



Annual Report 2017

Contents

Mission	3	Regional Panels/Regional Marine Forums	27
Chairman’s report	4	OCIMF in numbers	28
OCIMF membership	5	Maritime Security	30
Director’s review	6	Maritime Trade Information	
History	8	Sharing Centre for the Gulf of Guinea	31
OCIMF today	8	International Maritime Organization (IMO)	33
Organisational chart	9	Programme of IMO meetings	39
Secretariat	10	International Oil Pollution	
OCIMF objectives	11	Compensation Funds (IOPC Funds)	40
OCIMF Committee Structure	12	OCIMF programmes	42
OCIMF Committees	13	Ship Inspection Report Programme (SIRE)	44
Executive Committee (ExCom)	13	Marine Terminal Information System (MTIS)	46
Legal Committee	14	Offshore Vessel Inspection Database (OVID)	48
General Purposes Committee (GPC)	15	OCIMF milestones	50
Marine Technical Sub-committee (MTSC)	16	OCIMF publications	52
Ice Sub-committee (ICE)	17	OCIMF information papers	54
Navigation and Routeing Sub-committee (NARSUC)	18		
Maritime Security Sub-committee	19		
Global Inland and Coastal Barging Focus Group (GICBFG)	20		
Ports and Terminals Committee (PTC)	21		
Marine Terminal Focus Group (MTFG)	23		
Ship to Ship Focus Group (STSFG)	23		
Marine Structures and Civil Engineering Focus Group (MSCEFG)	24		
Offshore Marine Committee (OMC)	25		
Floating Systems Group (FSG)	26		
Offshore Marine Operations Group (OMOG)	26		

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.

Cover image: Courtesy of ExxonMobil.

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.



Chairman's report



GRAHAEME HENDERSON, CHAIRMAN

"OCIMF has supported an impressive improvement in tanker safety and environmental performance over the years, but there is still much to do."

I am delighted with the progress the Secretariat and supporting Committees have made in 2016, which directly supports the safety of seafarers and the environmental performance of the global tanker fleet. The focus on safety and the environment during the last 47 years has made OCIMF world renowned. OCIMF is a trusted source of information for ship masters and operators, governments and our regulator, the International Maritime Organization (IMO).

OCIMF has supported an impressive improvement in tanker safety and environmental performance over the years, but there is still much to do. The Executive Committee and I will continue to focus the efforts of the organisation on improving the tanker sector by making it safer and cleaner.

The review of our forward looking "Strategy 2020" was completed and delivered to the Executive Committee in June. It confirmed "Strategy 2020" as the compass by which we can steer the organisation. We will be developing the Regional Panels to engage with the broader regional maritime industry and bring the wealth of knowledge OCIMF provides to a greater audience.

The year 2016 has proven to be one of much hard work by the Secretariat and the Committees, and together with the working groups that form the backbone of OCIMF. Our revised objectives to "engage, promote and advocate" will support the OCIMF mission.

Piracy and armed robbery are a continuing threat to seafarers and global maritime trade. It is pleasing to see that this threat has reduced globally, but we cannot be complacent as hot spots in Southeast Asia and the Gulf of Guinea remain.

The OCIMF managed pilot project in Ghana, the Maritime Trade Information Sharing Centre – Gulf of Guinea (MTISC—GoG), was completed

successfully. Working closely with our colleagues in the UK and French navies, this was transitioned into the Marine Domain Awareness for Trade – Gulf of Guinea (MDAT—GoG), which will be sustained into the future. The success of the MTISC—GoG pilot project was recognised in winning the 2016 Seatrade Award for Countering Piracy.

On your behalf, I made representations at high level meetings at the EU to extend their Operation Atalanta mission in the Indian Ocean. I am pleased to report the mission will continue until the end of 2018. Until then, OCIMF will be deeply engaged in promoting a managed transition to normal trading, ensuring the security structures and networks remain in place in case they are needed in the future. The piracy threat in the Indian Ocean and Gulf of Aden remains a risk and has been further complicated by a wider maritime security threat. We will maintain relationships with regional groups to ensure members have the best information available.

OCIMF is well positioned to engage with the important issues facing the industry. We have expanded our focus on barges with a new global focus group. We also have new working groups to address Human Factors and CO₂, both important subjects that need our attention. Our membership continues to grow, along with the use of both the SIRE and OVID inspection programmes.

I would like to thank you for the vital support you continue to give to OCIMF, and the OCIMF Secretariat for their dedication and professionalism. I look forward to continuing our focus on improving safety, security and further driving the environmental performance of our maritime industry.

A handwritten signature in black ink, appearing to read "G. Henderson". The signature is fluid and cursive, written on a white background.

Grahaeme Henderson, Chairman

OCIMF membership

Abu Dhabi Company for Onshore Oil Operations (ADCO)	Excelerate Energy LLC	Petronas Sungai Udang Port Sdn Bhd
Abu Dhabi National Oil Company (ADNOC)	Gas Natural Aprovevisionamientos SDG SA	Petron Corporation
Addax Oryx Group	Gazprom Global LNG Ltd	Petroperu SA
Administracion Nacional de Combustibles Alcohol y Portland (ANCAP)	Hellenic Petroleum SA	Petrovietnam
Aker BP ASA	Hess Corporation	Phillips 66 Company
Ampol Group	Husky Energy	Pluspetrol Peru Corporation SA
Angola LNG	Indian Oil Corporation Ltd	Preem Petroleum AB
Axion Energy SA	Ineos Manufacturing Scotland Ltd	Primorsk Oil Terminal
Bakri International Energy Company Ltd	INPEX Corporation	PTT Public Limited Company
BASF SE	International Marine Transportation Ltd (IMT)	Qatar International Petroleum Marketing Co Ltd ('Tasweeq')
BHP Billiton Ltd	Irving Oil Ltd	Qatar Petroleum Corporation
BP Shipping Ltd	KMG International NV	Quadrant Energy Australia Ltd
Braskem SA	Koch Shipping PTE Ltd	Reliance Industries Ltd
Cargill Ocean Transportation	Kosmos Energy LLC	Repsol
Cenovus Energy Inc	Kuwait Oil Company	Royal Vopak NV
Centrica PLC	LUKOIL Oil Company	SARAS SpA
Cheniere Energy Inc	Maersk Oil	Saudi Arabian Oil Company (Saudi Aramco)
Chevron Shipping Company LLC	Marathon Oil Company	Sempra LNG
CNOOC	Marathon Petroleum Co. LP	Shell International Trading and Shipping Company Ltd
Compagnie de Distribution des Hydrocarbures	Marquard & Bahls AG	Singapore LNG Corporation Pte Ltd
Compania Espanola de Petroleos SA (CEPSA)	Martin Midstream Partners	Sonangol USA
ConocoPhillips	Maxcom Petroli SpA	Statoil ASA
Dana Petroleum Ltd	Motor Oil (Hellas) Corinth Refineries SA	Suncor Energy Inc
Dong E&P A/S	Neste Corporation	Sunoco Logistics Partners L.P
Ecopetrol S.A.	Nigeria LNG Ltd	Targa Resources
Emirates National Oil Company (ENOC)	Noble Americas Corp	Tesoro Maritime Company
Empressa Nacional del Petroleos (ENAP)	NuStar Energy LP	Total SA
Enel Trade SpA	Occidental Energy Marketing Inc	Tullow Oil Plc
Engen Petroleum Ltd	OCENSA	Valero Marketing & Supply Co
Engie	OLT Offshore LNG Toscana SpA	Vermillion Energy Resources
Eni SpA	OMV Refining & Marketing GmbH	Viva Energy Australia Ltd
EP Petroecuador	PDV Marina SA	Vivo Energy
ERG SpA	Pertamina	World Fuel Services Corporation
Essar Oil Ltd	Petrobras	Woodside Energy Ltd
	Petróleos de Portugal – PETROGAL, SA	YPF S.A
	Petroleos Mexicanos (PEMEX)	
	Petroleum Industry Marine Association of Japan*	

Correct January 2017. For an up-to-date membership list please visit www.ocimf.org

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

Director's review



ANDREW CASSELS, DIRECTOR

"2016 was a busy year for OCIMF, both within the Secretariat and the Committees and working groups that support our mission."

2016 was a busy year for OCIMF, both within the Secretariat and the Committees and working groups that support our mission. The results will be seen throughout 2017 in books, information papers and programme changes, some of which are detailed below.

Our mission is unchanged:

“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”.

I am grateful to the growing OCIMF membership for the support they have given me that allows OCIMF to achieve this mission. OCIMF's reputation in the world is undiminished; we will strive to maintain this reputation in the years ahead.

Our company objectives have been revised to make them simpler and more focused. We **Engage** to identify and resolve safety, security and environmental issues; we **Promote** our publications and programmes to support continuous improvement in safety and pollution performance; and we **Advocate** to contribute to legislative development and encourage adoption of our guidance and recommendations. Our unwavering focus on safety and pollution prevention means our voice is listened to when we talk with industry and regulators around the world.

As the Chairman has mentioned, maritime security has been high on our external agenda this year. In the Gulf of Guinea we proved, through MTISC–GoG, that a maritime information sharing centre was possible. The MTISC–GoG pilot project concluded in June 2016 and a joint operation from the French and UK navies began offering a

new contribution to the maritime information network in the region. I was very happy when MTISC–GoG received the Seatrade Award which recognises the hard work of the Secretariat over the preceding four years.

The success of EUNAVFOR Operation Atalanta in the Indian Ocean has meant that no vessel has been hijacked in almost five years. However, it is clear that Somalia-based pirates still have the capability and intent to resume their attacks on merchant vessels; they only need the opportunity to present itself. Operation Atalanta will end on 31 December 2018. OCIMF is working with industry partners, governments and militaries to ensure its legacy continues. This broad cooperation is almost unique in our history outside of war-time. We will ensure that post-Atalanta those close connections are retained so that, should any piracy activity return, we have the structures and networks in place to act quickly.

OCIMF has 90 books and information papers, plus a suite of programmes, that offer guidance on the safe operation of ships, barges and offshore support vessels to vessel and terminal operators. Our three flagships are the Ship Inspection Report Programme (SIRE), the *International Safety Guide for Oil Tankers and Terminals* (ISGOTT) and the *Mooring Equipment Guidelines* (MEG). MEG is used across all shipping sectors and in 2016 considerable effort has been put into its fourth edition. We have worked closely with shipbuilders, ship and terminal operators, rope manufacturers and fellow NGOs on the new edition. It will include considerable learnings on the behaviour of High Modulus Synthetic Fibre (HMSF) ropes, the impact of human factors in the design of mooring decks and innovative vessel mooring arrangements. Work



on other publications, including the Tanker Management and Self Assessment (TMSA), will come to fruition in 2017.

The SIRE programme is now 23 years old and continues to be a valued and essential programme to support and maintain high tanker operating standards. Whether I am speaking to ship or terminal operators, charterers or fellow NGOs, they all recognise the value that SIRE has delivered. In 2016, 21,000 inspections were conducted on 8,600 ships meaning that, on average, a ship will only be inspected about once every five months. The number of reports downloaded continues to rise, resulting in a wider use of SIRE for marine assurance across the globe. We routinely review and develop SIRE to ensure it continues to add value and be relevant to all users.

OCIMF has been increasing its focus on the barge sector in the Americas and Europe and more barge reports are submitted and downloaded each year.

During the year, we reviewed the OVID programme and decided to make two changes: to open up access to non-member companies and to launch a platform to facilitate new inspection requests. The changes were launched on 16 January 2017 with new users keen to access this vital source in quality inspection information. OVID user numbers and downloaded reports continues to grow, although there are fewer active vessels because of a reduction in offshore operations.

The Marine Terminal Information System (MTIS) database now includes the most-visited terminals for tankers. At the end of 2016, 600 terminals covering 1400 berths were loaded into the MTIS database. Our focus for next year will be to connect with berth and terminal operators through their associations and at our new Regional Marine Forums, to encourage them to use this important system.

The review of our “Strategy 2020” confirmed that OCIMF is well positioned to fulfil its mission. During the review, we concluded that the Regional Panels were not generating the flow of issues and ideas from our global membership that they were designed to encourage. These regional engagements will continue but will include an open session to connect with the marine industries in the regions visited. The new Regional Marine Forums will begin in 2017.

I am pleased to report that our membership continues to expand. 12 new members joined in 2016 and we lost only two; one of those due to a merger. At the end of 2016, OCIMF membership stood at 109, the highest we have had. We would welcome new members who could contribute to the committees and working groups and help us to raise standards of marine operations.

OCIMF is strongest and most capable of achieving its mission when we collaborate: with other NGOs, with governments and regulators, but most crucially with our members.

The depth and breadth of marine knowledge our membership has allows OCIMF to produce the publications and programmes that make us the foremost authority on maritime safety for our industry.

We thank you all for your support.

Andrew Cassels
Director

About OCIMF

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 anti-pollution 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.



OCIMF TODAY

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.

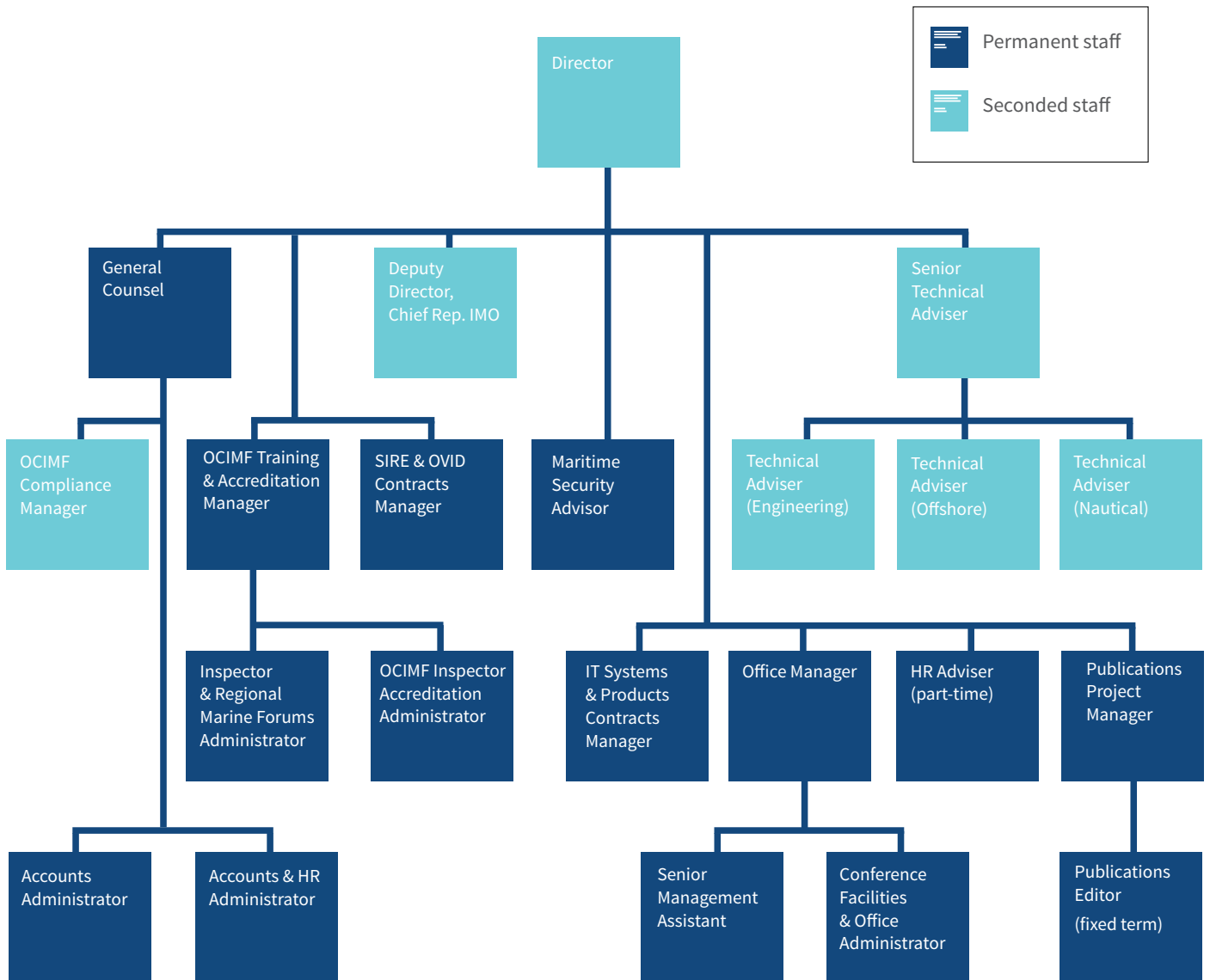
OCIMF has much to be proud of. Not only has it contributed to a substantial quantity of regulation at the IMO, aimed at improving the safety of tankers and protecting the environment, but it has introduced important new guidance on pressing current issues such as piracy and Arctic shipping. With the process of introducing new internationally-accepted regulation necessarily slow as

it crosses many individual countries and jurisdictions, OCIMF is in the unique position of being able to leverage the expertise of its membership to press ahead with much-needed guidance on important industry issues. This provides the means to improve practices in the membership and in the wider industry, and serves as a valuable reference for developing regulation.

