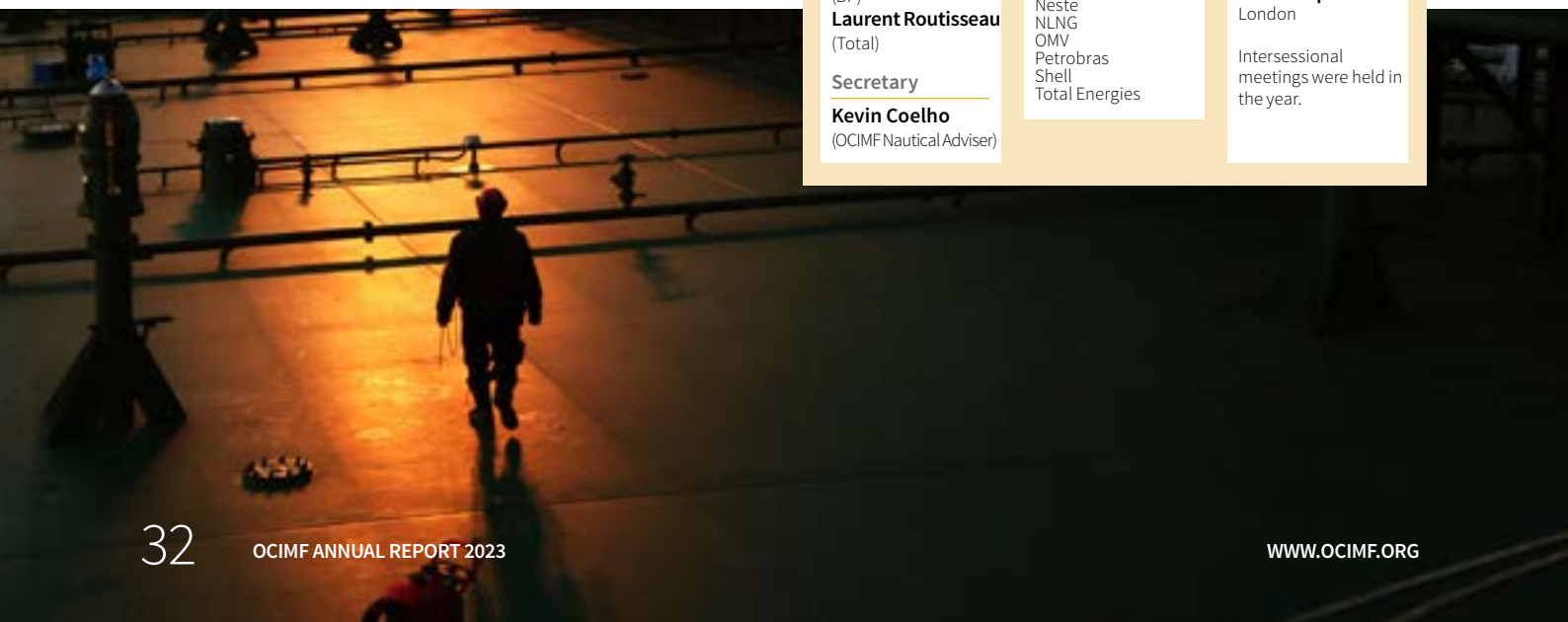
A position paper, *Human Factor Considerations Related to Ongoing Armed Conflict*, was published in May 2022. The position paper highlights challenges faced by personnel on tankers, terminals, barges and offshore maritime sectors because of the situation in Ukraine and includes a call for action from relevant industry stakeholders. The HFC also contributed expertise to the working group currently writing a new information paper on drug and alcohol use onboard ships.

The HFC contributed where required to various work-streams in the SIRE 2.0 Programme, including non-technical human factors training for inspectors and quality assessors and with the training videos for vessel operators, ship staff and vetting operators. Towards continuous awareness of human factors and integration where necessary, the HFC has briefed a number of stakeholders and internal Expert Groups.

The HFC continues to engage with external stakeholders in the industry, including the Human Element Industry Group, INTERTANKO, Nautical Institute, UK Maritime and Coastguard Agency, WMU, International Association of Oil and Gas Producers, SIGTTO, Kiel Centre and more.

The HFC via OCIMF supported the SAFEMODE white paper, *Towards a safety Learning culture for the Shipping Industry*. And at the IMO, co-sponsored the WMU human factors paper submission to Maritime Safety Committee 106 and supported InterManager’s paper on enclosed space entry.

<p><b>Chair</b></p> <p><b>Terry Luke</b> (Chevron)</p> <p><b>Vice Chairs</b></p> <p><b>Victoria Norris</b> (BP)</p> <p><b>Laurent Routsseau</b> (Total)</p> <p><b>Secretary</b></p> <p><b>Kevin Coelho</b> (OCIMF Nautical Adviser)</p>	<p><b>Members represented</b></p> <p>BP Chevron ENI ENOC Equinor ExxonMobil Neste NLNG OMV Petrobras Shell Total Energies</p>	<p><b>Meetings in 2022</b></p> <p><b>04</b> <b>8 March</b> Virtual</p> <p><b>05</b> <b>28–29 September</b> London</p> <p>Intersessional meetings were held in the year.</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.

## 2022 activity

The Legal Committee carried out the following in 2022:

- Provided support to OCIMF programmes including:
  - SIRE 2.0:
    - Inspector governance.
    - GDPR and data protection.
    - Question set review, hardware observation tool.
- Reviewed OCIMF publications.
- Reviewed membership criteria and policy.
- Supported IMO and IOPC Funds issues.
- Reviewed sanctions.

<p><b>Chair</b></p> <p><b>Rob Melvin</b> (BP)</p> <p><b>Secretary</b></p> <p><b>Philip Pascoe</b> (OCIMF General Counsel and Business Support Director)</p>	<p><b>Members represented</b></p> <p>BP Chevron ENOC Equinor IMT Phillips 66 PIMA Saudi Aramco Shell TotalEnergies</p>	<p><b>Meetings in 2022</b></p> <p><b>05</b> <b>31 May 2022</b></p> <p><b>06</b> <b>14 November 2022</b></p>
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# Maritime Security Committee

## Purpose

The Maritime Security Committee (MSC) adopts an agreed risk methodology based on threat assessment, intelligence gathering, analysis/threat monitoring and 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.

## 2022 activity

The maritime security challenges faced in 2022 were quite different from the previous year; global piracy attacks hit the lowest level in decades while more technical asymmetric threats emerged from regional conflicts. A welcome downturn in the number of attacks against vessels and reduction in kidnap and ransom (K&R) incidents in the Gulf of Guinea continued, bolstered by the development of regional capabilities and the presence of international navies. OCIMF continued to co-chair the Joint Industry/NIMASA Working Group whose strategy and key objectives were developed to favourable effect throughout the year. Despite a benign maritime environment, conditions on land can quickly change and the region remains an area of considerable risk.

Further afield, uncertainty in the Middle East was compounded by hostilities in the Black Sea region having significant impact on energy transportation. A key announcement of 2022 was the removal of the Indian Ocean High Risk Area. Industry associations had carefully monitored the suppression of Somali piracy and as other, higher priority, maritime threats manifested themselves, change was necessary. An example of where members have been challenged is the threat from aerial drones, which operate at vast range, are extremely difficult to detect and even more difficult to protect against. It has been crucial to maintain key relationships with the UK Maritime Trade Operations (UKMTO) Dubai, the Combined Maritime Forces (CMF) and the International Maritime Security Construct (IMSC), which actively supported industry with timely threat information. Practical cooperation to strengthen industry/military cooperation was achieved by member participation in the 2022 International Maritime Exercise, involving 60 nations operating across the Middle East and in the Gulf of Guinea, to develop Nigeria’s Deep Blue capability.

