



**OCIMF**



A Voice for Safety



# South & Central Americas Regional Marine Forum – Cartagena

October 2017



**Bienvenida e Introducción**

**Welcome and Introduction**

Gonzalo Mera Truffini– Regional Champion (YPF)





## **SAFETY MOMENT**

### **CONCIENCIA SOBRE LA SEGURIDAD**

Breve reflexión sobre cómo perdemos fácilmente la conciencia sobre nuestra seguridad.

### **SAFETY AWARENESS**

Short thought on how we easily lose the awareness of our own safety.



## OBJETIVOS DEL FORO MARÍTIMO REGIONAL

- Integrarnos los miembros de OCIMF y del resto de la industria.
  - Promocionar las actividades de OCIMF
  - Promover la participación de todos en el desarrollo de los más altos estándares seguridad y cuidado ambiental.
  - Aprender de otros.
  - Generar un espacio que sirva para identificar futuros desafíos.
- 
- A futuro, que el SACA RMF se convierta en el espacio en que nos una para revisar las actividades que realizamos durante año y a establecer nuevos objetivos...



## MISIÓN DEL REGIONAL CHAMPION

- Actuar como vínculo entre el Secretariado de OCIMF y la Región.
- Asistir al Secretariado en la Organización de los Foros Marítimos Regionales.
- Vincular a la Región a través de reuniones.
- Actuar como portavoz de OCIMF en la Región.

**Debo HACER...**



## **Factores necesarios para el suceso**

- **Reconocer los beneficios de desarrollar e implementar altos estándares de seguridad y cuidado ambiental, dentro de la industria.**
- **Comprometernos a participar activamente en este desarrollo.**
- **Crear vínculos que faciliten la integración y la comunicación.**
- **Comprometer objetivos y dar respuesta a las inquietudes.**

## Vínculos con la Industria

- SLOM (Sociedad Latinoamericana de Operadores de Terminales Maritimo Petroleros y Monoboyas)
- SIGTTO (Society of International Gas Tankers and Teminals Operators)
- INTERTANKO (International Association of Independent Tanker Owners)
- IACS (International Association of Classification Societies)
- ICS (International Chamber of Shipping)
- IMCA (International Marine Contractors Association)
- ILG (Industry Lifeboat Group)
- CDI (Chemical Distribution Institute)





# Anti-Trust

Rob Drysdale – Senior Technical Adviser (OCIMF)



# Anti-Trust/Competition Law Guidance - DO NOT

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

**DO NOT** 

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

**DO NOT DISCUSS** the following topics:

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

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

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

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



Discuss the following topics:

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

Make any agreement on, or take a decision to conduct the following activities:

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# Anti-Trust/Competition Law Guidance – DO



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

**DO ✓**

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

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

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

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

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

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

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

If you have any questions, please contact  
OCIMF  
27 Queen Anne's Gate  
London SW1H 9BU  
United Kingdom  
Tel: +44 (0)20 7654 1300  
E-mail: enquiries@ocimf.com



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

# Overview of Forum Objectives

Rob Drysdale – Senior Technical Adviser (OCIMF)



# Regional Marine Forum Objectives



- Engage with OCIMF and non OCIMF members
- Encourage industry to utilize and be aware of the work of OCIMF
- Learn from one another
- Review regional challenges

# Critical Success Factors

- **Actively participate**
- **Make sure your voice is heard and your points communicated**
- **Ask Questions**
- **Network**

# Morning Agenda



Time	Activity
09:00-09:10	Welcome, Venue Safety & Safety Moment - Gonzalo Mera Truffini, YPF
<b>09:10-09:20</b>	<b>Anti-Trust - Rob Drysdale, OCIMF</b>
09:20-09:30	Overview of Forum Objectives - Rob Drysdale
<b>09:30-10:00</b>	<b>Introduction to OCIMF - Andrew Cassels, OCIMF</b>
10:00-10:30	MEG Update - Rob Drysdale
<b>10:30-11:00</b>	<b>Coffee / Tea Break</b>
11:00-11:20	OCIMF Update TMSA, OVID, ISGOTT planning, Accident Database - Patrick McGrogan and Rob Drysdale, OCIMF
<b>11:20-11:45</b>	<b>Marine Terminal Information System - Rob Drysdale</b>
11:45-12:15	Barges (closed loading, BIQ etc) - Patrick McGrogan, OCIMF and Gonzalo Mera Truffini, YPF
<b>12:15-12:45</b>	<b>Q&amp;A Session - Panel</b>
12:45-13:00	Wrap-up - Andrew Cassels, OCIMF
<b>13:00-14:00</b>	<b>Lunch Break</b>

# Afternoon Agenda

## OCIMF Members Only



Time	Activity
14:00-14:05	Welcome - Gonzalo Mera Truffini, YPF
<b>14:05-14:10</b>	<b>Overview of closed session objectives - Rob Drysdale, OCIMF</b>
14:10-14:25	Security Issues – Andrew Cassels, OCIMF
<b>14:25-15:10</b>	<b>Incident sharing (Chatham House Rule)</b>
15:10-15:30	Encouraging regional member participation in OCIMF - Gonzalo Mera Truffini, YPF)
<b>15:30-16:00</b>	<b>Coffee / Tea Break</b>
16:00-16:30	General Q&A
<b>16:30-17:00</b>	<b>Wrap up and Close</b> <b>- Gonzalo Mera Truffini, YPF and Andrew Cassels, OCIMF</b>



# INTRODUCTION TO OCIMF

Andrew Cassels – Director, OCIMF



# OCIMF Milestones



1956/57 and  
1967/75:  
Suez Canal  
Closed



1967:  
Grounding of  
Torrey Canyon



1970:  
OCIMF was  
formed



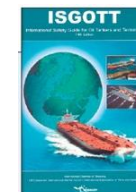
1971:  
Consultative  
status at IMO



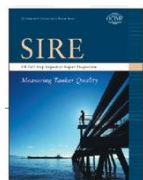
1975:  
First OCIMF  
guideline  
published



1977:  
London branch  
office  
established



1978:  
ISGOTT  
published



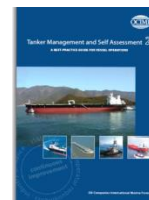
1993:  
SIRE  
Programme  
Launched



1998:  
50<sup>TH</sup> Publication  
reached and  
website launched



2000:  
SIRE Inspector  
Training and  
Accreditation



2004:  
TMSA  
Programme  
Launched



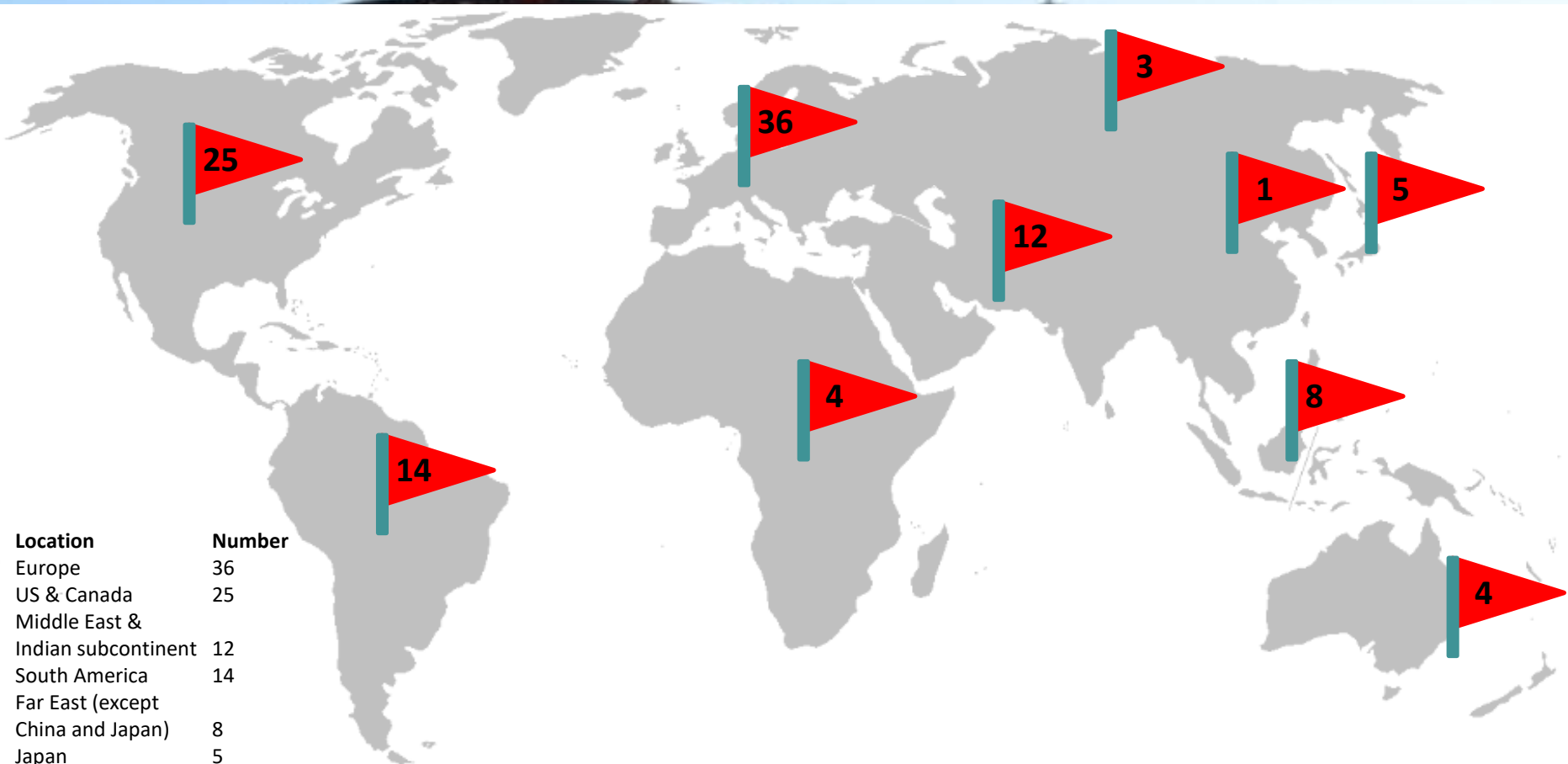
2010:  
OVID  
Programme  
Launched



2013:  
MTIS  
Programme  
Launched

## Key Events in the history of OCIMF

# OCIMF Member Locations (June 2017)



Location	Number
Europe	36
US & Canada	25
Middle East &	
Indian subcontinent	12
South America	14
Far East (except	
China and Japan)	8
Japan	5
Africa	4
Russia and	
Kazakhstan	3
Australia and	
New Zealand	4
China	1
<b>Total</b>	<b>112</b>

# OCIMF at a Glance

## OCIMF IN NUMBERS

**47**  
years of  
OCIMF



**4** principal  
committees



**104**  
meetings



**12** sub-committees/  
focus groups AND **42** working groups/  
task forces



**112**  
members in 45 countries

3 PROGRAMMES: SIRE; OVID; MTIS

**491** SIRE inspectors AND **370** OVID inspectors

SHIPS

**8,604**  
ships inspected

**142,795**  
Reports  
downloaded

**21,155**  
Reports uploaded

in 2016

BARGES

**6,739**  
barges inspected

**24,136**  
Reports  
downloaded

**8,256**  
Reports uploaded

in 2016

OFFSHORE VESSELS

**2,553**  
offshore vessels  
inspected

**1,374**  
Reports  
downloaded

**2,634**  
Reports uploaded

in 2016

INTERNATIONAL MARITIME ORGANIZATION (IMO)

**143**  
days of  
meetings

**172**  
member  
states

**>50**  
IMO conventions and  
protocols + hundreds of  
guidelines

**39**  
books

**51** information  
papers



# OCIMF Objectives



In fulfilling its mission, OCIMF will:



## Engage

- Identify and seek to resolve Safety, Security and Environmental issues affecting the industry through engagement with OCIMF Members and external stakeholders

## Promote

- Develop and publish Guidance, Recommendations and Best Practice by harnessing the skills and experience of members & the wider industry.
- Provide tools and facilitate exchange of information, to promote continuous improvement in safe & environmentally sustainable operations.

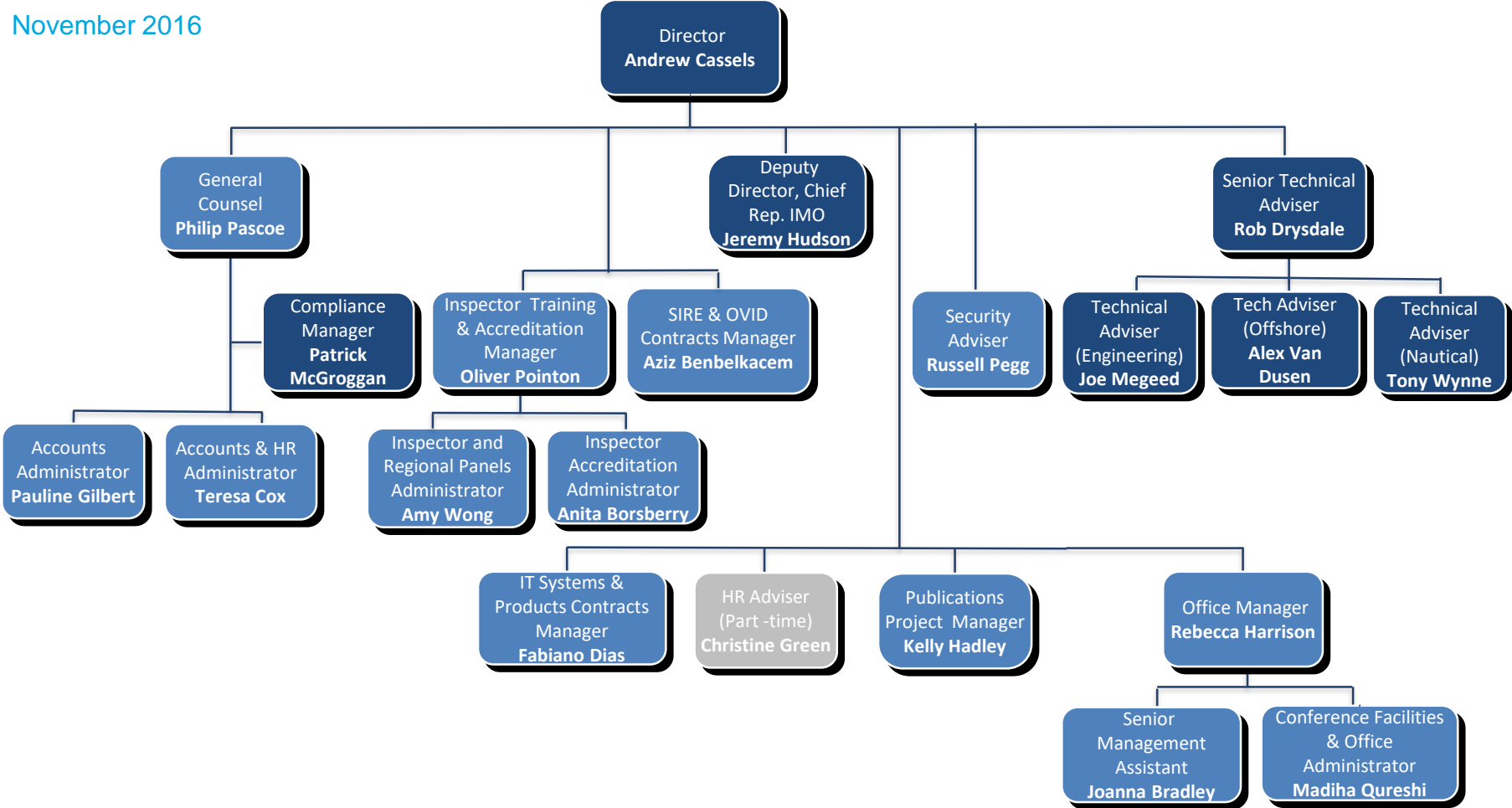
## Advocate


- Contribute to the development, and encourage the ratification and implementation of international conventions and regulations.
- Influence industry adoption of OCIMF guidance, recommendations & best practice.

# OCIMF Secretariat Organisation



November 2016

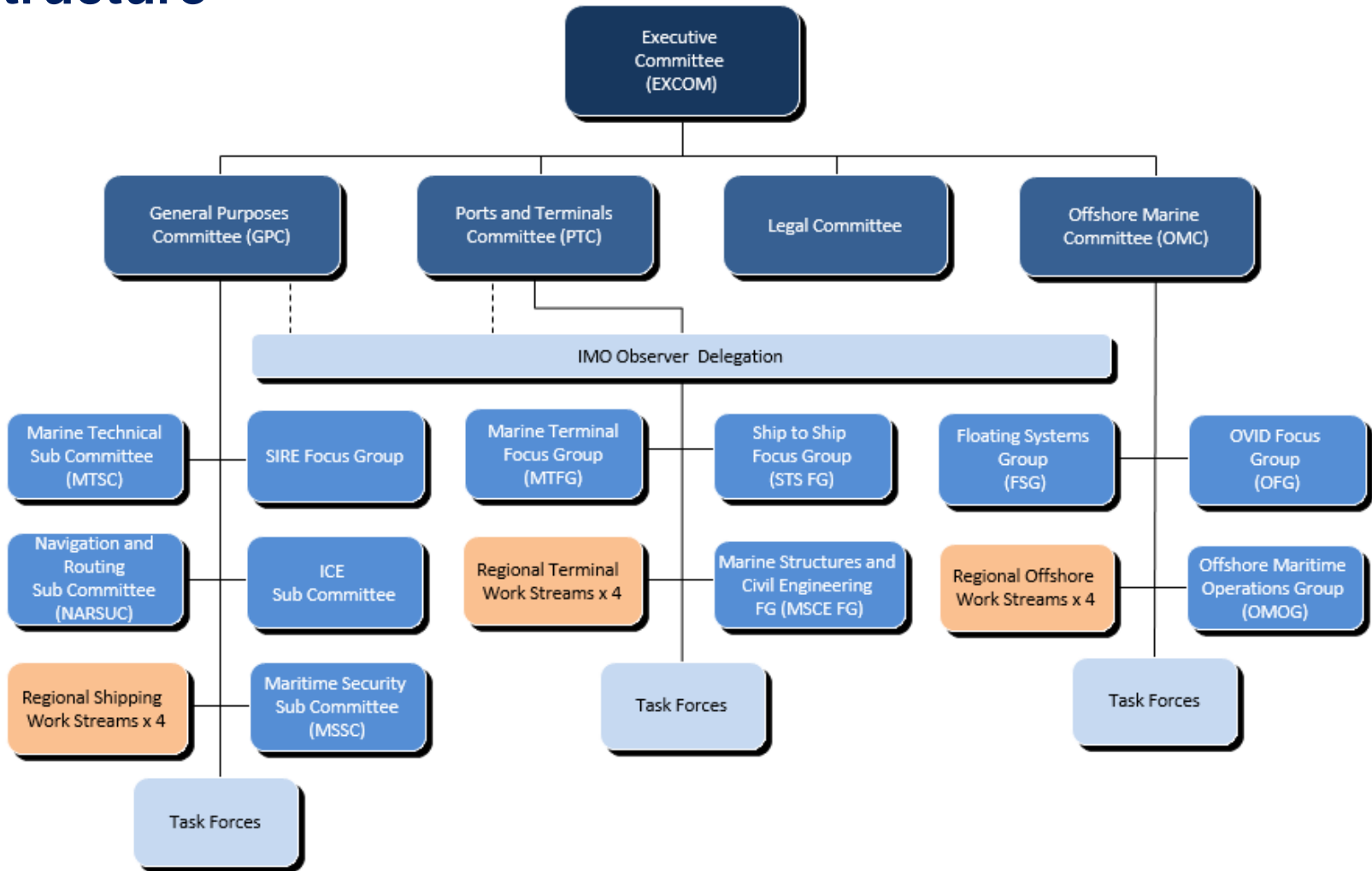




# How we..... Engage

- Identify and seek to resolve Safety, Security and Environmental issues affecting the industry through engagement with OCIMF Members and external stakeholders

# OCIMF Committee Structure



4 principle committees. 12 sub-committees. 40 working groups



# Principle Committees



## **General Purposes Committee**

The purpose of the General Purposes Committee reports is to provide general advice to the Executive on tanker technical, quality, regulatory, safety and environmental matters.