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



Organisational chart



Secretariat



Andrew Cassels
Director



Jeremy Hudson
Deputy Director,
Chief Representative
to the IMO



Rob Drysdale
Senior Technical
Adviser



Philip Pascoe
General Counsel



Tony Wynne
Technical Adviser
(Nautical)



Alex Van Dusen
Technical Adviser
(Offshore)



Russell Pegg
Maritime Security
Adviser



Oliver Pointon
OCIMF Training and
Accreditation Manager



Patrick McGroggan
OCIMF Compliance
Manager



Fabiano Dias
IT Systems and
Products Contracts
Manager



Amy Wong
Inspector and
Regional Marine
Forums Administrator



Anita Borsberry
OCIMF Inspector
Accreditation
Administrator



Geoff Sn w
Business Analyst



Kelly Hadley
Publications Project
Manager



Emily Yates
Publications Editor
(fixed term)



Teresa Cox
Accounts and HR
Administrator



Rebecca Harrison
Office Manager



Madiha Qureshi
Conference
Facilities and Office
Administrator



Joanna Bradley
Senior Management
Assistant



Christine Green
HR Adviser (part time)

For 2017 changes to the Secretariat please visit the OCIMF website at www.ocimf.org

OCIMF objectives



Joe Megeed
Technical Adviser
(Engineering)



Aziz Benbelkacem
SIRE and OVID
Contracts Manager



Pauline Gilbert
Accounts
Administrator

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.

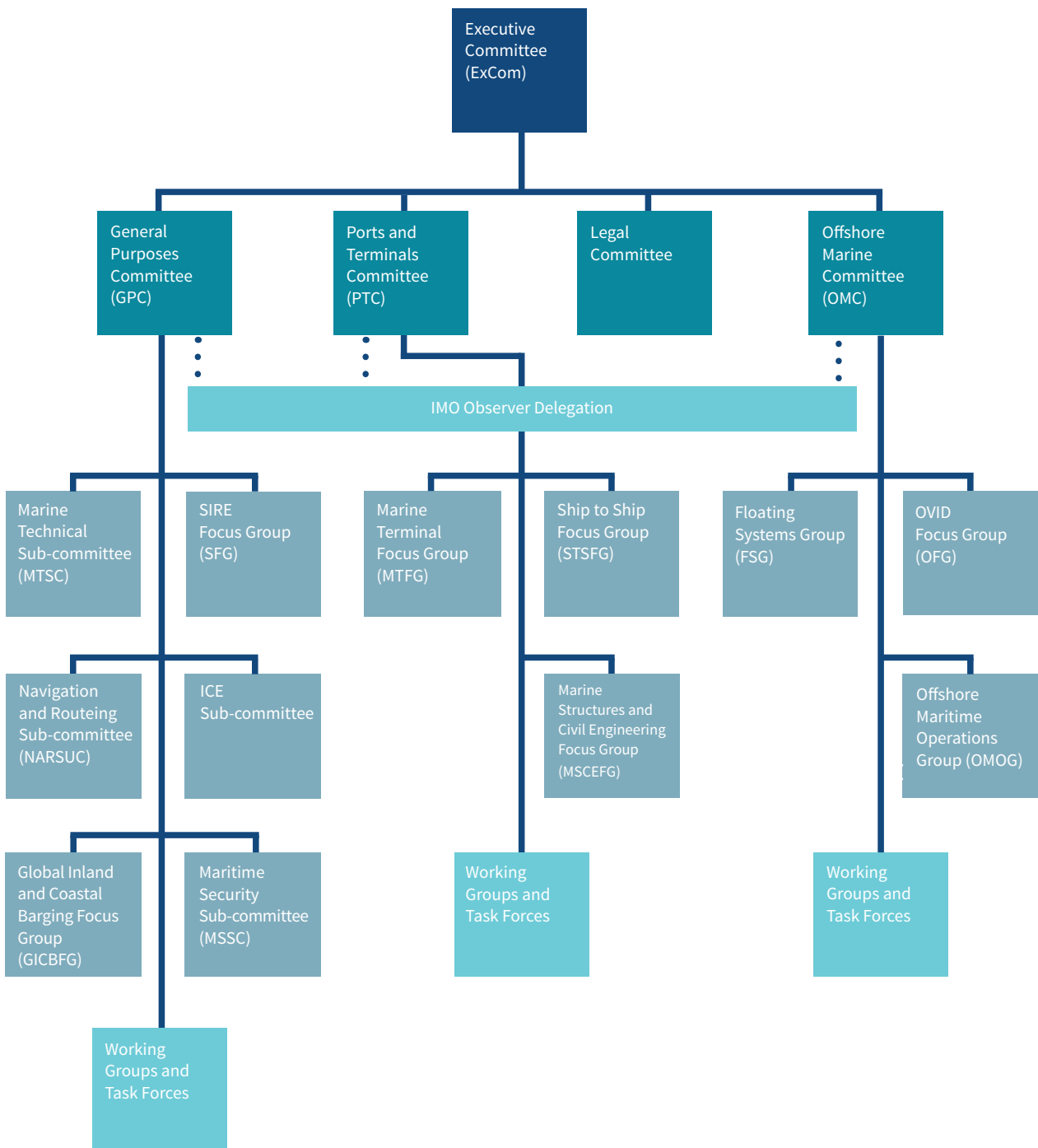
Advocate

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.

OCIMF Committee Structure

A committee structure with the Executive Committee at its head and four Principal Committees reporting to it is in place. The Principal Committees may establish Sub-committees or forums as necessary.



Executive Committee

ExCom

Chairman: Grahaeme Henderson, Shell

Vice Chairs: Susan Dio, BP and Mark Ross, Chevron

Member companies represented: ConocoPhillips • ENOC • ExxonMobil • KOC • Maersk • Petrobras • Phillips 66 • PIMA • Saudi Aramco • Total • Statoil

Meetings in 2016:

ExCom 77	15 June	London, UK
ExCom 78	9 November	Dubai, UAE

Purpose/role

The ExCom provides governance and oversight to the work of the committees and the Secretariat. The Director's Review and reports from the Committee Chairs provide details of OCIMF's activities through 2016.

2016 activity

At ExCom 77, the report from OCIMF's review of "Strategy 2020" was supported. The review concluded that the strategy remained broadly fit-for-purpose, however, some fine-tuning of OCIMF's outreach programme, the Regional Panels, was needed. Feedback from Members recommended opening up to the wider marine industry and rethinking where events are held in order to engage local marine industry that would not travel. The revised Regional Marine Forums will launch in 2017.

Following the adoption of the Paris Agreement (COP 21) in December 2015, which excluded shipping, and in response to growing awareness of shipping's contribution to global CO₂, the ExCom established the CO₂ Task Force, which will report back to the ExCom in 2017 on areas where OCIMF can engage in the debate.

In recognition that incidents continue to happen within the tanker sector, although thankfully the number and severity of these incidents continues to decline, the ExCom agreed to establish a Human Factors Working Group to consider whether OCIMF can add value to this very broad subject.

An area of growing concern is the vulnerability of shipping to cyber attacks, particularly as ships and equipment are increasingly connected

to the internet and crews expect internet based social connection. The ExCom formed a Cyber Security Working Group to investigate where OCIMF can help increase awareness of cyber risks within the global shipping community and provide guidance and recommendation to minimise that risk.

In 2015, the Executive Committee approved the formation of a joint safety initiative with INTERTANKO which aims to:

1. Collect best practices for sharing incident lessons learned.
2. Develop an industry incident database.
3. Develop the soft competencies required to successfully apply technical competencies and a methodology for assessment and verification.

The two joint OCIMF/INTERTANKO working groups will report in 2017.

The Chairman accepted the resignations of Mr John Dabbar, Mr Jack Buono and Mr Nick Potter from the ExCom, thanked them for their support and gave them his best wishes for their futures.

The nominations of Ms Tracey Gunnlaugsson (ExxonMobil), Ms Karen Davies (ConocoPhillips) and Mr Waddah Ghanem (ENOC) were supported and welcomed by the ExCom. With BG stepping down from the Executive Committee and the addition of ENOC, the membership remains at 14. Ms Susan Dio (BP) volunteered to step up to Vice Chair and this was supported by the ExCom.

In 2016 12 new member companies were approved to join OCIMF and 2 companies resigned their membership.

New Members

Ampol Group (Caltex Australia); Axion Energy SA (50/50 JV); Hellenic Petroleum SA; Maxcom Petroli SpA; Petroperu SA; Pluspetrol Peru Corp SA; Quadrant Energy Australia Ltd; World Fuels Service Corporation; Cheniere Energy; Irving Oil (Canada); Dana Petroleum Ltd; Targa Resources

Leavers

BG; Cairn India



EXECUTIVE COMMITTEE

Legal Committee

Chair: Miguel Quinones, IMT

Vice Chairs: Karen Heslop, Shell and Robert Melvin, BP

Members represented: BP • Chevron • IMT • Maersk • PIMA • Phillips 66 • Saudi Aramco • Shell • Statoil • Total

Meetings in 2016:

Legal 65	18 May	London, UK
Legal 66	29 October	Houston, USA

Purpose/role

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

2016 activity

The Committee discussed a wide range of legal issues during its meetings, including:

- The International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances (HNS Convention) and Protocol.
- International Oil Pollution Compensation (IOPC) Funds meetings.
- EU shipping issues, in particular Greenhouse Gas (GHG) emissions and climate change.
- IMO issues, in particular the Ballast Water Management (BWM) Convention.
- OCIMF trademark and domain name protection.
- Maritime security, including Somalia-based piracy, the Gulf of Guinea region (including Maritime Trade Information Sharing Centre within Gulf of Guinea (MTISC-GoG)), and Asia.
- International sanctions affecting OCIMF membership.
- OCIMF-hosted incident repository.
- The proposed OCIMF-supported industry incident database.
- OCIMF programmes: SIRE, TMSA, OVID and MTIS.
- OCIMF publications.
- Reviewing the OCIMF Constitution.



General Purposes Committee



Chair: Patrick Joseph, BP

Vice Chairs: Keith Trotter, IMT and Steve Herron, Chevron

Members represented: BP • Chevron • ConocoPhillips • Engie • ENI • ENOC • Excelerate Energy L.P. • International Marine Transportation Ltd • Koch • Lukoil • Maersk • Marathon Petroleum Co • Neste Oil Corporation • NLNG • Petrobras • Phillips 66 • PIMA • Primorsk Oil Terminal • Shell • Statoil • Tesoro Maritime Company • TOTAL • YPF

Meetings in 2016:

GPC 82	8–9 March	Singapore
GPC 83	20–21 September	Houston, USA



GENERAL PURPOSES COMMITTEE

Purpose/role

The GPC is responsible for providing advice to the ExCom on tanker operations, considering technical, quality, regulatory, safety and environmental matters.

The GPC also provides leadership to the shipping industry on the safe and environmentally responsible operation of tankers by promoting continuous improvement in standards, guidelines, recommendations and best practices of design and operations.

To achieve its aims, the GPC:

- Follows maritime regulatory activities as they apply to tankers, e.g. at IMO and significant regional initiatives, and develops appropriate positions for use in international, regional and national forums.

- Identifies emerging marine environmental issues and consults with industry to develop appropriate positions.
- Advises the ExCom of the need for research projects.
- Forms sub-committees, task forces and working groups to address issues and opportunities, and directs their activities.
- Reviews publications produced by the sub-committees and promulgates them to industry.
- Acts as a catalyst for developments to the SIRE programme.
- Directs the activities of the SIRE focus group and the regional and global inland and coastal barging focus groups, ensuring the SIRE programme meets its performance criteria and the requirements of ISO 9001:2015.

- Maintains contact and collaborates with other international organisations: ICS, IACS, ISO, EC, CEFIC, ITOFF, IAPH, IHMA, PIANC, SIGTTO, INTERTANKO and BIMCO.

2016 activity

As well as reviewing the work of the sub-committees and working groups, the GPC:

- Reviewed methods of working and used new technology for virtual meetings and intercessional work.
- Established a permanent Global Inland and Coastal Barging Focus Group to advance standards in this area. Expanded the remit of the regional groups to support the global focus group.
- With the PTC, progressed work on the fourth edition of the *Mooring Equipment Guidelines* (MEG4).

"The benefit of the MTSC is the depth of knowledge and open discussions we have as a committee. We are able to share knowledge and bring that value added into our own companies."

David Wall, Chair, MTSC

- With other principal committees, developed definitions for 'guidance', 'recommendations' and 'best practice' in publications.
- Set up an Electronic Chart Display Information System (ECDIS) training programme for SIRE inspectors, focused on the auditing of ECDIS for experienced operators.
- Reviewed the inspection quality of SIRE inspectors who conduct more than 100 per year.
- Agreed to conduct a root and branch review of SIRE and TMSA.
- Agreed to develop best practice of TMSA audits.
- Finalised TMSA 3.
- With INTERTANKO, finalised a submission to IMO on the handling of flush water at offshore terminals.
- Supported the development of a new regional panel structure.
- In maritime security, the GPC:
 - Helped the Secretariat complete the MTISC-GoG pilot and transition reporting to the UK and French governments.
 - Considered the development of a global Best Management Practice (BMP).
 - Considered the potential impact of breaches of cyber security, resulting in the setting up a dedicated Cyber Working Group.
- Supported a study into best practice of personnel transfer by crane.
- Finalised a paper on guidance of the use of inert gas for the carriage of liquid bulk cargoes.
- Agreed to develop guidelines on inspector fitness to work.
- Agreed to consider canal transit safety issues.
- Agreed to develop guidance for bunkering alongside whilst at a loading/discharging terminal.
- Progressed a paper on critical spares.
- Considered entry into unmanned machinery spaces.
- Considered potential issues for the changeover of fuel with upcoming regulations on low sulphur fuels.
- Considered the treatment of unconventional terminals.



MARINE TECHNICAL SUB-COMMITTEE

Marine Technical Sub-committee

MTSC

Chair: David Wall, Chevron

Vice Chair: Krystyna Tsochlas, Phillips 66

Members represented: BP • Chevron • Maersk • Phillips 66 • SeaRiver Maritime • Shell • Sonangol • Statoil • Total

Meetings in 2016:

MTSC 32 16–18 February Houston, USA

MTSC 33 30 Aug–1 Sept London, UK

Purpose/role

The MTSC is a knowledgeable technical resource for the membership and its expertise is leveraged across the OCIMF committees, groups, and externally to industry organisations. The MTSC meets twice a year to discuss the many technical challenges OCIMF members face today and those they may face in the future. External speakers are invited to give presentations and Q&A sessions on specific topics.