Post-pandemic travel allowed the MSC to rekindle several important relationships and maintain a prominent level of engagement at regional and international forums. Contribution to create a new strategy for the Contact Group on Illicit Maritime Activities in the Western Indian Ocean was significant, as was interaction with many regional states to ensure the removal of

the HRA was managed sensitively. For maritime security, 2022 will be remembered as a year of change – traditional threats faded as new dangers came to the fore, a reflection of the uncertain environment in which members operate.

Chair	Members represented	Meetings in 2022
<b>Jose Parejo</b> (CEPSA)	Ampol BP Cheriere Energy Chevron CEPSA Equinor Excelerate Energy IMT Neste Corporation Nigeria LNG Petrobras Phillips 66 Shell TotalEnergies Woodside Energy	<b>MSC 04</b> <b>03 March</b> <b>MSC 04.A</b> <b>16 June</b> <b>MSC 05</b> <b>08 September</b> <b>MSC 05.A</b> <b>08 December</b>
<b>Vice Chairs</b>  <b>Sarah Thompson</b> (Chevron) <b>Hemant Berry</b> (Ampol)		
<b>Secretary</b>  <b>Russell Pegg</b> (OCIMF Security Adviser)		



# Environment Committee



## Purpose

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

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.

## 2022 activity

The EC submitted papers on the control of Volatile Organic Compounds (VOCs) to the IMO Sub-Committee on Pollution Prevention and Response. This action is part of greenhouse gases reduction measures, which is a high priority in OCIMF's Environment Plan.

The EC supported Together in Safety's *Future Fuels Risk Assessment* publication, with the participation of the Engineering Expert Group, to help the series of hazard identification workshops to identify and prioritise recommendations.

The EC initiated two working groups: the Engine Power Limitation Working Group, aiming to produce an information paper on the risks associated with shaft/engine power limitations, and the Onshore Power Supply Working Group, which aims to complement existing industry guidance through a publication

about standardised practices guidance for applying OPS alongside the berth for tankers, the terminal, and their interface.

Other key activities include the following:

- Participated in the review of the Offshore Vessel Inspection Questionnaire (OVIQ3).
- Provided input to IMO Correspondence Group on the Prevention of Air Pollution from Ships.
- Provided input to IMO Correspondence Group on Marine Fuels Life Cycle Assessment.
- Mapped environmental issues against industry organisations working on them. The final goal is to use this map to avoid duplication of work and to select external organisations to collaborate with on high-priority items.
- Delivered a position paper on GHG emissions and air pollution reduction.

### Chair

**Sebastian Roche**  
(Total)

### Vice Chairs

**Holly Thomas**  
(Woodside)  
**Maartje Wibrew-Forster**  
(Shell)

### Secretary

**Filipe Santana**  
(OCIMF Engineering Adviser)

### Members represented

ADNOC  
BP  
Chevron  
Equinor  
IMT  
Neste  
PIMA  
Phillips 66  
Saudi Aramco  
Shell  
Total  
Woodside  
WSF  
YPF

### Meetings in 2022

**04 9 March**  
Virtual  
**04.A 20 July**  
Virtual  
**05 28–29 September**  
Hybrid

# Environment

OCIMF's work to enhance environmental performance in the maritime sector made great progress in 2022. Building on the Environment Plan launched in 2021, OCIMF made contributions and partnerships worldwide, from joining a new EU initiative on renewable fuels to leading a group of key industry organisations in developing technical guidelines for the use of shore power on tankers. Environment-focused activities spanned all four of OCIMF's pillars: Publications, Programmes, Advocacy and Membership Collaboration. These activities follow OCIMF's tradition of expanding horizons with safety and, now more than ever, with care about the environment.

The Environment Plan was developed to help OCIMF continue to provide consistent guidelines and recommendations for industry and to engage with others in doing this. In line with the plan's objectives, the key actions of the Environment Committee are being documented, major environmental risks are being addressed, and steps are being made towards new ways of working.

Key activities in 2022 included:

## Publications

- Started work on an information paper on the risks associated with shaft/engine power limitation, minimum power guidelines and speed reduction zones. The goal is to publish this document in Q4 2023.
- Started work on an information paper on the use of Onshore Power Supply. The goal is to publish this document in Q2 2024.

## Programmes

- Provided comments to the review of the Offshore Vessel Inspection Questionnaire, Third Edition (OVIQ3).

*OCIMF made links worldwide, from joining an EU initiative on renewable fuels to leading a group of key industry organisations in developing technical guidelines for the use of shore power on tankers.*





### Advocacy

- Provided input to the IMO Correspondence Group on the Prevention of Air Pollution from Ships. A report will be submitted to the Pollution Prevention and Response (PPR) sub-committee in January 2023.
- Provided input to the IMO Correspondence Group on Marine Fuels Life Cycle Assessment. This work is to be completed by July 2023.

### Membership collaboration

- Mapped environmental issues against industry organisations working on them. The intention is to use this map to avoid duplication of work and to select external organisations to collaborate with on high-priority items.
- Delivered a position paper on greenhouse gas emissions and air pollution reduction.
- Explored possible courses of action related to UN Sustainable Development Goals and Environmental, Social, Governance (ESG) reporting.

Other notable events rounding out the year included:

- Attended the Green Marine Fuels Conference to understand the current state of play of the development and use of alternative fuels in the shipping industry.
- Joined a new EU initiative, The Renewable and Low-Carbon Fuels Value Chain Industrial Alliance, to boost renewables.
- Attended the inaugural World Maritime University Summer Institute on Maritime Decarbonisation to learn about and discuss the challenges of reducing greenhouse gas emissions.
- Met with Global Maritime Forum, Maersk Mc-Kinney Møller Center, and Zero North to discuss how the organisations can work collaboratively to support the decarbonisation of the maritime industry.
- Attended INTERTANKO's European Panel Meeting to discuss maritime decarbonisation, ESG reporting and maritime anti-corruption.
- Represented OCIMF at the first General Assembly of the Renewable and Low-Carbon Fuels Value Chain Industrial Alliance.

# International Maritime Organization

The International Maritime Organization (IMO) is the United Nations specialised agency on marine and maritime affairs. It sets standards for international shipping by developing regulations that can be adopted and implemented globally. Its remit today includes maritime safety, security, environmental and legal matters. While the Assembly and the Council undertake high-level policy decisions, the IMO's specialised committees and sub-committees such as the Maritime Safety Committee (MSC) and Marine Environment Protection Committee (MEPC) conduct the technical and legal work.

Meetings at IMO are attended by maritime experts from member governments, interested intergovernmental and non-governmental organisations (NGOs), including OCIMF. OCIMF and its members participate at different forums and stages of discussion, such as within expert or working groups established during meetings or intersessionally within correspondence groups. The committees decide on technical matters, while the technical details are delegated to the sub-committees, to work through issues in greater detail. Input can be provided, and decisions challenged at every stage. This gives OCIMF many opportunities to contribute.

OCIMF has maintained consultative status at the IMO since 1971.

The COVID-19 pandemic has introduced newer ways of working at the IMO whereby meetings are currently being trialled in 'hybrid' mode to allow delegates to participate remotely.

