

Annual Report



2019

Mission

To be the foremost authority on the safe and environmentally responsible operation of oil tankers, terminals and offshore support vessels, promoting continuous improvement in standards of design and operation.

Objectives

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 OCIMF members and the wider industry.

Provide tools and facilitate exchange of information to promote continuous improvement in safe and 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 and best practice.



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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.



Chairman's report



MARK ROSS, CHAIRMAN

I am proud to recognise what we accomplished together in 2018.

Since it was formed in 1970, OCIMF has made a huge contribution to safety and environmental performance in the maritime oil industry. However, we need to continually improve on past performance to achieve our goal of an incident-free industry. The past 12 months have witnessed many changes, from the regulatory to the organisational. To remain successful, OCIMF must be agile and continue adapting to these fast-paced changes, which have brought more opportunities, as well as challenges, to the industry than ever before.

OCIMF has begun a review to develop a new strategy for success well into the next decade. The review will look at all aspects of our business: guidance and best practice, advocacy and our programmes and tools. A study of the Ship Inspection Report Programme (SIRE) has already begun (the Vessel Inspection

“To remain successful, OCIMF must be agile and continue adapting to these fast-paced changes”

Programme (VIP) project), with the aim of designing an enhanced vessel inspection programme. We have set a mid-2019 target for agreeing the strategy, followed by phased implementation.

In 2018, our focus remained on working to reduce the number of industry safety, security and environmental incidents by engaging with members and external stakeholders, promoting guidance and best practice through our publications and tools and advocating global alignment on regulations and best practices.

Mooring Equipment Guidelines, Fourth Edition (MEG4) was published in June 2018, just over 30 months after the project began. This publication is a perfect example of how working with other organisations and associations in the industry can help us gain insights into lessons learned and best practices. Rope and equipment manufacturers, Classification Societies, shipyards, tanker operators and human factors experts collaborated to vastly improve guidance for designers and operators.

We also partnered with industry to produce *Global Counter Piracy Guidance for Companies, Masters and Seafarers* and *Best Management Practices to Deter Piracy and Enhance Maritime Security in the Red Sea,*

Gulf of Aden, Indian Ocean and Arabian Sea (BMP5). In addition, two information papers were produced in collaboration with INTERTANKO – *Behavioural Competency Assessment and Verification for Vessel Operators* and *Sharing Lessons Learned from Incidents*, and we started work on the *International Safety Guide for Oil Tankers and Terminals (ISGOTT), Sixth Edition*, together with our co-authors, the International Chamber of Shipping (ICS).

The Human Factors Focus Group was set up to identify and develop a human factors strategy for OCIMF and we expect to engage with other organisations to combine our efforts in addressing human factors issues in the near term. Human factors, with a focus on behavioural competency, is a key area for OCIMF where we expect improvements to provide a step change in safety performance.

In closing, I want to thank my colleagues on the Executive Committee, the principal and sub-committees, focus groups, working groups and the Secretariat for their efforts and enthusiasm in delivering another successful year for OCIMF.

A handwritten signature in black ink, appearing to read 'Mark Ross'. The signature is fluid and cursive, written on a light-colored background.

Mark Ross, Chairman

OCIMF membership

Abu Dhabi Company for Onshore Oil Operations	GazProm Global LNG Ltd	Petroleos Mexicanos
Abu Dhabi National Oil Company	Hellenic Petroleum SA	Petroleum Industry Marine Association of Japan*
Addax Oryx Group	Hengyuan Refining Company Berhad	Petronas Sungai Udang Port Sdn Bhd
Aker BP ASA	Hess Corporation	Petron Corporation
Ampol Group SA	Husky Energy	Petroperu SA
Anadarko	Indian Oil Corporation Limited	Petrovietnam
Angola LNG	Ineos Manufacturing Scotland Limited	Phillips 66 Company
Bakri International Energy Company Limited	INPEX Corporation	Pluspetrol Peru Corporation SA
BASF SE	International Marine Transportation Limited	Preem Petroleum AB
BHP Billiton Limited	Irving Oil Ltd	Primorsk Oil Terminal
Borealis	KMG International NV	PTT Public Limited Company
BP Shipping Limited	Koch Shipping Inc	Qatar Petroleum Corporation
Braskem SA	Kosmos Energy LLC	Reliance Industries Limited
Cargill Ocean Transportation	Kuwait Oil Company	Repsol YPF Trading Y Transporte SA
Cenovus Energy Inc	LUKOIL Oil Company	Royal Vopak NV
Centrica PLC	Marathon Oil Company	Santos WA Energy Limited
Cheniere Energy Inc	Marathon Petroleum Co LLC	SARAS SpA
Chevron Shipping Company LLC	Marquard & Bahls AG	Saudi Arabian Oil Company
CNOOC	Martin Midstream Partners	Sempra LNG
Compagnie de Distribution des Hydrocarbures	Maxcom Petroli SpA	Shell International Trading and Shipping Company Ltd
Compania Espanola de Petroleos SA	Medco E&P Natuna Ltd	Singapore LNG Corporation Pte Ltd
ConocoPhillips	Motor Oil (Hellas) Corinth Refineries SA	Sonangol USA
Dana Petroleum Ltd	Neste Oil Corporation	Suncor Energy Inc
Dolphin Energy Ltd	Nigeria LNG Limited	Targa Resources
Ecopetrol S.A.	Nigerian National Petroleum Corporation	Total SA
Emirates National Oil Company	NuStar Energy LP	Tullow Oil Plc
Empresa Nacional del Petroleo (ENAP)	Occidental Energy Marketing Inc	Valero Marketing & Supply Co
Enel Trade SpA	OCENSA	Vermillion Energy Resources
Energy Transfer Partners LP (was Sunoco Logistics Partners LP)	OLT Offshore LNG Toscana SpA	Viva Energy Australia Ltd
Engen Petroleum Limited	OMV Refining & Marketing GmbH	Vivo Energy
Eni SpA	Pampa Energia SA	Woodside Energy Ltd
EP Petroecuador	Pan American Energy, S.L. Sucursal	World Fuel Services Corporation
Equinor	PDV Marina SA	YPF S.A
Essar Oil Limited	Pertamina	
Excelerate Energy LLC	Petrobras	
Naturgy Energy Group S.A.	Petróleos de Portugal – PETROGAL, SA	

Correct March 2019. For an up-to-date membership list, please visit www.ocimf.org.

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

Director's review



ROB DRYSDALE, DIRECTOR

“One of the key issues our industry needs to address is human factors, and we believe the best route to success lies in collaboration with others to convert theory into practical guidance”

Like other years before – and future years to come – 2018 saw many challenges and opportunities in the industry. Last year also brought many changes within OCIMF. My own role changed during the year and I am very happy to be completing my first annual report as Director of OCIMF.

We said farewell to Andrew Cassels in June on completion of his three-year tenure as Director, with many thanks for his commitment and enthusiasm during that period. Other Secretariat personnel changes included the Senior Technical Adviser, the Technical Adviser (Engineering), the Training and Accreditation Manager and the Senior Management Assistant, as well as a new Technical Adviser (Barges) role – totalling around 25% of our staff.

It is a great honour to be heading up the organisation and I am looking forward to guiding OCIMF through the next three years.

We published four books and eleven information papers this year, including *MEG4* and the first edition of *Guidelines for Offshore Tanker Operations*. All of these were the culmination of effort and teamwork by our members and Secretariat over the past two to three years. Some of these were collaborative efforts between OCIMF and other associations and organisations. We continued to focus on building relationships with other entities wherever we have a common goal of improving safety, security, health and environment for our vessels, terminals and people, and we will pursue further opportunities to work together. A prime example is the review of ISGOTT with ICS, which began in 2018 and is targeted for release in 2020.

Our programmes, the Ship Inspection Report Programme (SIRE), the Offshore Vessel Inspection Database (OVID) and the Marine Terminal Information System (MTIS), are well known, along with their associated management and self-assessment tools, Tanker Management and Self

Assessment (TMSA), Offshore Vessel Management and Self Assessment (OVMSA) and Marine Terminal Management and Self Assessment (MTMSA). They continue to go from strength to strength, with greater numbers of vessels and terminals covered year-on-year, and increases in the number of users of data and reports. In 2018, we started a root and branch study of SIRE to determine what was needed for the programme to remain relevant for the future. The study will be completed in 2019, and the intention is to take the results and apply improvements consistently across all programmes.

As an organisation associated with a global industry, one of OCIMF's key activities is to advocate for global regulation versus regional initiatives, and to this end we continue our representation at the International Maritime Organization (IMO). One of the current hot topics is the Sulphur 2020 fuel cap. We began working with other industry bodies to co-author technical guidance for fuel suppliers and vessel operators on the variety



of fuels that can be selected for 2020 and beyond. Another major issue is greenhouse gas emission reduction targets, which will likely require a combination of solutions, including design and operational efficiencies and a change in fuel types. OCIMF and INTERTANKO did some work together on operational efficiency and published *Virtual Arrival: Optimising Voyage Management and Reducing Vessel Emissions* in 2011. We feel there is still more opportunity for this publication to be part of the solution.

OCIMF is well recognised for contributing much to the safety and environmental performance of our maritime oil industry over the years. However, we cannot rest on our laurels and must continually strive towards our goal of zero incidents in a sustainable way. You may be aware of the strategy study OCIMF carried out in 2012, which aimed to improve efficiencies across OCIMF's activities. We have recently started a new strategy study with the goal of focussing on high-value output for members and the industry through

our programmes, publications and advocacy, while improving processes to make best use of our membership's diverse experience and skills. One of the key issues our industry needs to address is human factors, and we believe the best route to success lies in collaboration with others to convert theory into practical guidance, where real improvements can be achieved. We expect to have Executive Committee approval of our new strategy in mid-2019, and I look forward to sharing more with you in the next Annual Report.

Last, but by no means least, I would like to thank our member representatives and Secretariat staff who have put so much time and effort into our activities over the last year. What we achieve is down to these people and their expertise and energy for doing the right things, together, to improve our industry.

Rob Drysdale, Director



About OCIMF

Today, OCIMF is widely recognised as the voice for safety of the oil shipping industry, providing expertise on the safe and environmentally responsible transport and handling of hydrocarbons in ships and terminals, and setting standards for continuous improvement. Membership is expanding and includes every oil major in the world, along with the majority of national oil 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. As the process of introducing new internationally accepted regulation is necessarily slow, it crosses many individual countries and jurisdictions, and 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.

HISTORY

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.

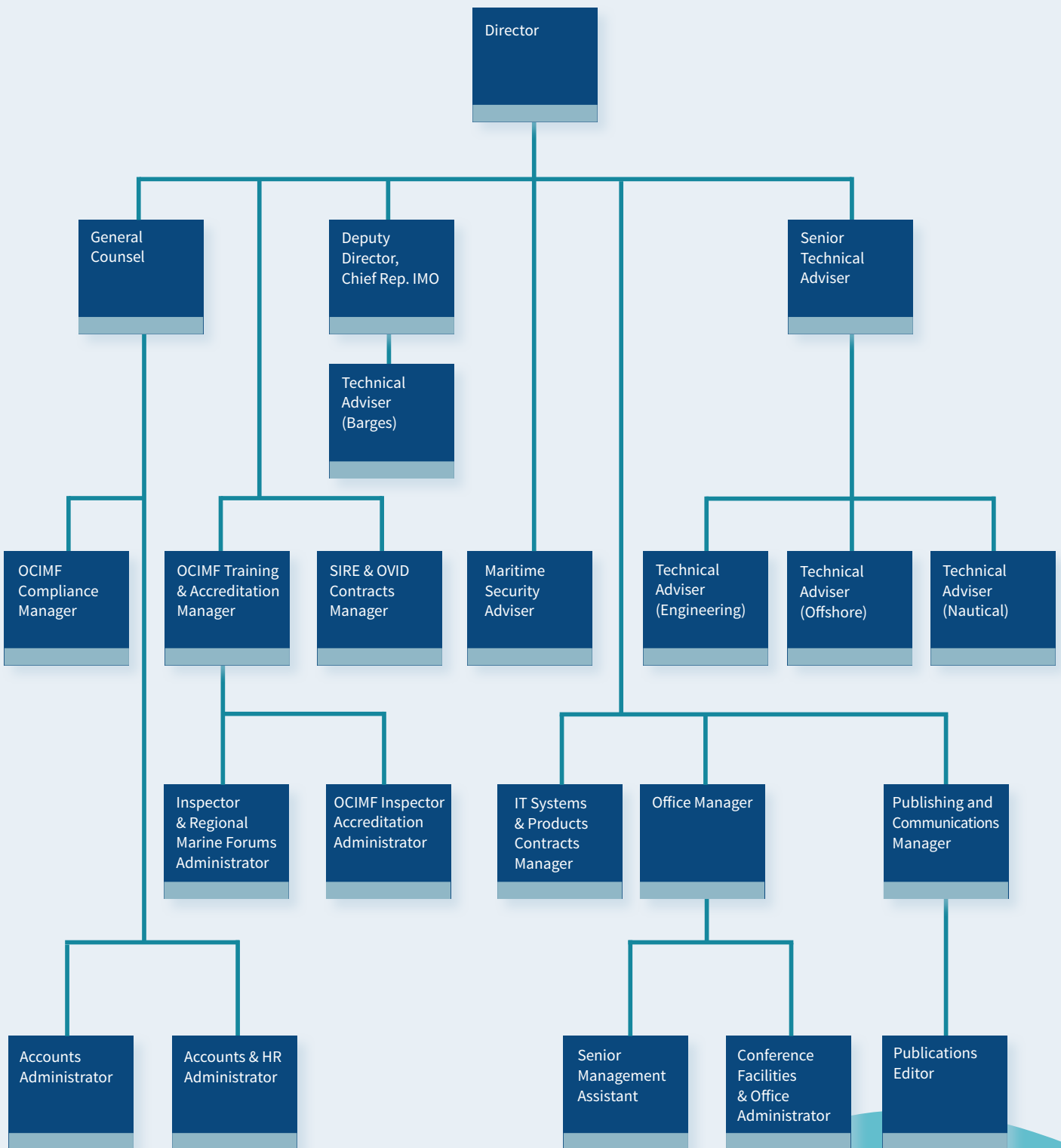
In the early 1970s, a variety of antipollution initiatives were starting to emerge nationally, regionally and internationally, but with little coordination.

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 oil industry views at IMO meetings. Since then, its role has broadened to take account of the changing maritime activities of its membership. Its remit now covers tankers, barges, offshore support vessels and terminals, and its advice extends to issues such as shipping in ice and large-scale piracy, which rarely troubled the oil industry when OCIMF was first created in the 1970s.