2016 activity

The Sub-committee had a busy year assisting the Secretariat and providing feedback on the EU Monitoring/Reporting/Verification (MRV) Directive, IMO working groups and various other technical tasks within OCIMF. The Chair established regular intercessional conference calls to maintain connectivity and foster a team environment between the committee members. Topics discussed included:

- Use of Remote Operated Vehicles (ROVs) and drones for inspections, e.g. of cargo tanks or the vessel super structure.
- Ship recycling (EU Directive and Hong Kong Convention).
- Low sulphur fuel oil and cylinder lube oil challenges.
- Arc flash protection.
- Ballast water management.

Each topic was led by an MTSC member, who shared their own experience and knowledge before leading a group discussion on the technical challenges and solutions.

The MTSC progressed work on information papers on the following topics:

- VOC emissions.
- Critical spares.
- Personnel transfer by crane.

The MTSC finalised and published an information paper:

- *Guide for Implementation of Sulphur Oxide Exhaust Gas Cleaning Systems.*

Critical Spares Process Working Group

Chair: Mike Davison, Shell

This group will prepare a guidance paper for ship operators and TMSA auditors that will be a useful tool to determine the need for spare parts related to critical systems, and should ensure consistency across the industry. The paper will not be prescriptive and will aim to ensure accountability for the ship operator to carry out the appropriate due diligence when assessing critical systems. The paper will not identify or recommend any particular critical spare parts for any vessel or vessel type.

Volatile Organic Compounds (VOC) Emissions Working Group

Chair: Bob Cutrona, ExxonMobil

This group will produce an information paper giving guidance on issues related to the management of VOC emissions from cargo systems on oil tankers. The paper will address technical considerations for the selection and installation of vapour control systems. It will also discuss processes to manage emissions during cargo operations.



EXXONMOBIL

The Ice Sub-committee

ICE

Chair: David Vaughn, SeaRiver Maritime/ExxonMobil

Vice Chair: Ian Reed, Shell

Members represented:

BP • Gazprom • IMT/ExxonMobil • LUKOIL • Neste Oil • Primorsk Oil • Shell • Total • with Alfons Hakens (guest SME)

Meetings in 2016:

ICE 24 24 May London, UK

Purpose/role

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, which ensure tankers and terminals operate safely, preserve life and minimise damage to the environment.

2016 activity

The main focus for the Sub-committee during 2016 was the finalisation of the information papers *Northern Sea Route: Best Practices and Challenges* (with the Navigation and Routeing Sub-committee, see below) and *Marine Terminals Impacted by Ice or Severe Sub Zero Temperatures*. The Sub-committee also discussed the impact of the Polar Code on the SIRE programme and TMSA. The Polar Code entered into force on 1 January 2017.

The 25th meeting of ICE was deferred to February 2017 to realign it with the GPC meeting. New members are welcome.

Marine Terminals Impacted by Ice or Severe Sub Zero Temperatures Working Group

Acting Chair: Ian Reed, Shell

Ice and sub-zero temperatures have a severe impact on operations at terminals and present unique challenges for both ships and terminals. This information paper focuses on the challenges that terminals can face when operating in severe sub-zero temperatures and/or when affected by ice and gives best practice guidance for operating in these conditions. Publication is expected in 2017.

"...to ensure tankers and terminals operate safely, preserve life and minimise damage to the environment."

"...the Arctic environment presents particular challenges."

NAVIGATION AND ROUTEING SUB-COMMITTEE



Navigation and Routeing Sub-committee

NARSUC

Chair: Colin Shoolbraid, BP

Vice Chair: Anuj Gupta, IMT

Members represented: BP • Chevron • ENI IMT/ExxonMobil • Maersk • Shell • Total

Meetings in 2016:

NARSUC 50 07 June **London, UK**

Purpose/role

The NARSUC highlights areas of navigation and routeing which impact vessel operations and marine activities, and develop recommendations to improve safety, reliability and protection of the environment. The Sub-committee keeps a close watch on all routeing and legislative issues from the IMO and is involved with the progress of e-navigation.

2016 activity

The 51st meeting of the NARSUC was deferred to February 2017, to realign with the GPC meeting.

The main focus for the Sub-committee during 2016 was to finalise the information papers *Navigational Audits and Assessments* and *Northern Sea Routes: Best Practices and Challenges*.

Other work included:

- Discussion of ship routeing issues, including new routeing requirements from IMO, security issues related to routeing, and transits of the Malacca Straits, Turkish Straits and the Northern Sea Route.

- Discussion of the activities of the IMO sub-committee on Navigation, Communications and Search and Rescue (NCSR).
- Discussions and learning from navigational incidents on board tankers.
- Preparation of a revised paper on the safety of navigation in the Bosphorus strait.
- Continued engagement with the Danish Joint Pilotage User Group (JPUG) and attendance at the annual meeting in Copenhagen.
- Liaison with the Confidential Hazardous Incident Reporting Programme (CHIRP).

Navigational Audits and Assessments Working Group

Chair: Javed Bhombal, IMT

Work continued on this important information paper during 2016.

Periodic navigation reviews are conducted at various levels, influenced by requirements in the International Safety Management (ISM) code and guidance within TMSA and SIRE, but they do not follow a consistent process or provide uniformity in reporting. This information paper has been developed in response to these inconsistencies in navigational assessments, and provides best practice guidance on the types of audit, scope, approach, and coaching and training opportunities.

The guidance is designed to assure managers and operators that their vessels are being navigated to the highest standard. It stresses the need to observe bridge teams and focuses on the human element. It is due to be published in 2017.

Northern Sea Route working group

Chair: Nitin Malik, Chevron

The Northern Sea Route is considered a viable option for commercial shipping but the Arctic environment presents particular challenges. The Northern Sea Route working group was formed to review navigational and operational practices on the Northern Sea Route and to identify best practices, operational procedures and challenges. The group has taken into account existing mandatory requirements, the introduction of the IMO Polar Code and current industry guidance. The paper is due to be published in 2017.

"...maintaining standards and improving best practice..."



Maritime Security Sub-committee

MSSC

Chair: David Bancroft, Chevron

Vice Chair: John Evans, Shell

Members represented: Ampol • BP • Chevron • Excelerate Energy • ExxonMobil • Maersk • Shell • Statoil • Total • Tullow

Meetings in 2016:

MSSC 01	3 March	Singapore
MSSC 02	15 June	London, UK
MSSC 03	22 September	Houston, USA

Purpose/role

A forum to share maritime security related information and provide a mechanism for the GPC to address maritime security related issues as they affect OCIMF. The aim is to:

- Share information and experience.
- Work together to support the maritime security of OCIMF members.
- Ensure engagement in the forum remains focused and takes account of activity in areas of common interest, such as Gulf of Aden, Gulf of Guinea and Southeast Asia.

2016 activity

Against a backdrop of a changing maritime security landscape, the MSSC has been challenged across all fronts during the last year. The theme of maintaining standards and improving best practice was most evident with MSSC involvement in updating the security elements of TMSA and contribution to the production of the *Regional Guide*

to Counter Piracy and Armed Robbery Against Ships in Asia. MSSC examined the role of armed guards and the need to update Best Management Practice (BMP) in the wake of the announcement that the EU would end Operation Atalanta in 2018. Members faced new threats in 2016 from regional conflicts spilling into the maritime domain and the MSSC has maintained good relationships with regional authorities to ensure the mariner's voice is heard.

Ship Hardening Working Group

Chair: Poul Erik Ekkendal, Maersk Tankers

The Ship Hardening Working Group produced draft guidance for members on measures to improve physical security measures that can be implemented on new-build and existing vessels. This guidance also includes suggestions to improve surveillance and electronic security countermeasures. The information paper *Ship Security – Guidelines to Harden Vessels* is due to be published in 2017.

Cyber Working Group

Chair: Alexandra Ebbinghaus, Shell

An ongoing multidisciplinary group that examines the risk from cyber threats to vessels, offshore installations and mariners and presents solutions to the GPC. The group held their first meeting in December 2016 to finalise their terms of reference and future work plan. The group is keen to engage with all stakeholders to mitigate the risk from cyber threats.



GICBFG



Global Inland and Coastal Barging Focus Group

GICBFG

Chair: Anuj Gupta, IMT

Vice Chair: Robert Brook, Chevron

Members represented: BP • Chevron • IMT • Shell • Total

Meetings in 2016:

GICBFG 01	10 February	London, UK
GICBFG 02	3 May	London, UK
GICBFG 03	23 June	London, UK
GICBFG 04	12 September	London, UK
GICBFG 05	1 November	London, UK

Purpose/role

This focus group was set up in February 2016 to look at all barge safety and pollution prevention issues on a global basis. The group does not look at the barge inspection protocols under the SIRE system, but works closely with the SIRE Focus Group on any issues which may result in changes to the SIRE question set. With the SIRE Focus Group, the GICBFG oversees the activities of three regional inland and coastal barging focus groups:

- North America.
- South and Central America.
- Europe.

The regional groups report to the GICBFG on safety and pollution prevention issues and to the SIRE Focus Group on the SIRE system.

2016 activity

The group reviewed and developed its terms of reference, elected a Chair and Vice Chair, and set out the parameters for interaction with the regional focus groups.

Tanker Management and Self Assessment Third Edition Working Group

Chair: Steve Barker, Chevron

Established to revise and update the Tanker Management and Self Assessment (TMSA) publication and programme. Members from Chevron, BP, Shell, Phillips 66, Statoil, IMT/ ExxonMobil, Petrobras, OMV and YPF S.A participated and contributed to the project.

The workload increased throughout 2016 with two meetings each month through to August. The updated publication and programme are both due to be released in 2017.

The four-stage structure of the TMSA elements remains, but the following changes have been made:

- A new element on Security (cyber and physical) has been added, giving 13 elements in total.
- Element 6 and 6A – Cargo and Mooring has been expanded.
- The stand-alone TMSA brochure on energy efficiency has been incorporated.
- Key Performance Indicator wording has been tightened to improve clarity.
- Best Practice Guidance has been expanded.
- Duplication across the original 12 elements has been removed and unnecessary material deleted.



CHEVRON

Ports and Terminals Committee

PTC

Chair: Andy Glass, BP

Vice Chairs: Eric Vincent, Hess; Anuj Gupta, IMT

Members represented: BP • BG • Chevron • ConocoPhillips • ENI • ENOC • Excelerate Energy • Hess • IMT/ExxonMobil • Ineos • NuStar • Phillips 66 • Petrobras • Royal Vopak • Saudi Aramco • Shell • Tesoro • Total • Woodside

Meetings in 2016:

PTC 84 5–6 April Dubai, UAE

PTC 85 26–27 October Singapore



PORTS AND TERMINALS COMMITTEE

Purpose/role

The 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. The PTC supports the work of three focus groups and establishes task forces and working groups to address specific areas of concern.

2016 activity

The PTC and its focus groups oversaw progress on the following in 2016:

- Revision of the *Design and Specification for Marine Loading Arms*.
- Revision of the *Mooring Equipment Guidelines*.
- Revision of the wind and current drag coefficients data, which will be used in the revised *Mooring Equipment Guidelines*.
- Revision of *Recommendations for Oil and Chemical Tanker Manifolds and Associated Equipment*.

- *New Guidelines for the Handling, Storage, Inspection and Testing of STS Hoses*.
- New recommendations for *Linked Emergency Ship/Shore Shutdown Systems for Oil and Chemical Transfers*.
- New guidelines for SPM station keeping and suitability of towing vessels.
- New Marine Terminal Management Self Assessment verification guidelines.
- Review of *Semi-continuous hoses*.

The PTC released the following in 2016:

- Copies of the Marine Terminal Information System brochure in French, Spanish, Portuguese and Russian.
- A new submission to IMO on the management of offshore terminal flush water (joint with INTERTANKO).
- MTIS instructional video.

"... compatibility, safety and efficiency of terminals and tankers..."



MEG WORKING GROUP



STATION KEEPING WORKING GROUP

Mooring Equipment Guidelines Steering Group

Chair: Andy Dogherty, Maritime Safety Matters Ltd

Vice Chair: Kevan McGregor, Shell

The planning for the review of this major publication began in 2015 and the working groups were established in Q1 2016. The target is to complete the review and publish by the end of 2017.

As the publication has a high level of technical information, smaller working groups were formed to tackle specific sections. They include members and industry representatives from all over the world.

The following working groups report to the MEG Steering Group:

Mooring Equipment Guidelines Working Group

Chair: Iain Chadwick, Chevron

17 member companies and 13 industry representatives, including Japanese Shipyards Association, winch manufacturers, IACS, PIANC, TTI, INTERTANKO, ICS, IMCA, IHMA, IAPH and BIMCO.

High Modulus Synthetic Fibres Working Group

Chairs: Kris Volpenheim, Samson Ropes and Iain Chadwick, Chevron.

6 member companies and 9 industry representatives, including rope manufacturers associations (Eurocord, Cordage Institute), IACS, INTERTANKO and TTI.

Human Factors in Mooring Design Working Group

Chair: Carl Henrickson, Shell

6 member companies and 2 industry representatives, including Japanese Shipyards Association, SIGTTO and subject matter experts.

Wind and Current Drag Coefficient Task Force.

Chair: Stuart Thompson, BP.

Work focused on verifying the continuing validity of the existing OCIMF drag coefficients which were established before double hull vessels being the standard. These existing coefficients were a result of modelling via towing tank and are now being checked using computational fluid dynamics for double hull forms.

Manifold and Associated Equipment Working Group

Chair: Tony Pollock, INEOS

The working group was established to review and revise the fourth edition of *Recommendations for Oil Tanker Manifolds and Associated Equipment*.

The new publication will be called *Recommendations for Oil and Chemical Tanker Manifolds and Associated Equipment* (ROCTMAE) and is expected in 2017. ROCTMAE will include recommendations for smaller tankers (below 16,000 dwt, including dual class oil/chemical tankers) and chemical tankers and will provide recommendations for vessel hose handling cranes. It will be

aligned with methods of calculating manifold loads on oil tankers, chemical tankers and liquefied gas carriers. Recommendations for liquefied gas carriers are in the joint SIGTTO/OCIMF publication *Manifold Recommendations for Liquefied Gas Carriers*.

Ship Shore Emergency Shutdown Working Group

Chair: Calum Love, Shell

Development of this information paper was completed in 2016. It contains recommendations for linked ship/shore Emergency Shutdown (ESD) systems and will be published in 2017.

Best Practices on Station Keeping at SPMs Working Group

Chair: Luiz Filipe Ferreira de Santana, Petrobras

A joint working group with the Sociedad Latinoamericana de Operadores de Terminales Maritimo Petroleros y Monoboyas (SLOM) to develop guidance to promote incident-free operations associated with station keeping of tankers moored at Single Point Moorings (SPMs). Guidance may be equally applicable at other offshore berths, such as Multi-buoy Moorings (MBMs), and tandem or side-by-side mooring at F(P)SOs that have weathervaning capabilities.

Marine Terminal Focus Group

MTFG

Chair: Tony Pollock, INEOS
 Vice Chair: Derek Thompson, Phillips 66



MARINE TERMINAL FOCUS GROUP

Members represented: BP • Chevron • ENI • IMT • Ineos • NuStar • Phillips 66 • Shell • Total • Vopak

Meetings in 2016:

MTFG 06	12 January	London, UK
MTFG 07	6–7 July	London, UK

Purpose/role

The MTFG was formed under the direction of the PTC to:

- Manage the implementation phase of the Marine Terminal Information System (MTIS).
- Ensure a smooth transition from development to implementation and operational phases.
- Provide recommendations addressing 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). As a standing sub-committee, the MTFG keeps these components under review and will recommend changes as necessary.

2016 activity

The group started work on the development of site verification guidance for the MTMSA.

"... an effective working relationship with industry partners..."

Ship to Ship Focus Group

STSFG

Chair: Will Doolittle, BP
 Vice Chair: Tricia Clark, Saudi Aramco



SHIP TO SHIP FOCUS GROUP

Members represented: BP • BG • Chevron • ConocoPhillips • IMT • Maersk • Phillips 66 • Petrobras • PMI • Saudi Aramco • Shell

Meetings in 2016:

STSFG 06	3–4 February	Houston, USA
STSFG 07	26–28 July	Houston, USA

Purpose/role

The STSFG is a standing sub-committee and forms the core technical review group, on behalf of the PTC, for issues on STS operations. It provides recommendations and guidance to the industry.