## Key contributions in 2022

### Environmental matters

**Volatile Organic Compound (VOC) emissions:** IMO noted OCIMF's information paper Volatile Organic Compound Emissions from Cargo Systems on Oil Tankers (2019). OCIMF members' constructive contributions to an intersessional correspondence group investigating the role of VOC emissions in the implementation of the Initial IMO GHG Strategy, were well received by the IMO.

**Lifecycle assessment of marine fuels:** A holistic 'well-to-wake' assessment of fuels is a crucial step towards fulfilling IMO's strategy on GHG reduction. OCIMF continues to significantly contribute to the IMO via a dedicated correspondence group on this subject.

### Safety of navigation

OCIMF submitted a paper recommending amendments to IMO ECDIS Guidance for Good Practice (MSC.1/Circ.1503/Rev.1) identifying factors which can affect ECDIS reliability. The recommendations contributed significantly towards a revision of the IMO guidance.

**Voyage Data Recorder (VDR):** To assist with casualty investigations, OCIMF, in collaboration with other member states, outlined the benefits of proactive use of VDR, such as in navigational assessments and audit, rather than limiting it to casualty investigations. In doing so, an extension of the minimum recording period of 30 days was sought. This is being reconsidered by OCIMF due to views within the IMO concerning data security and other perceived risks.

### Maritime safety

**Together in Safety Initiative:** Looking beyond the traditional regulatory framework, OCIMF supports this initiative led by a coalition of industry partners sharing best practices in four key areas: leadership, incident prevention, wellbeing and collaboration.

**Enclosed space entry:** OCIMF successfully co-sponsored a proposal to revise the existing IMO recommendations for entering enclosed spaces on board ships. The proposal suggests a holistic review of the guidelines taking into consideration lessons learnt, but also suggests a proactive approach in light of innovative fuels and newer cargoes being carried.

**Safety learning culture:** An OCIMF supported initiative, the SAFEMODE project, was reported to the IMO. This initiative seeks leading indicators to allow for proactive safety evaluation and corrective processes. It attempts to drive continuous learning via open dialogue between seafarers and shore-based management and aims to strengthen and complement the effectiveness of existing instruments such as the Casualty Investigation Code (resolution MSC.255(84)) and the ISM Code.

**Human element:** OCIMF co-sponsored a proposal to develop new mandatory training standards to deal with personal safety, bullying and sexual harassment in the maritime industry.

**Piracy and security:** OCIMF, in collaboration with its industry partners, issued an advisory on the removal of the Indian Ocean High Risk Area.

## EU advocacy

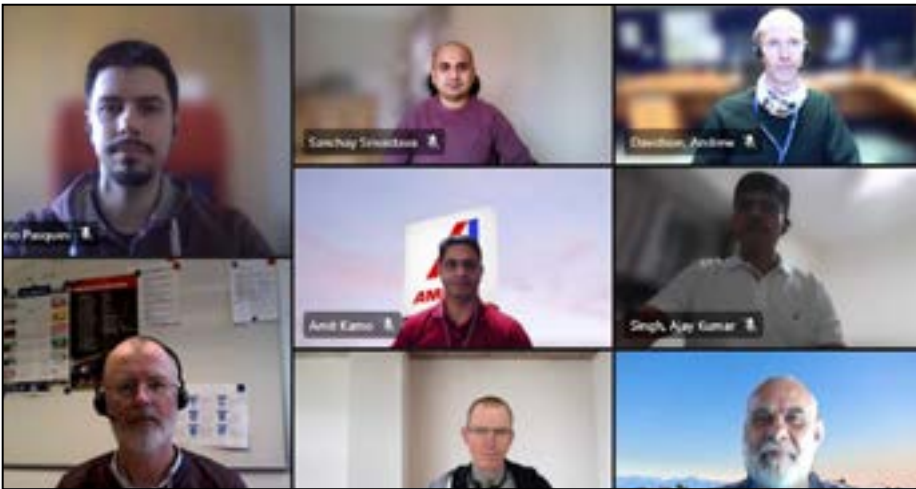
In 2022, OCIMF attended the EU European Shipping Sustainable Forum (ESSF) as a Plenary member and participated in the working group on sustainable alternative power arrangements and ship energy efficiency.

OCIMF joined the Renewable and Low-Carbon Fuels Value Chain Industrial Alliance, a new initiative that focuses on boosting production and supply of renewable and low-carbon fuels in the aviation and waterborne sectors.

Key developments in 2022:

- Update on the FuelEU Maritime proposal, on encouraging clean fuels and lower carbon emissions in the maritime sector.
- Progress of the 'Fit-for-55' Climate Package to include shipping in the EU Emissions Trading Scheme. European Parliament's Environment Committee adopted its Report on the EC proposal aimed at including maritime transport in the EU Emissions Trading Scheme.
- New initiative - 'CountEmissions EU' that aims at providing a common framework for calculating greenhouse gas emissions of transport and logistics operations. The main objective is to provide incentives to the users, who could gain useful information on greenhouse gas intensity of different operations and compare it fairly and accurately. It would also enable operators to benchmark their services, operations, according to environmental efficiency.

# Nautical Expert Group



## Purpose

The Nautical Expert Group (NEG) provides nautical expertise to the two Publication 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 and P&A Offshore Committee for uniquely offshore issues**

## 2022 activity

The NEG conducted a high-level review of the following publications and recommended they be retained:

- *Northern Sea Route Navigation: Best Practices and Challenges* (information paper, 2017).
- *Offshore Vessel Operations in Ice and or Severe Sub-Zero Temperatures in Arctic and Sub Arctic Regions* (information paper, 2014).
- *The Use of Large Tankers in Seasonal First-Year Ice and Severe Sub-Zero conditions* (book, 2010).

*Anchoring Systems and Procedures* (book, 2010) has been reviewed with a recommendation to revise. This work will take place in 2023. A separate working group is writing a new information paper on the use of drugs and alcohol onboard ships. This work is due to be completed Q1 2023.

Building upon previous work on mooring safety and human-centred design led by members of NEG and Human Factors Committee, a joint industry video called ‘The Missing Link’ was developed to promote mooring safety. Produced in coordination with Port of Rotterdam, International Association of Classification Societies, Nautical Institute and Harbour Masters’ Association, it was released in May 2022 and was well received by industry. NEG continued to engage with INTERTANKO’s nautical committee, International Maritime Pilots Association, and other organisations. Inputs were sought from members to develop OCIMF’s strategy on Maritime Autonomous Surface Ships (MASS) and related developments at the IMO. This is an ongoing discussion and will involve cross-functional engagement.

The NEG also continued to help develop OCIMF’s positions and proposals at IMO Maritime Safety Committee, following publication of recommendations on voyage data records and ECDIS.

<p><b>Lead</b></p> <p><b>Nitin Malik</b> (Chevron)</p> <p><b>Co-Leads</b></p> <p><b>Ken Fernandes</b> (Cepsa)</p> <p><b>Ola Olubowale</b> (Viva Energy)</p> <p><b>Secretary</b></p> <p><b>Kevin Coelho</b> (OCIMF Nautical Adviser)</p>	<p><b>Members represented</b></p> <p>Ampol Group BP CEPSA Chevron Eni SpA ENOC Equinor ASA Excelerate Energy IMT (Exxon) INEOS OLT Offshore LNG Petrobras Shell Toscana SpA Total Energies Viva Energy Australia Ltd</p>	<p><b>Meetings in 2022</b></p> <p><b>05 February</b> Virtual</p> <p><b>06 July</b> Virtual 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 focusses on key areas such as:

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

The Engineering Expert Group facilitates and coordinates an Engineering Community of Practice (CoP).