## **Ports and Terminals Committee**

The purpose of the Ports and Terminals Committee is to work to improve safety and environmental issues at ports and terminals with particular reference to the ship and terminal interface.

## **Offshore Marine Committee**

The purpose of the Offshore Marine Committee is to support the OCIMF vision and work to improve safety and environmental issues in offshore theatres which member have an interest.

## **Legal Committee**

The Legal Committee comprises 10 lawyers from Forum members and provides legal support for OCIMF activities. This support includes providing legal advice on competition/anti-trust law, OCIMF programmes (SIRE, OVID & MTIS) intellectual property issues, and reviewing documents prior to publication.



# How we..... Promote

- Develop and publish Guidance, Recommendations and Best Practice by harnessing the skills and experience of members & the wider industry.
- Provide tools and facilitate exchange of information, to promote continuous improvement in safe & environmentally sustainable operations.

# Publications

## Released so far in 2017

### Books

- **Tanker Management and Self Assessment 3**
- **Recommendations for Oil and Chemical Tankers Manifolds and Associated Equipment**

### Information papers

- **Inert Gas Systems: the use of inert gas for the carriage of flammable oil cargoes**
- **Linked Ship/Shore Emergency Shutdown Systems for Oil and Chemical Transfers**

## Due release in 2017

### Books

- **Mooring Equipment Guidelines 4**
- **Cargo Tank and Onboard Cargo Handling Management Guidelines for F(P)SOs**
- **Guidelines for Offshore Tanker Operations**
- **Construction Specification for Marine Loading Arms**

### Information papers

- **Northern Sea Route - Best Practices and Challenges**
- **Best Practice Guidelines for Personnel Transfer using Cranes on Tankers**
- **Critical Spare Parts**
- **Guidelines for the Handling, Storage, Inspection and Testing of STS Hoses**
- **Industry Expectations for the Provision of Marine Terminal Information and Port Regulations**
- **Marine Terminals Impacted by Ice or Severe Sub Zero Temperatures**
- **Navigational Audits and Assessments - A Guide to Best Practice**
- **Ship Security - Guidelines to Harden Vessels**
- **Volatile organic compounds (VOC) emissions white paper**



# Advocate

- Contribute to the development, and encourage the ratification and implementation of international conventions and regulations.
- Influence industry adoption of OCIMF guidance, recommendations & best practice.



OCIMF provides IMO with specific technical input on those aspects of the IMO programme that relate to OCIMF's mission

OCIMF attends all the relevant IMO meetings so that it can properly represent the views of its members. As a result, it is active at all levels of the IMO, from the Assembly and Council to the committees, sub-committees and correspondence groups.

The aim is to provide IMO with well-reasoned and well-structured arguments that help the Organisation arrive at effective, workable regulations that also deliver OCIMF objectives relating to safety and environmental protection.

Those individuals from the OCIMF secretariat or from member companies who participate in correspondence groups also feed information on IMO activities directly in to their relevant OCIMF committees.

# Regional Marine Forum

Transition from Regional Panel format (*Internal Engagement*) to the Regional Marine Forum format (*internal and external engagement*)

Priority to **improve communication with the maritime industry in various regions**

Redesign working structure enabling members and industry to engage easily

Not linked to principal committee meetings – mobile within the region

Initially Five regions – North Americas; South Americas; Europe/Africa, Middle East and Asia Pacific

Meetings linked to events in the region when practical to do so.



# Mooring Equipment Guidelines Update

Rob Drysdale – Senior Technical Adviser





## Mooring Equipment Guidelines (MEG4) Recognition

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



Main WG



HMSF WG



# Mooring Equipment Guidelines (MEG4)

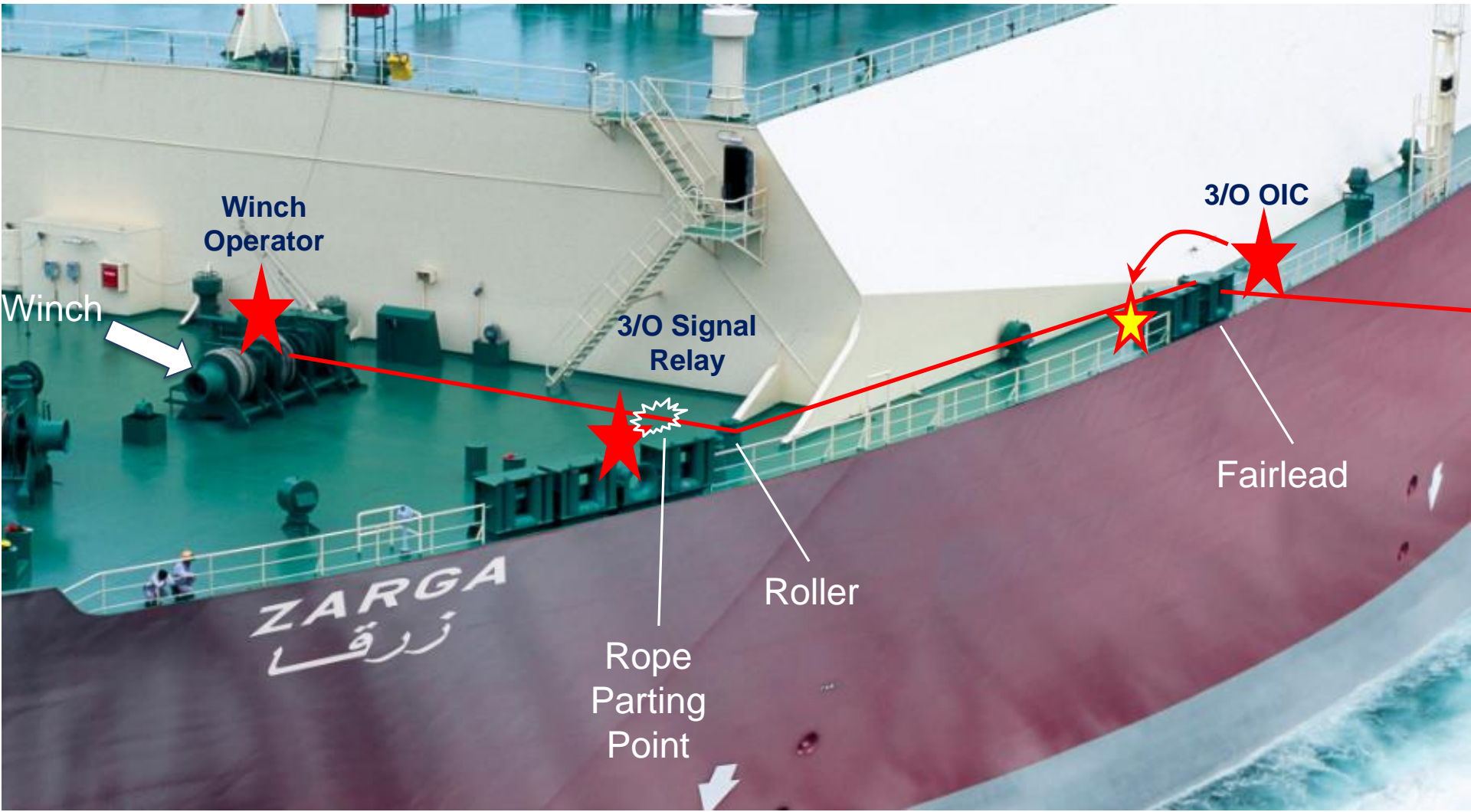
## Key Messages

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

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



# Incident Outline

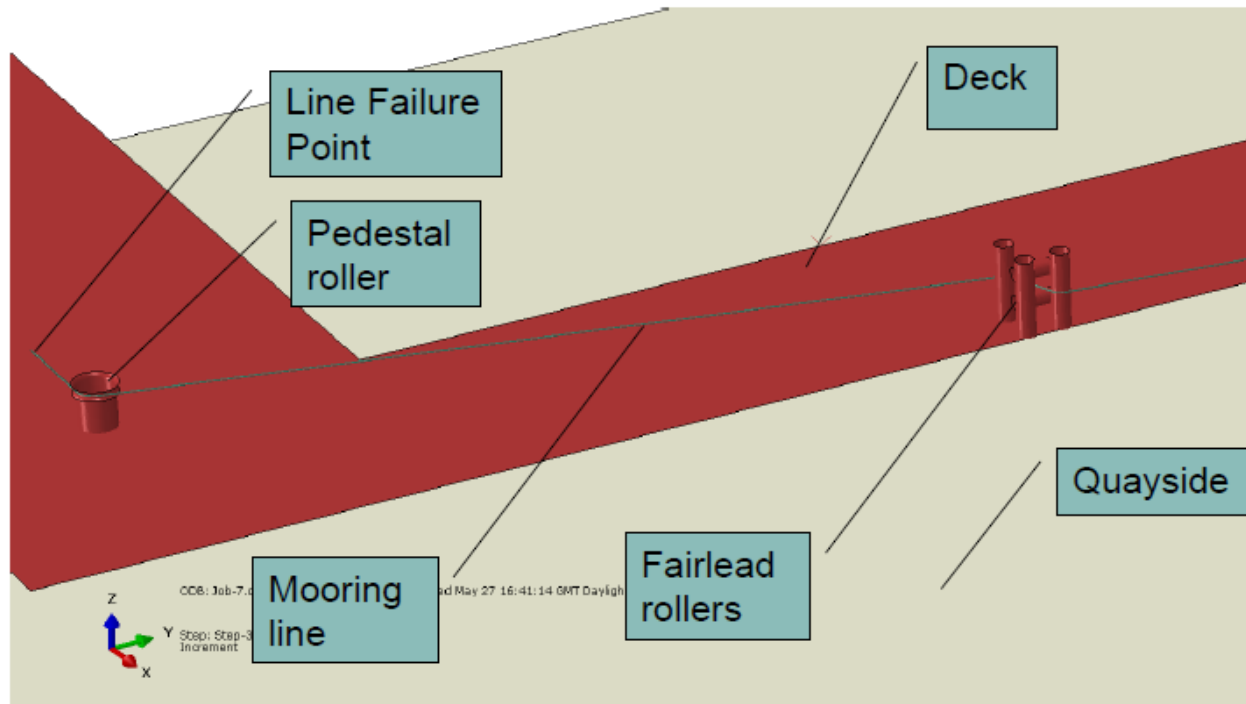








# Computer Modelling



## Vessel Geometry

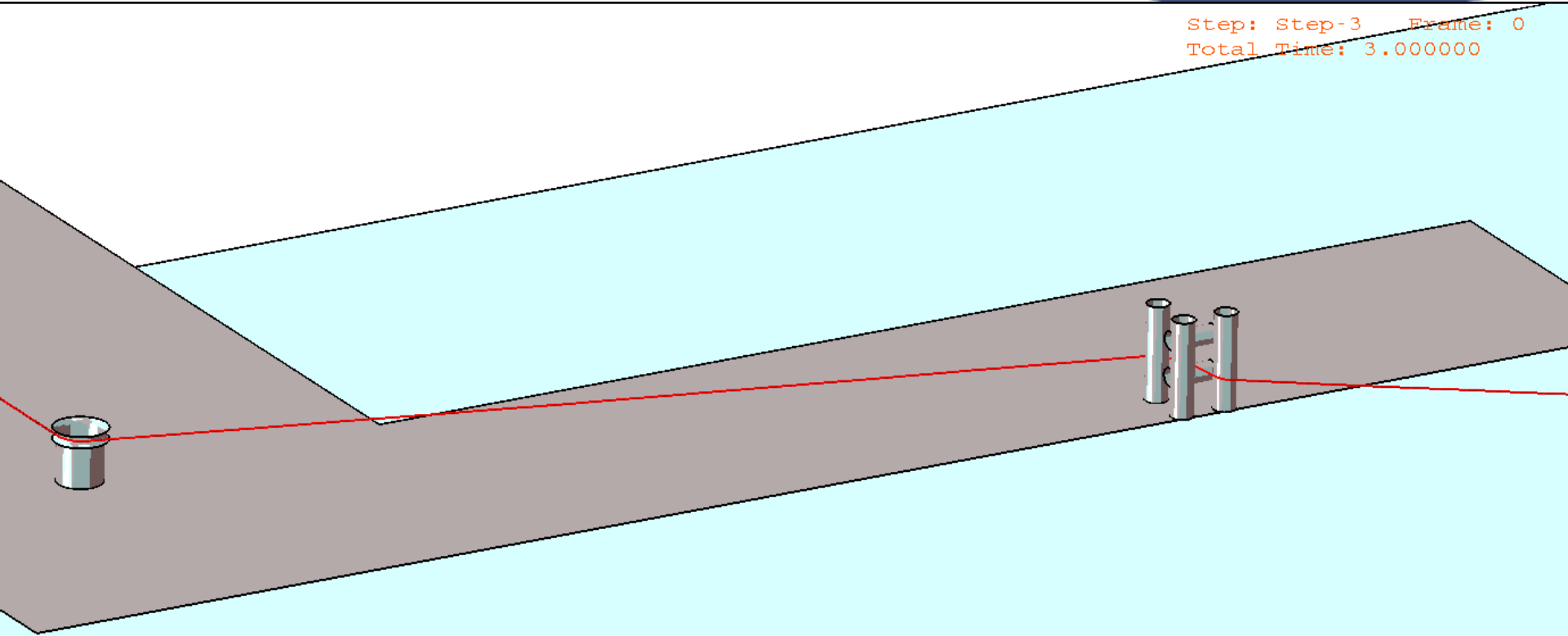


A finite element model of the vessel geometry and quayside was built to assess the dynamic trajectory of the parted rope

# Rope Trajectory



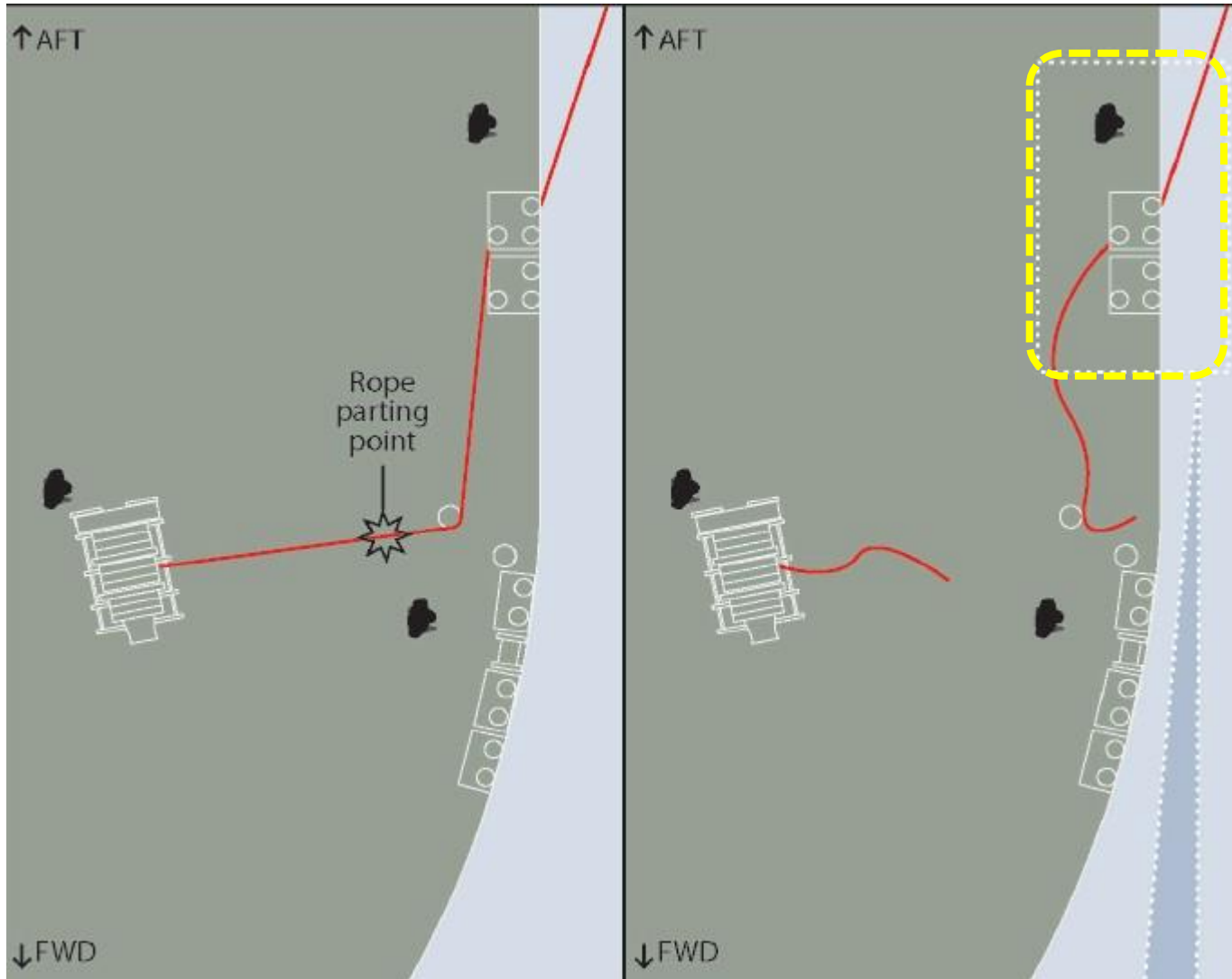
Step: Step-3    Frame: 0  
Total Time: 3.000000