The focus group has built an effective working relationship with industry partners such as Industry Task force on Offshore Lightering (ITOL), Europe, Middle East and Africa (STS EMEA) and the Singapore Nautical Institute (STS SNI Best Practices forum). The global reach of the 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.

2016 activity

Members of the STSFG presented OCIMF best practices on STS transfer operations at the Sociedad Latinoamericana de Operadores de Terminales Maritimo Petroleros y Monoboyas (SLOM) conference in Mexico City in October.

Handling, Storage, Inspection and Testing of STS Hoses Working Group

Chair: Will Doolittle, BP

This is a joint working group with ITOL. The group is working with hose manufacturers to produce specific guidelines on the handling, storage, inspection and testing of STS hoses, due to the hybrid nature of these hoses.

Marine Structures and Civil Engineering Focus Group

MSCEFG

Chair: Bill Asante, ExxonMobil

Vice Chair: Arjan Maijenburg, Shell

Members represented: BP • ENI • ExxonMobil • Phillips 66 • Shell

MSCEFG 01 2 February **Virtual Meeting**

MSCEFG 02 19 September **Virtual Meeting**

Purpose/role

The MSCEFG is a standing sub-committee of the PTC and includes civil engineers and naval architects who focus on structural engineering standards at the ship-shore interface.

The MSCEFG also advises OCIMF in its engagement with other industry initiatives, including:

- British Standards Institution (BSI) Committee CB/502 Maritime Works, which addresses marine facilities planning and design.
- Permanent International Association of Navigation Congresses (PIANC) Marine committee 145 working group, which was created to develop improved guidance regarding berthing velocities and fender design.
- PIANC Marine committee 153 working group, which was created to develop recommendations for the design and assessment of marine oil terminals.
- Canadian Advisory guidance CSA Z276-15, which sets minimum requirements to demonstrate compliance with local and national regulations and industry best practices on LNG Production, storage and handling.

2016 activity

The MSCEFG has overseen work on the design and construction specification of marine loading arms.



MARINE LOADING ARMS WORKING GROUP

Design and Construction Specification for Marine Loading Arms Working Group

Chair: Jos van Eekeren, Shell

The working group was established to review and revise the third edition of *Design and Construction Specification for Marine Loading Arms*, published in 1999. There have been many advances of technology since the third edition, including the growing use of cryogenic arms. The fourth edition will provide information for loading arms handling various mediums including oil, chemical, high pressure gas and vapour. The tables will also be updated; these serve as a main point of communication between a marine loading arm vendor and purchaser and should help in specifying the correct technical characteristics during the procurement process. The working group includes OCIMF members, SIGTTO and loading arm manufacturers within the industry.



ACCELERATE ENERGY

Offshore Marine Committee



Chair: Albertus Zwiers, Shell

Vice Chair: Tim Coombs, Chevron

Members represented: BP • Chevron • ConocoPhillips • International Marine Transportation Ltd. • Maersk • Shell • Statoil • TOTAL • Woodside

Meetings in 2016:

OMC 12	26 April	Houston, USA
OMC 13	27 October	London, UK



Purpose/role

Within OCIMF the OMC works to improve safety and environmental issues in offshore theatres in which members have an interest.

Three groups report to the OMC: the OVID Focus Group (OFG); the Floating Systems Group (FSG) and the Offshore Marine Operations Group (OMOG).

2016 activity

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

- Set up a working group to develop guidelines on offshore mooring and loading guidelines for DP and conventional tankers.
- Reviewed OVID and changed the access rules so that it could be used more widely by the offshore industry.
- Reviewed guidelines on securing cargo on offshore support vessels.
- Built on relationships with other NGOs, including IOGP and IMCA.

OMC approved the following documents for publication:

- *Dynamic Positioning Assurance Framework: Risk-based Guidance.*
- *Guidelines on the Marine Assessment Of F(P)SOs: Assessment Criteria and Questionnaire.*

OVID Focus Group

See OVID Programme (p. 49) for details.

Floating Systems Group

FSG

Chair: Heilke Brughts, Bluewater

Vice Chair: John Reid, Shell



Members represented: Aker • BP • Chevron • Hess • Husky • IMT • Shell • Total • Woodside

Meetings in 2016:

FSG 12 17–18 February Houston, USA

FSG 13 28 September Monaco

Purpose/role

A forum for open discussion amongst the operators of offshore terminals and marine facilities, including floating, production, storage and offloading systems permanently moored or disconnectable.

2016 activity

Developing the *Cargo Tank and Onboard Cargo Handling Management Guidelines for F(P)SOs*.

Cargo Guidelines for F(P)SOs Working Group

Chair: John Poulos, ExxonMobil / Sebastian Gerrits, SBM

This working group was established to develop industry guidance in relation to F(P)SO cargo handling and cargo tank management. Four meetings were held in 2016 and a final draft is expected in 2017.

Offshore Marine Operations Group

OMOG

Chair: Mark Aravadis, Woodside



Members represented: BP • Chevron • ConocoPhillips • ENI • IMT • Inpex • Maersk • Shell • Total • Woodside

Meetings in 2016:

OMOG 11 23–24 February Houston, USA

OMOG 12 6 September London, UK

Purpose/role

The OMOG is similar to the FSG but focuses on the safe and environmentally responsible operation of offshore vessels and facilities, including those associated with offshore construction and support.

2016 activity

Developing guidelines on methanol transport and transfer.



Regional Panels transition to Regional Marine Forums

As part of the “Strategy2020” review, a membership survey was carried out in December 2015 on the effectiveness of the OCIMF Regional Panels. The survey feedback, along with participant feedback from all Regional Panel meetings between 2013 to 2015, was reviewed by the Secretariat and Regional Champions. Many positive aspects of the Regional Panels concept were noted, but the overall conclusion was that it had not delivered on its primary purpose of being the platform for better regional engagement, and it had not increased participation in OCIMF work activities. Some respondents continued to view OCIMF as “Eurocentric” .

As a result, a new format for regional engagement has been approved by ExCom. Regional Panels will be replaced by Regional Marine Forums with the following changes:

- The meetings will not be restricted to hub locations and will be free to rotate within the region.

- The Regional Marine Forums will no longer be linked to Principal Committee meeting locations.
- The number of regions has been increased from four to five, to include Latin America. The regions are now North America, Latin America, Europe/Africa, Middle East and Asia Pacific.
- The format and frequency of the meetings will be flexible and left at the discretion of regional members, linked where possible to an industry event or a member hosted event.

The goal is to increase participation of OCIMF members, terminal operators and vessel operators (including OSVs).

More details on the Regional Marine Forums will be shared in 2017.

We look forward to seeing our membership and industry at Regional Marine Forums in 2017



REGIONAL PANELS IN 2016

OCIMF IN NUMBERS

IN 2016

46 years of OCIMF



4 principal committees

12

sub-committees/
focus groups

32

working groups/task forces



3 PROGRAMMES: SIRE OVID MTIS

 **627** SIRE inspectors **AND**  **498** OVID inspectors

SHIPS



 **8,604**
ships inspected

 **21,155**
reports uploaded

 **142,795**
reports
downloaded

in 2016

BARGES



 **6,739**
barges inspected

 **8,256**
reports uploaded

 **24,136**
reports
downloaded

in 2016

OFFSHORE VESSELS



 **2,553**
offshore vessels
inspected

 **2,634**
reports uploaded

 **1,374**
reports
downloaded

in 2016

613 TERMINALS REGISTERED IN MTIS


 **39**
books

51 information
papers



OCIMF AT THE INTERNATIONAL MARITIME ORGANIZATION (IMO)

 **1**
permanent
representative

 **143**
days of
meetings

45 years
consultative
status

Maritime Security

For maritime security in general, 2016 was not too different from 2015; it remains an important issue for the membership who are continually presented with differing global challenges. Threats continued to affect mariners and trade in the usual areas: Indian Ocean, Southeast Asia and the Gulf of Guinea. Attacks from pirates based in Somalia reached an all-time low but regional conflict in the Middle East spilled into the maritime domain, presenting more complex threats in key choke points. OCIMF had a productive year, with work on the transition of the MTISC-GoG to a joint national operation, an extension of the EU Operation Atalanta mandate and an enhancement of our relationship with authorities in Asia.

Indian Ocean

Attacks on merchant vessels from Somalia-based piracy reached an all-time low. OCIMF welcomes this position and remains grateful to the many organisations and agencies who contribute to keeping the sea lanes in this region open. The marked reduction of attacks is very reassuring but piracy could return at any time. It remains vitally important for members to maintain their guard and use all the tools available to mitigate against the risks. The OCIMF position remains:

- International navies must have a sufficient presence to be viable deterrent in the region.
- They must be stationed in the region and be able to respond to a merchant vessel under attack.

OCIMF will continue to support the production and dissemination of Best Management Practices among its membership and the wider shipping industry.

The European Council announced in November they would extend the mandate for the EUNAVFOR Operation Atalanta until the end of 2018 during which time the European force will

continue to operate. The extension is very welcome and provides time for transitional plans to be developed for the post-2018 security environment.

In December, NATO concluded its six-year mission to protect the sea lanes of the Western Indian Ocean. Operation Ocean Shield was one of the “big three” missions fighting piracy off the coast of Somalia, alongside the US-led Combined Maritime Forces and Operation Atalanta, and made a significant contribution. NATO will continue to support counter-piracy activities through its Shipping Centre, participation at SHADE and extant plans that can be quickly activated if piracy returns.

The Secretariat has engaged with both EU and NATO officials in Brussels, Belgium, to press for the continuity of Operation Atalanta and to progress discussion on the use of armed guards. OCIMF maintains that the use of armed guards by industry was a short-term response to the piracy crisis and must be seen as a last resort.

Land-based conflict has presented new risks to this region and attacks on vessels transiting the Red Sea and Bab al Mandeb have been particularly vicious. Maintaining an open dialogue between industry and navies helps to mitigate new and developing risks.

OCIMF has continued to provide full support to the United Kingdom Maritime Trade Organisation (UKMTO) in Dubai and thanks members for their continued commitment to resource the Merchant Navy Liaison Officer. Captain Steve Dalton (Shell) filled the post in 2016, providing excellent all-round support to both the militaries and industry in the region.

In April, OCIMF members supported the International Mine Countermeasures Exercise (IMCMEX) in the Arabian Gulf. This was one of the largest naval events ever held, with more than 4,000 participants from 30 countries spanning six continents. The focus was

on protecting industry infrastructure and vessels in the region, and OCIMF Director Andrew Cassels delivered a key note address at a symposium preceding the exercise. The exercise provided an excellent opportunity for member Company Security Officers to collaborate with naval counterparts from across the globe and prepare together for future challenges.

South East Asia

Illegal activity and piracy activity in the Straits of Malacca and Singapore dropped significantly; only two incidents were reported in 2016, against 104 in 2015 (source: ReCAAP 2016 Annual Report). OCIMF is delighted with this dramatic improvement and grateful for the effective coordination of patrols and surveillance by the coastal states. Members also reported fewer incidents of oil cargo theft in 2016 than the previous year.

More generally in South East Asia, 77 attempted robberies or piracy attacks at sea were reported, a drop of 60%. The number of attempted kidnaps of crew increased in the Sulu-Celebes Sea (eastern Sabah), however, which is a concern.

OCIMF welcomed the new Executive of ReCAAP (Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia) Masafumi Kuroki to the office in July. Mr Kuroki thanked OCIMF for contributing to the production of the *Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia* and looked forward to closer cooperation in 2017.

Gulf of Guinea

Early in the year, the Executive Committee decided OCIMF had clearly demonstrated the need for a trusted reporting centre in the Gulf of Guinea and our MTISC-GoG pilot-project should transfer to national leadership. OCIMF fully supports the new Maritime Domain Awareness for Trade MDAT-GoG and is encouraged by its progress.

Maritime Trade Information Sharing Centre for the Gulf of Guinea

The total number of attacks on mariners was lower in 2016 than in 2015, although there was a notable increase in the number of kidnaps for ransom of mariners, particularly in the Niger Delta. This may be attributed to the reduction in the price of oil. Robbers and pirates have become more adventurous, attacking vessels more than 100nm off the coast and using higher calibre weapons. Like all pirate groups, those in this region continually seek new methods to achieve their aim and mariners need to adapt.

In June, OCIMF was pleased to support the launch of an updated Good Practice Guide for Shipping Companies and Manning Agents – humanitarian support of seafarers and their families in cases of armed robbery and piracy attack. The guide, produced by the International Seafarers' Welfare and Assistance Network (ISWAN) Maritime Piracy Humanitarian Response Programme provides good practice in the support of seafarers and their families before, during and after an incident.

“A long list of people supported the MTISC-GoG pilot project from the ‘germ of an idea’ to the successful project it has become. Thank you all for your support”

Andrew Cassels, at the MTISC-GoG closing ceremony in Accra, Ghana.

Special thanks to:
IMO; Interpol; UK government; Netherlands government; Denmark government; Norway government; Ghana navy; Nigeria navy; Republic of Congo navy; Togo navy; Sierra Leone navy; Liberia Maritime Authority; ConocoPhillips; Maersk; Tullow Oil; Nigeria LNG; Shell; Regional Maritime University, Ghana; and all the staff at the MTISC-GoG.



HANDOVER OF MTISC-GOG

The Maritime Trading Information Sharing Centre for the Gulf of Guinea (MTISC-GoG) pilot project concluded in June 2016, following a comprehensive review of its activities and achievements.

The project was set-up in 2014 with the goal of establishing an affordable, sustainable and enduring regional maritime information sharing centre within the Gulf of Guinea that would be fully supported by regional states and maritime stakeholders. During its period of operations, MTISC-GoG successfully supported Masters and companies who had been victims of armed attacks, both during and after the incident. The assistance covered a range of incidents, including armed attacks (at sea and in anchorages), SOLAS type incidents (man overboard, casualty evacuation and May Day response) and Illegal, Unreported and Unregulated (IUU) fishing.

The review concluded that a reporting and information sharing service does improve maritime security in the Gulf of Guinea and that a long-term and sustainable reporting programme was needed to ensure continuing security of the region.

On 20 June, a French and UK navy joint operation started that offers a new contribution to the maritime information network in the Gulf of Guinea. The Maritime Domain

Awareness for Trade – Gulf of Guinea (MDAT-GoG) is a virtual centre operated from the navies' centres in Brest, France and Portsmouth, England. It is expected that this new service will be a temporary arrangement which will be handed over and incorporated into the Yaoundé Process. Contact details for MDAT-GoG are given below.

MTISC-GoG's impact was felt far and wide and in May the centre was recognised with a Seatrade Award for countering piracy, presented by IMO Secretary-General Kitack Lim. The project's success was also noted at the 116th session of the International Maritime Organization Council in July, with both Kitack Lim and the Council Chair expressing their gratitude to OCIMF and the IMO membership and donor nations who had supported the project through the West and Central Africa Fund.

OCIMF will continue to support the fight against maritime piracy and armed robbery through collaboration and cooperation.

MDAT-GoG contact details

Email: watchkeepers@mdat-gog.org

Tel: +33(0)2 98 22 88 88

International Maritime Organization (IMO)



"Safe, secure and efficient shipping on clean oceans"

The IMO is the United Nations (UN) specialised agency with responsibility for the safety and security of shipping and the prevention of pollution of marine pollution by ships.

Its main role is to create a regulatory framework for the shipping industry that is fair and effective, universally adopted and universally implemented. In other words, its role is to create a level playing field so that ship operators cannot address their financial issues by simply cutting corners and compromising on safety, security and environmental performance.

International shipping transports about 90% of the trade to communities all over the world. Shipping is the most efficient, environmentally friendly and cost-effective method of international transportation for most goods. It provides a dependable, low-cost means of transporting goods globally, facilitating commerce and helping to create prosperity for nations and their peoples. "Shipping: Indispensable to the world" was the theme for World Maritime day 2016. The theme for 2017 will be "Connecting Ships, Ports and People".