**Reports to: P&A TBT Committee and P&A Offshore Committee for uniquely offshore issues**

## 2022 activity

- Supporting new publications being produced as part of the OCIMF environmental goals.
- Supporting the development of a submission on the control of Volatile Organic Compounds (VOCs) to the IMO Sub-Committee on Pollution Prevention and Response. This action is part of greenhouse gases reduction measures, which is a high priority in OCIMF’s Environment Plan.
- Supported involvement in industry in Together in Safety Working Group on the Safety of Future Fuels.
- Engaging in a risk workshop assessing safety and environmental threats in the engineering space. This exercise’s output helped provide the basis for the EEG multi-year plan proposed to the P&A Committee.

<p><b>Lead</b></p> <p><b>Gajendra Verma</b> (Chevron)</p> <p><b>Ahmer Saeed</b> (Shell)</p> <p><b>Secretary</b></p> <p><b>Filipe Santana</b> (OCIMF Engineering Adviser)</p>	<p><b>Members represented</b></p> <p>Chevron Eni Equinor ExxonMobil Phillips 66 Shell Sonangol USA Total Woodside YPF</p>	<p><b>Meetings in 2022</b></p> <p><b>05 3 February</b> (virtual)</p> <p><b>06 20 May</b> (virtual)</p> <p><b>07 30 November</b> (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 focusses 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 Structure CoP.
- Marine Terminal Structure CoP.

**Reports to: P&A TBT Committee and P&A Offshore Committee for uniquely offshore issues**

## 2022 activity

The SEG worked on revising the *Jetty Maintenance and Inspection Guide*. This was a joint working group with SIGTTO and the collaboration of the Society of Marine Oil Terminals and Monobuoy Operators (SLOM). Publication is due in 2023. SEG members reviewed the information paper *Health, Safety and Environment at New-Building and Repair Shipyards and During Factory Acceptance Testing* and supported new publications being produced as part of the OCIMF environmental goals.

The SEG collaborated in publishing the report from PIANC Working Group 153 B, *Recommendations for the Design and Assessment of Marine Oil & Petrochemical Terminals*. SEG members also joined PIANC’s Maritime Navigation Committee (MarCom), as well as numerous working groups for publications.

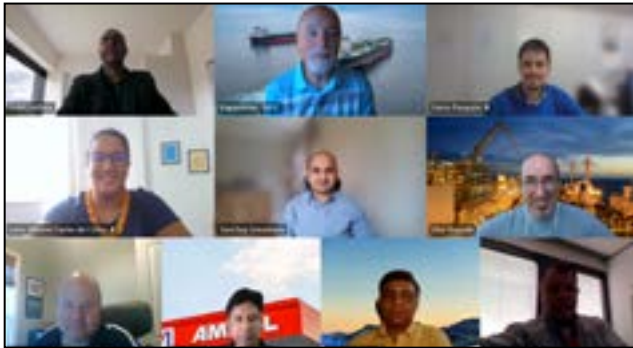
Other external collaboration included joining working groups of the British Standards Institution (BSI) and SIGTTO.

Lead	Members represented	Meetings in 2022
<b>Rabinder Manku</b> (BP)	BP Chevron Eni Excelerate Energy ExxonMobil Petrobras Shell Total	<b>05 26 January</b> (virtual)
<b>Co-Lead</b>		<b>06 29 April</b> (virtual)
<b>Jeff Baynham</b> (ExxonMobil)		<b>07 22 July</b> (virtual)
<b>Gerard Spaan</b> (Shell)		<b>08 16 November</b> (virtual)
<b>Secretary</b>		
<b>Filipe Santana</b> (OCIMF Nautical Adviser)		





# Ship-to-Ship Interfaces Expert Group



## 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, including oil (MARPOL Annex I), chemical (MARPOL Annex II) and liquefied natural gas (LNG).

The STS EG facilitates and coordinates an STS Community of Practice.

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

## 2022 activity

The STS EG completed work on the information paper *Mooring Load Analysis during Ship-to-Ship Transfer Operations*. This paper was published in April 2022 and has been well received by industry. The information paper aims to support stakeholders in making their own assessments to determine suitable weather

criteria and ascertain an appropriate weather window for STS operations. The study is available as a free to download information paper from the OCIMF website.

The group also conducted a high-level review of the *STS Transfer Guide* (2013), which is a joint industry publication with ICS, CDI and SIGTTO. A decision to revise this document has been approved and this work will start in 2023.

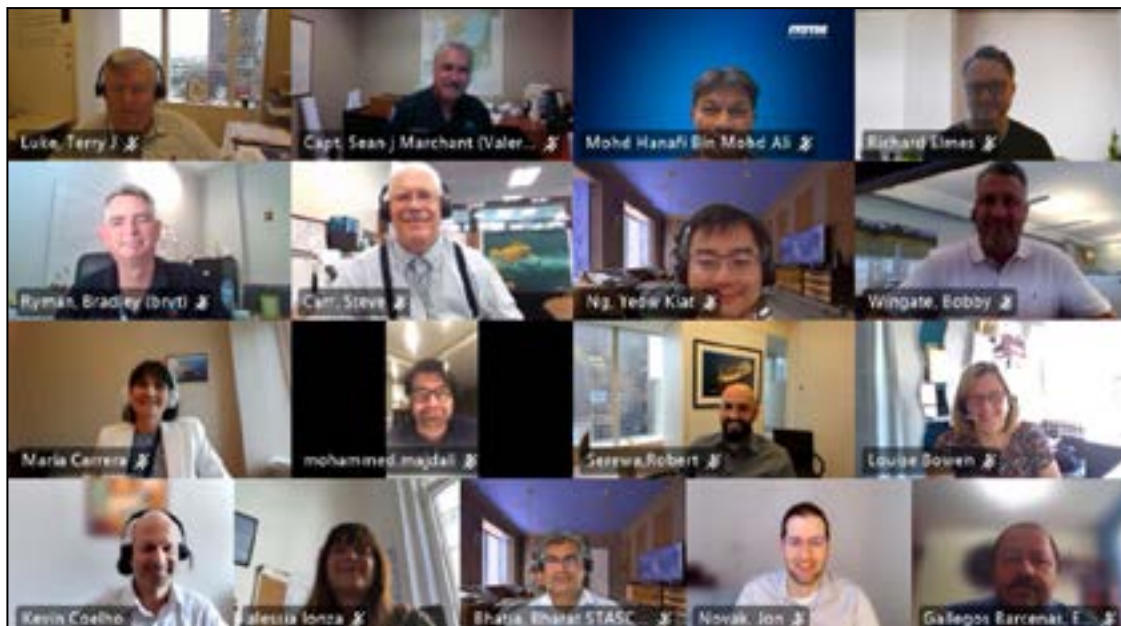
The STS EG agreed to resume external collaboration with the regional STS forums, with an aim to share challenges being encountered and engage further to promote shared learning.

The group also held a risk workshop to identify key risks and develop a work plan to address those, whether through publications, regional engagements, or other identified paths.