Organisational chart



Secretariat



Rob Drysdale
Director
(from June 2018)



Sam Megwa
Deputy Director,
Chief Representative
to the IMO



Dave Wall
Senior Technical
Adviser
(from May 2018)



Philip Pascoe
General Counsel



Russell Pegg
Maritime Security
Adviser



Tony Wynne
Technical Adviser
(Nautical)



Faisal Rashid
Technical Adviser
(Offshore)



Joe Megeed
Technical Adviser
(Engineering)
(until May 2018)



Ricardo Martinez
Technical Adviser
(Engineering)
(from Sep 2018)



Matthew Graham
Technical Adviser
(Barges)
(from June 2018)



Patrick McGrogan
OCIMF Compliance
Manager



Aziz Benbelkacem
SIRE and OVID
Contracts Manager



Amy Wong
Inspector and
Regional Marine
Forums Administrator
(until January 2019)



Anita Borsberry
OCIMF Inspector
Accreditation
Administrator



Fabiano Dias
IT Systems and
Products Contracts
Manager



Rebecca Harrison
Office Manager



Kelly Hadley
Publishing and
Communications
Manager
(maternity leave from March
2018)



Emily Yates
Publishing and
Communications
Manager
(maternity cover from March
2018)



Kate Mason
Publications Editor
(March 2018 to March 2019)



Martine Pascal
Conference
Facilities and Office
Administrator
(August 2017 to February
2019)



Oliver Pointon
OCIMF Training and
Accreditation Manager
(until April 2018)



Ajay Gour
OCIMF Training and
Accreditation Manager
(from April 2018)



Pauline Gilbert
Accounts
Administrator



Teresa Cox
Accounts and HR
Administrator



Emma Carter
Conference
Facilities and Office
Administrator
(from February 2019)



Joanna Bradley
Senior Management
Assistant
(until April 2018)



Debbie Gillespie
Senior Management
Assistant
(from April 2018)

For 2019 changes to the Secretariat, please visit the OCIMF website at www.ocimf.org

OCIMF IN NUMBERS

49 years of OCIMF



4 principal committees

13

sub-committees/
focus groups

39

working groups/
task forces



8,867

LinkedIn followers



1,429

OCIMF newsletter subscribers

ANGOLA ARGENTINA AUSTRALIA AUSTRIA BOLIVIA BRAZIL CANADA CHILE CHINA COLOMBIA ECUADOR FINLAND FRANCE GERMANY GREECE

VIETNAM

UNITED STATES OF AMERICA (USA)

UNITED KINGDOM (UK)

UNITED ARAB EMIRATES (UAE)

INDIA INDONESIA ITALY JAPAN KAZAKHSTAN KUWAIT MALAYSIA MEXICO MOROCCO NETHERLANDS



107

members in **45** countries

NIGERIA NORWAY PERU PHILIPPINES PORTUGAL QATAR RUSSIA SAUDI ARABIA SINGAPORE SOUTH AFRICA SPAIN SWEDEN SWITZERLAND THAILAND

3 PROGRAMMES: SIRE OVID MTIS

 **589** SIRE inspectors

— AND —  **412** OVID inspectors

SHIPS



2018

 **9,162**

ships inspected

BARGES



2018

 **6,779**

barges inspected

OFFSHORE VESSELS



2018

 **3,042**

offshore vessels inspected

MTIS

1,602 berths registered

— AND —

742 terminals registered



37
books

48 information papers



OCIMF AT THE INTERNATIONAL MARITIME ORGANIZATION (IMO)

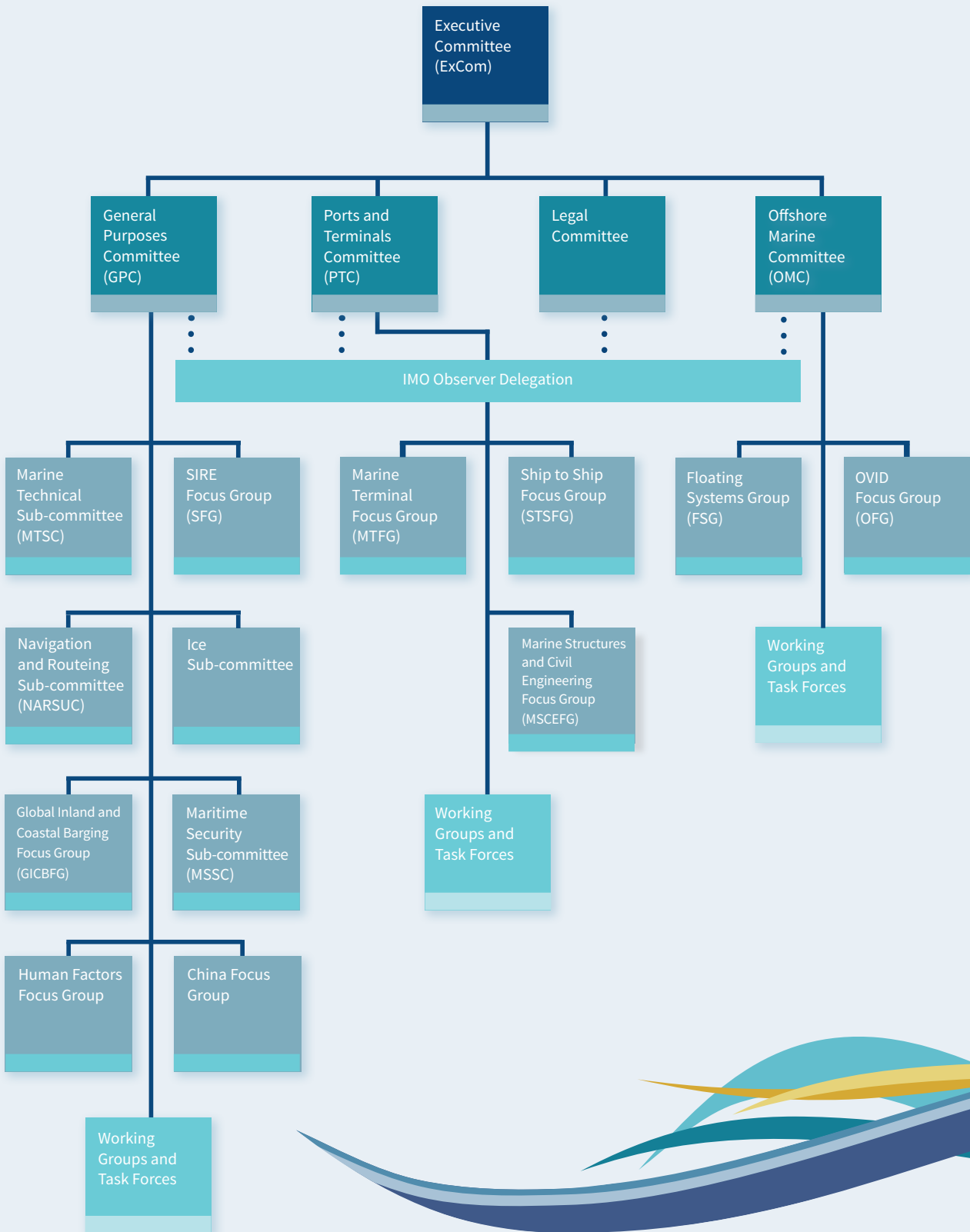


143 days of meetings

45 years
consultative status

OCIMF committee structure

Four principal committees report to the Executive Committee. The principal committees can establish sub-committees or focus groups as necessary.



OCIMF committees

Executive Committee (ExCom)

Chair: Mark Ross (Chevron)

Vice Chairs: Luc Gillet (Total) and Tracey Gunnlaugsson (IMT; until July 2018)

Members represented: Chevron, Total, IMT, Shell, BP, ENOC, Equinor, KOC, Petrobras, PIMA, Phillips 66, ConocoPhillips

2018 meetings		
ExCom 81	13 June	Tokyo, Japan
ExCom 82	7 November	London, UK

Purpose

The Executive Committee (ExCom) provides governance and strategic direction to the committees and the Secretariat. The Director's review and reports from the various committees provide details of OCIMF's activities throughout 2018.

2018 activity

The Strategy 2020 review released ExCom from its strict rotation of meeting in London, Dubai, Singapore and Houston, and now allows meetings to be held in areas of strategic importance. ExCom 81 was held in Tokyo, in conjunction with the Asia Pacific Regional Marine Forum, with the aim of developing better connections with Japanese members, government officials and wider Asia Pacific stakeholders, including non-members.

ExCom reflected on a recent collision incident that resulted in an explosion and fire and the tragic deaths of 23 seafarers. The incident report indicated that poor bridge team management, together with a lack of knowledge of international collision regulations, were key factors. To learn the key lessons from this incident, human factors aspects should be investigated and OCIMF should work closely with other organisations to address these.

Maritime security is always a topic of interest and the specific case of increasing piracy attacks in the Gulf of Guinea region was discussed in some depth. OCIMF was guided to



EXECUTIVE COMMITTEE

engage further with other industry bodies to seek potential solutions to the issue.

A framework for conducting the new OCIMF strategy review was discussed at ExCom 82. ExCom supported starting the strategy review with a target to deliver recommendations at ExCom 83 in June 2019.

A proposal was made to convert the CO2 Task Force into a principal committee, which would oversee all of OCIMF's activities related to environmental issues. Due to the start of the strategy review, it was decided to make this a sub-committee until the strategy recommendations are completed.

ExCom also agreed an improvement to compliance oversight of SIRE and OVID through an additional Secretariat member for three years.

ExCom 83 is scheduled to meet in Houston in June 2019 and ExCom 84 in Shanghai in November 2019.

The Chair accepted resignations from Tracey Gunnlaugsson (IMT) and Carol Howle (BP) and thanked them for their support. The nominations of Cory Quarles (IMT) and Mark Fortnum (BP) were supported and welcomed.

In 2018, three new companies were approved to join OCIMF, one ceased membership due to merger/acquisition and one member resigned.

New members: Pan American Energy, Hengyuan Refining Company and Nigerian National Petroleum Company.

Leaving members: Axion Energy and ANCAP.

Legal Committee

Chair: Miguel Quinones (IMT)

Vice Chairs: Karen Heslop (Shell) and Robert Melvin (BP)

Members represented: IMT, Shell, BP, Total, Chevron, Phillips 66, Equinor, PIMA, Vela (Saudi Aramco)

2018 meetings

Legal 69	23 May	San Ramon, USA
Legal 70	17 October	London, UK

Purpose

The Legal Committee provides legal support for OCIMF activities. This support includes providing legal advice on competition/anti-trust law, OCIMF programmes (SIRE, OVID and MTIS), intellectual property issues and reviewing documents before publication.

2018 activity

- OCIMF trademark and domain name protection.
- International sanctions affecting data provision to OCIMF membership.
- OCIMF programmes support: SIRE, OVID, MTIS and TMSA3.
- Inspector disciplinary process support.
- Supporting the VIP review project.
- Review of insurances.
- IMO issues.
- EU shipping issues.
- Review of membership eligibility.
- The General Data Protection Regulation (GDPR).
- Maritime and cyber security.
- Review of OCIMF publications.
- International Oil Pollution Compensation (IOPC) Funds.
- The International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances (HNS Convention) and Protocol.

General Purposes Committee (GPC)

Chair: Patrick Joseph (BP) to November 2018; Jeremy Hudson (Shell) from November 2018

Vice Chairs: Jon Evans (IMT) and Steve Herron (Chevron)

Members represented: Shell, Phillips 66, Tesoro Maritime, ENI, Marathon Petroleum, Cheniere Energy, International Marine Transportation Ltd. (IMT), Equinor, Neste, Primorsk Oil Terminal, BP, Petrobras, Total, ENOC, Chevron, Engie, PIMA, KOCH, Lukoil, NLNG, ConocoPhillips

2018 meetings

GPC 86	21–22 March	Houston, USA
GPC 87	10–11 October	London, UK

Purpose

The GPC is responsible for delivering the OCIMF strategy in relation to tankers and barges. It drives continuous improvement in safety, environmental, security and regulatory matters relating to the design and operation of tankers and barges. It reports to the Executive Committee.

2018 activity

Vessel Inspection Questionnaire

To bring the VIQ up to date with respect to changes in legislation and

best practices, the GPC released the seventh edition of the SIRE Vessel Inspection Questionnaire (VIQ7) following an extensive revision by the SIRE Focus Group. The overall set of questions was reduced by up to 90 questions.

Vessel Inspection Programme project

To deliver an enhanced vessel inspection programme that will continue to improve safety and environmental performance for the next few decades, the GPC set up the Vessel Inspection Programme (VIP)

project. The target completion date is 2020. See p.18 for more about the project.

Feasibility study on a centralised inspection system

GPC carried out an internal feasibility study for a centralised inspection system. The study looked at various models for managing the inspection programme and made proposals, which will be further reviewed in 2019.



GENERAL PURPOSES COMMITTEE

Hull Vulnerability Study

In response to concerns about increasing attacks against vessels from missiles, crafts carrying Improvised Explosive Devices (IEDs) and hand-held Anti-Tank Guided Weapons (ATGWs), and analysis showing that the stern of the hull is a likely target area, especially on tankers, GPC collaborated with QinetiQ, a multinational defence company, to conduct a computer-based simulation study. The aim of the study was to determine the likelihood of injury to seafarers, the effect on crew evacuation routes and the scale of damage.

Collaboration with other NGOs

To further industry-wide acceptance of established industry guidelines and best practices, the GPC collaborated with several other industry organisations on the following:

- Developing the information paper *Behavioural Competency Assessment and Verification for Vessel Operators* with INTERTANKO.
- Providing advice to the IMO on safe mooring operations.
- Developing industry guidance on the development of a Polar Water Operational Manual, which will be submitted to the IMO.
- Submitting a substantive paper to the IMO, *Assessment of potential safety issues related to 0.50% sulphur fuels*, the contents of which were largely adopted and included in the IMO Guidance on the development of a Ship Implementation Plan for consistent implementation of the 0.50% sulphur limit under MARPOL Annex VI.
- Developing joint industry guidance on potential safety issues related to the supply and use of 0.50% max. sulphur fuels, for release in 2019 before the IMO 2020 fuel sulphur limit comes into force.
- Submitting the following to the IMO:
 - The information paper *Linked Ship/Shore Emergency Shutdown Systems for Oil and Chemical Transfers*.
 - Standardised reporting of global piracy and armed robbery incidents.
 - The book *BMP5 – Best Management Practices to Deter Piracy and Enhance Maritime Security in the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea* and a dedicated maritime security website, www.maritimeglobalsecurity.org, developed with other shipping industry organisations and with military support.