IMO measures cover all aspects of international shipping – including ship design, construction, equipment, manning, operation and disposal – to ensure that this vital sector remains safe, environmentally sound, energy efficient and secure.

At the end of 2016 the IMO had 172 member states.

OCIMF maintains a strong relationship with the IMO. In 2016, IMO Secretary-General Kitack Lim and his colleagues Ashok Mahapatra and Dandu Pughic, from the Maritime Safety and Marine Environment divisions, visited the OCIMF office in London. The delegation met with Andrew Cassels to discuss matters of mutual interest around safety, security and environmental protection, as well as current priorities.

OCIMF sends a representative to every IMO meeting that concerns safety and the environment as it relates to tanker operations. Members are welcome to attend any of the meetings to help them understand more about IMO, how new regulations are created and to get more involved in influencing the new and revised regulations. Support from members is particularly

welcome in representing OCIMF in the working groups (up to five per session), which often run in parallel to the main plenary meetings.

Key developments in 2016:

- Ratification of the Ballast Water Management Convention, which will enter into force on 8 September 2017.
- Agreement on a global cap of 0.5% sulphur content for fuels, which will be introduced in 2020.

Ship Design and Construction Sub-committee: 3rd session

SDC 3

18–22 January

Mooring

Mooring operations were discussed in detail and a paper containing suggested SOLAS amendments and guidelines was presented, co-sponsored by a number of EU countries. Japan introduced a paper to consider the maintenance requirements of mooring lines. The Japanese paper recognised that maintenance requirements are already covered under International Safety

MARINE ENVIRONMENTAL PROTECTION COMMITTEE



IMO COUNCIL

Management (ISM) but said further guidance may be useful.

OCIMF also submitted and introduced two papers (one substantive and one for information – IMO papers SDC/3/15/2 and SDC Inf.5), to highlight the complexity of mooring operations, to raise concerns and to offer assistance. The OCIMF papers were well received and an IMO correspondence group has been established. OCIMF will be involved with this correspondence group, who will develop the subject further and report back to SDC 4 in February 2017.

Carriage of more than 12 industrial personnel

Lengthy and at times circular discussions were held in both plenary and the working group on industrial personnel and how they should be classified on vessels servicing wind farms. Any decision on this may also impact Offshore Service Vessels (OSVs), Mobile Offshore Drilling Units (MODUs), etc. This subject has been discussed for more than six years and opinion is still divided. The working group came up with eight differing options, each with their pros and cons. Full detail can be found in SDC3 WP/7. Defining industrial

personnel as passengers would have a significant impact on the design and requirements of vessels in the offshore industry.

Unified Interpretation (UI) on tonnage measurement of Offshore Support Vessel (OSV) cargo decks

The Sub-committee was asked (via a proposed UI) to consider excluding the cargo deck of an OSV in its calculation of tonnage measurement to avoid inconsistent approaches by different Flag States. For example, two sister vessels under different Flags may have very different tonnage allocations. This was rejected in plenary but is likely to be resubmitted at a later date as there is a clear inconsistency.

Human Element, Training and Watchkeeping Sub-committee: 3rd session

HTW 3

1–5 February

Discussions were mainly dedicated to training and Standards of Training, Certification and Watchkeeping (STCW) issues. In his opening speech, Secretary-General Kitack Lim highlighted the need to address safety

of fishing vessels, sharing the appalling statistic of over 24,000 fatalities a year. United Nations Secretary General Ban Ki Moon also addressed the Sub-committee, and highlighted the responsibilities and expectations of the IMO with regard to emissions.

Fatigue

A large work group of 70–80 people worked on the fatigue guidelines, which are developing slowly. Development will continue via a correspondence group under the direction of Australia; OCIMF has subscribed.

Human element – safe manning and watchkeeping rotas

The Nautical Institute and InterManager provided information on the Master/Chief Mate two-watch watchkeeping system and its relation to fatigue. Some organisations consider this to be a major concern to seafarers as it could lead to a ship being navigated solely by the Master and one watchkeeping officer. They proposed an amendment to annex 5 of resolution A.1047(27) ‘Principles of minimum safe manning’ that would exclude the Master from regular watchkeeping duties.

The Sub-committee did not agree to any amendments and while there was some support to discuss the subject there was also a strong lobby to leave it alone. Unless a review of watchkeeping arrangements is designated as an IMO Strategic Direction, it will be difficult to gain any traction on this subject.

Pollution Prevention Response Sub-committee: 3rd session

PPR 3

15–19 February

In his opening speech Secretary-General Kitack Lim highlighted the need for a single global body for maritime regulation.

Emissions to air and sea and MARPOL categorisation issues dominated discussion.

Terminal flush water

The Sub-committee considered an OCIMF proposal that called for clarification on the appropriate cargo/ballast operation category of offshore terminal line flush seawater. OCIMF proposed that flush water should be categorised as “disposal of residues” under regulation 36.2.10 of MARPOL Annex I and that it should be recorded as an entry under item J in the Oil Record Book (part II).

While the Sub-committee gave general support for the need to address the issue, a number of delegations, led by INTERTANKO, expressed concerns about the proposals as they considered terminal line flushing to be a terminal operation rather than a vessel cargo/ballast operation. They argued that categorising flush water as “disposal of residues” might have undesirable commercial liability implications.

The Sub-committee agreed the issue should be clarified and invited a revised proposal to be submitted to PPR 4.

Ballast Water Management (BWM) Convention

Several states had ratified the BWM Convention since the last IMO meeting, gathering 34.35% of the world fleet. 35% are needed for ratification. The focus at PPR 3 was on developing the guidelines Ballast Water Management: How to do it.

Offshore Supply Vessel (OSV) Chemical Code

There is still limited progress on this subject due to lack of data from industry on the composition of contaminated backloads. The working group agreed that if no technical data was forthcoming at the IMO working group Evaluation on Safety and Pollution Hazards (ESPH) 22, it could provisionally establish generic carriage requirement for backloads using a precautionary approach, based on known flammability and toxicity concerns.

Navigation, Communications and Search and Rescue Sub-committee: 3rd session

NCSR 3

29 February–4 March

This was a well-attended Sub-committee meeting with over 90 papers to be discussed. Routing, electronic navigation, GMDSS and Search and Rescue matters were main discussion points.

Guidelines to integrated navigation systems and multi system radio navigation receivers

The Sub-committee was updated on the progress of both these areas which have the potential to impact the human element side of shipboard operations. Work will continue via correspondence groups and members are encouraged to participate as industry expertise in these areas is needed.

New and obsolete systems

Progress has been made in implementing Galileo as an additional operational GMDSS system. The Fleet 77 service will be closed in December 2020.

ECDIS transition period

The one-year transition period for ECDIS chart libraries was considered too short and has been extended by one more year to 31 August 2017, i.e. the two ECDIS chart libraries will run in parallel for an extra year.



OCIMF MEMBERS AND SECRETARIAT AT THE IMO

Ship Systems and Equipment Sub-committee: 3rd session

SSE 3

14–18 March

The main points of interest were dedicated to life saving, firefighting and lifting appliances.

Lifeboat maintenance

There was long discussion about lifeboat maintenance. While it is clear that five-yearly maintenance should be performed by the manufacturer's representative and monthly maintenance should be performed by ship's staff, responsibility for annual maintenance was not clear. The annual thorough examination could either be carried out by:

- The manufacturer.
- A service provider authorised by the Flag State.

The confusion arises because the service provider may be a ship operator who complies with the relevant criteria. By extension, this means that a Flag State can authorise operators who meet the criteria, e.g. shipping companies, who could then delegate the examination to onboard staff.

Lifting appliances

This subject again attracted significant debate. The OCIMF interventions and information paper on dynamic loads were well received and supported. OCIMF made good progress in helping to direct the work towards maintenance (including design to enable maintenance) rather than generic design and to include dynamic loading into the process. The working group drafted a list of goals and functional requirements, accepting that because of limited time they would not be comprehensive and would need to be further developed by a correspondence group.

Dynamic Positioning (DP) guidance

Some progress was made on this subject and it was agreed that there would be a new set of guidelines that would include a section on training, but not on DP Operator measures at this time. It was also agreed the guidelines should only apply to new vessels.

There is still more to do and the correspondence group will be reconvened.

Facilitation Committee: 40th session

FAL 40

4–8 April

The main points of interest were mainly dedicated to electronic means of clearing ships, cybersecurity training of mooring personnel and amendments to the FAL Convention.

Cybersecurity

There was long discussion on cyber threats. Recognising that the Maritime Safety Committee (MSC) had a leading role on this subject and to avoid duplication the FAL Committee agreed to pursue the work on their aspects of the guidelines once the output of MSC is available.

Training of mooring personnel at terminals

This subject has been underway for several years and culminated at this meeting with the finalisation of guidelines on training mooring personnel at terminals. These are guidelines and recommendations, so they are not mandatory. They were published as the circular FAL.6/Circ.11/Rev.1 'Ship/Port Interface: Guidelines on Minimum Training and Education for Mooring Personnel' in April.

Maritime Single Window (MSW)

The preferred option was to develop a prototype MSW for port clearance, reusing one of the systems offered by

the donors and/or parts of different systems, i.e. the systems already developed by Chile, Norway, the Republic of Korea and the European Commission. One of the existing systems may be adopted as an interim solution.

The working group could not agree on a way forward for the development of an MSW prototype. The IMO Secretariat was tasked with reporting back to FAL 41 with an analysis of the needs (particularly of under-resourced small nations), a summary of commonalities and any additional information that would help make a clear decision.

Marine Environmental Protection Committee: 69th session

MEPC 69

18–22 April

The main points of interest were dedicated to ballast water management, air pollution and energy efficiency, technical and operational measures for enhancing energy efficiency of international shipping and protection, and identification of special areas.

Monitoring, Reporting and Verification (MRV) – data collection

During the plenary discussion there was strong support for continuing the three stage approach, i.e.:

1. Data collection.
2. Data analysis.
3. Setting of goals.

The working group finalised the text of the draft amendments to Chapter 4 of MARPOL Annex VI to establish a data collection system for fuel consumption, and the committee approved a mandatory data collection system.

BWM Convention

By the start of MEPC 69, 49 states had signed up to the BWM Convention, representing 34.79% of the world's merchant fleet. 35% is required for ratification. Peru indicated their intention to deposit its instrument for accession with the Secretary-General in the near future.

There is a general unease about BWM Convention implementation, particularly in terms of type testing and verification testing by Port State Control.

Reduction of Greenhouse Gas (GHG) emissions

The Committee heard from Katia Simeonova, who gave an update on Paris COP 21 on behalf of the UN Framework Convention on Climate Change (UNFCCC). Paris COP 21 was regarded as very successful with ambitious action toward tackling climate change with a view to limiting temperature rise to well below 2 degrees compared to pre-industrial times and with a target of below 1.5 degrees. Discussions generally supported the concept of the three-step approach, i.e. focus for now on data collection, but may consider further steps in a working group at MEPC 70.

Maritime Safety Committee: 96th session

MSC 96

11–20 May

The agenda was mainly dedicated to passenger ship safety; maritime security – including guidelines for Cyber risk management; verification of goal-based standards; carriage of more than 12 industrial personnel; unsafe mixed migration; and consideration and adoption of amendments to mandatory instruments. 35 new MSC circulars and a further 9 Sub-committee circulars were approved.

Verification of Goal Based Standards (GBS)

An audit was conducted to verify the IMO GBS against the IACS member company. The audit and action points were approved, pending finalisation of some actions. This is viewed as a major milestone in bringing IMO GBS standards in line with the IACS member company rules.

Carriage of more than 12 industrial personnel

This subject nearly achieved an approved interim solution around SOLAS I/4 exemptions and I/5 equivalents and a long-term solution of a new chapter XV in SOLAS by 2024, but consensus could not be reached and work has been deferred to the next session.

Cyber risk management

The work group developed draft guidelines based upon industry guidelines from BIMCO, ICS, INTERTANKO, CLIA and INTERCARGO. These will be issued as IMO guidance via an MSC circular, although further discussed at FAL 41 (April 2017) may require some revision to the circular.

Legal Committee: 103rd session

LEG 103

8–10 June

The main points of interest were dedicated to the fair treatment of seafarers, judicial sales of ships and piracy.

Fair treatment of seafarers

The ongoing criminalisation of seafarers was raised during the plenary session. The International Transport Federation (ITF) have offered to run courses to help member states understand their obligations and responsibilities.

International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea (HNS Convention)

There is still little progress towards ratifying the HNS Convention. It was adopted in 1996 and then superseded by the 2010 protocol, but still only four member states have ratified it. A booklet entitled *The HNS Convention: Why it is needed* is now available in three languages on the Convention website, as well as the websites of IOPC and ITOPIF. Work is ongoing on developing scenarios to help explain the purpose of the Convention.

Transboundary pollution damage

The Committee discussed the subject of transboundary pollution damage and bilateral arrangements. It was agreed to leave to regional, local arrangements.

This matter has been discussed at many meetings and it was again agreed that there is no need to amend output or propose a full convention. Guidance is needed, however, and it is expected that Denmark and Indonesia will work with others to produce some informal, non-IMO guidance.

Council: 116th session

COUNCIL 116

4–7 July

The main purpose of this session was to consider the reports of the committees, strategic outputs, rules of committees, status of conventions, the World Maritime University and external relations. The reports of the IMO Secretariat staffing, budgets and organisation were also reviewed.

Protection of vital shipping lanes

During his summary of security issues around the world, the IMO Secretary-General was very complimentary towards OCIMF and its involvement in the Maritime Trade Information

Sharing Centre – Gulf of Guinea (MTISC–GOG). He noted that OCIMF had “concluded its successful trial, which was supported by IMO membership and donor nations through the West and Central Africa Fund”. He put on record IMO’s sincere appreciation to OCIMF for conducting the trial and also that the new interim arrangements provided by the French and UK navies went live on 20 June. The Chair of the IMO Council also recognised and thanked OCIMF.

World Maritime Day 2017

The Council endorsed the Secretary-General’s proposed theme for World Maritime Day 2017, which is “Connecting Ships, Ports and People”.

Implementation of IMO Instruments Sub-committee: 3rd session

III 3

18–22 July

The main points of interest were: Port State Control activities, incident analysis and lessons learnt, and issues relating to the implementation of IMO instruments.

Early implementation

There was a long discussion around the principle of early implementation of IMO instruments, in particular with regard to amendments to SOLAS. SOLAS is updated every four years. Interim changes can be made earlier via circular letter, but early implementation can present challenges. A situation could arise, for example, where a Flag State has accepted a relaxation of instrument requirements but a Port State Control has not. This can cause confusion and delays. Strong views were expressed both for and against the principle of early implementation. It was finally agreed that this would be raised at MSC 97 for further discussion and a decision.

Electronic statutory certificates

Denmark confirmed that, as of 24 June 2016, all certificates issued by Denmark Flag State will be in electronic format only. The Port State Control guidelines are being amended to make port officers aware that they need to be able to accept electronic certificates.

Lessons learnt process

The Incident Analysis working group spent most of its time revising the process flow of incident analysis and the resulting dissemination of any lessons learnt.

Carriage of Cargoes and Containers Sub-committee: 3rd session

CCC 3

5–9 September

Containers and solid bulk carriage dominated discussion, but the following points will be of interest to OCIMF members:

Amendments to the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code) and development of guidelines for low-flashpoint fuels

While good progress had been made there were still unresolved issues. A key issue was whether fuel cells should be included in Part 1A of the IGF Code. It was felt that this would not enable consideration of fuels beyond LNG, so it was decided to develop a new section – Part E.

Safety requirements for carriage of liquefied hydrogen in bulk

The principle decision was not to proceed with any amendments to the IGF Code or International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) at this stage, but to further develop the guidelines and experience with a view to making amendments in the future.