Lead	Members represented	Meetings in 2022
<b>Patricia Clark</b> (Aramco)	ADNOC Ampol Group BP Chevron Shipping Company LLC Eni SpA ENOC Equinor ASA Excelerate Energy LLC KG (Oiltanking) Mabanaft GmbH & Co. Nigeria LNG Limited OLT Offshore LNG Petrobras Petrovietnam Phillips 66 Company Saudi Aramco Shell Toscana SpA Total Energies Viva Energy Australia Ltd YPF S.A	<b>05</b> <b>10 February</b> (virtual)
<b>Co-Leads</b>		<b>06</b> <b>14 July</b> (virtual)
<b>Hemant Berry</b> (Ampol)		
<b>Bill Kappelman</b> (Chevron)		
<b>Secretary</b>		
<b>Kevin Coelho</b> (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 focusses primarily on the prevention of harm to people and the environment caused by the operation of tankers within port areas and at terminals.

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

### Reports to: P&A TBT Committee

## 2022 activity

The SSEG, comprising 26 OCIMF member organisations, is very much involved in promoting the use of the Marine Terminal Information System (MTIS) programme and Marine Terminal Management Self-Assessment (MTMSA) for various terminal assurance activities.

The new Marine Terminal Particulars Questionnaire 2.0 (MTPQ2) and Vessel Berth Comparison Tool (VBCT) were introduced under the MTIS programme in November 2021. There is still a lot of work to do to see this programme rolled out globally.

Since the development and publication of the SIRE 2.0 tablet factsheet in September 2022, the group has collaborated with the Programmes project team to promote the use of tablets for SIRE inspections for ships alongside terminals. Information was circulated to members as well as a wide variety of external terminal operators to provide information on the safe use of

tablets and promote their use.

The SSEG conducted a high-level review of MTMSA as well as the document *Manning at Conventional Marine Terminals* (2008) and a decision to revise has been approved. This work will begin in 2023.

Lead	Members represented	Meetings in 2022
<b>Bharat Bhatia</b> (Shell)	Angola LNG ASA CEMSA Cheniere Energy Inc Chevron Shipping Company LLC ConocoPhillips Equinor Essar Oil UK IMT (Exxon) INEOS Europe AG Marquard & Bahls AG MISC Maritime Services (MMS) Nigeria LNG Limited NuStar Energy LP OLT Offshore LNG OMV Refining & Marketing GmbH Petrobras Petroleos Mexicanos (PEMEX) Petrovietnam Phillips 66 Company Repsol Saudi Aramco Shell Toscana SpA Total SA Valero Viva Energy Australia Ltd YPF S.A.	<b>05 February</b> (virtual)
<b>Co-Leads</b>		<b>06 July</b> (virtual)
<b>Mohammed Majdali</b> (Aramco)		Intersessional meetings held as required.
<b>Mohd Hanafi</b> (MMS)		
<b>Secretary</b>		
<b>Kevin Coelho</b> (OCIMF Nautical Adviser)		

# 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**

## 2022 activity

- A series of risk workshops were held to identify the top risks for inland barging in different regions: Europe, North America, South and Central America, China and South East Asia. The

- meetings were extensive, with full engagement from members in the regions, which provides a solid basis for work in 2023.
- Work was finished on the second edition of the *International Safety Guide for Inland Navigation Tank-barges and Terminals (ISGINTT 2)* and the draft was handed over to the Publications team for completion.
- Approval was given by the P&A TBT committee to move ahead with plans for a global barge guide to replace *ISGINTT*. A working group is being formed and will start work in 2023.
- An information paper was further developed on the conversion of inland barges in the South and Central America region from open to closed conditions.
- IBEQ working group (Integration of BIQ5-Europe and EBIS9 Questionnaires) completed the drafts for the new versions of the Barge Inspection Questionnaire (BIQ) and Barge Particulars Questionnaire (BPQ) Europe, under the supervision of the BEG and the Inspection Processes Expert Group.

### Lead

**Bjorn Ternoey**  
(TotalEnergies)

### Co-Lead

**Paulo Sergio Rocha De Lima**  
(Petrobras)/Lanny Mason (Marathon Petroleum)

### Secretary

**Ton Mol**  
(OCIMF Barge Adviser)

### Members represented

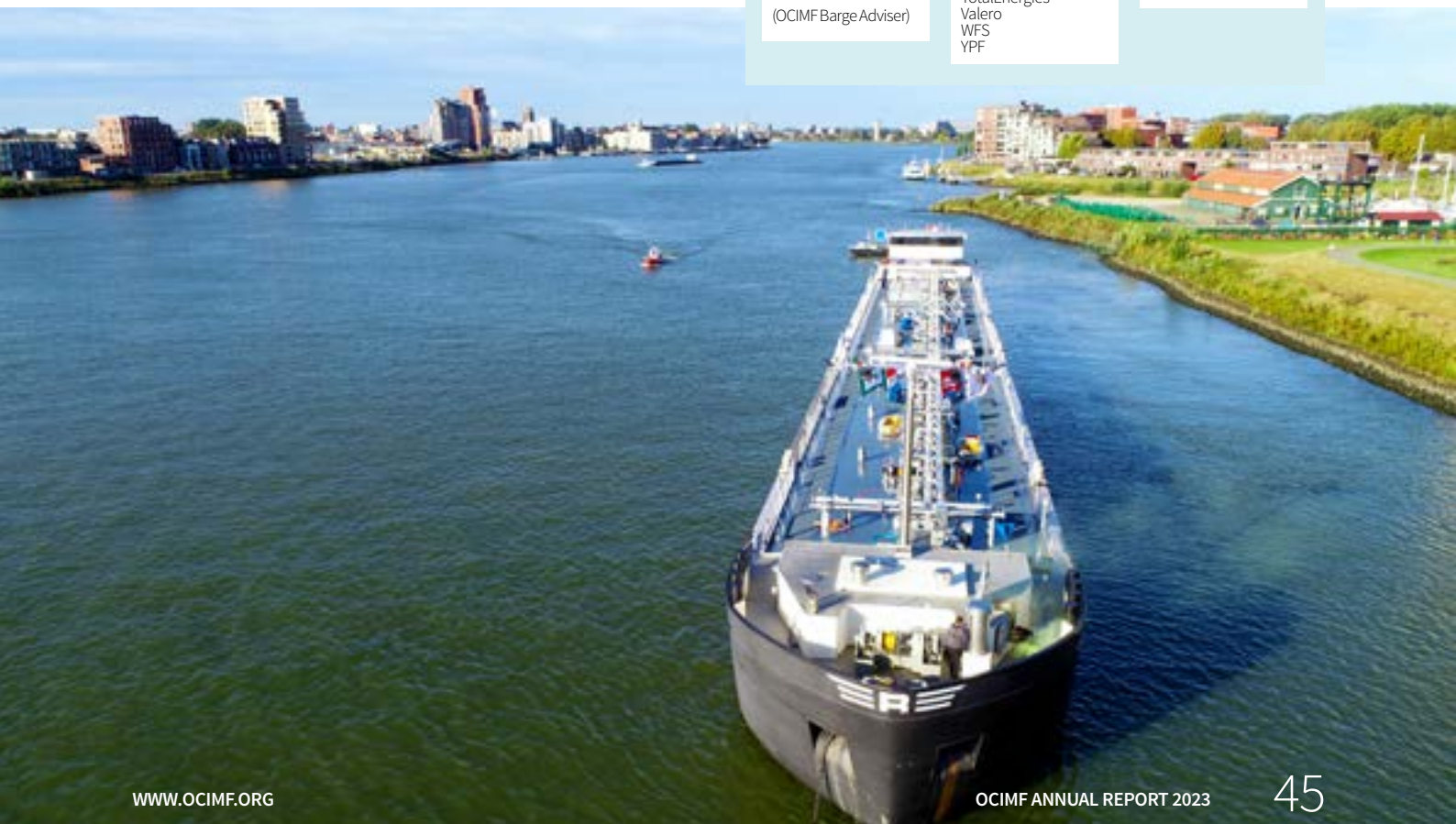
BASF  
BP  
Braskem  
Cepsa  
Chevron  
Eco-Petrol  
INEOS  
Marathon Petroleum  
Neste  
P66  
Pan American Energy  
Petrobras  
Shell  
TotalEnergies  
Valero  
WFS  
YPF

### Meetings in 2022

**05 27 January**  
(virtual)

**06 9 June**  
(virtual)

**07 21 December**  
(virtual)



# Floating Systems Expert Group

## Purpose

The Floating Systems Expert Group (FSEG) provides subject matter expertise to the Publication and Advocacy Offshore Committee for the operation, maintenance and management of the marine elements of 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.