Ports and Terminals Committee (PTC)

Chair: Eric Vincent (Hess)

Vice Chairs: Kevan McGregor (Shell) and Anuj Gupta (ExxonMobil)

Members represented: Hess, Shell, NuStar, INEOS, ConocoPhillips, Vopak, Total, ENI, Chevron, Petrobras, BP, ExxonMobil, Phillips 66, Woodside, Aramco, Valero, NLNG, Husky Energy, Excelerate Energy, ENAP, ENOC, Primorsk, Tesoro, Impex, Anadarko, Hengyuan Refining Company

2018 meetings		
PTC 88	18–19 April	Singapore
PTC 89	17–18 October	Houston, USA



PORTS AND TERMINALS COMMITTEE

Purpose

The Ports and Terminals Committee (PTC) is responsible for matters relating to the compatibility, safety and efficiency of terminals and tankers operating within port areas and those engaged in Ship to Ship (STS) transfer operations. Three focus groups report to the PTC and task forces and working groups are established to address specific areas of concern.

working groups regarding attendance at meetings, budget and project schedule.

how best to promote MTIS and creating tools to make it more user-friendly.

The PTC continued to give guidance to the Marine Terminal Focus Group (MTFG) on the Marine Terminal Information System (MTIS), including

Industry presentations to the PTC in 2018 included vacuum mooring by Cavotec and smart rope technology by Wilhelmsen.

2018 activity

Early in 2018, the PTC focussed on the final review and approval of *Mooring Equipment Guidelines, Fourth Edition (MEG4)* before its publication in June. The PTC also had a strong focus on the revision of *International Oil Tanker and Terminal Safety Guide (ISGOTT)* and ensuring it gave full support to the steering group and



Offshore Marine Committee (OMC)

Chair: Tim Coombs (Chevron)

Vice Chairs: Andrew Bush (SeaRiver ExxonMobil) and Laura Roth (ConocoPhillips)

Members represented: Shell, Chevron, Total, ConocoPhillips, Equinor, Woodside, SeaRiver Exxon Mobil, BP, IOGP and Aker BP

2018 meetings

OMC 16	24–25 April 2018	London, UK
OMC 17	17–18 October 2018	Singapore

Purpose

Within OCIMF the OMC works to improve safety and environmental issues in offshore theatres in which members have an interest. Two groups report to the OMC: the OVID Focus Group (OFG) and the Floating Systems Group (FSG).

2018 activity

The OMC remained focussed on maintaining the high level of productivity of its sub-groups despite members' travel restrictions.

The committee and its sub-groups engaged in a number of activities, including approving terms of reference and setting up working groups to develop:

- Guidance for the carriage of methanol in bulk onboard offshore vessels.
- F(P)SO heading control guidelines.
- An OVID accreditation and training review.

The OMC approved the information

paper *Deck Cargo Management Onboard Offshore Vessels*, which was published in December 2018.

Two books, *Cargo Guidelines for F(P)SOs and Guidelines for Offshore Tanker Operations*, were approved by the OMC and published in 2018. The OMC appreciates the working groups for both publications and thanks all who were involved in the process. Both publications are now available for the industry to use and provide feedback for improvement.



OFFSHORE MARINE COMMITTEE

Vessel Inspection Programme project

Steering Group

Chair: Raj Shetty (ENOC)

Vice Chair: Deborah Cobb (Andeavor)

Members represented: Shell, BP, Total, IMT, Chevron, Cheniere, Phillips 66, Excelebrate, ENI, ENOC, Andeavor

2018 meetings

Steering Group:

20 March 2018	Houston, USA
9 October 2018	London, UK

Working Group:

30 April–1 May 2018	London, UK
9–10 May 2018	London, UK
23 May 2018	London, UK
26 June–2 July 2018	London, UK
30 August–4 September 2018	London, UK
12–15 November 2018	London, UK
27 November 2018	London, UK



Purpose

Since the Ship Inspection Report Programme (SIRE) was established in 1993, the industry has developed considerably and new challenges, issues and risks have emerged, with the recognition of how human factors contribute to incidents and maritime risk.

Recognising these changes, the GPC set up a Vessel Inspection Programme (VIP) project to review SIRE and design an enhanced vessel inspection programme that will continue to improve safety and environmental performance for the next few decades.

2018 activity

The first steering group meeting of the year established the project's goals and objectives, the organisational structure and resourcing process for the working groups. The group discussed what success should look like and agreed human factors need to be integrated into the inspection programme.

“Over the past 25 years, the industry has developed considerably, and new challenges, issues and risks have emerged”

Inspection Working Group

Chair: John Kelly (IMT)

This group is responsible for reviewing the existing ship inspection process. The group proposed a new risk-based approach that ensures inspections accurately report how key safety and operational risks are managed on a vessel.

Governance Working Group

Chair: Dave Gowns (Shell)

This group is responsible for reviewing and enhancing reliability, and ensuring inspectors are of the highest quality, integrity and consistency. The group reviewed key areas of opportunity for improvement in an enhanced inspection programme, including inspection quality, inspector training and auditing, and inspector and stakeholder governance. The benefits and risks of a centralised inspection system were also reviewed during the year.

Innovation and Technology Working Group

Chair: Gareth Farquhar (BP)

The group is responsible for increasing efficiency and incorporating new developments in technology. The group identified and assessed opportunities to enhance the inspection programme using existing, new and emerging technologies. Practical proposals include a new reporting tool that will group observations into categories, e.g. equipment, procedures and human factors, the use of supporting photos and the interface of data into the report editor.

Marine Technical Sub-committee



Chair: Krystyna Tsochlas (Phillips 66)

Vice Chair: Ahmer Saeed (Shell)

Members represented: BP, Cheniere, Chevron, Equinor, Phillips 66, SeaRiver Maritime, Shell, Sonangol, Total

2018 meetings

MTSC 36	6–8 February	London, UK
MTSC 37	18–20 September	Stavanger, Norway

Purpose

The Marine Technical Sub-committee (MTSC) is a standing sub-committee of the General Purposes Committee comprised of technical experts focussed on engineering matters across all OCIMF committees and groups and other industry organisations. The MTSC's work is focussed on key areas of design, construction, maintenance and repair affecting marine vessel operation and offshore marine activities. The sub-committee makes recommendations to improve reliability, safety and protection of the environment.

2018 activity

The MTSC continued work on the following publications:

- *Transfer of Personnel by Crane between Vessels* (published December 2018).
- *Volatile Organic Compound Emissions from Cargo Systems on Oil Tankers* (published January 2019).
- *Safety Critical Equipment and Spare Parts Guidance* (published March 2018).

The MTSC received new work items in 2018, including the review of *Factors Influencing Accelerated Corrosion of Cargo Oil and Ballast Water Tanks*, due to be published in 2019.

The BS EN1765 working group completed review of the new standard and sent recommendations to the ISGOTT review group in January 2019.

Ice Sub-committee



Chair: David Vaughn (ExxonMobil SeaRiver)

Vice Chair: Ian Reed (Shell)

Members represented: BP, Gazprom, ExxonMobil, LUKOIL, Neste Oil, Primorsk Oil, Shell, Total, with guest SMEs from Alfons Hakens and IACS

2018 meetings

ICE 27	24 January	London, UK
ICE 28	11 July	London, UK

Purpose

To discuss the safe operation of tankers and terminals, and the safe navigation of tankers, in ice. Discussions cover the compatibility of equipment and procedures that ensure tankers and terminals operate safely, preserve life and minimise damage to the environment.

2018 activity

The main focus during 2018 was the development of a new information paper, *Guidelines for the Development of a Polar Water Operational Manual*.

Work on the information paper *Marine Terminals Impacted by Ice or Severe Sub-Zero Temperatures* was suspended. During the publication process it was identified that additional work was required. However, due to a change in OCIMF members' areas of work, it was decided to suspend any further work on this document.

Other work included liaison with the Arctic Shipping Best Practices Information Forum, which supports the Protection of the Arctic Marine Environment Working Group (PAME), a working group of the Arctic Council.

Polar Water Operational Manual Working Group (joint working group with ICS)



Co-Chairs: Robert Bridges (Total) and David Fox (ICS)

2018 activity

Ship operators wishing to obtain an ICE Certificate as per the Polar Code must have a Polar Water Operational Manual (PWOM). Flag States issuing these certificates request Classification Societies to act as recognised organisations to validate the contents of the PWOM. IMO's Polar Code Appendix II provides some guidance on the contents of the PWOM. However, OCIMF and ICS decided to work together to develop an information paper to expand on the guidance. The aim is to publish this information paper in 2019.



Navigation and Routing Sub-committee



Chair: Anuj Gupta (ExxonMobil IMT)

Members represented: BP, Chevron, ENI, ENOC, ExxonMobil (IMT), Shell, Total, YPF

2018 meetings

NARSUC 53	10 January	London, UK
NARSUC 54	4 July	London, UK

Purpose

The Navigation and Routing Sub-committee (NARSUC) highlights areas of navigation and routing that affect vessel operations and marine activities, and develops recommendations to improve safety, reliability and protection of the environment. The sub-committee keeps a close watch on all routing and legislative issues from the IMO and is involved with the progress of e-navigation.

2018 activity

The main focus for the sub-committee during 2018 was to finalise work on the information paper *A Guide to Best Practice for Navigational Assessments and Audits* and to progress *Guidelines for Transiting the Turkish Straits*.

Other work included:

- Discussion of the activities of the IMO sub-committee on Navigation, Communications and Search and Rescue (NCSR).
- Discussion and learning from navigational incidents on board tankers, such as the collision between MT Sanchi and CF Crystal in January 2018.

A Guide to Best Practice for Navigational Assessments and Audits Working Group

Chair: Javed Bhombal (ExxonMobil IMT)

2018 activity

Work was completed and the information paper was published in October 2018.

Guidelines for Transiting the Turkish Straits Working Group

Chair: Nitin Malik (Chevron)

2018 activity

The first edition of *Guidelines for the Transiting the Turkish Straits* was released in 2007 as a members-only paper. The information was considered out of date and this working group has updated the content to include information on tugs, Vessel Traffic Services (VTS) information and simulator training for pilots and tug masters. A draft of this information paper was completed in 2018. However, during the publication process, the Turkish Government updated its regulations, so the information paper was returned to the working group to refresh the document and incorporate the latest regulations. The information paper is now due to be published in 2019.

ECDIS Working Group



Chair: Vedran Engelbreht (Shell)

2018 activity

The working group started work on reviewing ECDIS-related incidents and plans to produce an information paper that provides all stakeholders, including seafarers, regulators, inspectors, charterers, training institutes and manufacturers, with guidance and recommendations for ECDIS equipment, with the aim of reducing shipping incidents.

The group aim to complete work in 2019 and publish the information paper in 2020.



Joint OCIMF/INTERTANKO Working Group

Sub-group: Behavioural Competency Assessment and Verification for Vessel Operators Working Group

Co-Chairs: Shaikh Rahim (ExxonMobil IMT) and Andy Cook (VShips)

2018 activity

This working group is a joint safety initiative between OCIMF and INTERTANKO to develop an industry-standard tool that gives guidance on assessing and verifying seafarers' soft skills competence, including levels of competence required for promotion, in the following areas:

- Team working.
- Communication and influencing.
- Situation awareness.
- Decision making.
- Results focus.
- Leadership and managerial skills.

Competencies are assessed for the following work areas, which follows the guidance in *Tanker Management and Self Assessment, Third Edition (TMSA3)*:

- Navigation.
- Mooring.
- Cargo operations.
- Engineering.

The information paper *Behavioural Competency Assessment and Verification for Vessel Operators* was published with INTERTANKO in November 2018.

Sub-group: Sharing Lessons Learned from Incidents Working Group

The information paper *Sharing Lessons Learned from Incidents* was published jointly with INTERTANKO in November 2018. It outlines the most effective ways vessel operators can share the lessons they learn from incident investigations. Examples of best practice and template forms are included in the paper and also available to download from the OCIMF website.

Maritime Security Sub-committee



Chair: John Evans (Shell)

Vice Chair: Shaikh Rahim (IMT)

Members represented: BP, IMT, Ampol, Tullow Oil, Maersk Tankers, Total, Shell, Chevron, Statoil, Excellerate Energy

2018 meetings

MSSC 11	24 April	Singapore
MSSC 12	1 August	London, UK
MSSC 13	4 September	London, UK

Purpose

The Maritime Security Sub-committee (MSSC)'s purpose is to share information and experience, to work together to support the maritime security of OCIMF members and to monitor activity in areas of common interest, such as the Gulf of Aden, the Gulf of Guinea and Southeast Asia.

2018 activity

Seafarers faced a variety of risks and security challenges throughout 2018. While piracy and armed robbery was a real concern, especially in the Gulf of Guinea, regional instability in the Middle East generated anxiety among members. The introduction of new questions to the SIRE VIQ placed security as an important consideration for vessel management. Updated global and regional industry guidance included *Global Counter Piracy Guidance for Companies, Masters and Seafarers* and *Best Management Practices to Deter Piracy and Enhance Maritime Security in the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea (BMP5)* and a new maritime security website, www.maritimeglobalsecurity.org. The MSSC conducted studies that led to the information paper *Guidelines to Harden Vessels* and the information paper *Ship Security – Hull Vulnerability Study*. The level of threats to seafarers and vessels operating in Latin America increased in 2018. This is a key area to address in 2019.

The committee maintained good relations with a number of national and regional organisations such as MDAT – GoG, ReCAAP ISC and UKMTO Dubai (which OCIMF continues to support with a Merchant Navy Liaison Officer seconded from the membership).

Cyber Working Group

Chair: Alexandra Ebbinghaus (Shell)

Vice Chair: Raajitha Pyreddy (Chevron)

Members represented: Shell, BP, Engie/Total, Chevron, IMT, Phillips 66, Koch Shipping. Guest member: Maersk

2018 meetings

CWG 12	15 June	London, UK
CWG 13	11 September	London, UK
CWG 14	19 December	London, UK

Purpose

The Cyber Working Group is a multidisciplinary group reporting to the GPC that examines the risk of cyber threats to vessels, offshore installations and mariners.

2018 activity

The importance of cyber security continued an upward trend in 2018 as regulation and compliance tackled the vulnerability of vessels and platforms. The main effort for OCIMF was to contribute to updating industry guidelines and support broader work. OCIMF was part of a joint working group at IACS to develop a risk framework for the construction and delivery of cyber-resistant ships capable of supporting company requirements. Other work included introducing cyber-related questions to the SIRE VIQ and interacting with national authorities to explore cyber risks to global supply chains and share company-specific experiences.