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

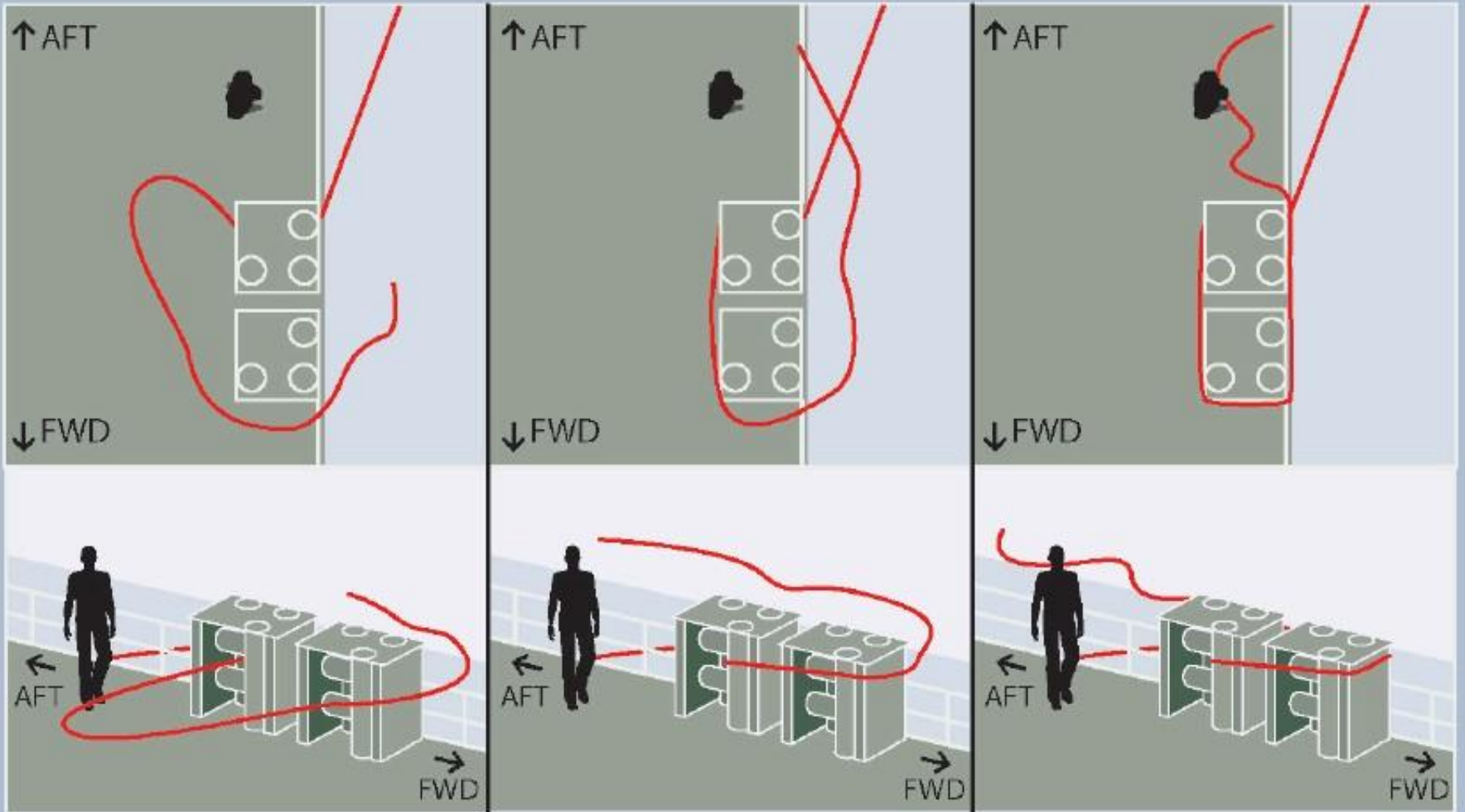
Z  
Y Step: Step-3, release winch load  
Increment    0: Step Time = 0.0  
X    Deformed Var: U    Deformation Scale Factor: +1.000e+00

# Rope Trajectory



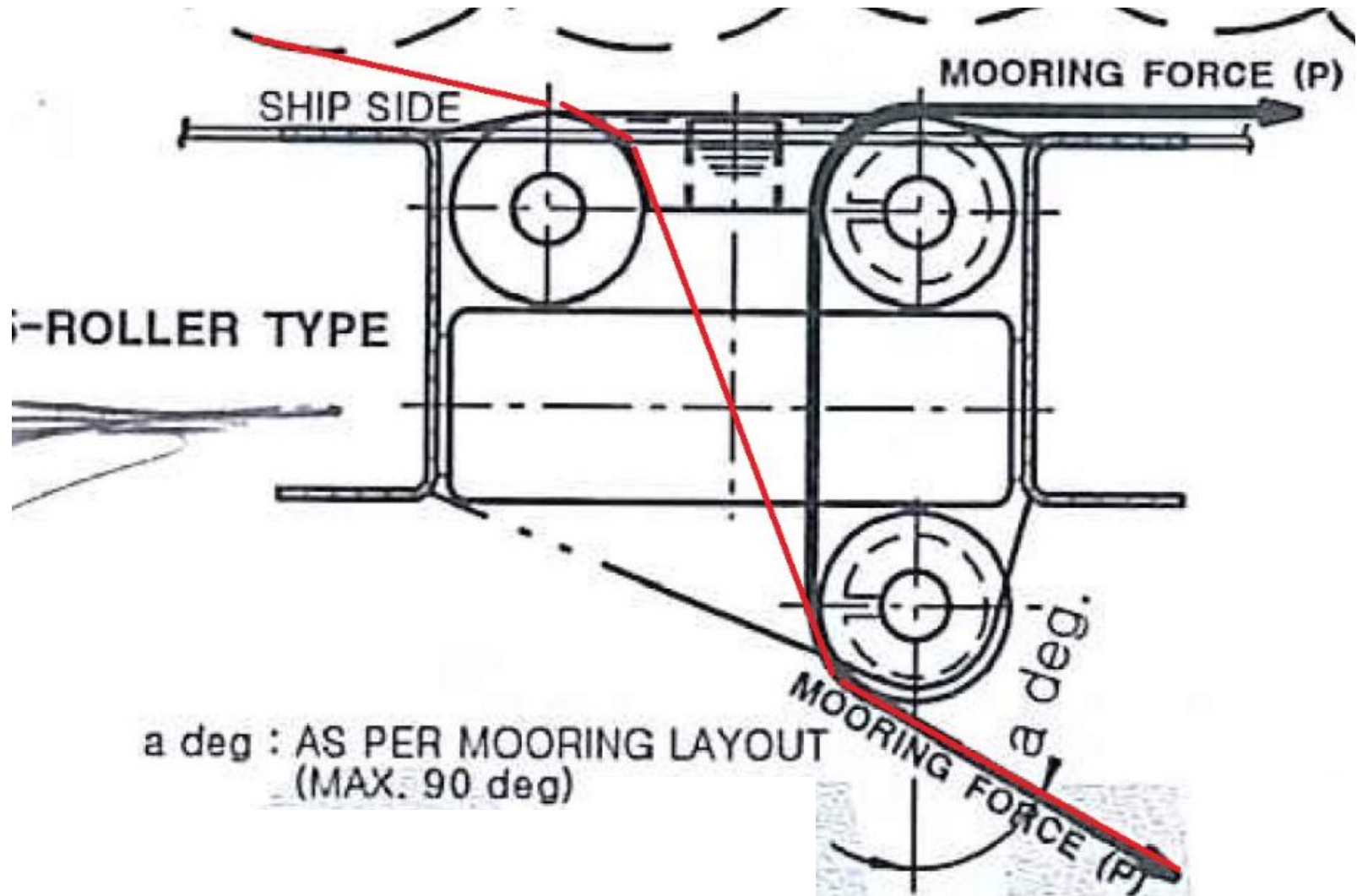


# Rope Trajectory



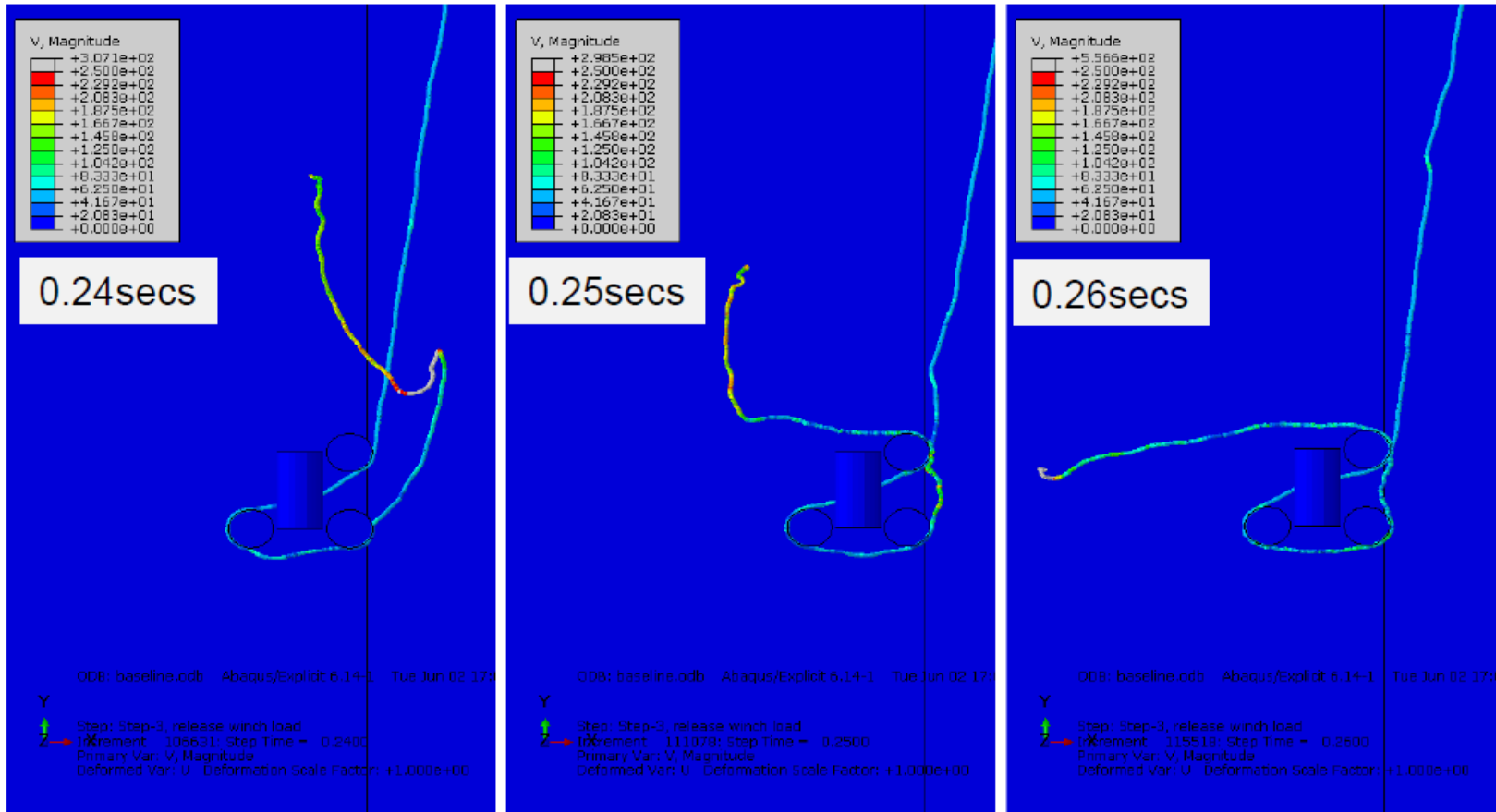


# Multiple Roller Fairlead



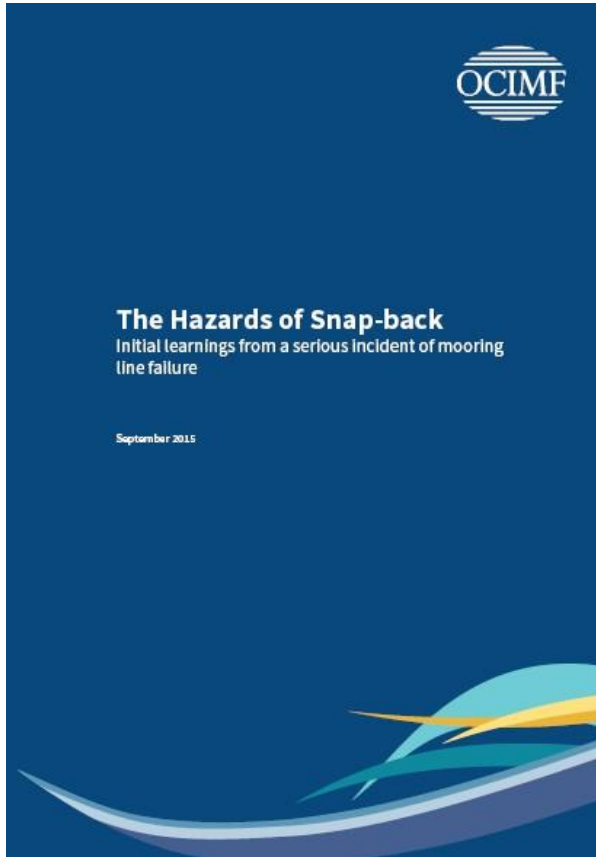
# Rope Trajectory

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



Approximate velocity of line whipping round fairlead rollers is ~200m/s  
Mass of line is 1.133kg/m. Kinetic energy of line is approximately 23kJ/m

# Hazards of Snapback



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

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

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

# What do we know from MAIB?

## Mooring Line:

**HMSF**

**44mm**

**Jacketed**

**275m length**

**MBL = 137 tonnes**

**Life expectancy = 8 years**

## Source:

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

**MAIB**  
MARINE ACCIDENT INVESTIGATION BRANCH

**SAFETY BULLETIN**

SB1/2016

February 2016

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

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

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

#### Press Enquiries:

020 7944 3021

#### Out of hours:

020 7944 4292

#### Public Enquiries:

0300 330 3000

#### NOTE

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

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See <http://www.nationalarchives.gov.uk/doc/open-government-licence/> for details.

All bulletins can be found on our website:  
<https://www.gov.uk/maib>

For all enquiries:  
Email: [maib@trg.gov.uk](mailto:maib@trg.gov.uk)  
Tel: 023 8039 5500  
Fax: 023 8023 2459

**Mooring line failure resulting in serious injury to a deck officer on board**

**Zarga**

**alongside South Hook LNG terminal,**

**Milford Haven**

**on 2 March 2015**

Photograph courtesy of Fotoflite.co.uk



Zarga

# What do we know now?

## Mooring Line:

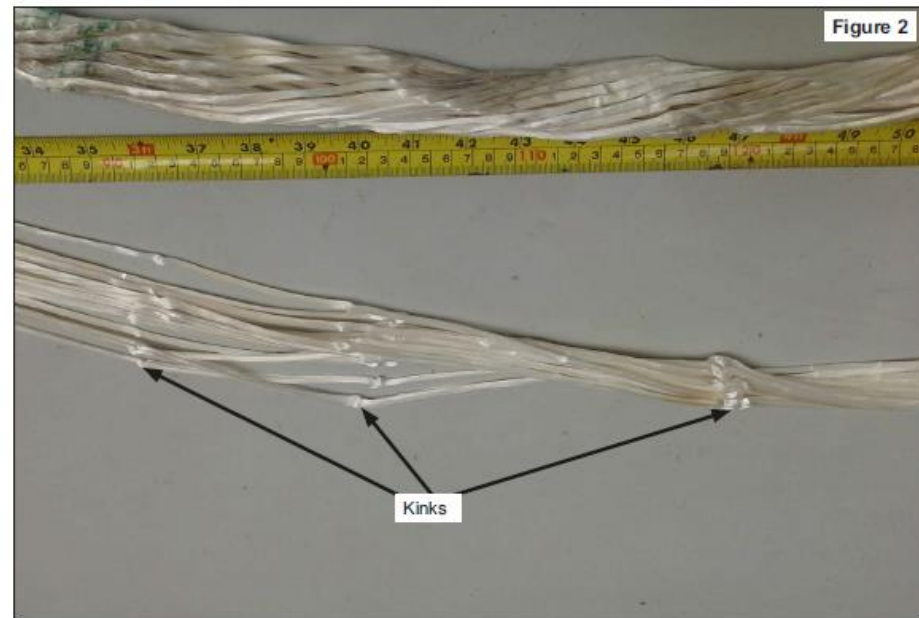
MBL = 137 tonnes **failed at 24 tonnes**