The Floating Systems Expert Group 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**

## 2022 activity

Offshore risk prioritisation: in conjunction with OVOEG, the group carried out a number of sessions to consider focus areas for incorporation into the offshore multiyear activity plan.

Publication review: in line with the wider management of OCIMF publications, the group carried out periodic reviews of five offshore publications checking against guidance and legislation updated since publication as well as changes to industry best practice. This process has identified four publications to update and, following approval by the P&A Offshore Committee, these will now be scheduled into the expert group workplan for 2023, based on publication priority.

Management of LSA for fixed/floating installations: OCIMF has formed a joint industry workgroup with IOGP and OPITO to look into the issue of management of lifesaving appliances on fixed and floating offshore installations. This workgroup will continue recent industry work and look to further collate and share global best practice for the management of alternative means of testing and maintenance for lifesaving appliances on offshore, fixed and floating installations. The workgroup plans to issue an information paper later in 2023.

Lead	Members represented	Meetings in 2022
<b>John Dunhill</b> (Shell)	Aker BP BP Chevron ConocoPhillips Eni Equinor ExxonMobil HarbourEnergy Hess OLT Offshore Petrobras, Repsol Saudi Aramco Shell Suncor TotalEnergies Viva Energy Woodside	<b>FSEG05</b> <b>10 February</b>
<b>Co-Lead</b>		<b>FSEG06</b> <b>12 May</b>
<b>Duncan Brown</b> (Chevron)		<b>FSEG07</b> <b>11 August</b>
<b>Secretary</b>		<b>FSEG08</b> <b>16 November</b>
<b>Graham Coles</b> (OCIMF Offshore Adviser)	<b>Invited industry members:</b> Bluewater Bumi Armada BW Offshore MODEC SBM Offshore	



# Offshore Vessel Operations Expert Group

## Purpose

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

The OVOEG supports the 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**

## 2022 activity

Offshore Risk Prioritisation: in conjunction with FSEG, the group carried out a number of iterative planning sessions to identify focus areas for future workgroup activity. These focus areas were based on assessing member issues, industry feedback and

incident data. Once completed, this was submitted to the P&A Offshore Committee for consideration to incorporate within the wider, multiyear activity plan.

OVIQ template update: in March, a workgroup was formed to review the current OVIQ template and develop a new OVIQ4 template. The first step was to gather feedback from OVID stakeholders including OCIMF members, OVID inspectors, Technical Vessel Operators and industry stakeholders. After the consultation period, these comments were evaluated and, where appropriate, incorporated into the next revision of the OVIQ template. The workgroup is in the final stages of this work and plans to hand over the updated template to the Programmes team in Q1 2023.

<p><b>Lead</b></p> <p><b>Alex Morton</b> (Harbour Energy)</p> <p><b>Co-Leads</b></p> <p><b>Henning Hjartholm</b> (Equinor)</p> <p><b>Ahmad Hisshamuddin</b> (MISC Maritime Services)</p> <p><b>Secretary</b></p> <p><b>Graham Coles</b> (OCIMF Offshore Adviser)</p>	<p><b>Members represented</b></p> <p>BP Chevron ConocoPhillips Eni Equinor ExxonMobil Harbour Energy Hess Ineos Medco E&amp;P Natuna MISC Maritime Services Petrobras, Shell Suncor TotalEnergies Woodside.</p>	<p><b>Meetings in 2022</b></p> <p><b>OVOEG05</b> <b>25 January</b></p> <p><b>OVOEG06</b> <b>27 April</b></p> <p><b>OVOEG07</b> <b>28 July</b></p> <p><b>OVOEG08</b> <b>2 November</b></p>
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# Communities of Practice

In 2022 OCIMF introduced a new concept of Communities of Practice (CoP). The intent was to provide a platform where subject matter experts can openly discuss technical issues and share lessons learned. The CoP platform is an inclusion tool designed to allow us to listen to voices we don't normally have an opportunity to hear. The structure of the CoP replicates the internal committee structure at our Functional Committee and Expert Group level and the initial phase of release was with existing members of committees and groups. This phase was intended to establish the online platform, test it for bugs and glitches, further develop rules and guidelines for use, and then provide some initial content. In November 2022, the CoP was released to all member company employees as part of Phase 2. Members can help each other address operational issues, such as locating guidance on how to comply with regulation or sharing best practice on how to avoid equipment failure.

OCIMF committees and groups will monitor the conversations within the CoP and look for HSSE issues they are not yet aware of. These issues will then be worked through the normal committee structure where they will be assessed by the Secretariat as part of the Risk Advisory Function. If the issue is determined to be a gap or opportunity, then the proposed action will be added to the multiyear plan and a Terms of Reference approved by the Principal Committee. Once the action is complete, a Management of Change Impact Assessment is performed to look for unintended consequences of the change.

The CoPs have increased OCIMF's ability to tackle a broader scope of issues to help us meet our vision of an industry that causes no harm to people or the environment.

# Inspection Processes Expert Group

## Purpose

The Inspection Processes Expert Group 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*

## 2022 activities

The expert group has worked to deliver revisions to the Harmonised Vessel Particulars Questionnaire. It has also set up joint working groups that have delivered a revised Barge Inspection Questionnaire (Europe) and a Barge Particulars Questionnaire. These will be implemented in 2023. A joint working group on the review of the Offshore Vessel Inspection Questionnaire (OVIQ3) has also completed its work and delivered a revised questionnaire to be implemented in 2023.

### Leads

**Ruchir Seth**  
(Marathon Petroleum)  
until August 2022

### Secretary

**Ajay Gour**  
(OCIMF Inspector  
Training and  
Accreditation Manager)

### Members represented

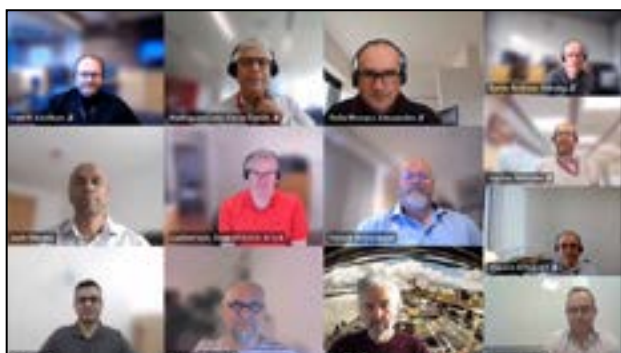
Aker BPASA  
BASF SE  
BP  
Braskem SA  
CEPSA  
Cheniere Energy Inc  
Chevron  
ENEOS (PIMA)  
ENI SpA  
ENOC  
Equinor ASA  
INEOS Europe AG  
Marathon Petroleum  
MISC Maritime Services (MMS)  
Neste Corporation  
Nigeria LNG Limited  
OMV Refining & Marketing GmbH  
Petrobras  
Petrovietnam  
Phillips 66 Company  
Repsol  
Saudi Aramco  
Shell  
Total SA  
Viva Energy Australia Ltd.  
YPF S.A

### Meetings in 2022

**IPEG 05**  
**9 February 2022**



# Programmes Governance Expert Group



## Purpose

The Programmes Governance Expert Group (PGEG) provides subject matter expertise on all programmes policies, procedures and people processes to the Programmes Committee. The expert group sets the rules and standards for inspector sponsorship by submitting companies. These standards dictate the criteria that are to be complied with when a submitting company decides to sponsor a new inspector. PGEG oversees the development of all inspector training and accreditation and monitors inspector activity.