Human Factors Focus Group

Chair: Simon Robinson (BP)

Vice Chair: Anuj Gupta (IMT)

Members represented: BP, Shell, Total, IMT and ENOC

2018 meetings

HFFG 01	6–7 September	London, UK
	Further meetings by teleconference	

Purpose

The Human Factors Focus Group is responsible for delivering the OCIMF strategy on human factors. It works across various OCIMF committees, sub-committees and working groups to ensure alignment and consistency in the application of human factors in the work of OCIMF. It reports directly to the GPC.

2018 activity

The HFFG was established in September 2018 and carried out the following activities:

- Started developing the OCIMF strategy.
- Engaged with the *ISGOTT6* and VIP project teams to provide expert support in the delivery of the projects.
- Participated in the IMO Human Element Industry Group (HEIG).

China Focus Group



Chair: Fuming Luo (Shell)

Vice Chair: YouYu Lu (CNOOC)

Members represented: Shell, CNOOC, BP, Chevron, Exxonmobil IMT, Phillips 66, Total

Guest subject matter experts: China Classification Society, CNOOC & Shell Petrochemicals, Ray Marine, Dalian Bosson Marine

2018 meetings

CFG 27	19 June	Shanghai, China
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Purpose

The China Focus Group promotes awareness and adoption of industry best practices and guidelines in China by working with local companies and government and through workshops. The aim is to raise the standard of shipping in the region. The group also supports the translation of selected OCIMF publications into Mandarin.

2018 activity

- Assisted with arrangements for a meeting between the China Maritime Safety Administration (MSA) in Beijing and the OCIMF Director.
- Held a ship operators marine safety forum for around 80 delegates in Shanghai in June 2018.
- Ran a SIRE training course for the China MSA port state control officers in Shanghai.
- Reviewed the Mandarin translation of the information paper *Marine Terminal Information Booklet: Guidelines and Recommendations*, due to be published in 2019.



Global Inland and Coastal Barging Focus Group



Chair: Anuj Gupta (IMT)

Vice Chair: Robert Brook (Chevron)

Members represented: BP, Chevron, IMT, Shell, Total, World Fuel Services, Phillips 66, Marathon, YPF, Repsol, Pan American Energy, Braskem

2018 meetings

GICBFG 08	31 July and 1 August	London, UK
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Purpose

The focus group was set up in February 2016 to look at all barge-related safety and pollution prevention issues globally. Its scope of work later expanded to include regional expertise by incorporating the regional SIRE Cat 3 groups. These became three regional inland and coastal barging focus groups for North America in 2012, South and Central America in 2014 and Europe in 2016.

With both regional expertise and global oversight of barging issues, OCIMF's work to improve safety and environmental protection in the barging industry will develop further, especially through OCIMF's recent global barge strategy.

Until late 2018, the regional focus groups reported to the SIRE Focus Group about Cat 3 inspection and administrative issues, and to the GICBFG for safety and environmental protection topics. The GICBFG now has direct oversight of the regional focus groups, with any inspection matters reported to the SIRE Focus Group on a regular basis.

2018 activity

- Developed the global barge strategy's priorities for implementation.
- Developed a communication strategy to support and structure the projects and advocacy that deliver the global barge strategy.
- Developed a plan to publish a new edition of the *International Safety Guide for Inland Navigation Tank-barges and Terminals (ISGINTT)*.
- Identified potential regional focus groups in Asia.
- Identified key performance indicators for the global and regional focus groups.
- Successfully transferred reporting lines for the regional inland and coastal barge focus groups.

North America Inland and Coastal Barging Focus Group



Chair: Rajeev Saini (Chevron)

Vice Chairs: Kenneth Romney (BP) and Rakesh Bajaj (Marathon)

Members represented: Chevron, Marathon, BP, Phillips 66, Shell, Energy Transfer Partners, Andeavor, IMT (SeaRiver), Valero, Atlantic Trading & Marketing (Total), Martin Midstream

2018 meetings

NAICBFG 13	6–7 March	Houston, USA
NAICBFG 14	3–4 October	Houston, USA

2018 activity

- Evaluated the group’s contribution to improving safety and environmental protection in the region.
- Updated the Cat 3 SIRE inspection set to include requirements for sub-chapter M of the US Coastguard regulations only.
- Discussed developing a Cat 3 User Group for North America.
- Developed tools to review the inland and coastal fleet performance.

Cat 3 SIRE inspector training and accreditation continues to deliver quality inspection reports.

Europe Inland and Coastal Barging Focus Group



Chair: Peter Schotten (BP)

Vice Chair: Robert Brook (Chevron)

Members represented: BP, Chevron, IMT, Shell, Total, Ineos, ENI, World Fuel Services, Lukoil, OMV

2018 meetings

EICBFG 05	17–18 May	London, UK
EICBFG 06	29–30 November	London, UK

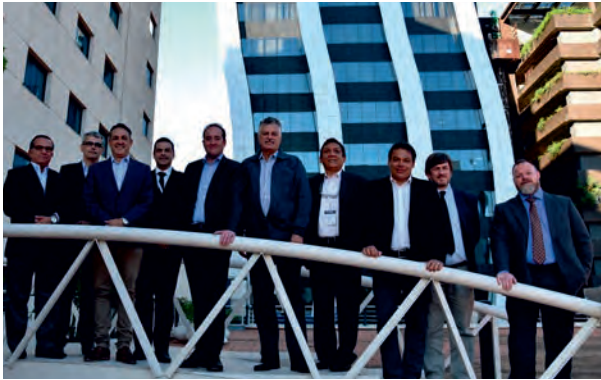
2018 activity

- Discussed progress on publishing a revised edition of *ISGINTT*.
- Identified opportunities for OCIMF to help reduce the risks of mooring operations, following discussion about the concentration of European mooring incidents in early 2018.
- Platform Zero Incidents attended a focus group meeting to share information and contribute to safety and environmental protection on European inland vessels.
- Discussed changes in European regional regulations and industry issues and their impact on the focus group’s work.
- Developed further technical enhancements to the European Cat 3 SIRE vessel data flows.





South and Central America Inland and Coastal Barging Focus Group



Chair: Jorge Fernandez Aguirre (Repsol)

Vice Chair: Juan Faggioli (Pan American Energy)

Members represented: Repsol, Pan American Energy, Braskem, YPF, Petrobras, Transpetrol, Shell, Petro Peru, Pampa Energia

2018 meetings

SCAICBFG 09	22–23 May	Asuncion, Paraguay
SCAICBFG 10	22–23 November	Manaus, Brazil

2018 activity

- Continued developing the information paper *Considerations for Converting Non-Propelled Inland and Coastal Barges to Closed Loading*.
- Explored OCIMF barge advocacy opportunities in South America as part of the global barge strategy.
- Preparation work for reviewing the region's Cat 3 SIRE inspection question set.
- Successful CAT 3 User Group meetings were held in Paraguay and Brazil to raise safety and environmental protection standards on regional inland and coastal barges.
- Discussed local grounding incidents, particularly on the River Plate and Uruguay River.
- Cat 3 SIRE inspector accreditation and training continues to deliver quality inspection reports.

Marine Terminal Focus Group



Chairs: Luke Fisher (BP; to November 2018) and Derek Thompson (Phillips 66)

Vice Chair: Derek Thompson (Phillips 66; to November 2018)

Members represented: BP, Phillips 66 AMPOL, ENI, Shell, Chevron, IMT, INEOS, Total, NuStar, Viva Energy, Hengyuan Refining Company

2018 meetings

MTFG 10	21–22 February	Houston, USA
MTFG 11	11–12 July	Rome, Italy

Purpose

The Marine Terminal Focus Group (MTFG) was formed under the direction of the PTC to:

- Manage the review and improvement of the Marine Terminal Information System (MTIS) and ensure a smooth transition from development to implementation and operational phases.
- Provide recommendations on MTIS governance and operational management, including the MTIS website and associated components.

Major components of MTIS include the Marine Terminal Particulars Questionnaire (MTPQ), Marine Terminal Management and Self Assessment (MTMSA) and Marine Terminal Operator Competence and Training (MTOCT).

2018 activity

The MTFG continued to review MTIS usage statistics and, based on feedback, made several changes to the database to improve accessibility and usability. This included creating a new, shorter MTPQ for quicker population. In addition, this committee completed the information paper *Marine Terminal Information Booklet: Guidelines and Recommendations*, which was published in September 2018.

Ship to Ship Focus Group



Chair: Will Doolittle (BP; until November 2018), Patricia Clark (Saudi Aramco; from November 2018)

Vice Chair: Patricia Clark (Saudi Aramco; until November 2018)

Members represented: BP, Shell, Chevron, IMT, Petrobras, Phillips 66, Saudi Aramco, AMPOL, Petroleos Mexicanos, Total, ENAP, Oil Tanking, ConocoPhillips

2018 meetings

STSFG 10	27 February–1 March	Houston, USA
STSFG 11	17–18 July	London, UK

Purpose

The Ship to Ship Focus Group (STSFG) is a standing sub-committee and, on behalf of PTC, is the core technical review group for issues on Ship to Ship (STS) operations. The focus group has built an effective working relationship with industry partners such as the Industry Task force on Offshore Lightering (ITOL), Europe, Middle East and Africa (STS EMEA) and the Singapore Nautical Institute (SNI) Forum on STS Best Practices. The global reach of this focus group has been appreciated by industry partners, and gives OCIMF the opportunity to identify regional challenges and to exchange best practices for the benefit of the STS industry.

2018 activity

The STSFG has been compiling a new information paper, *Guidelines for the Handling, Storage, Inspection and Testing of STS Hoses*. Good progress was made this year and it is due to be published in mid-2019.

In addition, the committee is continuing work on creating the *Ship to Ship Service Provider Management and Self Assessment*.

The group also welcomed a technical presentation by Yokohama on hose failures.

Marine Structures and Civil Engineering Focus Group



Chair: Arjan Maijenburg (Shell)

Vice Chair: Rabinder Manku (BP)

Members represented: BP, Chevron, ENI, ExxonMobil, Phillips 66, Shell, Total, Vopak

2018 meetings

MSCEFG 05	7 March	London
MSCEFG 06	4 October	Virtual meeting

Purpose

The Marine Structures and Civil Engineering Focus Group (MSCEFG) is a standing sub-committee of the PTC, with civil engineers and naval architects focussed on engineering standards at the ship–shore interface. The MSCEFG advises OCIMF in its engagement with other industry initiatives, including:

- *Committee CB/502 Maritime Works* (British Standards Institution (BSI)).
- *WG200, Recommendations for the Design and Assessment of Marine Single Point Mooring (SPM) or Multi-Point Mooring (MPM) Facilities* (PIANC).
- *WG153B, Design of marine oil terminals* (PIANC).

2018 activity

The MSCEFG continued work on the revision of *Design and Construction Specification for Marine Loading Arms* and made significant progress on getting the book through the editorial process. It is due to be published in 2019.

The MSCEFG received new work items in 2018 that should start in 2019:

- Review of the *Jetty Maintenance and Inspection Guide* to determine whether a revision is necessary.
- Evaluation of equivalency criteria guidance for alternative and emerging technologies for mooring systems that may complement the guidance in *MEG4*.
- Participating in update of PIANC WG33, *Guidelines for the design of fender systems*.

International Safety Guide for Oil Tankers and Terminals (ISGOTT) revision project



Steering Group

Chair: Mike Sitts (Chevron)

Members represented: Chevron, ENOC, IMT ExxonMobil, INEOS, Petrobras, Shell, Total

ICS members: Danish Shipping, ICS Secretariat

2018 meetings

Steering Group:

14 February 2018	London, UK
10 September 2018	London, UK

Working groups:

24–26 July 2018	London, UK
11–13 September 2018	London, UK
20–21 November 2018	London, UK

Purpose

The *International Safety Guide for Oil Tankers and Terminals, Fifth Edition (ISGOTT5)* has been in circulation since 2006. In late 2017, the co-authors OCIMF, ICS and IAPH agreed to start revising *ISGOTT* for a sixth edition. The project is targeted for completion in late 2019, with publication due in 2020. The new edition will include a new chapter on human factors, an emphasis on alternative technology and revised guidance on safety management, among other changes.

The project structure includes a Steering Group, a Primary Working Group and two functional working groups on tanker and marine terminal/tanker interface activities.

2018 activity

A Steering Group meeting in February 2018 started the project with agreement on the terms of reference and an organisational structure, including multiple working groups, project advisers and technical writers. Through 2018, the working groups met four times to review more than 600 observations and comments on the existing *ISGOTT5* text. The group also considered additional updates due to changes in industry regulations, standards, guidance and recommendations for best practice.

Primary Working Group

Co-Chairs: Charles Stuart (NuStar) and Arjan Kreuze (Stolt/ICS)

Members represented: BP, Chevron, IMT/ExxonMobil, NuStar, Shell, YPF

ICS members represented: Stolt Tankers, Knutsen Tankers plus ICS Secretariat

Guests: INTERTANKO and SIGTTO

The Primary Working Group is responsible for reviewing amendments to *ISGOTT5*, Part one: General information (sections 1–6), overseeing the work of the other working groups and reporting progress to the Steering Group.

Tanker Working Group

Co-Chairs: Javed Bhombal (IMT/ExxonMobil) and Soren Andersen (Nordic Tankers/ICS)

Members represented: ConocoPhillips, Chevron, Eni, IMT/ExxonMobil, Shell, Total, YPF

ICS members represented: Nordic Tankers, Westfal-Larsen, Thenamaris, NYK, Fleet Management, Wallem plus ICS Secretariat.

Guests: INTERTANKO and SIGTTO

The Tanker Working Group is responsible for reviewing amendments to *ISGOTT5*, Part two: Tanker information (sections 7–14) and reporting progress to the Primary Working Group.

Marine Terminal and Tanker Interface Working Group

Co-Chairs: Marta Krogstad (Chevron) and Peter Maasland (Stolt/ICS)

Members represented: BP, Chevron, Eni, Essar, IMT/ExxonMobil, Phillips 66, Petrobras, Primorsk Oil, Shell, Total

ICS members represented: Stolt Tankers, Teekay Shipping AS, Unisea Shipping, plus ICS Secretariat

Guests: IAPH Secretariat, SGMF, CAA and Terje Lovoy

The Marine Terminal and Tanker Interface Working Group is responsible for reviewing amendments to *ISGOTT5* Part three: Terminal information (sections 15–21) and Part four: Management of the tanker and terminal interface (sections 22–26), and reporting progress to the Primary Working Group.