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



## Source:

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



# Current Line Procurement Process

## Single line replacement – MEG 3

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

# Fit-for-purpose Lines

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



# New Line Procurement Process

## Single line replacement – MEG 4

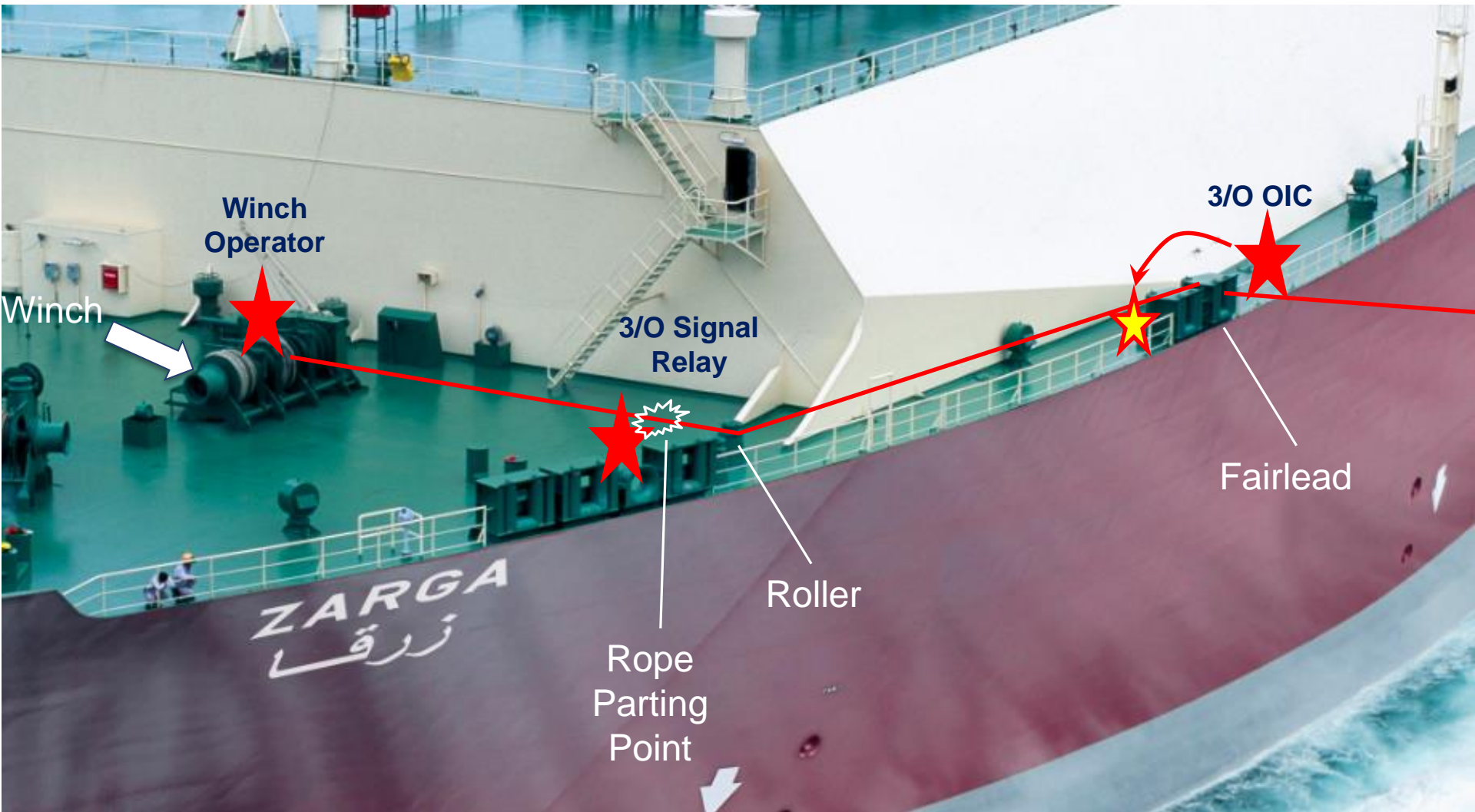
### MEG4 Performance Parameters/Indicators

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





# Human Factors



# Mooring Equipment Guidelines (MEG4)

## Key Messages

1. Snap-back
  - Complex
  - No safe area
2. Fit-for-purpose ropes
  - HMSF vs others
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3. Human Factors
  - Design
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Equipment, ropes, tails and layout should be designed, operated and maintained as an integrated mooring system



# Tanker Management and Self Assessment

Patrick McGroggan – Compliance Manager



# Tanker Management and Self Assessment (TMSA3)

A Best Practice Guide

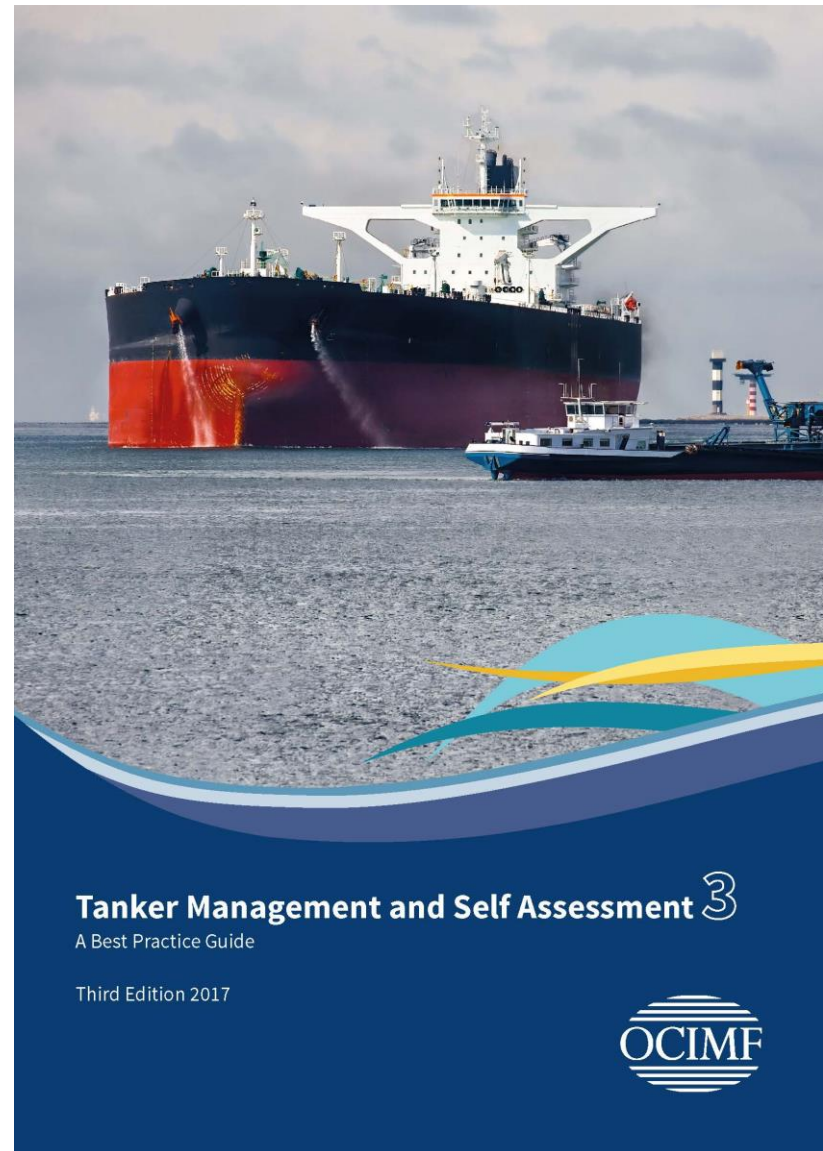
TMSA3 available to purchase and to use now.

Log in to

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

or buy the book from

[www.witherbyseamanship.com](http://www.witherbyseamanship.com).



# Why revise TMSA?



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

## Update

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

## Clarify

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

## Improve universality to all vessel and company types

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

## Continuous improvement

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

## Key Changes in TMSA3

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



## Status of TMSA3

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

### Remember please be aware

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

# OVID Update

Patrick McGroggan – Compliance Manager



# OVID Stats

## YTD Numbers (as at 22Jun2017)

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

## In a 12 month period

- Inspections purchased – 1413
- Inspections completed – 2772

## OVMSA

- Operators using – 962
- Operators Published - 703

# OVID Programme Recipients



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



# OVID Vessel Inspection Request

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

# Reviews and Revisions



## OVPQ

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

## OVIQ2/MODU

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

## OVMSA

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

# ISGOTT Planning

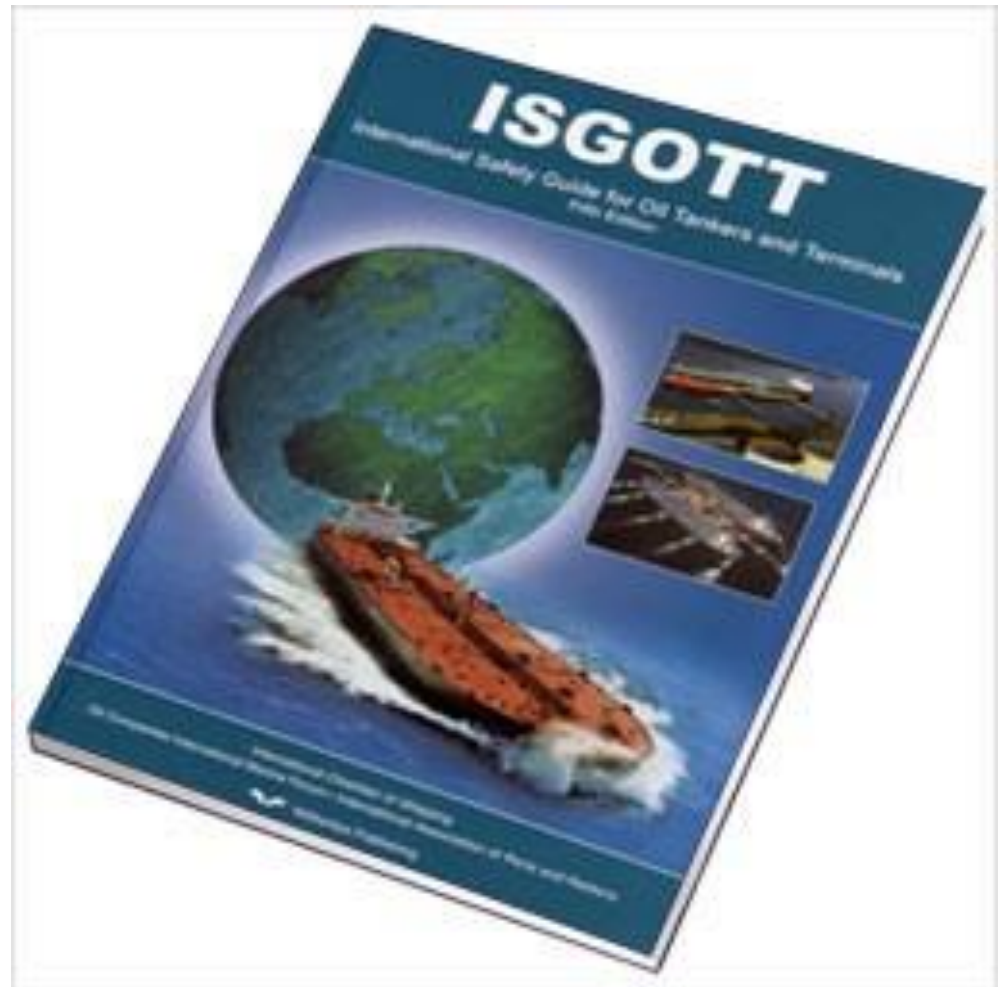
Rob Drysdale – Senior Technical Adviser





# International Safety Guide for Oil Tankers and Terminals

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



# Accident Database

Rob Drysdale – Senior Technical Adviser

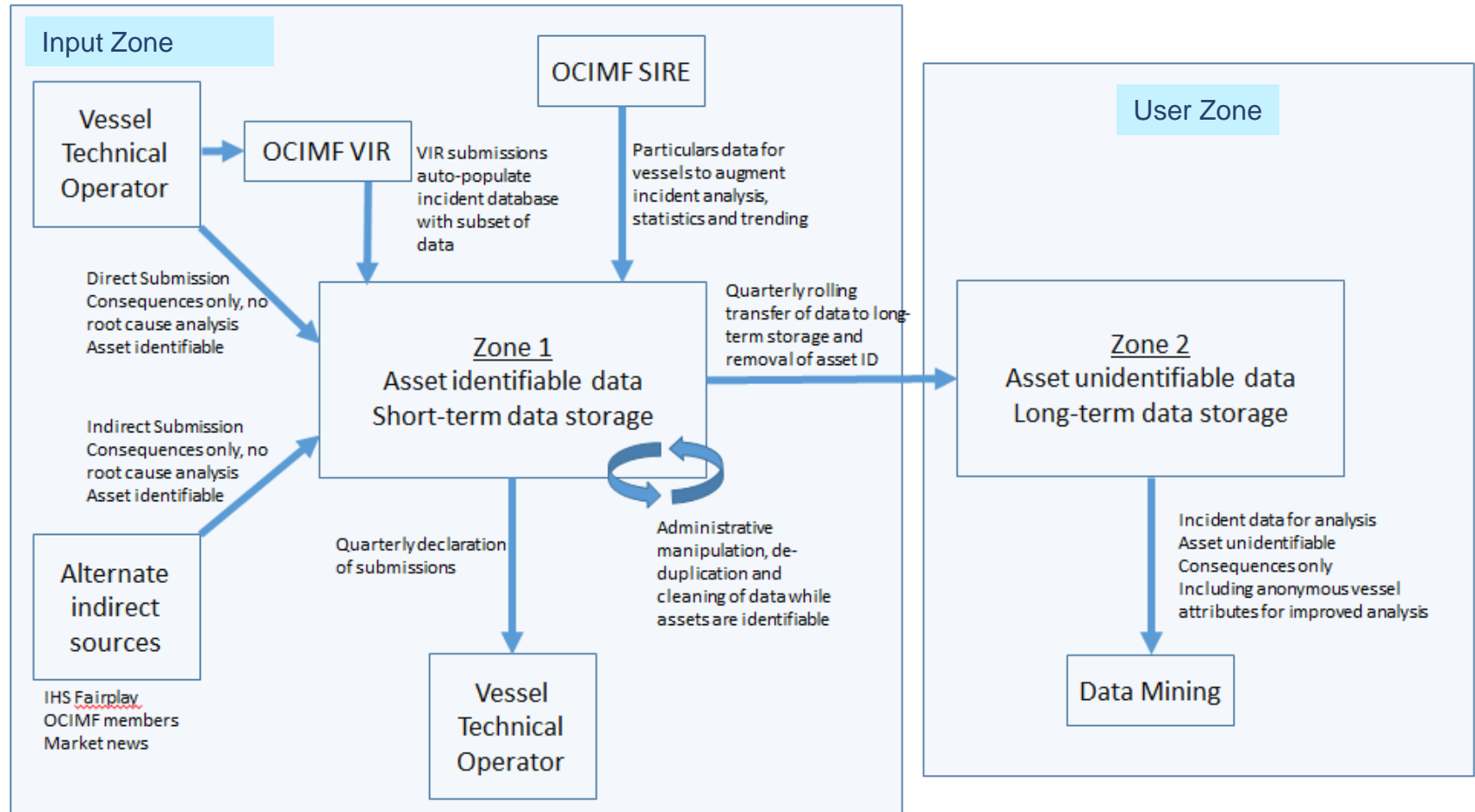


# Overview

A joint working group between INTERTANKO and OCIMF

- “Three Templates” developed
- “Information Paper” on sharing of lesson learned.
- Accident description finalized.
- Group developed a high level proposal for the “Accident Database “
  - Anonymous
  - Administered by independent 3<sup>rd</sup> party
  - Split into two areas

# Database Philosophy



- Next step – Steering Group meeting 16<sup>th</sup> October.

# Marine Terminal Information System

Rob Drysdale – Senior Technical Adviser



# Marine Terminal Information System

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

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

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

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



# MTIS Suite of Programmes

## Marine Terminal Particulars Questionnaire (MTPQ)

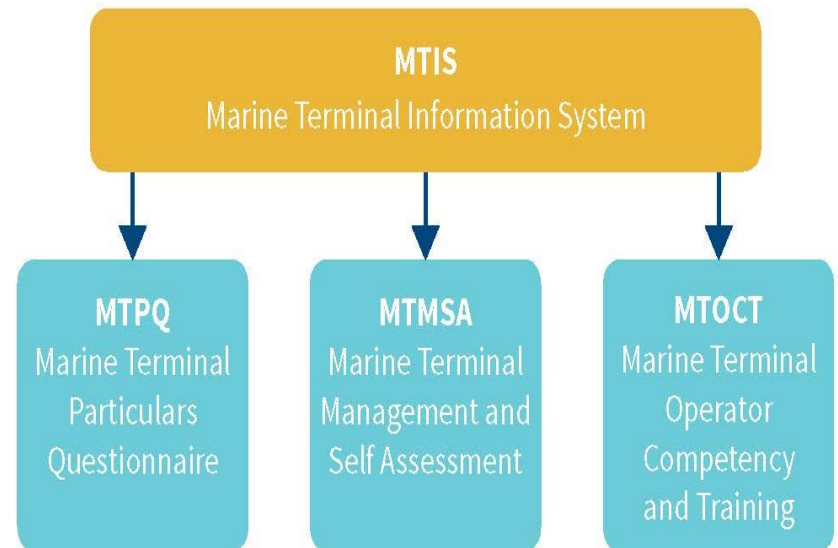
Comprehensive physical particulars of each terminal. Used alongside SIRE vessel data to assess compatibility of ships and terminals, ensuring safer operation and environmental protection.