Reports to: **Programmes Committee**

## 2022 activity

- Inspector training, assessment, and accreditation**  
 A schedule of 30 online and face to face courses were delivered for SIRE (Cat-1 and Cat-3) and OVID programmes. These included refresher training for current inspectors and initial training for applicant inspectors.
- Programmes appeals and disciplinary matters**  
 OCIMF members wish to ensure that accredited inspector behaviour is always above reproach. To support this the Quality Assurance group monitors programme activity and statistics to identify and follow up on issues of concern to the members. Access to Ethics Point, the anonymised incident reporting system launched in 2021, was expanded to cover all programme participants.
- Programmes audits and assessments**  
 Routine SIRE audits remain suspended in response to the global pandemic and impending SIRE 2.0 transition. In place of audited inspections OCIMF Quality Assurance group is carrying out desktop inspector performance reviews. These reviews compare inspector activity within the programme and provide guidance to inspectors for improvement of individual inspector performance. Audited inspections for applicant inspectors having previously completed an accreditation course were continued in 2022.

- Quality Assessors**  
 OCIMF initiated the first phase of Quality Assessor hiring in support of the SIRE 2.0 launch where inspector assessment will be done in-house to enhance quality control and ensure consistency and objectivity. Four member company secondees and one permanent OCIMF employee were engaged to assist in SIRE 2.0 development and receive newly developed human factors training. The assessors are also responsible for the day-to-day assessment of the quality of the programmes, and for identifying areas for improvement and providing guidance as necessary.
- Programmes policies, procedures and guidance**  
 A Programmes Document Library (PDL) is being developed to streamline programme participant access to information. Development work on the new website is ongoing to prepare the library for release in support of all programmes including SIRE 2.0.
- Programmes Quality Management System**  
 OCIMF Programmes completed a remote ISO 9001 recertification audit with BSI. This audit highlighted the internal changes occurring at OCIMF with the strategy deployment and transition towards SIRE 2.0.

<b>Lead</b> <b>David Cuthbertson</b> (Shell)	<b>Members represented</b> BP CEPESA Chevron ENI ENOC Equinor NESTE Pan American Energy Shell TOTAL	<b>Meetings in 2022</b> <b>PGEG 05</b> <b>17 February 2022</b>  <b>PGEG 06</b> <b>4 August 2022</b>
<b>Co-Lead</b> <b>Oscar Danilo Rodriguez Luna</b> (CEPSA)		
<b>Secretary</b> <b>Sach Sharma</b> (OCIMF Quality Assurance Manager)		

# Innovation and Technology Expert Group

## Purpose

The Innovation and Technology Expert Group provides subject matter expertise to the forum on technology 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 systems and platforms.

Reports to: **Programmes Committee**

## 2022 activities

The Innovation and Technology Expert Group held its first meeting on 24 February 2022. The group instigated a comprehensive assurance review of the OCIMF programmes IT systems and infrastructure. This review was conducted by a third-party audit company and was completed in July 2022. The group set up a

special task force to monitor progress on the implementation of the opportunities for improvement identified during the review. The group has also been working with the OCIMF secretariat to ensure the security risks associated with the SIRE 2.0 tablets are mitigated.

The group also participated in the Joint Working Group meetings on Cyber Systems hosted by the International Association of Classification Societies and conducted a review of OCIMF's IT service contracts.

<p><b>Lead</b></p> <p><b>Tor Festervoll</b> (Equinor)</p> <p><b>Secretary</b></p> <p><b>Aziz Benbelkacem</b> (OCIMF Programmes Contracts Manager)</p>	<p><b>Members represented</b></p> <p>BP ADNOC Chevron ENI ENOC Equinor IMT Neste Repsol Shell TotalEnergies</p>	<p><b>Meetings in 2022</b></p> <p><b>24 February</b></p> <p><b>1 June</b></p> <p><b>26 September</b></p> <p><b>7 December</b></p>
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## OCIMF publications – new in 2022



### Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia

The purpose of this guide is to assist those responsible for the operation of ships trading in Asia including companies, owners, Masters, agents and seafarers in avoiding attacks, deterring attacks and delaying attacks, actions when attacked and evidence preservation.

*Joint industry publication, published March 2022*



### Mooring Load Analysis during Ship to Ship Transfer Operations

Ship-to-Ship (STS) transfer operations take place across different geographies and under varying environmental conditions, adding to the complexity and risks associated with such transfers. This information paper aims to support stakeholders in making their own assessments to determine suitable weather criteria and ascertain an appropriate weather window for STS operations.

The study supports KPIs listed under element 5 of the *Ship-to-Ship Service Provider Management Self Assessment*, 2nd edition (2020). Previous editions of OCIMF's *Ship-to-Ship Transfer Guide* included similar outputs. The current study used advanced mooring line load simulation technology for enhanced assessment of mooring line loads under varying environmental conditions for a variety of ship-type combinations, including LPG and LNG carriers.

*Published April 2022*



## Guidelines to Harden Vessels

This information paper recommends a layered defence methodology to aid in the mitigation of the risks posed by identified security threats. Although the focus is on vessels when underway, measures are examined for vessels at anchor and alongside.

The paper brings together best practice both on board a vessel and for owners, operators, managers, Masters, crew, naval architects and shipyards, so everyone has the tools they need to make an informed decision about security measures for their fleet. This new edition has been updated to align with *Best Management Practice* (BMP).

*Second edition, published October 2022*



## Temporary Guidelines for Conducting a Vessel Inspection during Covid – 19

These updated temporary guidelines provide a common set of industry procedures to help facilitate CDI-Marine or OCIMF Programme inspections during the continuing Covid-19 crisis. If followed, they will minimise the time an inspector needs to spend onboard a vessel, while ensuring the vessel’s crew, the operator and the inspector are prepared. These guidelines were updated in November 2022 to take account of developments in the Covid-19 pandemic since 2020.