Amendments to the International Maritime Dangerous Goods Code (IMDG Code) and supplements

There was a discussion on the requirements of carriage for jet perforating guns used in the offshore industry. The steel tube components of these guns are currently required to be carried in a fully closed container, and the question was whether these could be carried in open, offshore tool pallets/baskets on OSVs, while still complying with the ‘charge’ components as hazardous cargo. It was agreed in principle that steel tube components could be carried in open pallets, with the charges carried separately in a safe container. The Editorial and Technical group (E&T 27) will work on the amendments and a final draft will be presented to CCC 4.

Marine Environment Protection Committee: 70th session

MEPC 70

24–28 October

The main points of interest were mainly dedicated to ballast water management, air pollution and energy efficiency, technical and operational measures for enhancing the energy efficiency of international shipping, and the protection and identification of special areas.

MRV – data collection

The Committee adopted amendments to Marpol Annex VI for introducing a mandatory data collection system with changes covering distance travelled over the ground and time underway.

Data collection will start from the beginning of 2019.

BWM Convention

The number of contracting governments to the BWM Convention at the start of MEPC 70 represented more than 50% of the world’s merchant fleet. There was agreement

to the revised G8 guidelines for approval of ballast water management systems, and that they should become mandatory. The roadmap for implementation is still not clear with many options proposed. This discussion will continue via correspondence group and further discussion at MEPC 71 in 2017.

Reduction of GHG emissions

Discussions supported the concept of a roadmap with firm GHG targets to be implemented following a three-step approach: data collection, analysis and decision. There was agreement that the analysis (step two) should start no later than autumn 2020 and decisions (step three) should take place in spring 2022. The GHG roadmap extends to 2023. An intersessional working group will also be established to look at the reduction of GHG emissions from ships. Their work will run in parallel to the three-step approach outlined above.

Schedule for global fuel oil sulphur cap

The decision was made to introduce the global cap of 0.5% sulphur content in marine fuels on 1 January 2020. This decision was always going to be both controversial and historic. The IMO accepted the conclusions of the official assessment of low sulphur fuel availability, that said there will be adequate fuel to meet the demand. The PPR Sub-committee will consider safety and stability issues and make recommendations. Significant discussions will need to take place on the potential capability and the realistic availability of low sulphur fuels, and the transition rollout.

Baltic and North Sea NOx Emission Control Area (NECA)

MEPC 70 supported a new NECA for the Baltic Sea and North Sea, including the English Channel, which will enter into force for new ships constructed after 1 January 2021. This is subject to adoption of the amendments at MEPC 71.

Energy Efficiency Design Index (EEDI)

The previously agreed rate of reduction of the EEDI (3 steps of efficiency improvement/emission reduction of ship engines, depending upon ship type) was discussed. The target dates and levels of reduction for phase 1 and phase 2 remain unchanged, however the Committee agreed that it would be necessary to start a thorough review of EEDI phase 3 time and target requirements. It was agreed that a thorough review should be completed in time for adoption of the necessary amendments to MARPOL Annex VI, for early implementation of phase 3 in 2022, and if agreed, introduction of a phase 4 with even more demanding efficiency targets as soon as possible thereafter.

Maritime Safety Committee: 97th session

MSC 97

21–25 November

Early implementation of SOLAS instruments

The subject of early implementation of SOLAS instruments and possible differing opinions between Flag States and Port States towards the legitimacy of new 'rules', i.e. outside the recently approved four-year cycle, was extensively discussed and acknowledged as a valid concern. It will be further discussed at the next session.

Carriage of more than 12 industrial personnel

Good progress was made on:

- Definition of industrial personnel (not as passengers as defined in SOLAS I/2(e)).
- Definition of industrial activities.
- Approval of interim guidelines captured in a circular letter.
- Approval of a roadmap to continue the work on mandatory SOLAS regulations.

Maritime Security – Gulf of Guinea

There was acknowledgement of the OCIMF role in the Maritime Trade Information Sharing Centre for the Gulf of Guinea (MTISC–GoG) and an update on the Marine Domain Awareness for Trade – Gulf of Guinea (MDAT–GoG, the UK/French navy initiative to take forward MTISC–GoG). Local west African countries called for local engagement to ensure MDAT–GoG is a success. The IMO secretariat, UK and France explained the new role of MDAT–GoG and requested Long Range Identification and Tracking (LRIT) support for the initiative.

Council: 117th session

COUNCIL 117

5–8 December

World Maritime Day 2017 and 2018

The Council endorsed the Secretary-General's proposed theme for World Maritime Day 2017, which will be "Connecting Ships, Ports and People" and for World Maritime Day 2018: "IMO 70: our heritage – better shipping for a better future".

Better regulation

A proposal for the principles to be considered in the review of existing IMO outputs and the development of new outputs was introduced by Greece, Sweden, the United Kingdom, the International Association of Classification Societies (IACS), the International Chamber of Shipping (ICS), BIMCO, INTERCARGO and INTERTANKO. The Council did not support the specific proposal contained in the document, but decided to keep the item on its agenda and invited submissions from interested delegations for consideration at its next session.

Programme of meetings for 2017

The following is a list of meetings of the IMO committees and sub-committees, plus IOPC meetings to be held at IMO headquarters

16–20 January

SUB-COMMITTEE ON POLLUTION PREVENTION AND RESPONSE

PPR 4

30 January–3 February

SUB-COMMITTEE ON HUMAN ELEMENT, TRAINING AND WATCHKEEPING

HTW 4

13–17 February

SUB-COMMITTEE ON SHIP DESIGN AND CONSTRUCTION

SDC 4

6–10 March

SUB-COMMITTEE ON NAVIGATION, COMMUNICATIONS AND SEARCH AND RESCUE

NCSR 4

20–24 March

SUB-COMMITTEE ON SHIP SYSTEMS AND EQUIPMENT

SSE 4

4–7 April

FACILITATION COMMITTEE

FAL 41

24–28 April

IOPC FUNDS (24–25, 28)*

26–28 April

LEGAL COMMITTEE

LEG 104

7–16 June

MARITIME SAFETY COMMITTEE

MSC 98

3–7 July

MARINE ENVIRONMENT PROTECTION COMMITTEE

MEPC 71

17–19 July

TECHNICAL COOPERATION COMMITTEE

TC 67

24–28 July

COUNCIL

COUNCIL 118

11–15 September

SUB-COMMITTEE ON CARRIAGE OF CARGOES AND CONTAINERS

CCC 4

25–29 September

SUB-COMMITTEE ON IMPLEMENTATION OF IMO INSTRUMENTS

III 4

9–13 October

39TH CONSULTATIVE MEETING OF CONTRACTING PARTIES (LONDON CONVENTION 1972)

12TH MEETING OF CONTRACTING PARTIES (LONDON PROTOCOL 1996)

23–27 October

IOPC FUNDS

20–24 November†

COUNCIL – 29TH EXTRAORDINARY SESSION

27 Nov–6 Dec

ASSEMBLY – 30TH SESSION

7 December

COUNCIL

C 119

INTERSESSIONAL MEETINGS**

27–31 March‡

INTERSESSIONAL WORKING GROUP ON TECHNICAL COOPERATION (TC)

8–12 May

27TH MEETING OF THE EDITORIAL AND TECHNICAL (E&T) GROUP (IMDG CODE)

26–30 June

1ST MEETING OF THE INTERSESSIONAL WORKING GROUP ON REDUCTION OF GHG EMISSIONS FROM SHIPS

10–14 July

13TH MEETING OF THE JOINT IMO/ITU EXPERTS GROUP ON MARITIME RADIOCOMMUNICATION MATTERS

18–22 September

28TH MEETING OF THE EDITORIAL AND TECHNICAL (E&T) GROUP (IMDG CODE)

September§

2ND MEETING OF THE INTERSESSIONAL WORKING GROUP ON REDUCTION OF GHG EMISSIONS FROM SHIPS

2–6 October

24TH MEETING OF THE ICAO/IMO JOINT WORKING GROUP ON SEARCH AND RESCUE, WELLINGTON, NEW ZEALAND

16–20 October

22ND SESSION OF THE PPR WORKING GROUP ON THE EVALUATION OF SAFETY AND POLLUTION HAZARDS OF CHEMICALS (ESPH 22)

INTERSESSIONAL MEETINGS

CONVENED WITHIN THE FRAMEWORK OF THE LONDON CONVENTION AND PROTOCOL**

27–31 March

LC SCIENTIFIC GROUP – 40TH SESSION

LP SCIENTIFIC GROUP – 11TH SESSION

5–6 October

LP Compliance Group – 10th session

OTHER MEETINGS

5–6 June

39TH SESSION OF THE IMSO ADVISORY COMMITTEE

21–22 September

ORIENTATION SEMINAR FOR IMO DELEGATES

2–3 October

40TH SESSION OF THE IMSO ADVISORY COMMITTEE

KEY

* Exact dates to be advised.

** Meetings to be held without interpretation and with documentation in original language only.

† Duration and dates to be decided by C 118.

‡ Exact dates to be confirmed.

§ Exact dates to be confirmed.

International Oil Pollution Compensation Funds (IOPC Funds)



In 2016 the International Oil Pollution Compensation (IOPC) Funds held 2 meetings at the IMO headquarters in London, UK (25–27 April and 17–20 October).

The IOPC Funds provide financial compensation for oil pollution damage resulting from spills of persistent oil from tankers that occurs in the waters of Member States. The first regime to provide this compensation was the 1969 International Convention on Civil Liability for Oil Pollution Damage (1969 Civil Liability Convention) and the 1971 International Convention on the Establishment of an International Fund for Compensation for Oil Pollution (1971 Fund Convention).

Over time, it became apparent that more compensation needed to be available for major incidents and the scope of the regime widened. This resulted in two further instruments, known as the 1992 Civil Liability Convention and the 1992 Fund Convention.

The 1992 Conventions entered into force on 30 May 1996. The 1971 Fund Convention ceased to be in force on 24 May 2002 and the IOPC Fund 1971 (1971 Fund) ceased to exist on 31 December 2014.

Following the Erika and Prestige incidents, a third instrument, the Protocol to the 1992 Fund Convention (Supplementary Fund Protocol), was adopted in 2003. It provided additional

compensation over and above that available under the 1992 Fund Convention for pollution damage in the States that become parties to the protocol.

The IOPC Funds Secretariat and Member States meet regularly to discuss claims against the Funds and the administration of the Funds.

Hebei Spirit (Republic of Korea, December 2007)

Almost 130,000 claims have been registered in this case since the incident in December 2007. Due to uncertainty about the total of admissible claims, in June 2008 the 1992 Fund committee chose to limit payments to 35% of the amount of the damage assessed. In view of the Korean Government's commitment both to pay all established claims in full and to stand last in the queue for its claims, the 1992 Fund agreed to increase the level of payment to 50%. In 2016 this was increased to 60%.

Prestige (Spain, November 2002)

The Executive Committee discussed the judgement of the Spanish Supreme Court from January 2016. The Court found the Master to be criminally liable for damage to the environment. The Court also found that the insurer of the vessel (London P&I Club) was

not entitled to limit its liability. In discussions by the governing body and observers, concerns were raised about criminalisation of seafarers and the liability of the insurer given the limitation amount under the Civil Liability Convention was deposited in Court. Whilst many delegations supported the view that decisions of courts of contracting states should be respected, the Executive Committee of the 1992 Fund noted the concerns about the impact the judgement could have on the industry.

Alfa 1 (Greece, March 2012)

The main contractor and 1992 Fund had finalised the terms of settlement and US\$12million had been paid to the contractor. The 1992 Fund will now commence a recovery against the insurer.

MT Pavit (India, August 2011)

The 1992 Fund was notified of the incident three years after it occurred. The 1992 Fund instructed a surveyor who attended the vessel and took samples. Analysis of the samples indicated that persistent oil was present. The Executive Committee of the 1992 Fund noted that it could be inferred that the vessel was carrying persistent oil on her last voyage and therefore the 1992 Civil Liability Convention would apply in principle.



IOPC FUNDS TRAINING COURSE FOR OCIMF

Interim payments

In December 2016, the IOPC Funds and the International Group of P&I associations signed an Agreement on standard terms relating to interim payments. The purpose of the Agreement was to enable payments of compensation to be made as promptly as possible after an oil spill, while ensuring that the total amount paid is ultimately borne by the P&I Club/shipowner and the IOPC Funds in accordance with the proportions set out by the 1992 Conventions.

Appointment of the Director

Jose Maura was re-appointed as the IOPC Funds Director to serve for five more years.

Relocation of the IOPC Funds offices

The offices of the IOPC Funds relocated to the IMO building in July 2016.

OCIMF training course

The IOPC Funds Secretariat ran a training course in November for 11 people from member companies. The

Secretariat explained the international liability and compensation regime and its legal framework.

Presentations were given on contributions and the types of claims covered by the regime, including environmental impacts, onshore and offshore clean-up response, fisheries, tourism and property damage. Participants took part in a table-top exercise on the final day, to put into practice what they had learned.

OCIMF programmes

Ship Inspection Report Programme

SIRE

SIRE is a tanker risk assessment tool – a large database of up-to-date information about tankers and barges. It is an industry-wide system established in 1993 which is available and used by OCIMF members and carefully selected recipient members. The SIRE database includes inspections of all sizes of vessels from VLCCs to barges and other small vessels.

Confidence in SIRE relies heavily on 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 refresher training and auditing to be able to keep their OCIMF accreditation.

The SIRE programme uses the following uniform inspection tools:

- Vessel Inspection Questionnaire (VIQ).
- Barge Inspection Questionnaire (BIQ).
- Vessel Particulars Questionnaire (VPQ).
- Barge Particulars Questionnaire (BPQ).

ocimf.org/sire

SIRE TANKER REPORTS SUBMITTED AND DOWNLOADED



2016 activity

SIRE continues to manage the increasing demand for tanker and barge reports in support of members' marine risk management activities.

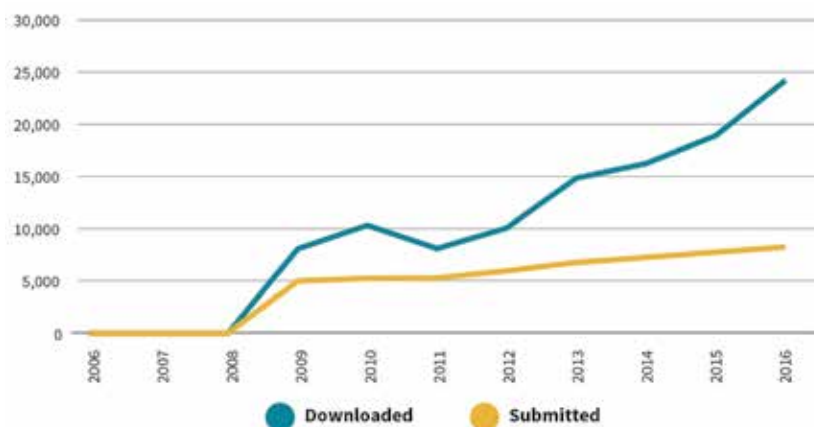
The number of reports submitted increased slightly in 2016, with an average of 11,500 tanker reports and 2,000 barge reports requested each month. 21,000 tanker reports and 6,800 barge reports are currently available.

The Tanker Management and Self Assessment (TMSA) programme continues, with more than 1,500 companies now registered to submit reports.

Highlights for 2016 included:

- Successful rollout of a revised audit regime for inspectors; if an inspector fails an audit, the SIRE report will be completed by the auditor and uploaded to the database.
- Minor revision of the VIQ (a major revision is planned in 2017).
- Continuation of ECDIS training programme for SIRE inspectors, which will be completed in early 2017. A shorter course has been

SIRE BARGE REPORTS SUBMITTED AND DOWNLOADED



THREE GENERATIONS OF COMPLIANCE MANAGERS WITH GENERAL COUNSEL



developed for SIRE inspectors who already had some formal ECDIS training.

- Successful ISO 9001:2008 member audits and BSI audits.
- No major non-conformities identified during the year.

SIRE compliance

Inspector ethics, behaviour and conflicts of interest were given due attention in 2016 to maintain the integrity of the SIRE system. 59 potential conflicts of interest were declared, reviewed and recorded in the system. To ensure full and open declaration, inspectors are encouraged to submit potential conflicts of interest if they are in any doubt.