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

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

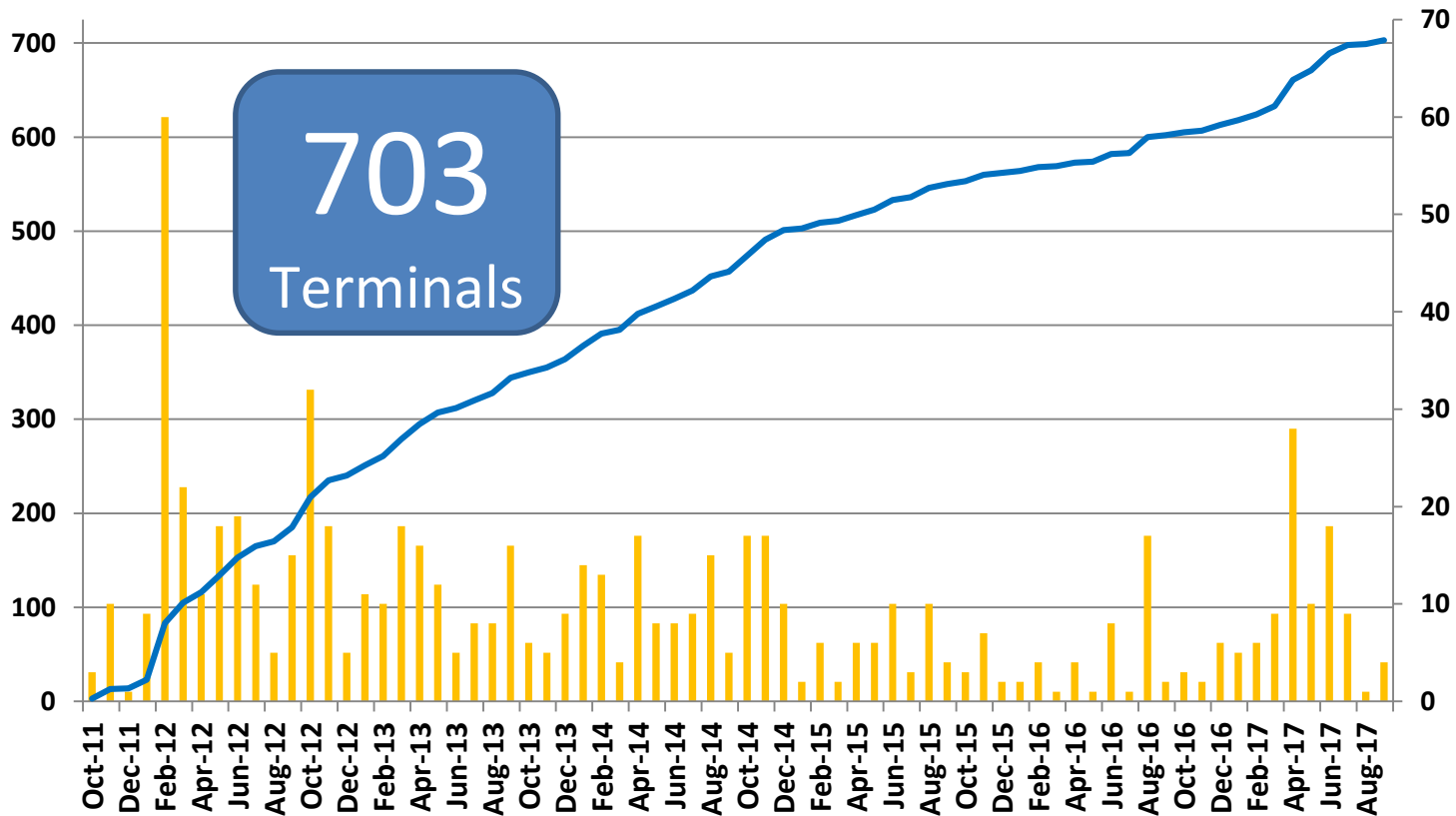
## Marine Terminal Operator Competence & Training (MTOCT)

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



# Sept 2017-MTIS Statistics

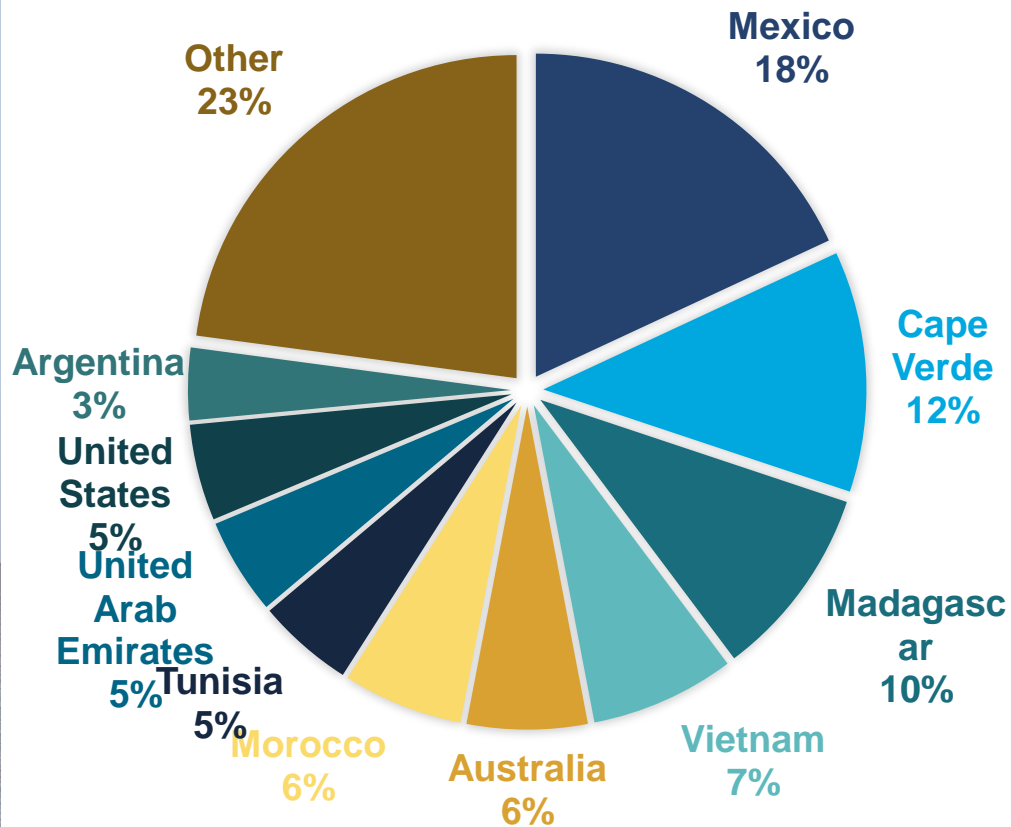
## Terminal signups per month





## Sept 2017-MTIS Statistics

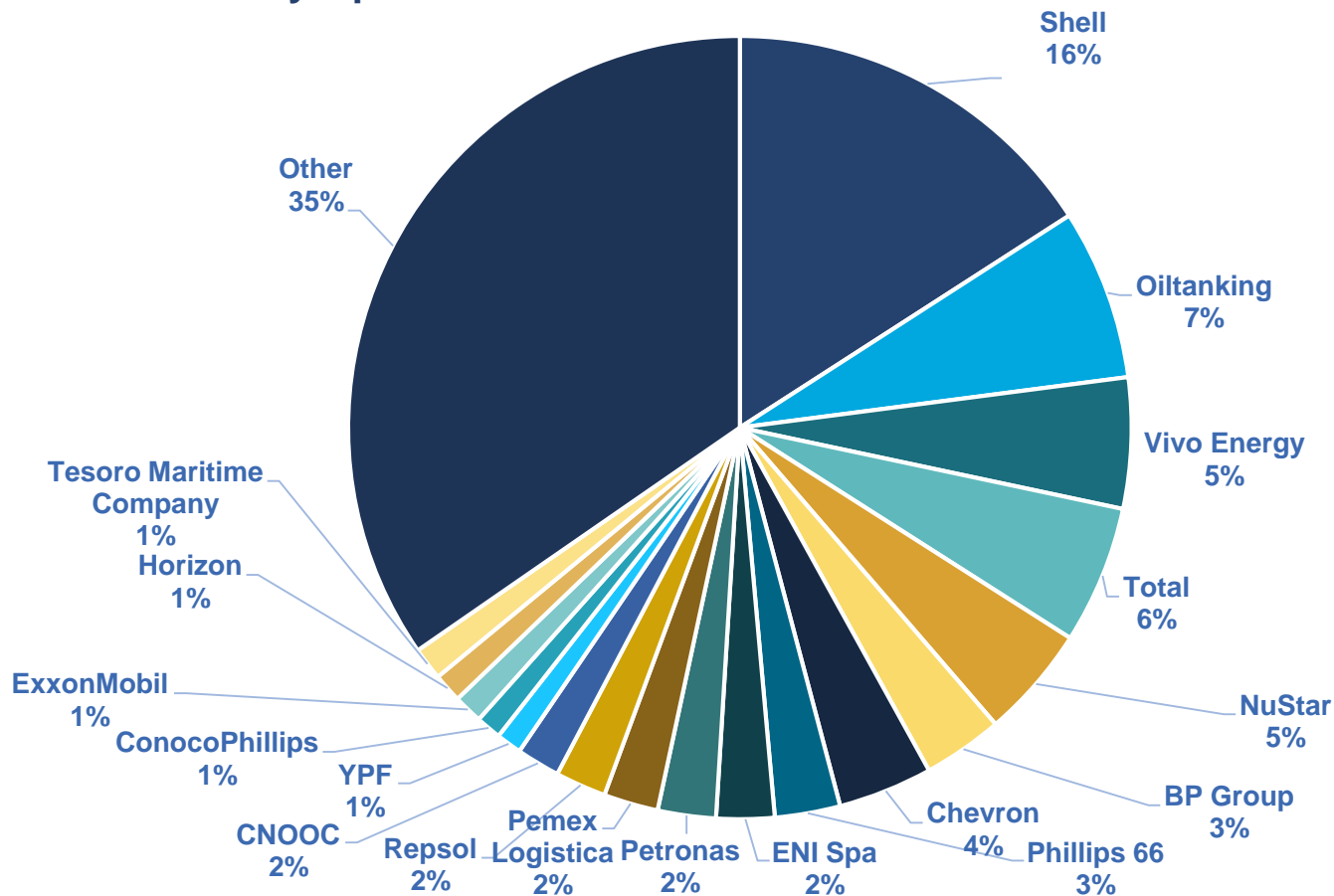
83 New Terminal signups since PTC-86



Organisation	Terminals Added
Vivo Energy	32
Pemex Logistica	15
Fujairah Oil Tanker Terminals	3
Haiphong	3
Ho Chi Min	3
Others	27

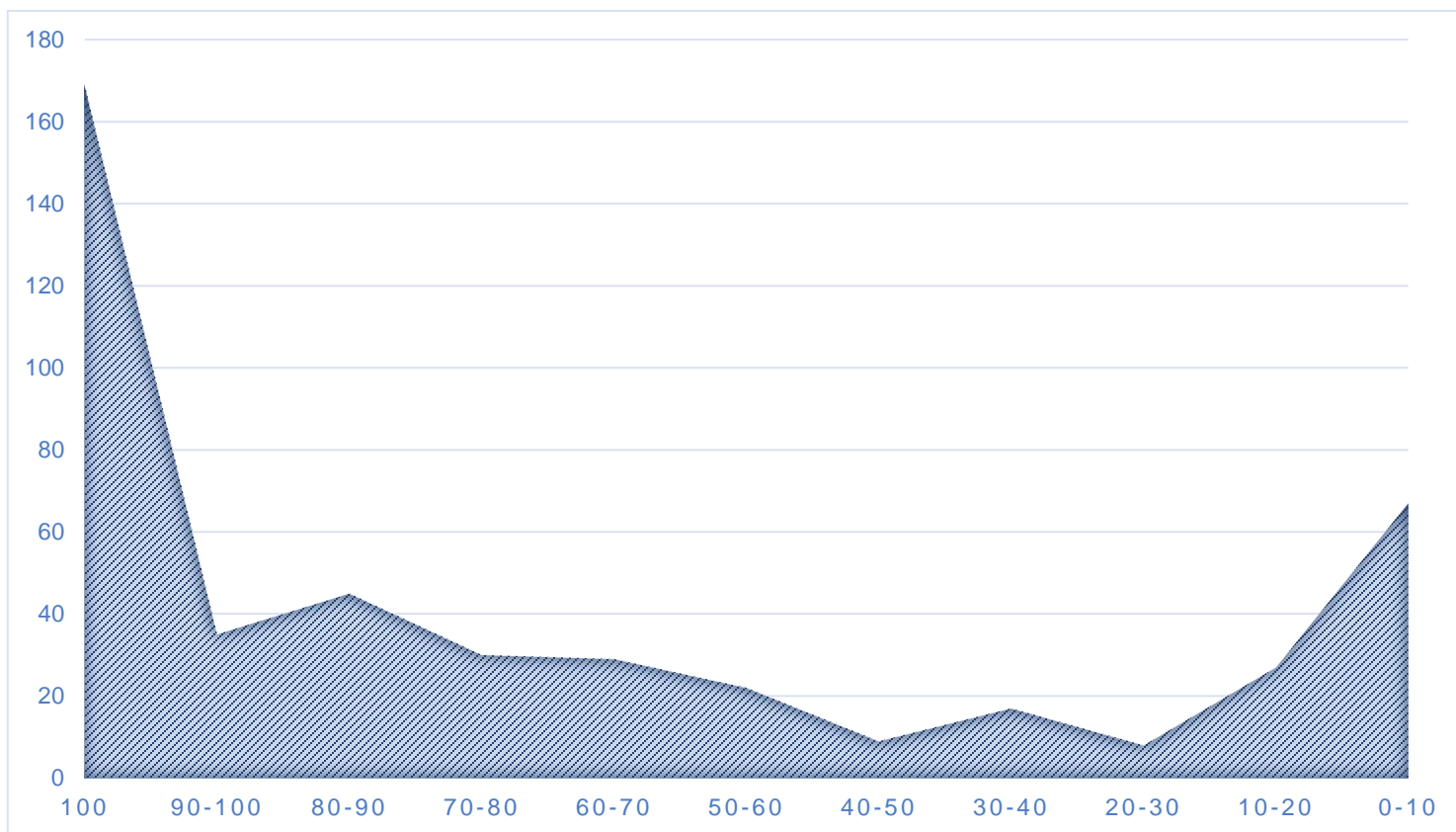
# Sept 2017-MTIS Statistics

## Terminals by Operator



# Sept 2017-MTIS Statistics

## MTPQ Terminal Completion



# Changes

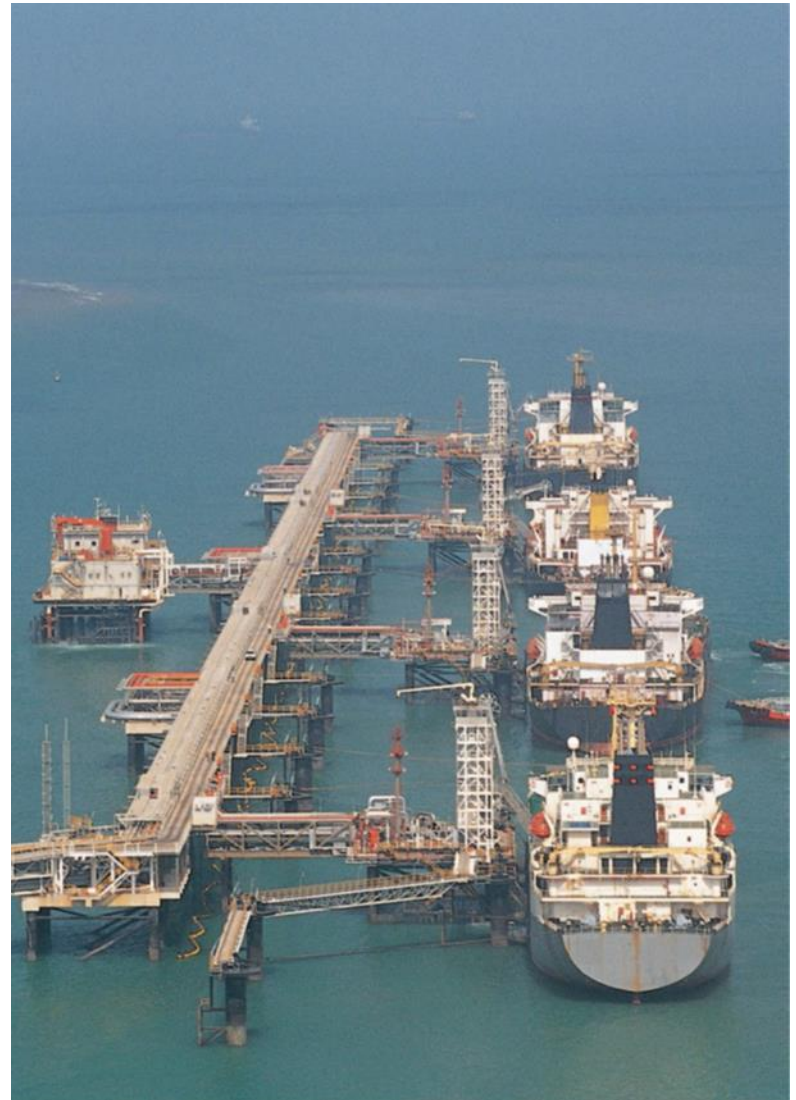
## MTIS Strategy

### Survey results

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

### Plan

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



## OCIMF's Role in MTIS



OCIMF's trusted, neutral and fully independent status within the global industry is at the heart of its ability to capture and share information and best practice aimed at continuously improving terminal performance.

# Barges Update

**Gonzalo Mera Truffini – Regional Champion**  
**Patrick McGrogan – Compliance Manager**







## BIQ

### BIQ5 S.Am C.Am V2.0

- Se realizaron actualizaciones de las preguntas de los cuestionarios de inspección.
- Se ampliaron y mejoraron las guías para los inspectores.
- Se incluyeron formularios específicos para distintos tipos de embarcaciones y sus variantes:



## **BPQ**

**SACA Inland Dumb Barge (2025)**

**SACA Inland Self-Propelled Barge (2026)**

**SACA Inland Tug (2027)**

**Los modelos de BPQ desarrollados contienen campos específicos para las distintas variantes de embarcaciones.**

**Los cuestionarios, reducen la cantidad de consultas que pueden recibir los Operadores por parte de los departamentos de Vetting, Inspectores, etc.**





## Recommendation for Converting Inland and Coastal Barges From Open to Closed Condition

Los aspectos que contendrá serán:

- Definiciones.
- Como cumplir con la condición cerrada de carga en una barcaza.
  - » Sondaje y muestreo.
  - » Sistema de Venteo.
  - » Monitoreo del contenido de tanques.
  - » Protección contra revalse.
- Riesgos de una conversión inadecuada.
- Testeos y mantenimiento.
- Certificación.