Effective Mooring Working Group

Chair: Anup Isaacs (Shell)

2018 activity

This working group made excellent progress on the fourth edition of *Effective Mooring*, which was published in March 2019.

Mooring Equipment Guidelines (MEG4) Working Group

Chair: Andy Dogherty (contractor)

2018 activity

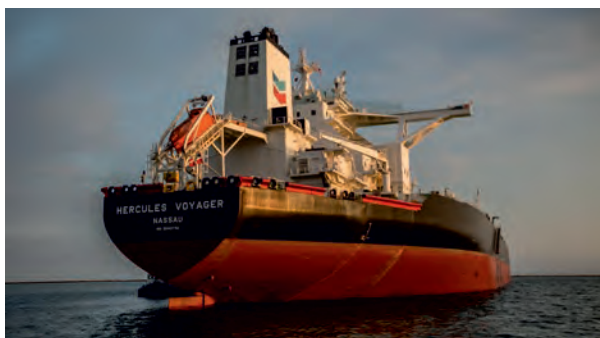
After over 30 months of extensive work, *MEG4* was published in June 2018.

Dynamic Torsion Load Tests for Offshore Hoses Working Group

Chair: Angelo Morello (Chevron)

2018 activity

The information paper was submitted to PTC in October and was published in February 2019. This information paper provides an update to section 3.4.10.3: Dynamic Test – Torsion Load in OCIMF’s *Guide to Manufacturing and Purchasing Hoses for Offshore Moorings (GMPHOM 2009)*.



Design and Construction Specifications for Marine Loading Arms Working Group

Chair: Chris Snape (Shell)

2018 activity

This publication was delayed due to ongoing discussions with third-party contractors, but by the end of the year it was submitted to the publications team. It is due to be published in 2019.

Static Towing Assembly Working Group

Chair: Andy Bickerdike (Chevron)

2018 activity

Work continues on this information paper, and a third-party specialist study was contracted to review the guidance on elongating stretchers during towing operations.

Guidelines for Marine Terminals Impacted by Ice or Severe Sub-Zero Temperatures (MIST) Working Group

Chair: Ian Reed (Shell)

2018 activity

After review and discussion by PTC in October, work on this document was suspended.

EN 1765 Review WG

Chair: Krystyna Tsochlas (Phillips 66)

2018 activity

A comparison study of EN1765 (2016) and EN1765 (2004) was carried out and a comprehensive document produced. This document was approved by PTC in October and will be used to update *ISGOTT6*.

Floating Systems Group



Chair: John Reid (Shell)

Vice Chairs: Doug Taylor (Chevron) and Sebastian Gerrits (SBM Offshore)

Members represented: Shell, Chevron, Total, Hess, Aker BP, Husky, Woodside Energy, SeaRiver ExxonMobil, BP and invited industry guests (SPM, Bluewater, BW Offshore and MODEC)

2018 meetings

FSG 16	7–8 March 2018	Singapore
FSG 17	20–21 September 2018	St. John's, Canada

Purpose

A forum for open discussion among the operators of offshore terminals and marine facilities, including Floating (Production) Storage and Offloading systems (F(P)SOs) permanently moored or disconnectable.

2018 activity

The following publications were approved and released:

- *Cargo Guidelines for F(P)SOs.*
- *Guidelines for Offshore Tanker Operations.*

A second edition of *Guidelines on the Marine Assessment of F(P)SOs* was drafted and is due to be published in 2019.

The group has proposed terms of reference to develop:

- F(P)SO heading control guidelines.
- Guidance on:
 - Risks associated with heading control and station keeping.
 - Standard methodology to calculate bollard pull requirements.
 - The importance of communicating field water depth.
 - The consequences of failure to manage the towline catenary.
 - Station keeping and heading control for soft moored FSOs.
 - Requirements for F(P)SO deck equipment.
 - Crew training and competency.

- Active heading control and heading assist using propulsion, rudders and thrusters.
- Towing vessel suitability.
- Redundancy considerations.
- Communication protocols.
- Simultaneous Operations (SIMOPS).
- A review of IMCA's *Guidance on Thruster-Assisted Station Keeping by F(P)SOs and Similar Turret-Moored Vessels.*

Guidelines on the Marine Assessment of F(P)SOs Working Group

Chairs: Doug Taylor (Chevron) and Krzysztof Burant (Chevron)

2018 activity

Four working group meetings in 2018, both virtual and adjacent to FSG meetings, in various locations. The working group completed its review of *Guidelines on the Marine Assessment of F(P)SOs*. The draft second edition of this information paper is complete and due to be published in 2019.

Cargo Guidelines for F(P)SOs Working Group

Chair: Sebastian Gerrits (SBM Offshore)

2018 activity

Cargo Guidelines for F(P)SOs was published in July 2018. This book makes recommendations on the safety of cargo handling and associated operations on board Floating (Production) Storage and Offloading (F(P)SO) facilities. It supplements guidance in *ISGOTT* by addressing activities and procedures that are either outside the scope of *ISGOTT* or are conducted differently on F(P)SOs. The guidance is for F(P)SO operators but is also of interest to anyone involved in the design and management of F(P)SOs.

Guidelines for Offshore Tanker Operations Working Group

Chair: Hielke Brughts (Bluewater)

2018 activity

Guidelines for Offshore Tanker Operations was published in September 2018. This book provides guidance on equipment and procedures for mooring and transferring crude oil and other petroleum products between offshore terminals and offtake tankers, in particular F(P)SO and SPM buoy terminals and conventional and DP tankers. It is designed to promote compatibility and harmonisation between offshore terminals and offtake tankers so that cargo can be transferred safely. *Guidelines for Offshore Tanker Operations* updates and supersedes the following:

- *Offshore Loading Safety Guidelines with Special Relevance to Harsh Weather Zones.*
- *Tandem Mooring and Offloading Guidelines for Conventional Tankers at F(P)SO Facilities.*
- *Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings.*



Deck Cargo Management Onboard Offshore Vessels Working Group

Chair: Michael Desa (Chevron)

2018 activity

Eight working group meetings were held since the OMC approved the TOR. Two sub-groups were formed, OCIMF Members and Vessel Operators, which met separately from the main working group. To ensure active participation, the Vessel Operators group were invited to attend the last two main working group meetings.

The information paper was published in December 2018. OCIMF is now asking member companies to adopt the safe deck practices and to use the Matrix of Permitted Operations (MOPO) to help champion this effort in the industry.

The Carriage of Methanol in Bulk onboard Offshore Vessels Working Group

Chair: Pat Dasgupta (Chevron)

2018 activity

This working group is under the direction of the Marine Safety Forum in partnership with OCIMF and aims to develop an information paper that provides best practice guidance on the carriage of methanol in bulk onboard offshore vessels.

Meetings were held in 2018 at Solstad and Total's premises to determine:

- Key areas of focus.
- Format of the information paper.
- How information will be shared for review by all members of the working group.

The information paper is due to be published in 2019.

Offshore Vessel Management and Self Assessment Second Edition (OVMSA2) Working Group

Chair: John Reid (Shell)

2018 activity

OCIMF conducted a survey to collect feedback from all OVMSA users. This feedback was incorporated into the second edition of OVMSA and a final copy was presented to the OFG for review. OCIMF also sent the OVMSA2 draft to IMCA and their membership for review and feedback. OVMSA2 is due to be published in 2019.

In focus

Barging

The OCIMF global barge strategy has begun its implementation phase and priorities have been identified. The workstream will consist of four elements:

- Consistency: setting global guidelines for operations and design.
- Inspection: an enhanced inspection programme.
- Advocacy: effective dialogue with the barge industry.
- Adaptability: response to human factors and changes in the industry, regulatory framework and technology.

To support the global barge activities, a new Technical Adviser (Barges) was appointed in July 2018.

Work continued in 2018 on maintaining and growing the Cat 3 regional SIRE system, and this will continue into 2019. The barge team also made efforts during 2018 to bring forward the second edition of *ISGINTT*, and completion of the draft is expected in 2019. An assessment of *ISGINTT*'s long-term evolution, together with industry partners, will begin in 2019.

Working together

OCIMF partnered with a variety of industry bodies, including the Baltic and International Maritime Council (BIMCO), the International Chamber of Shipping (ICS), the International Federation of Shipmasters' Associations (IFSM), the International Group of Protection & Indemnity Clubs (IGP&I), INTERCARGO, InterManager and INTERTANKO to produce updated global and regional industry guidance on maritime security. Two books, *Global Counter Piracy Guidance for Companies, Masters and Seafarers* and *Best Management Practices to Deter Piracy and Enhance*

Maritime Security in the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea (BMP5) were published in June 2018.

OCIMF also worked with other industry shipping organisations, with military support, on a new website that launched on 28 June at www.maritimeglobalsecurity.org. The website provides comprehensive maritime security guidance to companies and mariners, as well as links to other useful maritime and military security resources.

The joint OCIMF-INTERTANKO initiative published two information papers in November 2018: *Behavioural Competency Assessment and Verification for Vessel Operators* and *Sharing Lessons Learned from Incidents*. By working together, OCIMF and INTERTANKO aim to provide practical solutions to improve safety in the energy shipping industry.

OCIMF also engaged with organisations such as the International Council on Combustion Engines (CIMAC), the Energy Institute and the International Organization for Standardization (ISO) to develop industry guidance that addresses the impact of new fuel blends or fuel types on machinery systems, as well as guidance on handling, storing and using these fuels. This guidance, which OCIMF and IPIECA expect to complete early in 2019, will be submitted to the IMO for information and for any appropriate action.

The Offshore Vessel Inspection Database (OVID) Collaboration Committee was set up between OCIMF and the International Marine Contractors Association (IMCA) to analyse current industry issues and revise the inspection question sets for OVID and the Offshore Vessel Management and Self Assessment (OVMSA).

Regional Marine Forums

OCIMF held five regional marine forums in 2018: Connecticut, USA in March; Tokyo, Japan and Rome, Italy in June; Quito, Ecuador in October; and Dubai, UAE in November – all of which were a great success. Attendance at regional marine forums continues to grow and provides valuable face-to-face time with both OCIMF members and non-members.

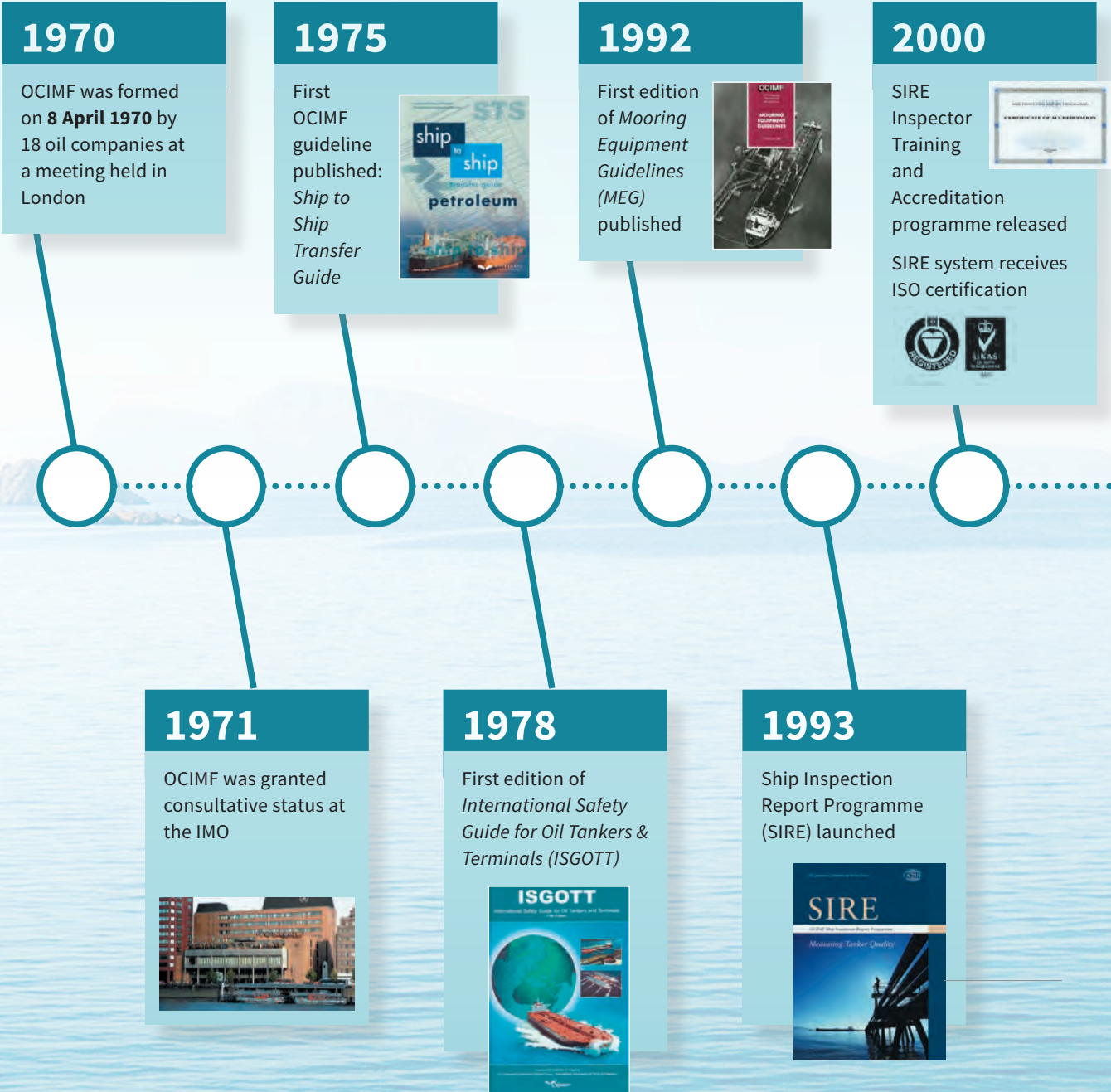
Several were linked to other industry events, such as the Sociedad Latinoamericana de Operadores de Terminales Marítimos Petroleros y Monoboyas (SLOM) Jornada in Quito, Ecuador, the ENOC Marine Conference in Dubai, UAE and OCIMF's ExCom meeting in Tokyo, Japan.

Looking forward, OCIMF has begun an initiative to streamline the organisational process and increase participation in 2019. Five more regional marine forums are planned for 2019 in Houston, Athens, Dubai, Cartagena and Shanghai. Dates and more details are on the OCIMF website.