All SIRE inspectors are required to electronically sign an updated Ethics Agreement and declaration at the beginning of each year. Compliance and ethics issues have been presented and discussed throughout 2016 at SIRE training courses, auditor events and focus group meetings.

All reported concerns about inspector or member behaviour are investigated and followed up with the submitting member. SIRE system stakeholders are encouraged to report these issues to the OCIMF Compliance Manager.

SIRE reports published on the database are required to be of a standard and quality that comply fully with instructions in the SIRE Vessel

Inspection Questionnaire and the SIRE Composite Guidelines. SIRE report recipients can register any concerns about the standard of reports using the SIRE Report Feedback facility. Feedback – both negative and positive – is passed on to inspectors and used to enhance their learning and development, as well as to ensure any mistakes are not repeated. Feedback is linked to an inspector’s profile in the database and is visible to the inspector concerned once the issue is closed.

During 2016, all inspectors were reminded of the requirement to check reports for errors and mistakes before uploading them to the database. Submitting members are also reminded of their obligation to check the content of reports prior to submission.

288 report feedback comments were submitted in 2016, which is a decrease of around 30% from 2015. The average time to close report feedback remains steady at 14 days.

All report recipients are encouraged to bring issues regarding SIRE report quality to the attention of the OCIMF Compliance Manager.

Third Party Vetting Contractor (TPVC) audit programme

Since 2009, OCIMF has allowed a number of SIRE members, namely those with limited marine resources



SIRE AND OVID TRAINING

within their organisations, to use a Third Party Vetting Contractor (TPVC) to conduct vetting/screening of vessels and, in a few cases, to arrange and submit inspection reports on behalf of members.

Members using the TPVCs and the TPVCs themselves must sign an annual declaration agreeing to OCIMF conditions for the use of TPVC services. One of the conditions for the use of TPVCs is that OCIMF reserves the right to audit both the members using the TPVCs and the TPVCs themselves. The audit is to ensure that both parties comply with the SIRE Composite Guidelines and the conditions for the use of TPVCs.

Since OCIMF launched the TPVC audit programme in November 2014, the OCIMF audit team have completed audits of 22 OCIMF members who use the services of TPVCs and 8 TPVCs. A new risk-based approach has been developed to prioritise TPVC audits for 2017, that includes a re-audit every two years for high volume users and organisations providing TPVC services.

SIRE/OVID Inspector Accreditation

The SIRE accreditation programme continues with routine three yearly auditing of inspectors and attendance at a refresher course. The OVID system has routine refresher course attendance, but an audit programme is not yet in place. The report quality for both SIRE and OVID is further verified by use of a feedback system whereby report readers can feed back any errors, inconsistencies or general report quality issue and this is then taken up with the inspector in question. The use of the feedback system has contracted significantly in 2016. The regular programme of New Inspector and Refresher courses for both SIRE and OVID continued through 2016.



AUDITORS CONFERENCE

Regional Barge Groups

The SIRE system was extended to barges in 2005 and to manage the process regional focus groups were established. There are three regional groups:

- North America.
- South and Central America.
- Europe.

These groups meet on a six monthly basis in locations in the regions and

manage the running of the SIRE system in that region. The regional groups report to the Global Inland and Coastal Barging Focus Group (see Committees section) on safety and pollution prevention issues and to the SIRE Focus Group on the SIRE system.

Auditors Conference

The annual auditors conference took place in the summer in the OCIMF office.



CHEVRON

SIRE Focus Group

SFG

Chair: Steve Barber, Shell

Vice Chair: Tim Ashby, BP

Members represented: BP • Chevron • ENI • ENOC • IMT • Maersk • NLNG • Petrobras • Phillips 66 • Shell • Statoil • Total

Meetings in 2016:

SIRE 28 16–17 February Houston, USA

SIRE 29 6–7 September Copenhagen, Denmark

Purpose/role

The group meets twice a year to provide practical direction for the SIRE programme. It is responsible for the review and maintenance of the VIQ, VPQ (in conjunction with the Chemical Distribution Institute) and the SIRE Inspectors accreditation procedures. The SIRE Focus Group reports to the General Purposes Committee (GPC).

2016 activity

Topics discussed included:

- VIQ revisions.
- ECDIS training.
- European barge variant.
- SIRE data analytical tool.
- Medical fitness/standard.
- Joint meetings with INTERTANKO.
- Output from Auditors' conference .
- Change to the audit process.
- Cargo tank inspection frequency.
- Human factors in maritime safety.

SIRE User Group

Chair: Tim Ashby, BP

This group gives users of the SIRE programme an opportunity to provide comments and feedback on the operation of the programme and where improvements might be considered. They meet twice a year and topics addressed in 2016 included:

- SIRE programme updates.
- SIRE programme statistics and Vessel Inspection Questionnaire (VIQ) updates.
- Compliance and ethics update.
- Feedback from users of the SIRE programme.
- Quality of SIRE reports and report feedback update.

OCIMF Technical Group

OTG

Chair: Tor Festervoll, Statoil

Vice Chair: Khateeb Ansari, Shell

Members represented: Axion Energy • BP • Chevron • ENI • ENOC • IMT • INEOS • Shell • Statoil • Total • Woodside

Meetings in 2016:

OTG 29 2 March London, UK

OTG 30 15 September London, UK

Purpose/role

The purpose of OTG is 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.

2016 activity

Topics discussed included:

- Updates on OCIMF programmes and programme security.
- Release of the USA Barge Inspection report template.
- Development of the South Central America Barge Inspection report template.
- Development of the South Central America Barge Particulars report template.
- Development of the European Barge Inspection report template.
- Programme data cleanse.
- OVID Programme Recipient Members and the Offshore Vessel Inspection Request (OVIR) .
- Release of the Re-organised Offshore Vessel Inspection Questionnaire (ROOVIQ).
- Revision of the Offshore Vessel Particulars Questionnaire (OVPQ).
- Update on the development of TMSA3.
- MTIS ports project update.

Purpose and Scope

The Marine Terminal Information System was developed to help marine terminals improve standards of safety and environmental protection. It had two main purposes:

- To facilitate a consistent method of recording physical data in a common format.
- To provide a repository for terminal data that is accessible to ship owners/operators, vetting organisations and charterers for comparison with ship data in the SIRE VPQ.

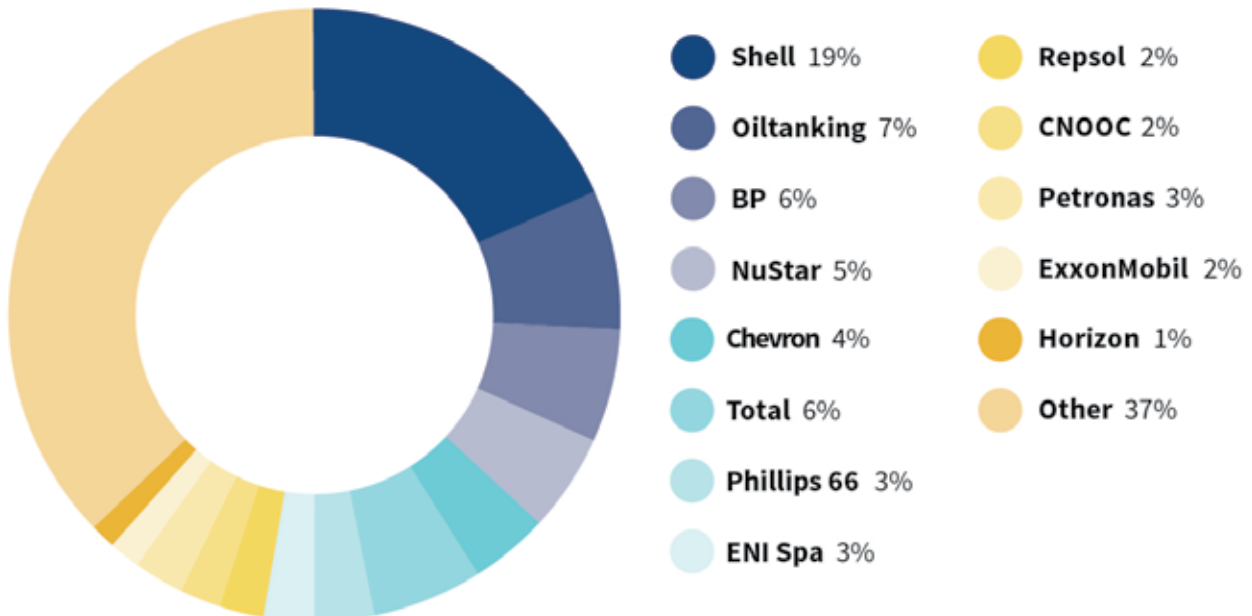
As the system matured, it was recognised that a management and self assessment system for terminals could provide a vehicle for continuous safety improvement, in a similar way TMSA does for tanker operators. A terminal operator training tool was also developed to help the operator to meet management and self assessment goals.

MTIS is therefore a consolidated system that includes:

- **Marine Terminal Particulars Questionnaire (MTPQ)**
Collects information in a common format using consistent units of measurement.
- **Marine Terminal Management and Self Assessment (MTMSA)**
Provides best practice and key performance indicators against which terminal operators can assess the effectiveness of their safety management system.
- **Marine Terminal Operator Competence and Training Guide (MTOCT)**
Identifies key competencies and knowledge requirements, together with appropriate verification processes, to help operators develop their own training programmes to ensure personnel working on the ship/shore interface have the required skills and competencies.

ocimf-mtis.org

MTPQ system participation



2016 Activity

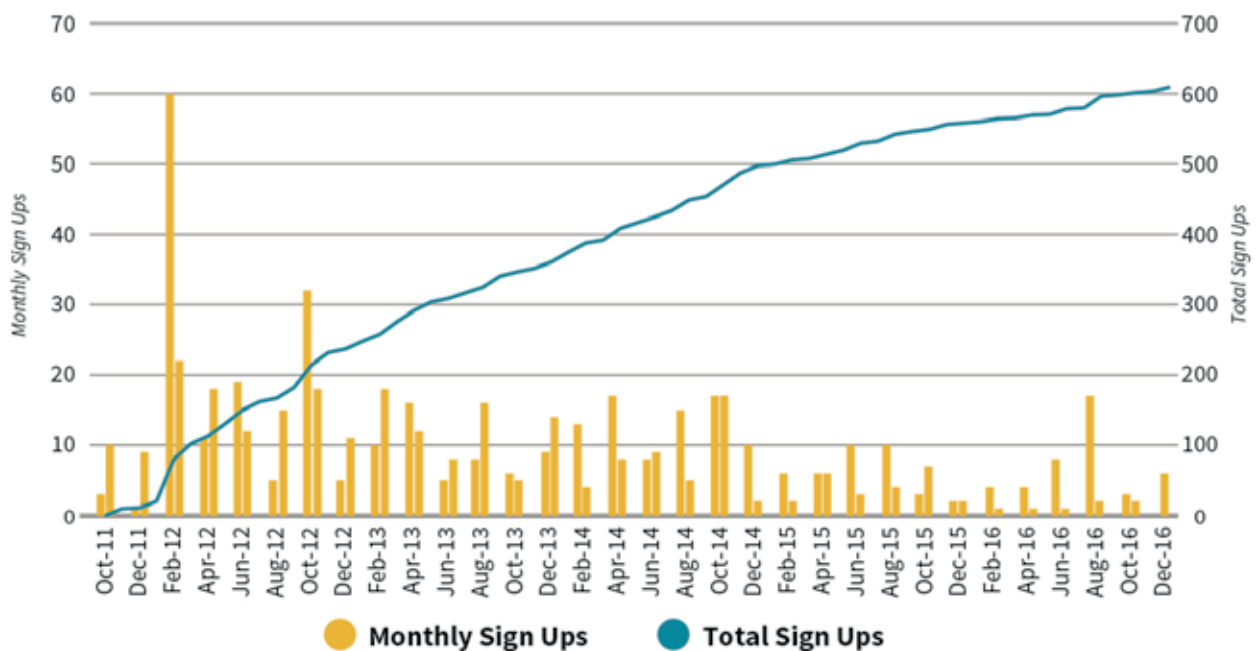
A Site Verification Guide was developed to help terminal users check and verify actual performance against the terminal's MTMSA report.

In 2017, OCIMF will reach out to more terminal operators to encourage them to register with MTIS and submit MTPQs. The MTIS website will be made easier to use and transparency of the system will be improved so that the benefits of using MTIS will be clearer to terminal operators.

MTIS statistics

Terminals registered	618
MTMSAs in the system	225
MTMSAs published	105
MTPQs downloaded/month (average)	200
MTMSAs downloaded/month (average)	40

MTPQ terminals signed up



OVID is OCIMF’s web-based inspection programme and database of inspection reports on vessels engaged in upstream support activities. The programme is managed by the OVID Focus Group with direct oversight from the Offshore Marine Committee.

The objective of the OVID programme is to provide a robust web-based inspection tool and database of inspection reports on vessels engaged in upstream support activities.

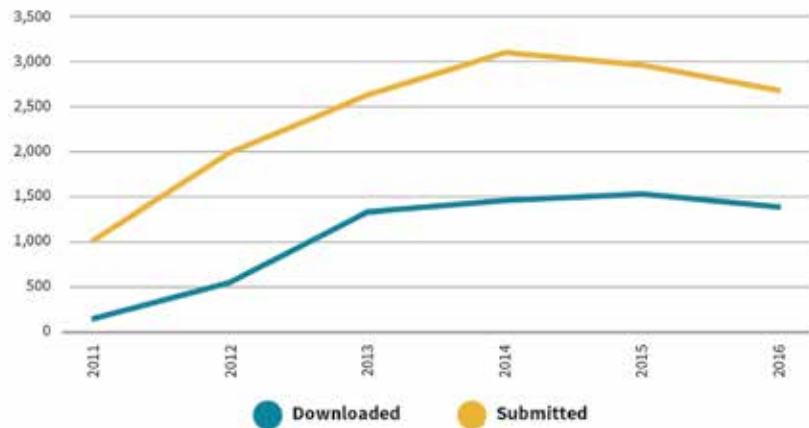
OVID is broadly based on SIRE, with some key differences that reflect the different vessel types. OVID is underpinned with professional, trained and accredited inspectors. There is a long-term aspiration that OVID will become recognised as a tool that is central to the selection and assurance of offshore vessels, complemented by the Offshore Vessel Management and Self Assessment (OVMSA) protocol published in 2012. OVMSA provides offshore vessel operators with a practical tool to assess the effectiveness of their management systems.

Inspector accreditation is an important part of OVID. Potential inspectors are screened for qualifications and experience, and required to attend a new inspector training course. The OVID New Inspector course curriculum covers three days and is followed by a two-part examination leading to accreditation of the inspectors.

To maintain an OVID accreditation all OVID inspectors must complete a minimum number of inspections per calendar year and attend a refresher course every three years.

ocimf-ovid.org

OVID reports submitted and downloaded



2016 activity

In 2016, OCIMF reviewed the OVID programme and identified some barriers to the programme achieving its goals. As a result, from January 2017 OVID will expand access to non-OCIMF members and will launch a new platform to improve the efficiency of requesting inspections.

OVID statistics

Operators registered	1662
Vessels registered	9101
Reports downloaded in 2016	1374
Reports submitted in 2016	2634
OVID inspectors	370
OVMSAs published	649



OVID NEW INSPECTOR TRAINING, LONDON



OVID Focus Group

OFG

Chair: Aaron Cooper, Chevron

Vice Chair: Kris Kallaway, ConocoPhillips

Member companies: BP • Chevron • ConocoPhillips • ENI • IMT • Inpex • Maersk • Shell • Statoil • Total • Woodside

Meetings in 2016:

OFG 12 25–26 February Houston, USA

OFG 13 8–9 September London, UK

Purpose/role

Responsible for review and maintenance of the OVID programme including vessel inspection questionnaires and the accreditation of inspectors.