## **SIRE CAT 3 Courses**

**Durante fines de Abril se realizó en la Torre Madero de YPF el curso para acreditación y el refreshing course para inspectores SIRE CAT 3**

- **Curso de acreditación participaron 7 candidatos.**
- **Curso de refresco participaron 8 Inspectores.**

## Global Inland and Coastal Barging Focus Group

- **OCIMF members are placing greater emphasis on barge safety.**
- **Current Terms Of Reference of the regional workgroups are narrow and only cover the SIRE system as it applies to barges.**
- **New global group identified to look at overall barge safety issues.**
- **Regional groups TOR's will be expanded to cover safety issues.**

## Regional Barge Groups

- **Currently there are three regional barge groups:-**
  - North America
  - South and central America
  - Europe
- **Barge strategy is being developed for areas East of the Arabian Gulf. This may entail more than one regional group being established.**
- **There are currently 4 different BIQs and BPQs**
- **The three listed above plus an International variant.**
- **Further variants may be developed.**

**Gracias**

**Thank you**



# Q&A Session

Panel – **Andrew; Patrick; Rob???**



# Wrap-up

Andrew Cassels – Director





**OCIMF.org**

Oil Companies International Marine Forum  
29 Queen Anne's Gate, London, SW1H 9BU

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**Fax: +44 (0) 20 7654 1205**





# OCIMF Members Session - Welcome

Gonzalo Mera Truffini – S&CA Regional Champion



# Overview of Forum Objectives

Rob Drysdale – Senior Technical Adviser



# Afternoon Agenda

## OCIMF Members Only



Time	Activity
14:00-14:05	Welcome - Gonzalo Mera Truffini, YPF
<b>14:05-14:10</b>	<b>Overview of closed session objectives - Rob Drysdale, OCIMF</b>
14:10-14:25	Security Issues – Andrew Cassels, OCIMF
<b>14:25-15:10</b>	<b>Incident sharing</b>
15:10-15:30	Encouraging regional member participation in OCIMF - Gonzalo Mera Truffini, YPF)
<b>15:30-16:00</b>	<b>Coffee / Tea Break</b>
16:00-16:30	General Q&A
<b>16:30-17:00</b>	<b>Wrap up and Close</b> <b>- Gonzalo Mera Truffini, YPF and Andrew Cassels, OCIMF</b>

# Security Issues

Andrew Cassels – Director





# Security Issues

## Introduction

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

# Cyber Security

## OCIMF Cyber Security Committee

- **Key Themes**

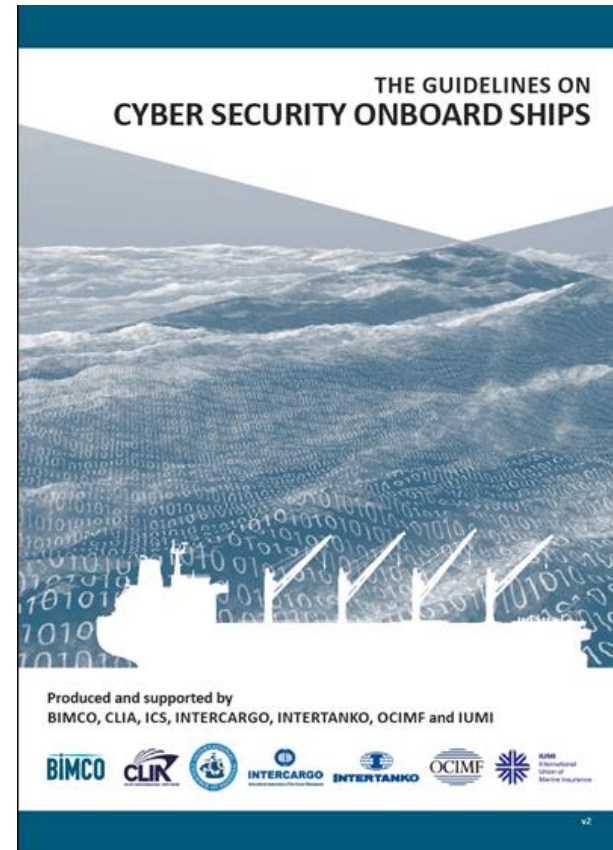
- Cyber Assessment – better understanding of networks and IT components.
- Understanding & Awareness – culture & education campaign.
- Process to improve the standards of third party vendors.

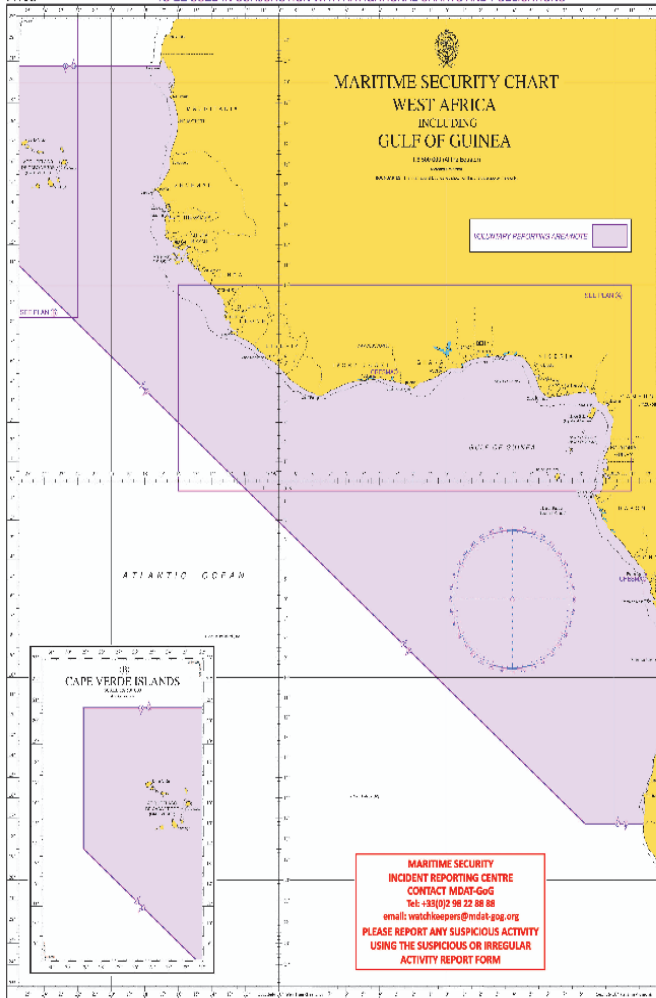
- **Industry Guidance**

- “The Guidelines on Cyber Security onboard Ship”
- “Be Cyber Aware at Sea – Maritime Cyber Security”
  - Fidra Films / NSSL Global / Standard / Teekay

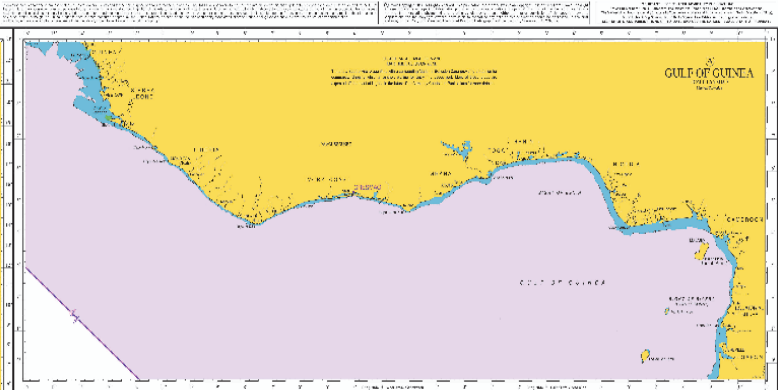
- **Cyber Incident Sharing**

- **TMSA 3**





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



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

**MDAT-GGG INITIAL REPORT**

1. Date/Time
2. Ship Name
3. Ship call sign & IMO Number
4. IRRAS/ISAT Identification Number
5. IRIS/ISIRI
6. Time of report in UTC
7. Ship Position
8. Course
9. Passage speed
10. Number of crew
11. Cargo
12. Flag
13. Name and address of the Company Security Officer
14. Name of the vessel's Captain
15. Name of the vessel's Chief Officer
16. Name of the vessel's Chief Mate
17. Name of the vessel's Chief Engineer
18. Name of the vessel's Chief Steward
19. Name of the vessel's Chief Cook
20. Name of the vessel's Chief Cabin Crew
21. Name of the vessel's Chief Security Officer
22. Name of the vessel's Chief Security Officer (if different from 13)
23. Name of the vessel's Chief Security Officer (if different from 13)
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28. Name of the vessel's Chief Security Officer (if different from 13)
29. Name of the vessel's Chief Security Officer (if different from 13)
30. Name of the vessel's Chief Security Officer (if different from 13)

**MDAT-GGG DAILY POSITION REPORT**

1. Ship Name
2. Ship call sign & IMO Number
3. Time of report in UTC
4. Ship Position
5. Ship Course & Speed
6. Ship Status (if changed since last report)
7. Ship Position (if changed since last report)

**MDAT-GGG FINAL REPORT**

1. Ship Name
2. Ship call sign & IMO Number
3. Time of report in UTC
4. Ship Position
5. Ship Course & Speed
6. Ship Status (if changed since last report)
7. Ship Position (if changed since last report)

**RISK ASSESSMENT CONSIDERATIONS**

Are to be left on through visit?  Extra Lookouts

Anti board measures in place?  Hrs Pump Ready

Crew briefing  Locked Doors

Fire Hoses rigged  On board / off board

Barbed/ Razor Wire  Dummies Posted

General Communications Plan  Advance Engine Room

Life Raft  Crew Drills Completed

Night Vision Goggles  Areas Search / Teams onboard

CCIR  Doctor onboard

Increased Security Team  Weapons on board?

Increased Security Team  Weapons on board?

Helicopter Landing Area?  Any other information which may assist an incident?

Aerial Search  Helicopter Landing Area?

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

1. Date/Time
2. Ship Name
3. Ship call sign & IMO Number
4. Time of report in UTC
6. Over Ship Position
7. Over Ship Course and Speed
8. Details of suspicious or irregular activity

**MDAT-GGG INITIAL REPORT**

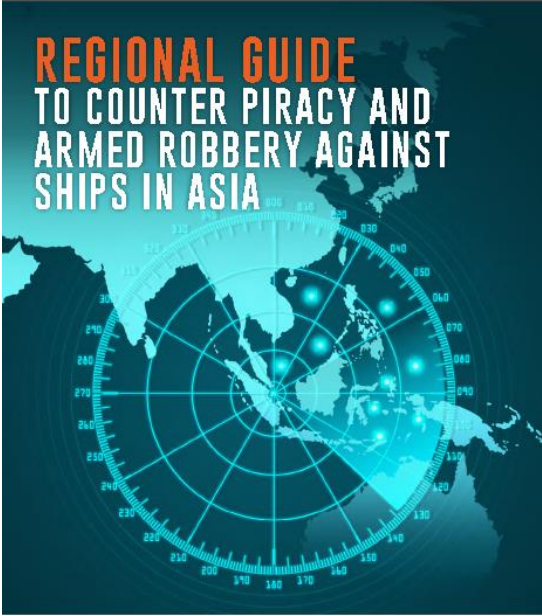
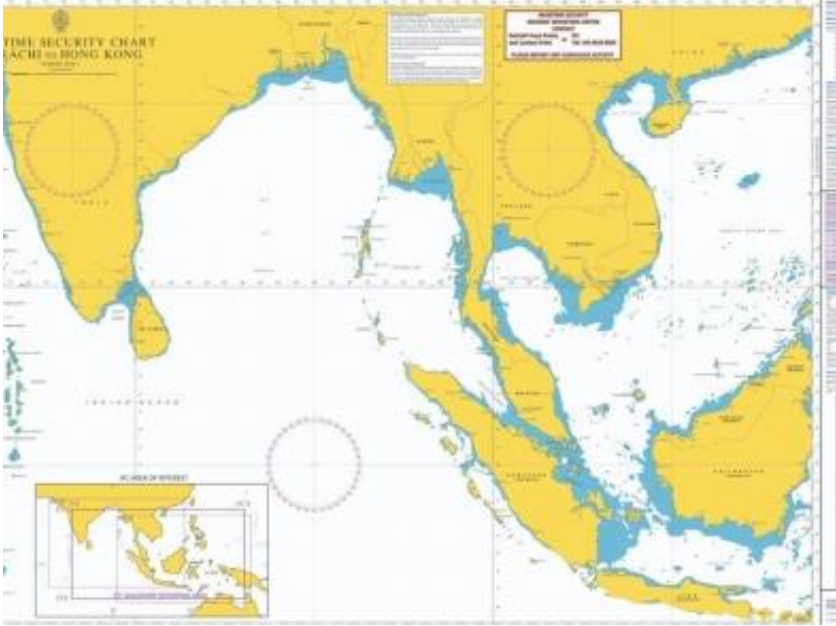
1. Date/Time
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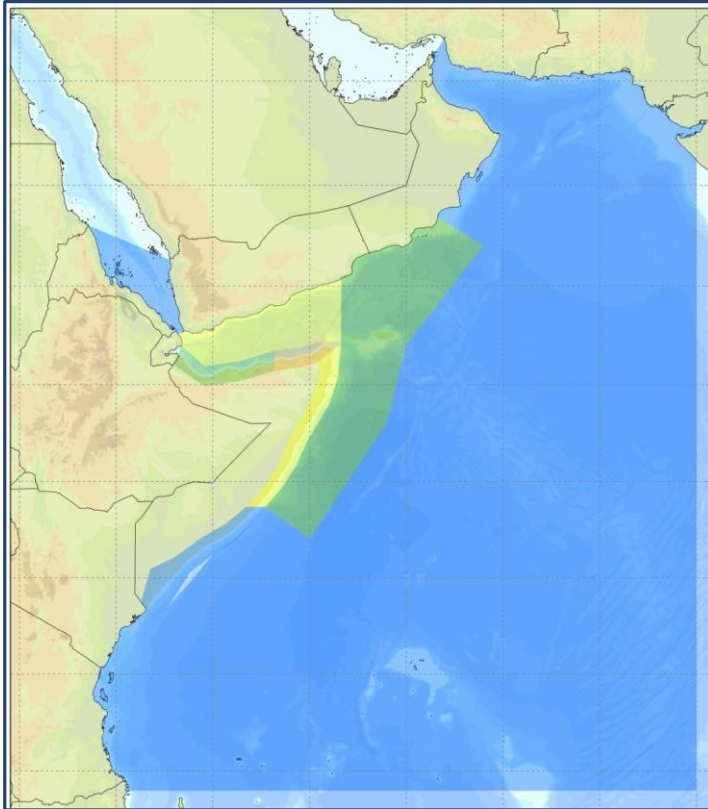


Working Group:





# PIRACY THREAT ASSESSMENT



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

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

# RECENT PIRACY EVENTS

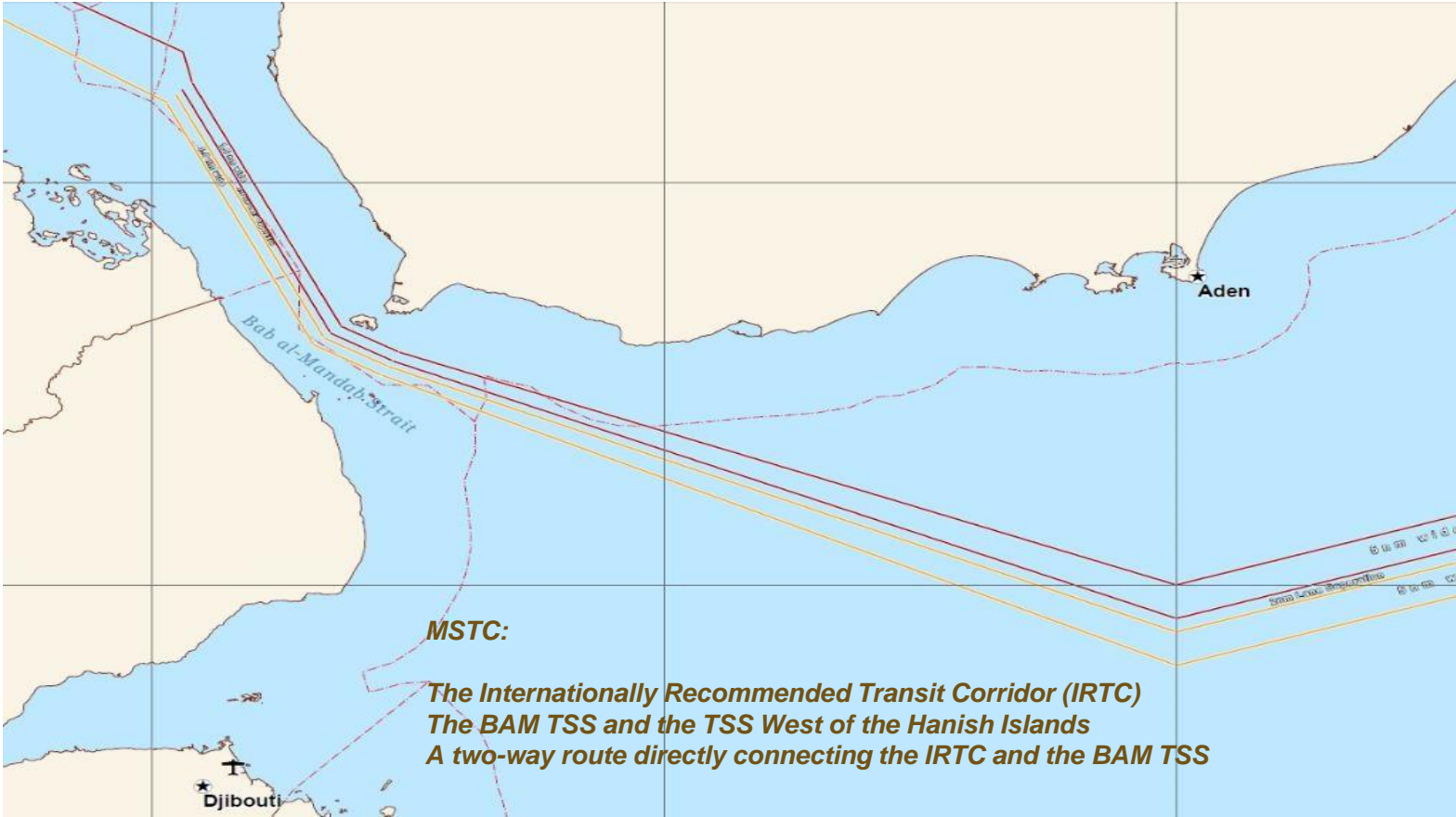


1	13-16 Mar	ARIS 13	PIRATED
2	23-26 Mar	CASAYR 2	SUSPICIOUS
3	02 - 12 Apr	AL KAUSAR	PIRATED
4	08 - 09 Apr	OS35	ATTACKED
5	15 Apr	MT AL HEERA	ATTACKED
6	22 Apr	MT COSTINA	ATTACKED
7	29 Apr	MT SOFIA	SUSPICIOUS
8	22 May	Unknown IRN dhow	SUSPICIOUS
9	01 Jun	NAVIG8 PROVIDENCE	TBC



## Northern Indian Ocean / Gulf of Aden / Bab el Mandeb

- EUNAVFOR – Op Atalanta
  - Transition end of 2018
- Industry designated High Risk Area
  - BMP4 – Sept 2011
  - Reviewed 2015
- Other Maritime Security Threats to Shipping
  - CMF - Maritime Security Transit Corridor (MSTC)





# Incident Sharing



**Regional members participation**

**Participación de los miembros de la región**

**Gonzalo Mera Truffini– Regional Champion (YPF)**





## Members Participation

- Promueve la comunicación entre los miembros y el resto de la industria.
- It promotes communication between the members and the whole industry.
- Los temas regionales pueden ser compartidos con otros grupos de OCIMF.
- Regional issues can be linked with other OCIMF's groups.
- Suma experiencia y conocimiento, lo cual es sumamente necesario para el desarrollo de la región de forma unificada.
- It adds experience and knowledge which are completely necessary for an unified regional development.
- Identificar temas que no han sido identificar
- To identify issues not yet identified.