OCIMF milestones

Key events in the history of OCIMF from its establishment in 1970 through to the present day





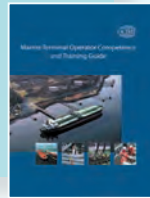
2010

Offshore Marine Committee formed
Launch of Offshore Vessel Inspection Database (OVID)



2014

MTIS development phase concludes with the publication of *Marine Terminal Operator Competence and Training Guide (MTOCT)*



2017

Tanker Management and Self Assessment, Third Edition (TMSA3) released

2004

SIRE extended to include barges and small vessels
Launch of Tanker Management Self Assessment (TMSA)
OCIMF wins a Seatrade Award in the 'New IT applications for the shipping industry' category for SIRE



2013

First edition of *Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases* published

2016

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



Global Inland and Coastal Barging Focus Group (GICBFG) formed

2018

Fourth edition of *Mooring Equipment Guidelines (MEG4)* published
First edition of *Guidelines for Offshore Tanker Operations* published

International Maritime Organization (IMO)

The International Maritime Organization (IMO) is the United Nations agency responsible for improving maritime safety and preventing pollution from shipping. The IMO's main task is to develop and maintain a comprehensive regulatory framework for shipping.

OCIMF has enjoyed consultative status since 1971. OCIMF provides the IMO with specific technical input on those aspects of the IMO programme that relate to OCIMF's mission and attends all the relevant IMO meetings to represent the views of OCIMF 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.

OCIMF's work at the IMO supports:

1. The development of international conventions and regulations that enhance the safe construction and operation of tankers and offshore support vessels and their interface with terminals.

2. The global implementation and enforcement of such international conventions and regulations.
3. Encouragement of industry-wide acceptance of established safety and environmental guidelines and recommendations.

KEY CONTRIBUTIONS IN 2018

Safe mooring operations

OCIMF actively participated in the IMO Sub-Committee for Ship Design and Construction (SDC 5) regarding amendments to SOLAS Regulation II-1/3-8. OCIMF advocated for these amendments to reflect the fact that mooring lines are an integral

part of the mooring system, and that mooring systems should be designed around the safety of personnel involved in mooring operations.

The SDC agreed in principle and established a correspondence group to consider issues such as the definition and use of the term human-centred design. OCIMF launched the *Mooring Equipment Guidelines, Fourth Edition (MEG4)* at the IMO on 4 December at MSC 100. On 5 December, OCIMF held a presentation at MSC 100 titled 'Mooring Safety at the ship/shore interface' about how *MEG4* helps promote mooring safety in areas such as human factors, mooring line management, mooring systems, snap-back zones and berth designs.



Fuel safety: IMO 2020 sulphur limits

To help address potential safety issues related to 0.50% max. sulphur fuels, OCIMF collaborated with IPIECA and 14 other industry organisations from across the shipping and refining industries, bunker suppliers, standards organisations and other interested parties to develop joint industry guidance. The MEPC and MSC supported the initiative. The aim is to publish the guidance in late 2019 and to incorporate it in IMO guidelines on the consistent implementation of MARPOL regulation 14.1.3.

◀ MEMBERS OF THE OCIMF SECRETARIAT AT THE IMO DURING MSC100

Safe ship/port interface

To promote industry-wide use of OCIMF guidelines and recommendations, OCIMF participated in the revision of *FAL.6/Circ.14: List of publications relevant to the ship/port interface* at the 42nd Facilitation Committee session. All OCIMF publications that meet the IMO's definition of ship/port interface were referenced in *FAL.6/Circ.14*. OCIMF also held a presentation on enhancing safety at the ship/shore interface on 6 June 2018.

Technical and operational measures for enhancing the energy efficiency of ships

OCIMF worked with IACS to urge the IMO to develop methodology for analysing the fuel consumption data it will collect. This will help achieve an objective, consistent and accurate identification of energy efficiency measures for ships. The proposal was supported by the MEPC.

Piracy and maritime security

OCIMF worked with other NGOs and member states to improve maritime security by submitting several publications and revised industry guidance. The IMO issued *Global Counter Piracy Guidance for*



HER MAJESTY QUEEN ELIZABETH II VISITED IMO HEADQUARTERS IN LONDON ON 6 MARCH 2018 TO CELEBRATE THE IMO'S 70TH ANNIVERSARY. Photo courtesy of IMO.

Companies, Masters and Seafarers, BMP5 and updated Gulf of Guinea guidance as an MSC circular.

Safety and pollution hazards of chemicals

OCIMF requested that the IMO working group on the Evaluation of Safety and Pollution Hazards of Chemicals (ESPH) clarify how the more stringent carriage requirements for nAlkanes (C10-C20), paraffin wax and hydrocarbon wax should be complied with until the revisions are incorporated into the IBC Code. The products in question are given in list 1 of *MEPC.2/Circular on Provisional*

categorization of liquid substances in accordance with MARPOL Annex II and the IBC Code.

Review of OCIMF strategy on IMO

The OCIMF secretariat launched a formal strategy review of OCIMF's work on the IMO, with a view to enhancing the delivery of OCIMF's objectives on IMO-related health, safety, security and environmental issues. The review involved active engagement with OCIMF members through a survey and workshop. The strategy will be finalised and implemented in 2019.



SAM MEGWA, OCIMF DEPUTY DIRECTOR AND CHIEF REPRESENTATIVE TO THE IMO; MARK ROSS, OCIMF CHAIRMAN; AND ANDREW CASSELS, FORMER OCIMF DIRECTOR AT THE IMO IN APRIL 2018

International Oil Pollution Compensation Funds

The governing bodies of the International Oil Pollution Compensation Funds (IOPC Funds) met at the International Maritime Organization (IMO) in London for a week in April and in October. IOPC Funds provide financial compensation for oil pollution damage that occurs in member states, resulting from spills of persistent oil from tankers. OCIMF members are key contributors to the IOPC Funds. Seventy states attended the meetings, representing 65 member states of the 1992 Fund, 24 member states of the Supplementary Fund and 5 observer states, as well as 13 observer organisations (including OCIMF). The October meeting included a special session to celebrate the 40th anniversary of the IOPC Funds.

OCIMF programmes

Ship Inspection Report Programme

The Ship Inspection Report Programme (SIRE) is a unique tanker and barge risk assessment tool used by charterers, terminal operators and government bodies to assist in the assurance of ship safety standards. The database includes inspection reports on all sizes of vessels from VLCCs to barges, as well as other small vessels. In addition to inspection reports, the database contains reports on incidents and on any inspections conducted by port state control authorities.

First launched in 1993 to provide a standardised inspection format, with objective reports capable of being shared, it has now gained industry-wide acceptance as a benchmark for vessel inspections and standards. Today, SIRE inspections take place all over the world and are widely recognised as an invaluable tool for raising ship safety standards.

Confidence in the SIRE programme revolves around the quality and integrity of the inspection process, which is governed by the Ship Inspector Training and Accreditation Programme. This is a three-year programme that requires SIRE inspectors to undertake a programme of refresher training and auditing to be able to keep their accreditation.

SIRE consists of a large database of information captured by the following questionnaires:

- Vessel Inspection Questionnaire (VIQ).
- Barge Inspection Questionnaire (BIQ).
- Vessel Particulars Questionnaire (VPQ).
- Barge Particulars Questionnaire (BPQ).
- Tanker Management and Self Assessment (TMSA).

The Tanker Management and Self Assessment (TMSA) tool has been integrated with SIRE since February 2017.

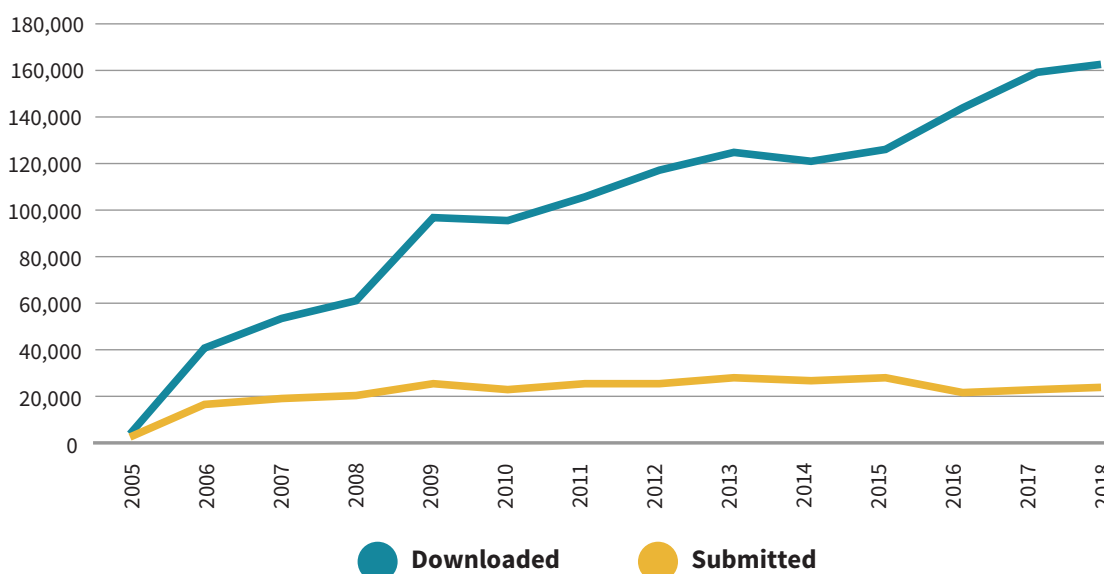
2018 activity

Demand for tanker and barge inspection reports continues to increase in response to members' marine risk management activities, and SIRE has continued to manage this increasing demand.

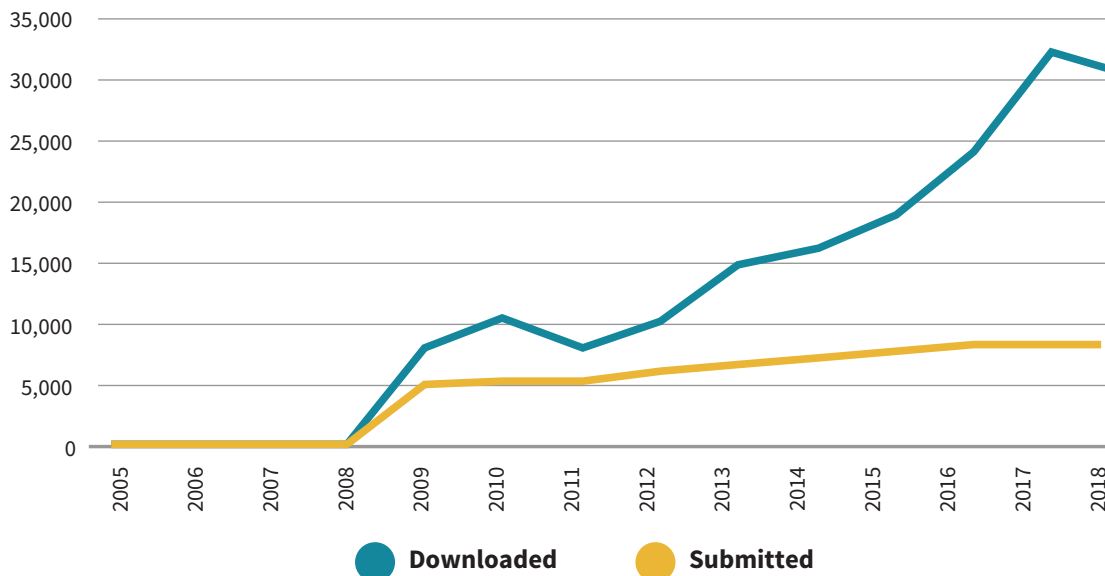
The number of reports submitted in 2018 has followed this trend, as has the number of reports downloaded. The database held 22,355 tanker reports and 8,433 barge reports at the end of 2018, with 161,105 tanker reports and 30,709 barge reports downloaded.

The Tanker Management and Self Assessment (TMSA) tool, which requires operators to complete and submit an assessment of their own performance, also plays a key role in members' marine risk management

SIRE tanker reports submitted and downloaded



SIRE barge reports submitted and downloaded



and has grown, with 890 companies now submitting TMSA reports.

SIRE highlights in 2018 include:

- A full review of the VIQ was completed in collaboration with the industry through a series of workshops. The revised VIQ was launched at the end of Q3 2018.
- Training in the use of ECDIS is part of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) qualification, and all inspectors have also undergone a bespoke five-day ECDIS course. In addition, inspectors continue to be trained on ECDIS so they are better able to assess seafarer’s familiarity and competency in its use on board.
- SIRE has been successfully audited under the ISO 9001:2015 QMS standard with no major non-conformities identified.

Third Party Vetting Contractor and Third Party Submitting Contractor audit programme

Since 2009, OCIMF has allowed a number of SIRE members, namely those with limited marine resources within their organisations, to use a Third Party Vetting Contractor (TPVC) to conduct vetting or screening of vessels and, in a few cases, to arrange and submit inspection reports on behalf of members. The contractors arranging and submitting inspection reports are now referred to as Third Party Submitting Contractors (TPSCs) to better define that function and clarify the scope of audits.

Both the member using a TPVC/TPSC and the third-party contractor must sign an annual declaration agreeing to OCIMF conditions for the use of third-party services. One of the conditions is that OCIMF reserves the right to audit

both the member using the third party as well as the contractor themselves. The audit is to ensure both parties comply with the SIRE Composite Guidelines and the conditions for the use of third-party contractors.

In 2018, 17 submitting members and 77 programme recipients forwarded 21,192 SIRE reports to a TPVC. This represents annual growth of about 2.7% from the 20,629 reports forwarded to TPVCs in 2017.

There are 13 TPVCs registered in the SIRE programme, although only nine were actively receiving reports in 2018.

The number of submitting members using a TPSC reduced from three to two in 2018 while the number of TPSCs remained steady at two. TPSCs processed 2,147 reports in 2018, compared to 2,260 reports in 2017.

Since OCIMF launched the TPVC audit programme in November 2014, OCIMF has carried out 35 member and recipient audits and ten third-party contractor audits.

SIRE/OVID inspector accreditation

The SIRE and OVID inspector accreditation programmes continue to train new inspectors and revalidate the accreditation of existing inspectors. Revalidation is conducted by fulfilling a minimum number of inspections every year and taking refresher courses every three years. SIRE inspectors also undergo audits every three years.

Inspector performance is monitored by verifying the quality of inspection reports and a feedback system that is available to all OCIMF members. Errors, inconsistencies and general quality issues are fed back to OCIMF through this system, which allows OCIMF to follow up and ensure continuous training and improvement for inspectors.