*Second edition, published November 2022*

## OCIMF Books

Title	Published	Month	Co-author
Anchoring Systems and Procedures	2010	September	–
Barge Safety (Liquefied Cargoes in Bulk)	1999	July	–
BMP West Africa	2020	October	industry associations
BMP5: Best Management Practices to Deter Piracy and Enhance Maritime Security in the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea	2018	July	industry associations
Cargo Guidelines for F(P)SOs	2018	July	–
Competence Assurance Guidelines for F(P)SOs	2009	January	–
Competence Assurance Guidelines for Mooring, Loading and Lightering Masters	2015	January	–
Design and Construction Specification for Marine Loading Arms, Fourth Edition	2019	December	–
Effective Mooring, Fourth Edition	2019	March	–
F(P)SO poster	2012	June	–
Guide to Manufacturing and Purchasing Hoses for Offshore Moorings (GMPHOM)	2009	November	–
Guidelines for Offshore Tanker Operations	2018	September	–
Guidelines for the Design, Operation and Maintenance of Multi-Buoy Moorings	2010	June	–
Guidelines for the Purchasing and Testing of SPM Hawsers	2000	September	–
International Safety Guide for Tankers and Terminals, Sixth Edition	2020	June	ICS/IAPH
International Safety Guide for Inland Navigation Tank-Barges and Terminals (ISGINTT)	2010	June	CCNR
Jetty Maintenance and Inspection Guide	2008	September	SIGTTO
Marine Terminal Management and Self Assessment (MTMSA)	2012	July	–
Marine Terminal Operator Competence and Guidelines (MTOCT)	2013	January	–
Mooring Equipment Guidelines, Fourth Edition	2018	June	–
Offshore Vessel Management and Self Assessment, Second Edition (OVMSA2)	2019	December	–

Title	Published	Month	Co-author
Peril at Sea and Salvage: A Guide for Masters	2020	October	ICS
Recommendations for Liquefied Gas Carrier Manifolds, Second Edition	2018	March	SIGTTO
Recommendations for Oil and Chemical Tanker Manifolds and Associated Equipment	2017	September	CDI
Safe Transfer of Liquefied Gas in an Offshore Environment (STOLGOE)	2010	October	–
Ship to Ship Service Provider Self Assessment, Second Edition	2020	November	–
Ship To Ship Transfer Guidelines for Petroleum, Chemicals and Liquefied Gases	2013	November	CDI/ICS/SIGTTO
Single Point Mooring Maintenance and Operations Guide	2015	October	–
Tanker Management and Self Assessment, Third Edition (TMSA3)	2017	April	–
Use of Large Tankers in Seasonal First-Year Ice and Severe Sub-Zero Conditions, The	2010	December	–
USA Barge Operations: Guidelines and Best Practices for Liquid Hydrocarbon Barges and Associated Tugs	2014	July	–

## Information Papers

Title	Published	Month	Co-author
Behavioural Competency Assessment and Verification for Vessel Operators	2018	November	INTERTANKO
Carriage of Methanol in Bulk Onboard Offshore Vessels, The	2020	June	MSF
Deck Cargo Management Onboard Offshore Vessels	2018	December	–
Dynamic Positioning (DP) Failure Mode Effects Analysis Assurance Framework Risk-based Guidance	2020	June	–
Dynamic Positioning Assurance Framework: Risk-based Guidance	2016	August	–
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	2019	February	–

## OCIMF PUBLICATIONS

Title	Published	Month	Co-author
Estimating the Environmental Loads on Anchoring Systems	2010	October	–
F(P)SO Heading Control Guidelines	2020	November	–
Global Counter Piracy Guidance for Companies, Masters and Seafarers	2018	July	Other industry associations
Guidance for the Employment of Private Maritime Security Companies	2021	October	–
Guide for Implementation of Sulphur Oxide Exhaust Gas Cleaning Systems	2016	August	–
Guidelines for the Control of Drugs and Alcohol Onboard Ship	1995	June	–
Guidelines for the Development Of A PWOM	2019	November	ICS
Guidelines for the Handling, Storage, Use, Maintenance and Testing of STS Hoses	2021	May	–
Guidelines for transiting the Turkish Straits, Second Edition	2021	March	–
Guidelines on Capabilities of Emergency Response Services	2013	March	–
Guidelines on Cyber Security Onboard Ships, The	2018	December	BIMCO
Guidelines On The Marine Assessment Of F(P)SOs, Second Edition	2019	September	–
Guidelines to Harden Vessels (second edition)	2022	October	–
Health, Safety and Environment at New-Building and Repair Shipyards and During Factory Acceptance Testing	2003	July	–
Human Factors: Management and Self Assessment	2021	September	–
Inert Gas Systems – The Use of Inert Gas for the Carriage of Flammable Oil Cargoes	2017	March	–
Joint Industry Guidance - The supply and use of 0.50%-sulphur marine fuel	2019	August	Other industry associations
Linked Ship/Shore Emergency Shutdown Systems for Oil and Chemical Transfers	2017	April	CDI
Manning at Conventional Marine Terminals	2008	June	–
Marine Breakaway Couplings	2008	November	–
Marine Terminal Information Booklet: Guidelines and Recommendations	2018	September	–
Mooring Load Analysis during Ship to Ship Transfer Operations	2022	April	–

Title	Published	Month	Co-author
Navigational Assessments and Audits: A Guide to Best Practice	2018	October	-
Northern Sea Route Navigation: Best Practices and Challenges	2017	December	-
OCIMF Human Factors Approach, The	2020	October	-
OCIMF Safety Bulletin - Sanchi and CF Crystal Collision Incident	2020	April	-
Offshore Vessel Operations in Ice and/or Severe Sub-Zero Temperatures in Arctic and Sub-Arctic Regions	2014	October	-
Recommendations for the Tagging/Labeling, Testing and Maintenance, Documentation/Certification for Ships' Lifting Equipment	2005	May	-
Recommendations on Engineering Watch/Duty Period Handover and Inspection Routine	2013	April	-
Recommendations on Hazard Assessment of Fuel Changeover Process	2013	April	INTERTANKO
Recommendations on the Proactive Use of Voyage Data Recorder Information	2020	August	-
Recommendations on Usage of ECDIS and Preventing Incidents	2020	November	-
Recommendations Relating to the Application of Requirements Governing Seafarers' Hours of Work and Rest	2012	November	ICS/ISF
Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia Second Edition	2022	March	Other industry associations
Safe Access on Ships with Exposed or Raised Deck Structures	2012	March	-
Safety Critical Equipment and Spare Parts Guidance	2018	March	-
Safety, Health, Environmental Issues and Recommendations for Shipboard Handling of Elevated Mercury Crude Cargoes	2011	August	-
Sharing Lessons Learned from Incidents	2018	November	INTERTANKO
Ship Security Bridge – Vulnerability Study	2014	October	-
Ship Security – Hull Vulnerability Study	2019	February	-
Static Towing Assembly Guidelines (STAG)	2020	April	-
Study into Crane Loads Associated with Hose Handling at Offshore Terminals, A	2015	November	-
Temporary Guidelines for Conducting a Vessel Inspection during Covid – 19	2022	November	-
Transfer of Personnel by Crane between Vessels	2018	December	-
Volatile Organic Compound (VOC) Emissions from Cargo Systems on Oil Tankers	2019	January	-

# Publications coming soon

Title	Due	Book or information paper
International Safety Guide for Inland Navigation Tank-Barges and Terminals, Second Edition (ISGINTT2)	February 2023	Book
Jetty Maintenance and Inspection Guide, Second Edition	2023	Book
Guidelines for the Control of Drugs and Alcohol on board Ships	2023	Information Paper
Risks Associated with Engine Power Limitation, Minimum Power Guidelines and Speed Reduction Zones	2023	Information Paper
Considerations for Converting Non-Propelled Inland and Coastal Barges to Closed Loading	2023	Information Paper
Loitering Munitions: The Threat to Merchant Ships	2023	Information Paper
Management of Life Saving Apparatus on Fixed/Floating Installations	2023	Information Paper
Guidelines for the Purchasing and Testing of SPM Hawsers, Second Edition	2023	Book







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