## SACAICBFG

- La mayoría de las Compañías que participan, operan en la hidrovía Paraná-Paraguay, por lo tanto el desarrollo de los BIQ y BPQ se hizo en base a esas experiencias.
- Most of the Companies of the group are operating in the Paraná-Paraguay riverway, consequently the BIQ and BPQ were developed and reviewed based on those experiences.
- En la región existen distintos tipos de operaciones que se desarrollan bajo distintos estándares. El trabajo grupal promueve la unificación de criterios, para el desarrollo de los más altos estándares de seguridad y cuidado medioambiental, que es la política de OCIMF.
- In the region there are many different types of operations carried out under different standards. The group work promotes the alignment of criteria for the development of the highest safety and environmental standards, which is the OCIMF's policy.

**Gracias**

**Thank you**



# Q & A Session



# General Items

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

# Wrap-up and Close

**Ahmed Salem Al Shawi – ME Regional Champion**

**Andrew Cassels - Director**



**Safe Travel Home &  
Thank You!**





**OCIMF.org**

Oil Companies International Marine Forum  
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**Fax: +44 (0) 20 7654 1205**

# Backup Slides





**SCARMF SIRE – 6<sup>th</sup> October 2017**





# **SIRE Developments**

## **SIRE Vessel Inspection Questioner version 7**


- New SIRE VIQ being developed**
- Structure will remain the same with 13 chapters.**
- Reduction in the number of questions, net approx. 70 decrease.**
- New questions to be added relating to industry developments, BWM, Cyber Security etc.**
- Chapter 9 being changed to comply with new guidance coming from MEG review.**
- Officer's Matrix will also be reviewed / aligned**

## **SIRE VIQ 7**

- **Direct link between VIQ and TMSA being developed.**
- **Proposed to have text finalised by end of 2017.**
- **3 months integration required.**
- **Proposed 'go live' date is early 2Q 2018.**



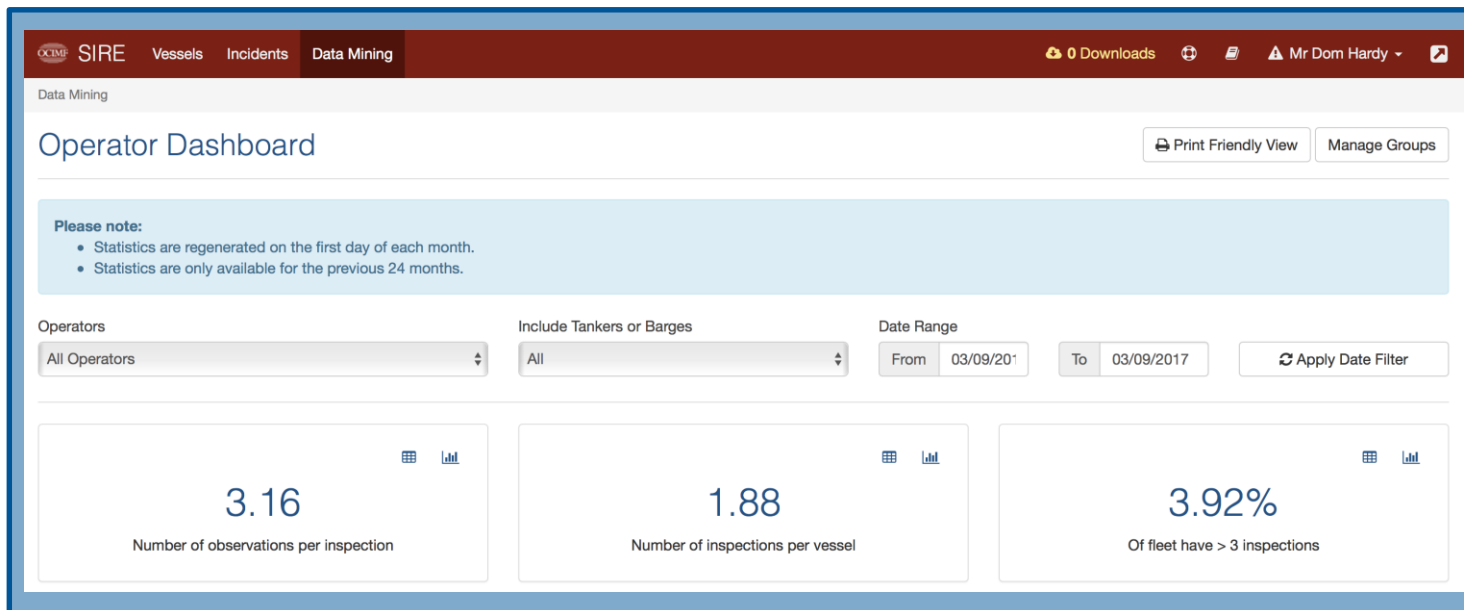
## **SIRE Audited Inspections.**

- **In September 2016 the SIRE Audited Inspection process changed.**
  - **Every Audited Inspection will produce a SIRE Report.**
  - **In the event of an inspector failing the audit, the Auditing Inspector will complete and submit the SIRE Report.**
  - **It is hoped that this will reduce ship operators opposition to audited inspections on their vessels.**
- 

## **SIRE Data Mining and Webservices.**

- **Data mining of the SIRE Programme has been available to OCIMF members for about 4 years.**
- **Datamining was recently extended to Ship operators to allow them to compare their performance against the entire SIRE database.**
- **Ability to compare individual vessels and operated fleet to ship owner association where the ship owner association has registered. (Currently only INTERTANKO has registered)**
- **Webservices extended to ship operators to allow them to take their reports in data format rather than a PDF document.**

## Operator Data Mining – Main page: Data Filters and Key KPIs



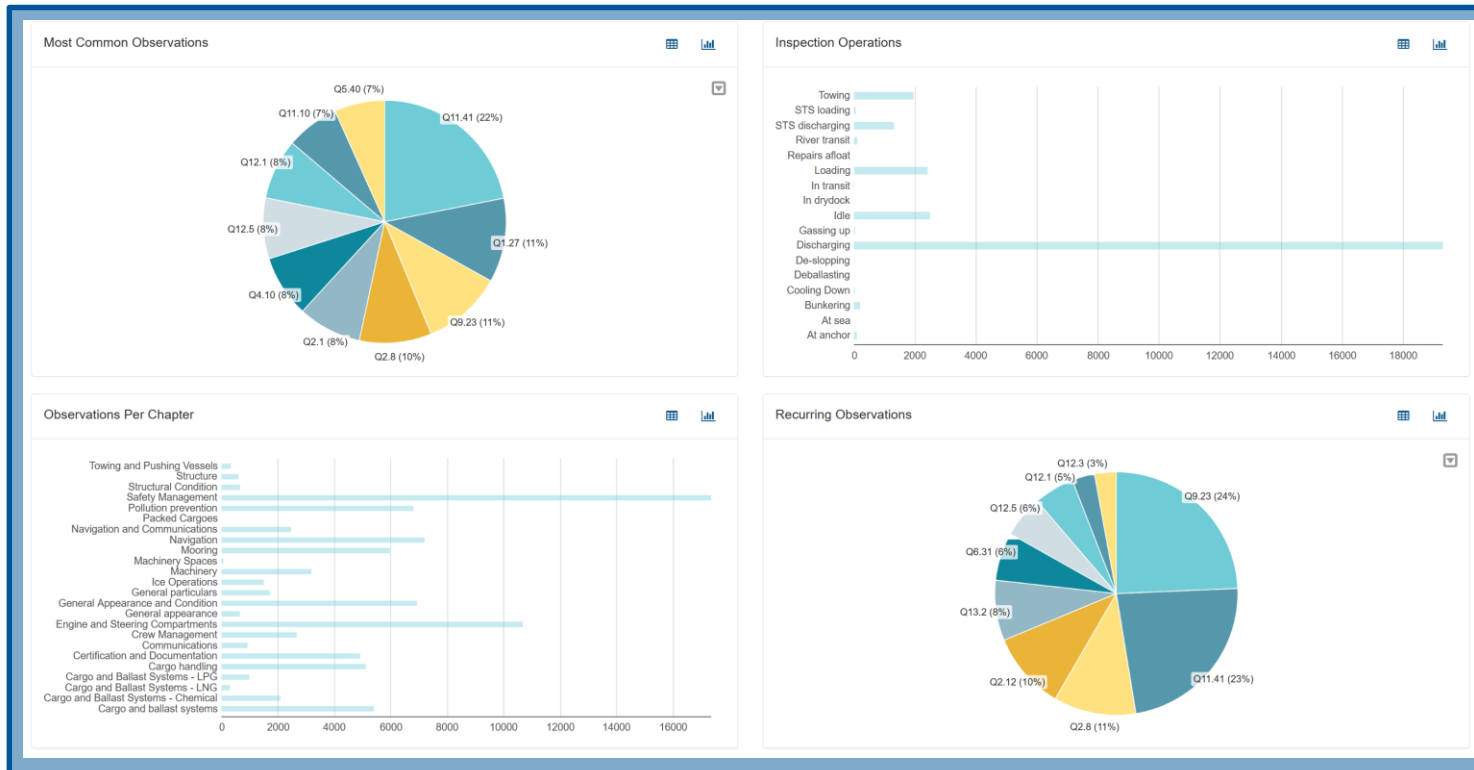
The area at the top of the Data Mining **Operator Dashboard** allows the user

to filter the data by:

- Their fleet
- The whole SIRE database
- Specific groups such as Intertanko (if they are a member)

The **Date Range** can be specified within the last 24 months.

# Operator Data Mining – Main Page: Observation and Operation Charts

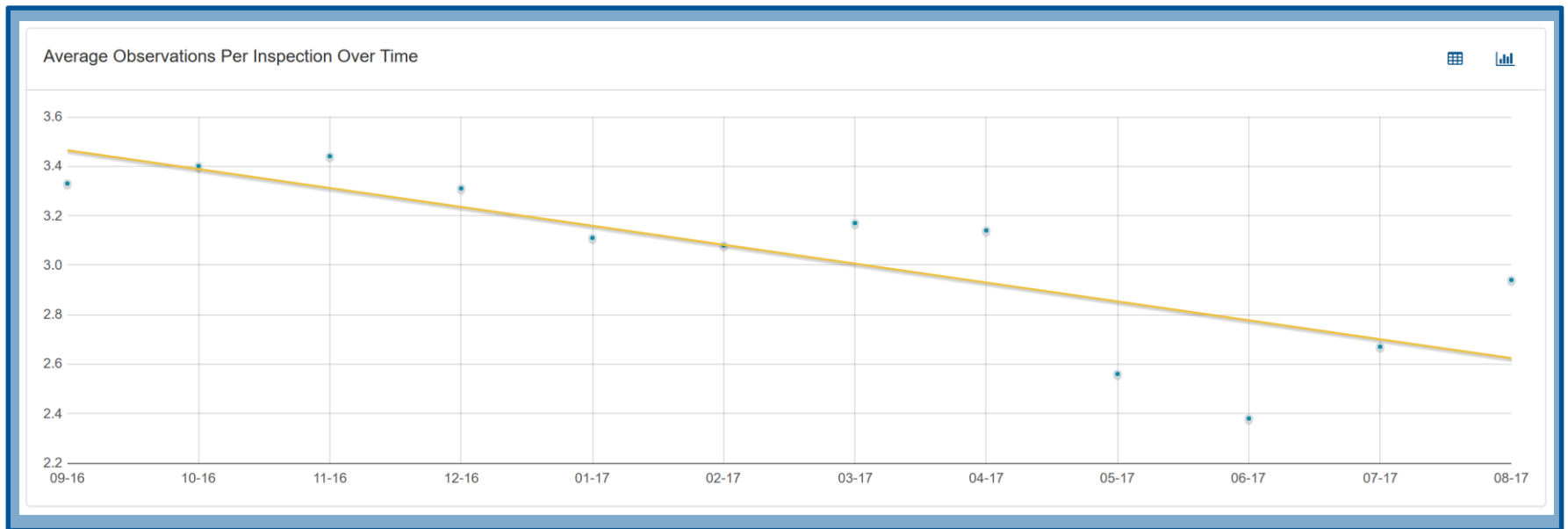


The charts show which:

- **Observations** are most commonly raised
- **Operations** were most commonly seen across the fleet
- **Inspection** report chapters raised the most Observations
- **Questions** were repeatedly seen in observations (recurrent being observed more than once on a vessel in a year)



## Operator Data Mining – Main Page: Observation Trend Graph



The **Observation Trend Graph** highlights how the number of **Observations Per Inspection** are changing over the specified date range.

## Search / Filter Bar

The image shows a search and filter bar at the top of a page. It contains three main sections: 'Operators', 'Include Tankers or Barges', and 'Date Range'. The 'Operators' section has a dropdown menu currently showing 'All Operators'. The 'Include Tankers or Barges' section has a dropdown menu currently showing 'All'. The 'Date Range' section has 'From' and 'To' date pickers (both showing '04/09/20') and an 'Apply Date Filter' button. Below the main bar, two callout boxes show the expanded dropdown menus. The first callout, for 'Operators', lists 'All Operators' (checked), 'My Organisation [MIS Marine Test]', and 'INTERTANKO'. The second callout, for 'Include Tankers or Barges', lists 'All' (checked), 'Tankers', and 'Barges'.

Operators

All Operators

Include Tankers or Barges

All

Date Range

From 04/09/ To 04/09/20

Apply Date Filter

Operators

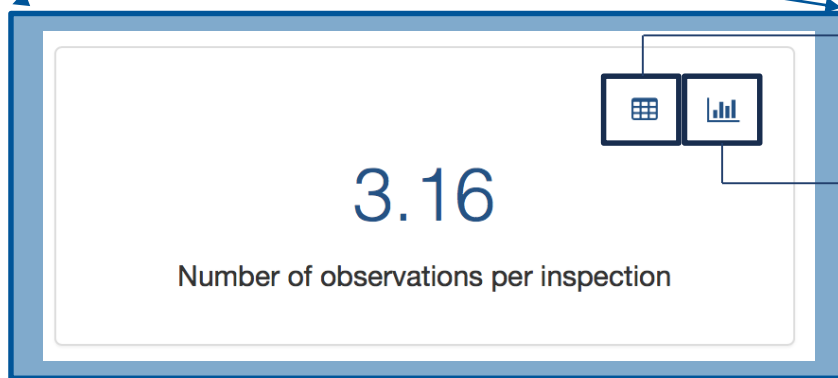
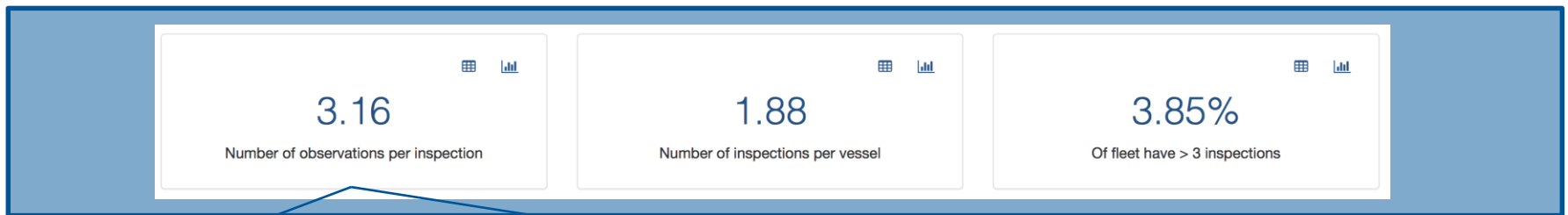
- ✓ All Operators
- My Organisation [MIS Marine Test]
- INTERTANKO

Include Tankers or Barges

- ✓ All
- Tankers
- Barges

The page-top filters allow the user to customise the data shown.