Regional barge groups

The OCIMF membership has an increasing focus on the safety, quality and pollution prevention aspects of inland and coastal barging.

Four regional focus groups manage this increasing focus and the operation of the SIRE programme for that region (see Committees section).

The regional groups are working on a number of issues, which include:

- CAT3 SIRE Inspector training and accreditation in their respective regions.
- The development of a CAT3 User Group for North America.
- The development of tools to review inland and coastal fleet performance.
- Review of incidents.

Auditors conference

OCIMF holds an annual conference for the auditors, which also forms part of their development, and this occurred in summer 2018 in London, UK. These conferences allow for the exchange of information on the performance of the inspector audit programme.

SIRE Focus Group



Chair: Tim Ashby (BP)

Vice Chair: Dave Gowns (Shell)

Members represented: Shell, BP, Chevron, IMT, Petrobras, Phillips 66, ENOC, Neste, Equinor, TOTAL, NLNG, ENI

2018 meetings

SFG 32	13–14 February	Houston, USA
SFG 33	5–6 September	Helsinki, Finland

Purpose

The SIRE Focus Group (SFG) provides practical direction and guidance for the operation of the SIRE programme. The SFG is responsible for the development and review of the Vessel Inspection Questionnaire (VIQ), the Harmonised Vessel Particulars Questionnaire (HVPQ) and SIRE accreditation procedures.



2018 activity

2018 saw the SFG complete and release a revision of the VIQ. This revision was conducted in cooperation with the industry and resulted in a much-reduced and focussed question set. In addition, the SFG is reviewing and further developing SIRE inspector training.

The SFG led the development of a repository for the submission of Port State Control Inspection reports, which has been welcomed by the industry. Biannual meetings between representatives of INTERTANKO and representatives of the SFG have also enhanced cooperation and collaboration with industry.

The group also oversees the inspection-related matters for inland and coastal barging and has agreed to the development of a BIQ for China.

SIRE User Group

Chair: Tim Ashby, BP

2018 activity

The SIRE User Group is a platform for the SIRE users to share experiences and provide feedback on all aspects of its operation. Users include all stakeholders in SIRE and represent all parts of the industry: operators, OCIMF submitting members and inspectors. It is from such engagement with users that improvements to the programme are considered.

Issues discussed were:

- Statistics and updates on SIRE.
- Statistics on the Vessel Inspection Questionnaire (VIQ).
- Compliance and ethical issues, including quality of reports and associated feedback.

The SIRE User Group always meets in conjunction with SFG meetings so that any feedback or issues are then put to the SFG for their consideration.

Offshore Vessel Inspection Database

The Offshore Vessel Inspection Database (OVID), launched in January 2010, builds on OCIMF's experience with SIRE to offer a system of inspection for offshore support vessels.

OVID provides a web-based inspection tool and database of inspection reports, underpinned by trained and accredited inspectors. This consistent, robust and up-to-date repository of vessel details simplifies vessel assurance for vessel operators, commissioners and government bodies. The Offshore Vessel Management and Self Assessment (OVMSA) protocol gives operating companies a self-assessment tool for safety management and a framework for the promotion of continuous improvement.

2018 activity

In 2018, the OVID Quality Management System (QMS) was awarded ISO 9001:2015 certification by the British Standards Institution. Biannual meetings between representatives of IMCA and representatives of the OFG have also enhanced cooperation with operators.

Minimum inspection requirements for 2018/2019

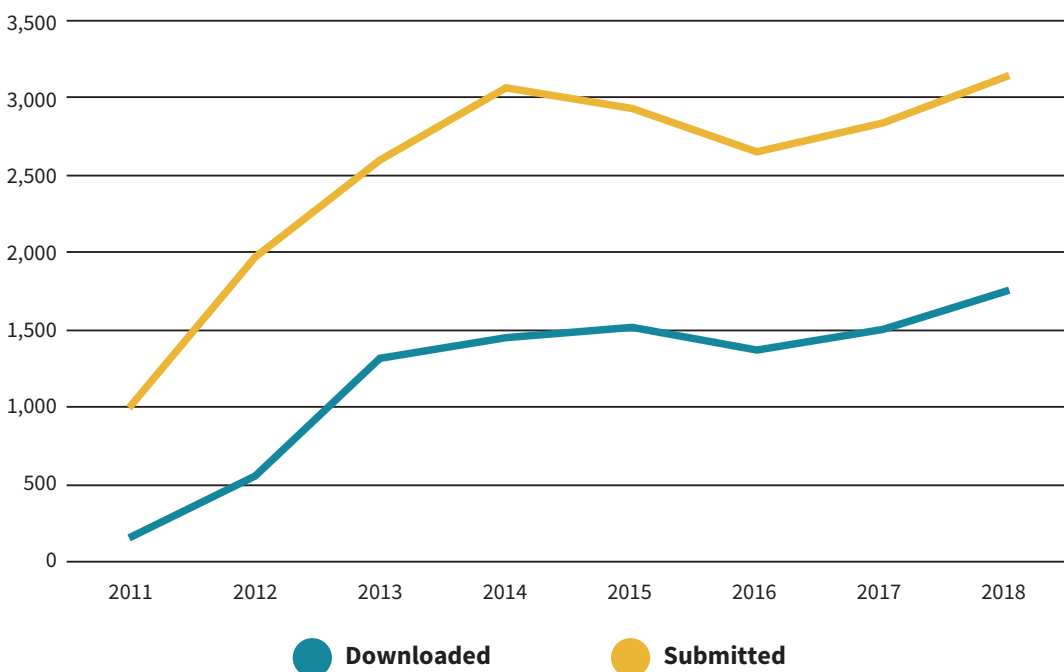
In 2018, OCIMF updated the minimum inspection requirements for OVID inspectors. To maintain accreditation, inspectors must submit a minimum of four reports to OVID each year. Any inspector who fails to submit the minimum number of inspections during the year will, on the 31 December of the same year, have their accreditation temporarily withdrawn.



OVID statistics

Total vessels registered at end of 2018	11,364
Vessels registered in 2018	824
Number of inspections in 2018	3,145
Number of vessels inspected in 2018	3,035
Inspections purchased in 2018 (distinct inspections purchased)	1,240
Inspections purchased in 2018 (total purchases)	1,757
Number of operators registered in OVID at end of 2018	1,974
Number of operators registered in OVID during 2018	148
OVMSAs published at end of 2018	842
OVMSAs published during 2018: (operators may publish multiple OVMSAs over the course of a year)	405

OVID reports submitted and downloaded



OVID Focus Group



Chair: Kris Kallaway (ConocoPhillips)

Vice Chair(s): Ramit Gangopadhyay (Shell)

Members represented: Shell, Chevron, Total, ConocoPhillips, Woodside, Equinor, SeaRiver/ExxonMobil, BP

2018 meetings

OFG 16	21–22 February	Paris, France
OFG 17	12–13 September	Singapore

Purpose

The OVID Focus Group (OFG) reports to the Offshore Marine Committee (OMC) and is responsible for review and maintenance of OVID, including vessel inspection questionnaires and inspector accreditation. Its responsibilities include:

- Providing and reviewing recommendations on the efficient operation of OVID information technology.

- Driving revisions to the OVIQ inspection questionnaires.
- Periodically reviewing the OVPQ and the OVMSA.
- Monitoring the OVID Inspector Training and Accreditation Programme, including establishing courses, reviewing and proposing subject content and adjudicating inspector appeals or disciplinary matters.

2018 activity

In 2018, the OFG developed new questionnaires, and reviewed and amended existing questionnaires, including:

- Developing and releasing the small vessel (<100GRT) vessel inspection questionnaire.
- Updating and releasing the Offshore Vessel Inspection Questionnaire (OVIQ3).
- Updating the Mobile Offshore (Drilling) Unit Inspection Questionnaires (MODU2).
- Developing and releasing a more focussed Offshore Vessel Particulars Questionnaire (OVPQ2).
- Review and updating *Offshore Vessel Management and Self Assessment (OVMSA)*.
- Monitoring OVID accreditation compliance and training programme.

The OVID Focus Group decided overall report quality could benefit by reviewing, refreshing and improving key aspects of the inspector accreditation and training/testing regime.

OVID User Group feedback from all regions and in all OVID Refresher Courses reflects some misalignment between inspector perceptions, OFG member perceptions and training expectations regarding inspector and revalidation. In light of this feedback, the OFG proposed a review of OVID training and accreditation and developed terms of reference for the OMC's approval.



OVID User Group

Chair: Kris Kallaway (ConocoPhillips)

Vice Chair: Ramit Gangopadhyay (Shell)

Members represented: Shell, Chevron, Total, ConocoPhillips, Woodside, Equinor, SeaRiver/ExxonMobil and 135 participants, including inspectors, vessel commercial and technical operators and small oil companies.

2018 meetings

OUG 16	20 February	Aberdeen, UK
OUG 17	11 September	Singapore

2018 activity

This group gives OVID users an opportunity to provide comments and feedback on the programme's operation and where improvements might be made. The OVID User Group (OUG) meets twice a year just before the OVID Focus Group. Topics addressed in 2018 included:

- OVID programme statistics and OVIQ updates.
- Compliance and ethics update.
- Feedback from OVID users.
- Quality of OVID reports and feedback.
- OCIMF hosting engagements with offshore vessel operators, service providers and OVID accredited inspectors to discuss offshore issues and OVID.



SIRE and OVID compliance

OCIMF-accredited inspector ethics, behaviour and conflicts of interest were given due attention in 2018 to maintain the integrity of OCIMF inspection programmes.

All OCIMF-accredited inspectors are required to sign an ethics agreement and declaration that is updated each year. Inspectors are encouraged to submit potential conflicts of interest from their programme at any time they are in doubt concerning an industry relationship. SIRE and OVID users are also encouraged to report issues or concerns to the OCIMF Compliance Manager.

All matters reported to OCIMF concerning programme participant, inspector or member behaviour are investigated. In 2018, 43 resource-intensive issues were brought forward by SIRE and OVID users for resolution by the OCIMF Compliance Manager. In 2019, OCIMF will bring on board a new Compliance Officer to assist with programme compliance activities.

SIRE and OVID reports are required to comply fully with the applicable Vessel Inspection Questionnaire and guidelines. All OCIMF programme report recipients are encouraged to bring issues regarding SIRE or OVID report quality to the attention of the OCIMF Compliance Manager

using the Report Feedback facility, available on the SIRE and OVID website. Report feedback – both negative and positive – is passed on to inspectors to enhance their learning and development, and to ensure any mistakes are not repeated. Submitting members and inspectors receive automated email notifications when feedback is reviewed at OCIMF. Feedback is linked to an inspector's profile in the database.

Both inspectors and submitting members are reminded of their obligation to check the content of reports before submission. In 2018, automated messages to members who had not closed out open feedback items were initiated.

179 SIRE report feedback comments were submitted in 2018. This is a 19% reduction from the previous year and a continuation of a downward trend. New automation measures implemented in 2018 have reduced the average time needed to close out SIRE report feedback by 54%, while reducing the mode time from 20 days to 12 days. OVID produced 23 feedback comments in 2018. Members and programme recipients are encouraged to ensure that OCIMF has updated email contact information to address programme-related matters.

Marine Terminal Information System

About MTIS

The Marine Terminal Information System (MTIS) is a comprehensive terminal management, training and particulars database which supports safe terminal operations. MTIS provides recipient users with accurate port and terminal dimensional information, in addition to management and operator training processes. The MTIS Programme consists of a very large database of information captured within the following questionnaires:

- Marine Terminal Particulars Questionnaire (MTPQ).
- Marine Terminal Management and Self Assessment (MTMSA).
- Marine Terminal Operator Competencies and Training (MTOCT).

2018 activity

In May 2018, the MTIS site underwent its biggest overhaul since launching in 2011. The new site has taken onboard comments and suggestions from MTIS Terminal Operator users in a bid to make joining MTIS a more streamlined and user-friendly process.

With the aim of increasing the number of terminals registered to MTIS, the inviting and intuitive new-look site now clearly showcases the features and benefits of the programme and the value it adds to terminal safety.

Key changes

- New-look MTIS website and account page – improving navigation and user friendliness.
- Streamlined registration process – reducing the time required to join MTIS.
- Berth details form – supporting users in entering their berth details.
- Help Centre – supporting users with 24/7 access to MTIS questions and queries.

MTIS will undergo further development as OCIMF looks to continue making improvements to global ship-to-shore safety management.

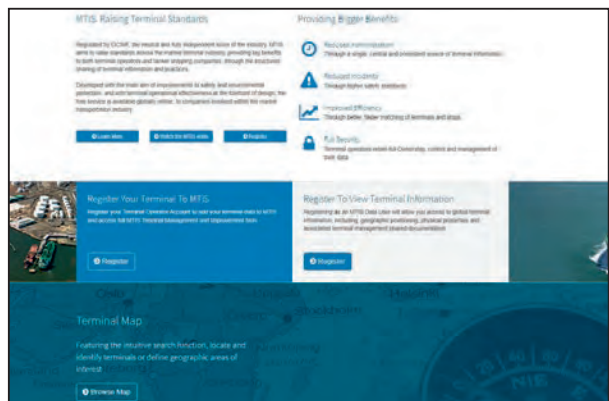
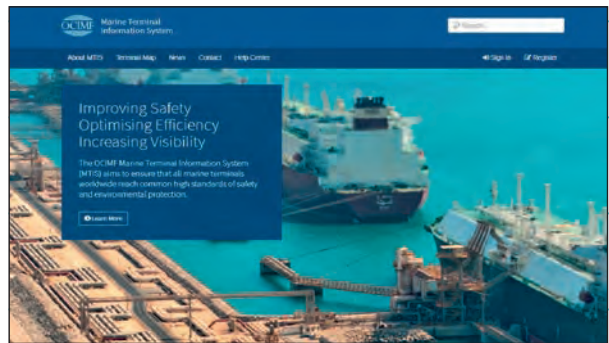
MTIS statistics

Number of MTMSAs:

Draft MTMSAs	180
Published MTMSAs	141
Archived MTMSAs	117

MTIS terminals:

Live terminal operator organisations registered	680
Terminals created	734
Berths created	1,602



OCIMF Programmes IT Support Group

Chair: Tor Festervoll (Equinor; until 20 September), Gareth Farquhar (BP; from 20 September)

Vice Chair: Khateeb Ansari (Shell; until 20 September 2018)

Members represented: Shell, BP Shipping, ENI, Equinor, IMT, Chevron, ENOC, INEOS

2018 meetings

OPITSG 33	15 March	London, UK
OPITSG 34	20 September	London, UK

Purpose

To provide IT support and guidance for the development, implementation, modification and operation of industry initiatives developed through OCIMF in the SIRE, OVID and MTIS programmes. The group is open to all OCIMF members' IT representatives.

2018 activity

Topics discussed included:

- Feedback on the release of the SIRE and OVID report templates (VIQ7, OVIQ3, MODU2, OVPQ2).
- Roll-out of two-factor authentication.
- OCIMF ID numbering scheme.
- Requirements of the EU General Data Protection Regulation (GDPR).
- Programmes server replacement.
- Enhancements to OCIMF's programmes staging environment.
- Review of programmes disaster recovery plan.
- Migration from TMSA2 to TMSA3 report template.
- Development and release of the North American Barge Inspection Questionnaire (BIQ).
- Deployment of OCIMF's programmes end user licence agreement.
- Introduction of booking codes for SIRE barge inspections.
- Implementation of user roles and permissions in SIRE.
- Update on system security projects.
- Introduction of OCIMF's programmes self-help online portal.
- OCIMF programmes data cleanse.
- OCIMF programmes' future development.



OCIMF publications

It has been a busy year for OCIMF publications, with four books and eleven information papers released in 2018. OCIMF released the fourth edition of its flagship publication, *Mooring Equipment Guidelines (MEG4)* in June. MEG4 also has a dedicated website (www.ocimf.org/meg4) with frequently asked questions, downloadable forms and templates, and four videos that introduce key concepts in the book. 2018 also saw the release of two major offshore publications, *Cargo Guidelines for F(P)SOs* and *Guidelines for Offshore Tanker Operations*. Several forms and templates from OCIMF publications are also available as PDF versions to download and fill in electronically,

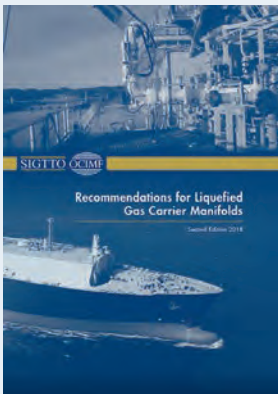
such as the example Personnel Transfer by Crane Plan from *Transfer of Personnel by Crane between Vessels* or the Matrix of Permitted Operations spreadsheet from *Deck Cargo Management Onboard Offshore Vessels*.

OCIMF books are available to buy from Witherby Publishing. OCIMF information papers are free to download from the OCIMF website.

Go to www.ocimf.org/publications for more information on all OCIMF publications.

Published in 2018 - Books

Recommendations for Liquefied Gas Carrier Manifolds, Second Edition



Published with SIGTTO, March 2018

This book provides recommendations on the layout, strength and fittings for gas carrier manifolds and supersedes *Manifold Recommendations for Liquefied Gas Carriers* (2011).



Cargo Guidelines for F(P)SOs



Published July 2018

Cargo Guidelines for F(P)SOs provides recommendations, best practice and guidance on the safety of cargo handling and associated operations on board F(P)SO facilities. This book will be of value to those involved in the design and management of F(P)SOs and all F(P)SO operators. It supplements existing guidance in the *International Safety Guide for Oil Tankers and Terminals (ISGOTT)* by addressing activities and procedures either outside the scope of ISGOTT or that are conducted differently on F(P)SOs, which often have multiple operations taking place at the same time.

Guidelines for Offshore Tanker Operations



Published September 2018

Guidelines for Offshore Tanker Operations provides guidance on equipment and procedures for mooring and transferring crude oil and other petroleum products between offshore terminals and offtake tankers, in particular F(P)SO and SPM buoy terminals and conventional and DP tankers.

This book is designed to promote compatibility and harmonisation between offshore terminals and offtake tankers so that cargo can be transferred safely. It is essential reading for tanker technical operators, terminal- and terminal-based personnel, offshore project development teams, regulatory officials and anyone involved in these operations.

Mooring Equipment Guidelines, Fourth Edition (MEG4)

Published June 2018

The *Mooring Equipment Guidelines* establishes recommended minimum requirements that will help ship designers, terminal designers, ship operators and mooring line manufacturers improve the design, performance and safety of mooring systems.

This fourth edition addresses questions raised by readers since the third edition was published in 2005. The technical content has been thoroughly reviewed and updated and written in an easy-to-understand format. The new edition takes a human-centred design approach to mooring arrangements, increasing focus on the use and understanding of mooring lines and tails.

Key updates in *MEG4* include:

- Updated and expanded guidance for the purchasing, testing, management and retirement of mooring lines and tails.
- New tools to help operators manage equipment and lines from design to retirement: the Line Management Plan (LMP) and Mooring System Management Plan (MSMP).
- New chapters on:
 - Human factors.
 - Berth design and fittings.
 - Ship/shore interface.
 - Alternative mooring technology.
- A new appendix: Guidelines for the purchasing and testing of mooring lines and tails.
- New terminology to describe the strength of mooring lines and equipment.
- Updated wind and drag coefficients.

The publication is supported by a website, which introduces new terminology in *MEG4* and addresses frequently asked questions – www.ocimf.org/meg4.



2.1.4 Overview

Designers of mooring equipment and layout arrangements can improve the safety of mooring operations. The important aspects are:

- Understanding and focusing on safety critical tasks (section 2.2).
- Considering human factors during design and throughout the life of a ship, incorporating an HCI philosophy (section 2.3) to ensure that human factors are thoroughly considered at each of the stages within a mooring design project.
- Considering human factors issues during operation and maintenance (section 2.4).
- Considering competence and training, including the lessons from safety critical task analyses and use of a competency management system (section 2.5).
- Considering health and wellbeing, including the effects of fatigue and stress, and where design considerations can assist (section 2.6).

If these issues are considered by project design teams, the potential benefits will be significantly safer mooring operations. Figure 2.1 portrays how human factors can be considered in the design phase and how it links through to operations.

Figure 2.1 Human factors function

The boxes within the flowchart in Figure 2.1 are further investigated in sections 2.2 to 2.5.

2.2 - Safety critical task analysis

A safety critical task is a task related to the ship's main hazards where human may cause or fail to avoid a major incident, such as injury, health or environmental impacts.

The objectives of a safety critical task analysis are to:

- Identify which tasks are safety critical.
- Understand how human behaviour might make a failure more likely or more serious.
- Identify barriers for these safety critical tasks to reduce the likelihood or consequence of human failure.

This description is based on the Energy Institute's *Guidance on Human Factors Safety Critical Task Analysis*. A safety critical task analysis process is shown in Figure 2.2, and can be used during design or to assess existing operational activities.

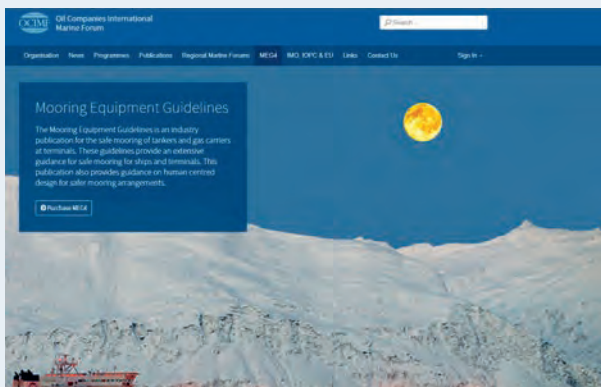
Figure 2.2 Safety critical task analysis process

The safety critical task analysis should involve personnel with recent operational and maintenance experience of mooring equipment and engineers with a good understanding of the design of the equipment. Human factors subject matter experts can facilitate the process and support judgements of human behaviour, capabilities and limitations (see Figure 2.3).

Figure 2.3 Mooring design workflow

The key steps within any safety critical task analysis may include:

- Listing the tasks associated with a safe mooring operation, including operations, maintenance and emergency related tasks.



Published in 2018 - Information papers

Safety Critical Equipment and Spare Parts Guidance

Published March 2018

The purpose of this information paper is to provide guidance on safety-critical spare parts for companies to consider when preparing a Safety Management System (SMS). It is equally applicable to companies managing any type of vessel. This paper introduces some boundary conditions to consider and walks through several steps that may be required to identify safety-critical spare parts.



Guidelines to Harden Vessels

Published July 2018

Guidelines to Harden Vessels recommends a layered defence methodology for hardening vessels to help prevent unauthorised boarding. Use of a Vessel Hardening Plan is also recommended, and an example plan is provided to help ensure vessels are prepared for operations in areas of increased security.



Best Management Practices to Deter Piracy and Enhance Maritime Security in the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea (BMP5)

Published July 2018

The purpose of this publication is to help ships plan their voyage and to detect, avoid, deter, delay and report attacks. Experience has shown application of the recommendations in this publication makes a significant difference to the safety of seafarers.



Marine Terminal Information Booklet: Guidelines and Recommendations

Published September 2018

A vessel's arrival into port is a high-risk activity, but this risk can be reduced if there is easy access to accurate and up-to-date terminal, berth and port information.

This paper gives terminal operators a template for presenting important terminal and port information in a booklet, for easy reference by vessel personnel, vessel owners, operators, charterers and others.

OCIMF recommends sharing information using the online Marine Terminal Information System (MTIS), available at www.ocimf.org/mtis.

Global Counter Piracy Guidance for Companies, Masters and Seafarers

Published July 2018

The purpose of this guidance is to protect seafarers, the ship and cargo, and to facilitate threat and risk assessment and planning for voyages transiting areas where the threat of attack by pirates and armed robbers exists.



A Guide to Best Practice for Navigational Assessments and Audits

Published October 2018

Navigational assessments and audits help vessel owners, operators and Masters to identify areas for improvement and increase safety. They also assure companies that high standards of navigation and watchkeeping are being maintained. This information paper gives guidance on how to conduct a good navigational assessment, including:

- How assessments should be designed.
- Why assessments are carried out.
- Who should carry out assessments.
- How an assessor should conduct assessments.
- How the results can be used to identify trends and training requirements.

The paper also features a full template that companies can use as a guide when developing their own navigational assessments.

Behavioural Competency Assessment and Verification for Vessel Operators

Published with INTERTANKO, November 2018

This paper presents a system for assessing competency in seafarers. Behaviour and attitude are key elements of a positive safety culture, and this paper provides guidance on how to assess and verify seafarers' behavioural competence.



Deck Cargo Management Onboard Offshore Vessels

Published December 2018

In the past two decades, unsafe events in the offshore marine industry have indicated that deck cargo operations pose a high safety risk. This paper contains risk-based guidance and best practices on how to manage deck cargo in the offshore marine industry. It will help vessel Masters, offshore industry personnel and vessel crews adopt safe working practices for deck cargo handling between shore base operations, offshore facilities and vessels.

It also includes an example Matrix of Permitted Operations (MOPO), which defines critical changes in conditions, operations or barriers and offers guidance on management of such change.

Sharing Lessons Learned from Incidents

Published with INTERTANKO, November 2018

This paper outlines the most effective ways that vessel operators can share the lessons they learn from incident investigations. It includes examples of best practice and template forms (also available to download).



Transfer of Personnel by Crane between Vessels

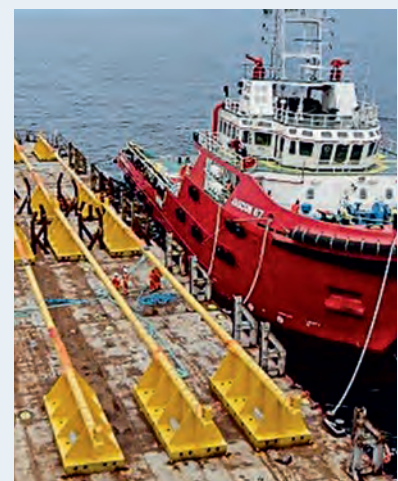
Published December 2018

Personnel have been transferred by crane between offshore vessels and offshore platforms for many years, and there are well-established guidelines and regulations for this activity, including the requirement to have cranes certified for personnel transfer. A similar level of guidance and regulation has not been available for transfers of personnel between vessels, however, even though incidents have occurred. This information paper is intended to help vessel operators and owners, Masters, officers, Marine Superintendents and Mooring Masters evaluate the risks associated with the transfer of personnel by a vessel's onboard crane. It includes guidance on risk assessment, equipment, maintenance, training, company policies, procedures and emergency planning. An example transfer by crane plan is included, as well as competence assurance guidelines.

The Guidelines on Cyber Security Onboard Ships

Published December 2018

Ships are increasingly using systems that rely on digitisation, integration and automation, which calls for cyber risk management on board. As technology continues to develop, Information Technology (IT) and Operational Technology (OT) on board ships are being networked together – and more frequently connected to the internet.



Coming soon

Title	Due	Book or information paper
Volatile Organic Compound Emissions from Cargo Systems on Oil Tankers	Published January 2019	Information paper
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	Published February 2019	Information paper
Ship Security – Hull Vulnerability Study	Published February 2019	Information paper
Effective Mooring, Fourth Edition	Published March 2019	Book
Best Practices on Static Towing Assemblies	2019	Information paper
Design and Construction Specifications for Marine Loading Arms, Second Edition	2019	Book
Drug and Alcohol Policy	2019	Information paper
Effective Mooring, Fourth Edition (Chinese)	2019	Book
Factors Influencing Accelerated Corrosion of Cargo Oil and Ballast Water Tanks, Second Edition	2019	Information paper
Guidelines for the Handling, Storage, Inspection and Testing of STS Hoses	2019	Information paper
Guidelines on the Marine Assessment of F(P)SOs: Assessment Criteria and Questionnaire	2019	Information paper
Guidelines for Transiting the Turkish Straits	2019	Information paper
Guidelines for the Development of a Polar Water Operational Manual	2019	Information paper
International Safety Guide for Inland Navigation Tank-barges and Terminals (ISGINTT)	2019	Book (online only)
Marine Terminal Information Booklet: Guidelines and Recommendations (Chinese)	2019	Information paper
Mooring Equipment Guidelines, Fourth Edition (Chinese)	2019	Book
Offshore Vessel Management and Self Assessment, Second Edition (OVMSA2)	2019	Book
Peril at Sea and Salvage, Sixth Edition	2019	Book
Ship to Ship Service Provider Management and Self Assessment, Second Edition	2019	Book
The Carriage of Methanol in Bulk Onboard Offshore Vessels	2020	Information paper
International Safety Guide for Oil Tankers and Terminals, Sixth Edition (ISGOTT6)	2020	Book
Recommendations on Usage of ECDIS and Preventing Incidents	2020	Information paper

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“OCIMF has begun a review to develop a new strategy for success well into the next decade”





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