## KPI panel

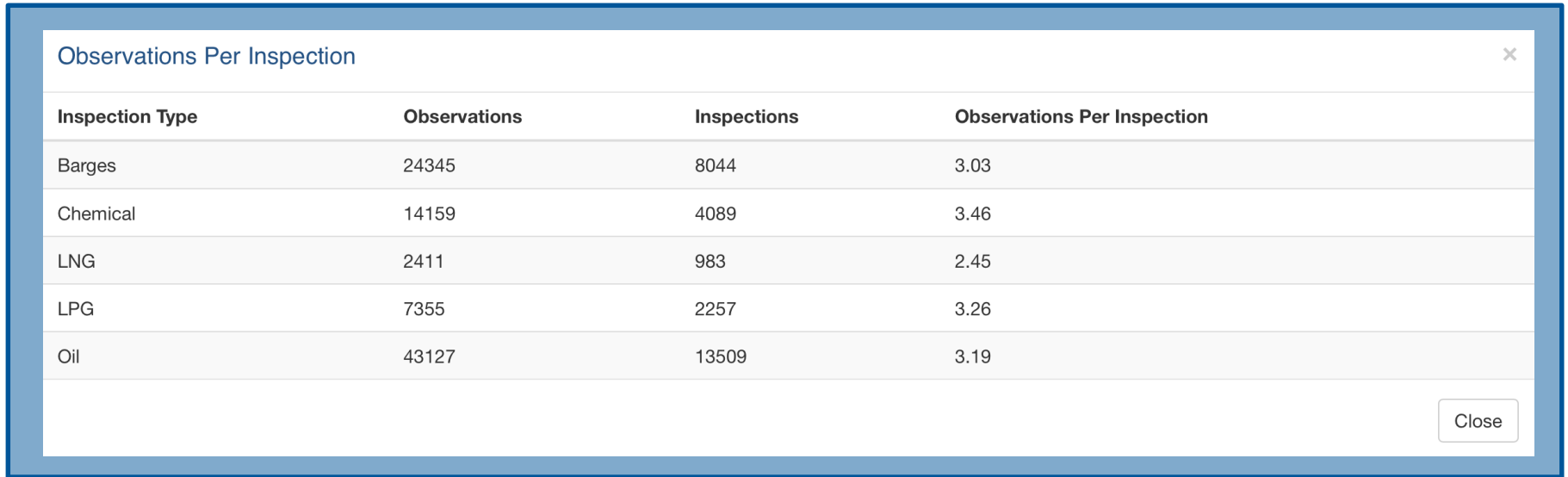


View KPI data details

Compare KPI data

Each KPI allows the user to view the KPI data details and to also compare the KPI data with their own fleet (if either "All Operators" or a fleet group is selected).

## View KPI Data Details



Inspection Type	Observations	Inspections	Observations Per Inspection
Barges	24345	8044	3.03
Chemical	14159	4089	3.46
LNG	2411	983	2.45
LPG	7355	2257	3.26
Oil	43127	13509	3.19

This screenshot demonstrates the **View KPI Data Details** screen for the **Observations Per Inspection KPI**.

## Compare KPI data

### Average Observations Per Inspection

3.16

All OCIMF Data

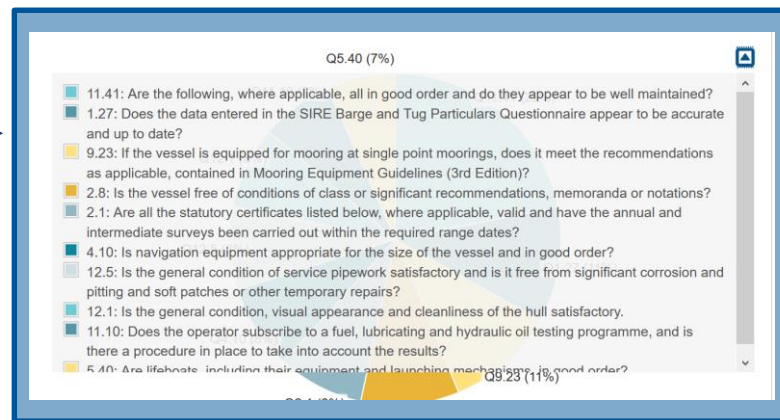
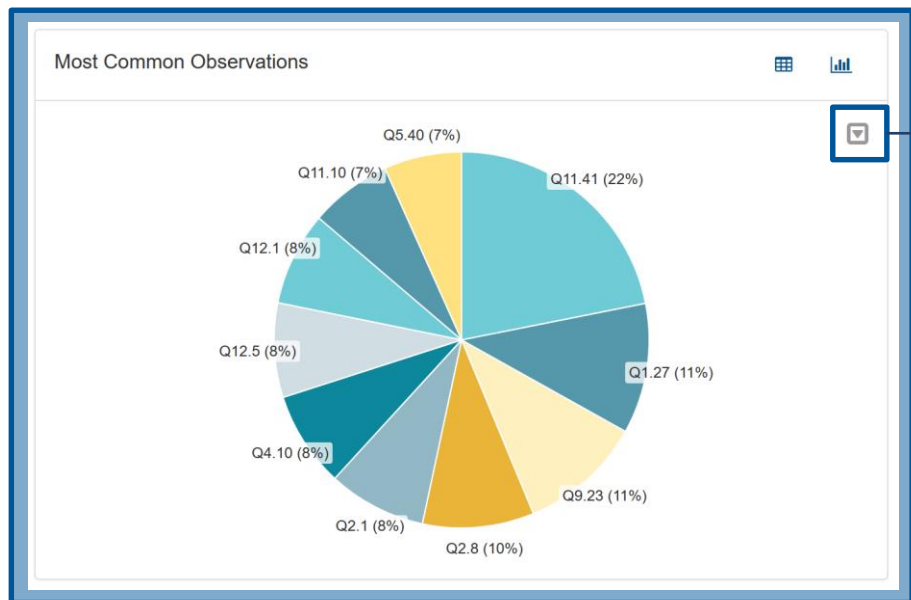
2.9

MIS Marine Test

Inspection Type	Observations (All OCIMF Data)	Inspections (All OCIMF Data)	Obs per Inspection (All OCIMF Data)	Observations (MIS Marine Test)	Inspections (MIS Marine Test)	Obs per Inspection (MIS Marine Test)
Barges	24333	8041	3.03	0	0	0
Chemical	14133	4079	3.46	37	13	2.85
LNG	2409	981	2.46	0	0	0
LPG	7334	2252	3.26	90	37	2.43
Oil	43041	13479	3.19	186	58	3.21

This screenshot demonstrates the **Compare KPI Data** screen for the **Observations Per Inspection** KPI.

## Observation charts

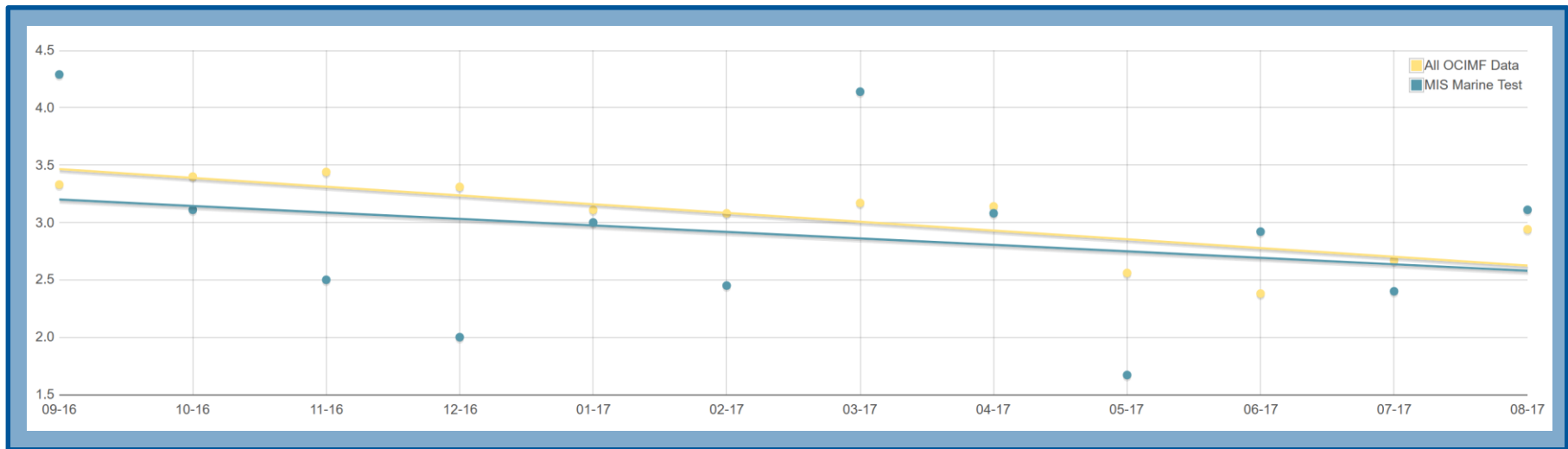


Charts are provided for the

- Most Common Observations
- Spread of Observations Across Inspection Report Chapters
- Recurrent Observations in the Fleet


Clicking the drop-down icon shows the pie chart legend.

## Average Observations Per Inspection – Trend Chart Data Comparison



Selecting the **Data Comparison** option for the **Average Observations Per Inspection** graph shows how an operator's trend compares to that of all OCIMF data.

## Fleet group management (Intertanko)

 Print Friendly View

Manage Groups

Select the **Manage Groups** options at the top of the page to view available fleet groups.

**Group Name**

INTERTANKO



Back

Save Changes

If the fleet group manager has selected the user operator as an eligible member, the operator can elect to have their anonymous data included in that group's analysis.





# **SIRE Performance.**



# **SIRE Programme Performance**

**Jan – July 2017 Statistics**

## SIRE Programme Participants

The table below shows the numbers and types of the participants registered in SIRE in 2017:

Type of Participants	Number of new organisations registered in SIRE in 2017		Total number of registered organisations as at 31/07/17
Submitting Members	3		94
Recipient Members	16		302
Port State Controls	3		64
Vessel Operators	164		2169
Inspectors	Cat 1	14	494
	Cat 2	0	2
	Cat 3	2	115
Third Party Vetting Contractors	0		12

## Sire Stats for 2016/17



2017 SIRE Key Statistics			2016 SIRE Key Statistics		
Name	Tanker	Barge	Name	Tanker	Barge
Inspection reports requested	82011	16579	Inspection reports requested	142884	24136
Inspection reports submitted	11119	4293	Inspection reports submitted	21108	8244
Inspection reports requested by PSC	578	4	Inspection reports requested by PSC	968	2
Total vessels registered	20870		Total vessels registered	20227	
Vessels registered less than 12 months old	1430		Vessels registered less than 12 months old	1453	
Reports less than 12 months old	21498	8163	Reports less than 12 months old	21103	8244
Reports 12 to 24 months old	20575	8138	Reports 12 to 24 months old	20002	7735
Distinct vessels inspected in 12 months	8738	6675	Distinct vessels inspected in 12 months	8595	6722
Ratio of reports to vessels	2.46	1.22	Ratio of reports to vessels	2.46	1.23
Number of Particulars	10747	6199	Number of Particulars	10385	5832
Number of particulars submitters	1203	262	Number of particulars submitters	1174	231
Number of particulars less than 12 months old	9555	5591	Number of particulars less than 12 months old	9335	5226

### Extrapolating forward

Tanker reports requested for 2017 – 164,022 ( 14% increase on 2016)

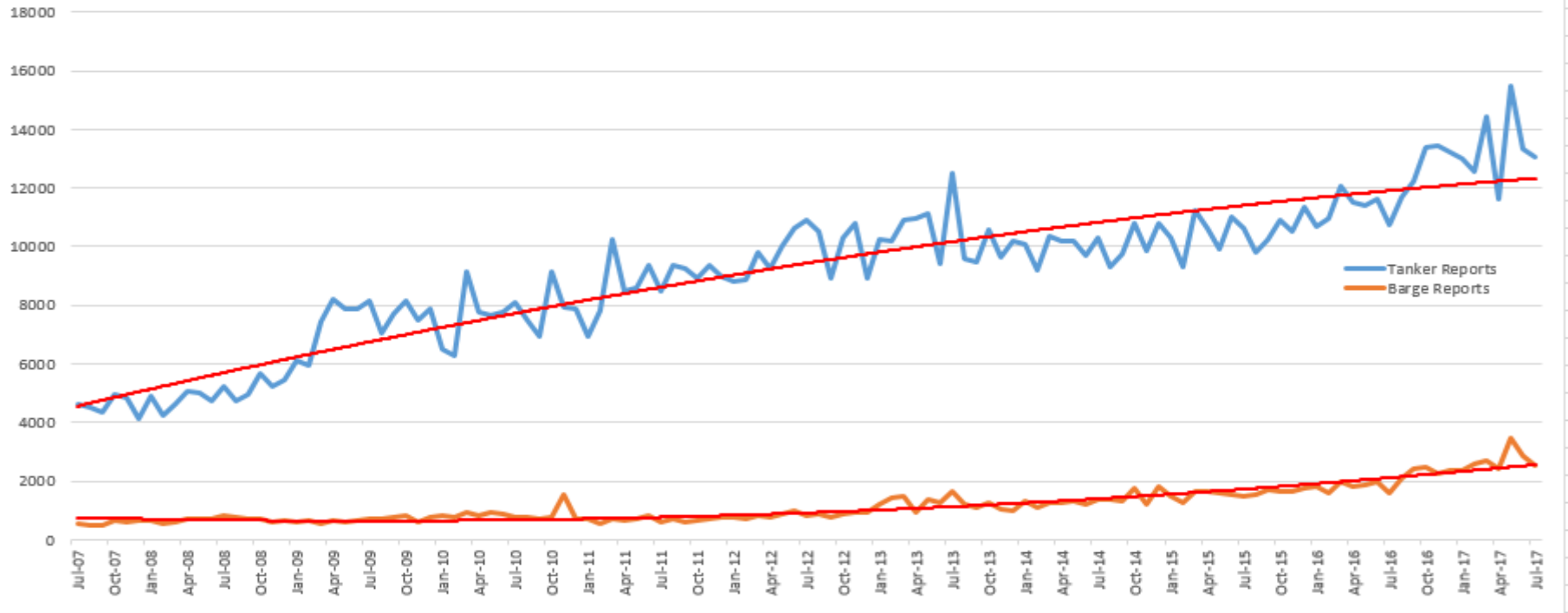
Barge reports requested for 2017 – 33,158 ( 37% increase on 2016)

Tanker reports submitted for 2017 - 22,238 ( 5.4 % increase on 2016)

Barge reports submitted for 2017 - 8,586 ( 4.2 % increase on 2016)

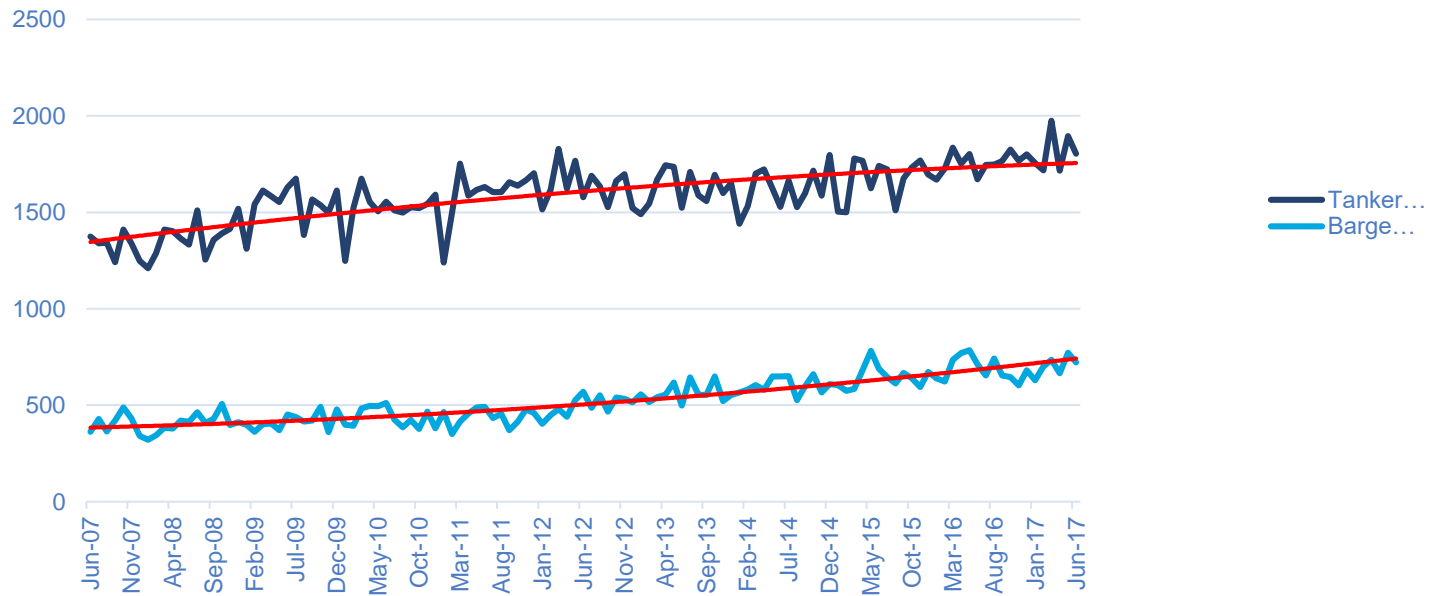
# SIRE Reports Downloads

**Number of SIRE Tanker and Barge Reports Downloaded Per Month  
July 2007 to July 2017**



	2009	2010	2011	2012	2013	2014	2015	2016	Average annual increase
Tanker Reports	89822	92577	105775	117726	124780	120578	125837	142884	+6.01%
Barge Reports	8068	10318	8091	10057	14813	16204	18853	24136	+17.27%

## Number of SIRE Tanker and Barge Reports Submitted Per Month June 2007 to June 2017



## SIRE Programme and Webservices Availability



	SIRE Programme	Webservices
January 2017	100%	99.9%
February 2017	99.9%	99.8%
March 2017	100%	100%
April 2017	100%	100%
May 2017	100%	99.9%
June 2017	100%	100%
July 2017	100%	100%
<b>Average uptime</b>	<b>99.98%</b>	<b>99.94%</b>
<b>Estimated Total Downtime (unplanned)</b>	<b>43 min 12s</b>	<b>2h 09m</b>

# SIRE Programme and Webservices Reliability

## 2017 Planned Maintenance Downtime Events

Date	RackSpace Reference	Maintenance	Downtime Initiated (BST)	Downtime Duration
Sun 01 January 2017	161215-14336	Monthly (Dec) App Server Pro-active patching	17:00	Under 5 minutes
Sun 29 January 2017	170113-06034	Monthly (Jan) App Server Pro-active patching	17:00	0 mins – no restart required
Sun 30 March 2017	170316-10088	Monthly (Mar) App Server Pro-active patching	17:00	3 minutes
Sun 30 April 2017	170413-10730	Monthly (Apr) App Server Pro-active patching	17:00	3 minutes
Sun 07 May 2017	170331-07062	Bi-annual DB Server Updates	16:00	2.75 hours
Sun 28 May 2017	170511-11946	Monthly (May) App Server Pro-active patching	17:00	Under 5 minutes
Sun 2 <sup>nd</sup> July 2017		Monthly (Jun) App Server Pro-active patching	17:22	10 minutes

## Programme Reliability

SIRE	Webservices
99.92%	99.9%