2016 activity

- Monitoring and reviewing feedback from the OVID User Group.
- Review of the Offshore Vessel Inspection Questionnaire (OVIQ) and Offshore Vessel Particulars Questionnaire.
- Monitoring OVID Accreditation compliance and training programme.

OVID User Group

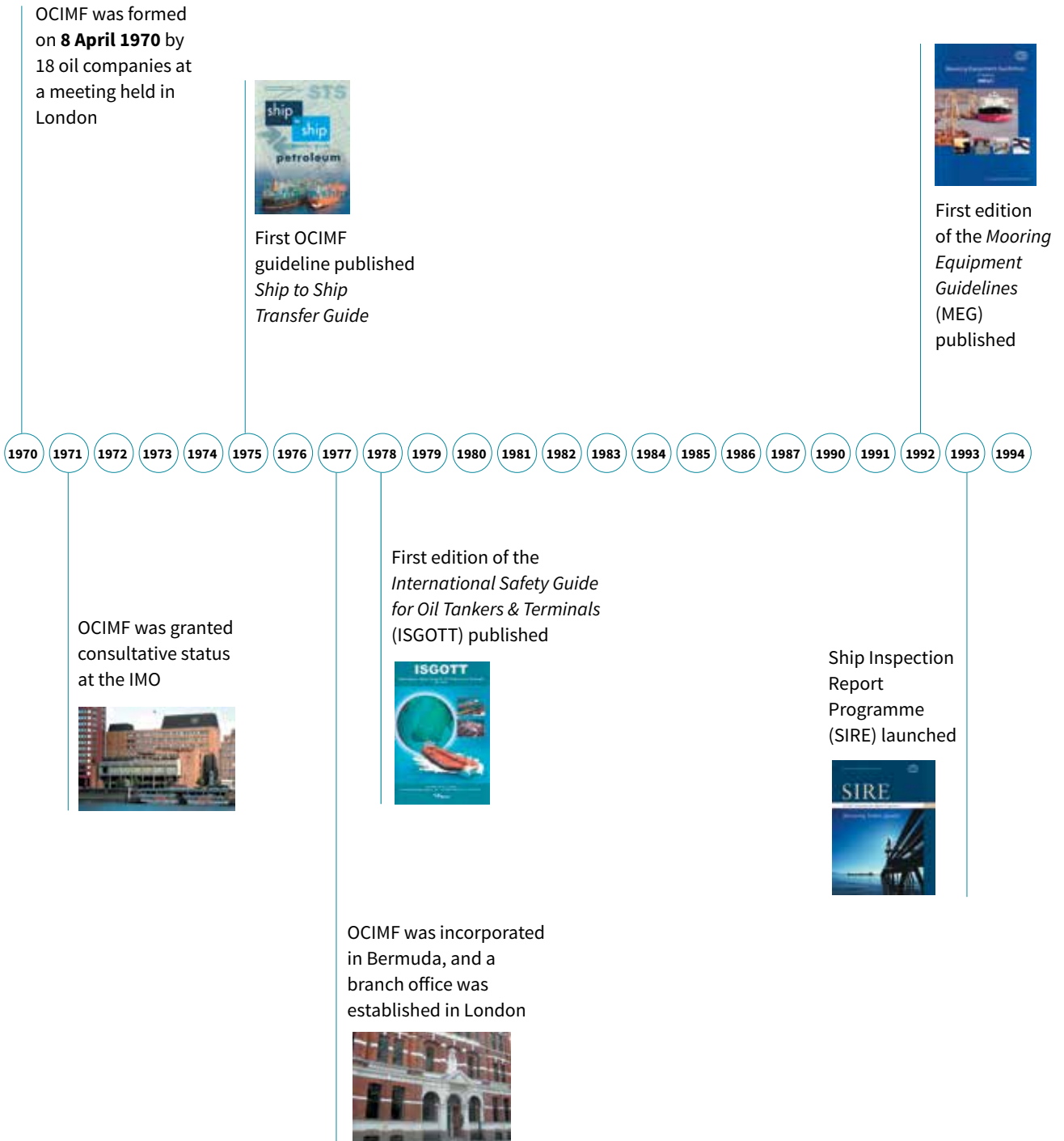
Chair: Aaron Cooper, Chevron

This group gives users of the OVID programme an opportunity to provide comments and feedback on the operation of the programme and where improvements might be considered. They meet twice a year just before the OVID Focus Group. Topics addressed in 2016 included:

- OVID programme statistics and Offshore Vessel Inspection Questionnaire (OVIQ) updates.
- Compliance and ethics update.
- Feedback from users of the OVID programme.
- Quality of OVID reports and report feedback update.

OCIMF milestones

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





Seatrade AWARDS

SIRE extended to include barges and small vessels

Launch of Tanker Management Self Assessment (TMSA)

OCIMF win a Seatrade Award in the 'New IT applications for the shipping industry' category, for the SIRE programme



Uniform Inspection Report introduced in SIRE



Creation of OCIMF website

50th OCIMF publication released

Maritime Security Technical Adviser position created

OCIMF publications exceed 80

Secretariat comprises 18 people

CNOOC becomes the first Chinese OCIMF member



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

1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016

OCIMF membership reaches 37

The Secretariat comprises of seven people



SIRE Inspector Training and Accreditation Programme released

SIRE system receives ISO certification

OCIMF programmes Compliance Manager role created



Offshore Marine Committee formed

Launch of Offshore Vessel Inspection Database (OVID)

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



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

OCIMF publications

Title	Edition	Date	Author	Under review
Anchoring Systems and Procedures	2nd Edition	2010 (September)	OCIMF	
Barge Safety (Liquefied Cargoes in Bulk)	1st edition	1999 (July)	OCIMF	
Clean Seas Guide for Oil Tankers	4th Edition	1994 (August)	OCIMF/ICS	
Competence Assurance Guidelines for F(P)SOs	1st Edition	2009 (January)	OCIMF	
Competence Assurance Guidelines for Mooring, Loading and Lightering Masters	1st Edition	2015 (January)	OCIMF	
Contingency Planning and Crew Response Guide for Gas Carrier Damage at Sea and in Port Approaches	3rd Edition	1999 (July)	OCIMF/ICS/SIGTTO	
Design and Construction Specification for Marine Loading Arms	3rd Edition	1999 (May)	OCIMF	√ (due 2018)
Disabled Tankers—Report of Studies on Ship Drift and Towage	1st Edition	1981 (January)	OCIMF	
Drift Characteristics of 50,000 to 70,000 DWT Tankers	1st Edition	1982 (January)	OCIMF	
Effective Mooring	3rd Edition	2010 (March)	OCIMF	√ (due 2018)
Effective Mooring (Chinese Edition)	3rd Edition	2015 (January)	OCIMF	
F(P)SO Poster	1st Edition	2012 (June)	OCIMF	
Guide to Contingency Planning for the Gas Carrier Alongside and Within Port Limits	2nd Edition	1999 (July)	OCIMF/ICS/SIGTTO	
Guide to Manufacturing and Purchasing Hoses for Offshore Moorings (GMPHOM)	5th Edition	2009 (November)	OCIMF	
Guidelines for the Design, Operation and Maintenance of Multi Buoy Moorings	1st Edition	2010 (June)	OCIMF	
Guidelines for the Purchasing and Testing of SPM Hawasers	1st Edition	2000 (September)	OCIMF	
Hawser Test Report	1st Edition	1982 (January)	OCIMF	
ISGINTT (International Safety Guide for Inland Navigation Tank-Barges and Terminals)	1st Edition	2010 (June)	OCIMF/CCNR	√ (due 2017)
ISGOTT (International Safety Guide for Oil Tankers and Terminals)	5th Edition	2006 (June)	OCIMF/ICS/IAPH	
Jetty Maintenance and Inspection Guide	1st Edition	2008 (September)	OCIMF/SIGTTO	
Manifold Recommendations for Liquefied Gas Carriers	1st Edition	2011 (September)	OCIMF	
Marine Terminal Management and Self Assessment (MTMSA)	1st Edition	2012 (July)	OCIMF	
Marine Terminal Operator Competence and Training Guide (MTOCT)	1st Edition	2013 (January)	OCIMF	
Mooring Equipment Guidelines 3	3rd Edition	2008 (October)	OCIMF	√ (due 2017)
Offshore Loading Safety Guidelines: with special reference to harsh weather zones	1st Edition	1999 (January)	OCIMF	√ (due 2017)
Offshore Vessel Management Self Assessment (OVMSA)	1st Edition	2012 (March)	OCIMF	√ (due 2018)
Peril at Sea and Salvage: A Guide for Masters	5th Edition	1998	OCIMF/ICS	√ (due 2018)
Piracy and Armed Robbery Against Ships	1st Edition	2000 (January)	OCIMF	√ (due tbc)
Prevention of Oil Spillages Through Cargo Pumproom Sea Valves	2nd Edition	1991 (January)	OCIMF/ICS	

Title	Edition	Date	Author	Under review
Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings	4th Edition	2007 (January)	OCIMF	√ (due 2017)
Recommendations for Oil Tanker Manifolds and Associated Equipment	4th Edition	1991 (January)	OCIMF	√ (due 2017)
Safe Transfer of Liquefied Gas in an Offshore Environment (STOLGOE)	1st Edition	2010 (October)	OCIMF	
Ship to Ship Service Provider Management	1st Edition	2011 (September)	OCIMF	√ (due 2018)
Ship To Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases	1st Edition	2013	CDI, ICS, OCIMF, SIGTTO	
Single Point Mooring Maintenance and Operations Guide	3rd Edition	2015	OCIMF	
Survival Craft—A Seafarer’s Guide	1st Edition	2008 (December)	OCIMF	
Tandem Mooring and Offloading Guidelines for Conventional Tankers at F(P)SO Facilities	1st Edition	2009 (December)	OCIMF	√ (due 2017)
Tanker Management Self Assessment 2—A Best Practice Guide for Vessel Operation	2nd Edition	2008 (January)	OCIMF	√ (due 2017)
USA Barge Operations—Guidelines and Best Practices for Liquid Hydrocarbon Barges and Associated Tugs	1st Edition	2014 (June)	OCIMF	
The Use of Large Tankers in Seasonal First-Year Ice and Severe Sub-Zero Conditions	1st Edition	2010 (December)	OCIMF	

New publications in progress

Tanker Management Self Assessment 3—A Best Practice Guide for Vessel Operation	3rd Edition	2017	OCIMF	
Recommendations for Oil and Chemical Tanker Manifolds and Associated Equipment	1st Edition	2017	OCIMF, CDI	
Guidelines for Offshore Tanker Operations	1st Edition	2017	OCIMF	
Cargo Management Guidelines for F(P)SOs	1st Edition	2017	OCIMF	
Mooring Equipment Guidelines 4	4th Edition	2017	OCIMF	
Design and Construction Specification for Marine Loading Arms	5th Edition	2018	OCIMF	
Peril at Sea and Salvage	6th Edition	2018	OCIMF	
Effective Mooring	4th Edition	2018	OCIMF	
Offshore Vessel Management Self Assessment (OVMSA)	2nd Edition	2018	OCIMF	
Ship to Ship Service Provider Management	2nd Edition	2018	OCIMF	

OCIMF information papers

Copies of the documents listed below can be downloaded from the OCIMF website at www.ocimf.org

Title	Date
BMP4 Best Management Practices for Protection against Somalia Based Piracy	2011 (August)
BMP 4 Update 08 Oct 2015 Sections 2.6 and 7V2	2015 (October)
Cargo Inspector—Safe Working Practices	2009 (October)
Dynamic Positioning Assurance Framework: Risk-based Guidance	2016 (August)
Estimating the Environmental Loads on Anchoring Systems	2010 (October)
Extended Scope for the Enhanced Survey Programme (ESP), An	1999 (August)
Extract from Survival Craft Seafarers' Guide	2008 (October)
Factors Influencing Accelerated Corrosion of Cargo Oil Tanks	1997 (September)
GHG Emission-Mitigating Measures for Oil Tankers—Part A: Review of Reduction Potential	2011 (July)
Guidance for Oil Terminal Operators on the International Maritime Organization (IMO) International Ship and Port Facility Security (ISPS) Code	2003 (December)
Guide for Implementation of Sulphur Oxide Exhaust Gas Cleaning Systems	2016 (August)
Guide to the International Oil Pollution Compensation Regimes, A	2000 (May)
Guidelines on the Marine Assessment of F(P)SOs	2016 (March)
Guide to Purchasing High Modulus Synthetic Fibre Mooring Lines (Joint SIGTTO publication)	2014 (February)
Guidelines for the Control of Drugs and Alcohol Onboard Ship	1995 (June)
Guidelines on Capabilities of Emergency Response Services	2013 (March)
Guidelines on Safety Management Systems for Hot Work and Entry into Enclosed Spaces	2008 (October)
Hazards of Snap-back - Initial learnings from a serious incident of mooring line failure, The	2015 (September)
Health, Safety and Environment at New-Building and Repair Shipyards and During Factory Acceptance Testing	2003 (July)
Hydrostatically Balanced Loading	1998 (December)
Industry Code of Practice on Ship Recycling	2001 (August)
Inert Gas Systems—Block and Bleed Valve Arrangements for Chemical Tankers Carrying Chemicals and Petroleum Products—Prevention of Inert Gas/Hydrocarbon Backflow	2000 (January)
Inert Gas Systems—Dry Type Deck Water Seals—Prevention of Inert Gas/Hydrocarbon Backflow	
Inert Gas Systems—Semi-dry Type Deck Water Seals—Prevention of Inert Gas/Hydrocarbon Backflow	
Information Paper on Pumphoom Safety, An	1995
Lifeboat Incident Survey	2000 (January)
Lloyd's Register Risk Assessment of Emergency Tow-off Pennant Systems (ETOPS) Onboard Tank Vessels	2009 (October)
Maintaining Structural and Operational Integrity on Tankers Carrying Cold Oil Cargoes	2012 (December)
Manning at Conventional Marine Terminals	2008 (June)
Marine Breakaway Couplings	2008 (November)
Marine Injury Reporting Guidelines	1997 (February)
Offshore Vessel Operations in Ice and/or Severe Sub-Zero Temperatures	2014 (October)
Oily Water Separators	2006 (February)
Port and Terminal Information	1997 (September)

Title	Date
Potential Hazards Associated with Requests for Additional Mooring Lines by Terminal Operators	1997 (September)
Recommendation Briefing Paper for OCIMF Member Companies on Guidelines for Transiting the Straits of Magellan including Commentary on Passage around Cape Horn	2010 (November)
Recommendations for Alternatives to Traditional Emergency Tow-off Pennants	2010 (July)
Recommendations for the Tagging/Labelling, Testing and Maintenance, Documentation/Certification for Ships' Lifting Equipment	2005 (May)
Recommendations on Engineering Watch/Duty Period Handover and Inspection Routine	2013 (April)
Recommendations on Hazard Identification Associated with Fuel Changeover Process	2013 (April)
Recommendations on the Proactive use of Voyage Data Recorder Information	2012 (October)
Recommendations Relating to the Application of Requirements Governing Seafarers' Hours of Work and Rest	2012 (November)
Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia	2016 (February)
Results of a Survey into Lifeboat Safety	2004 (July)
Safe Access on Ships with Exposed or Raised Deck Structures	2012 (March)
Safety, Health, Environmental Issues and Recommendations for Shipboard Handling of Elevated Mercury Crude Cargoes	2011 (August)
Ship Measurement—Deadweight or Displacement?	
Ship Security – Bridge Vulnerability Study	2014 (October)
Study into Crane Loads Associated with Hose Handling at Offshore Terminals, A	2015 (November)
Summary of the Results of the MARIN Study to Validate the Adequacy of SPM Mooring Equipment Recommendations	2007 (May)

In development or pending	Due
Ship Security – Guidelines to Harden Vessels	2017
Best Practice Guidelines for Personnel Transfer using Cranes on Tankers	2017
Navigational Audits and Assessments - A Guide to Best Practice	2017
Northern Sea Route - Best Practices and Challenges	2017
Linked Ship/Shore Emergency Shutdown Systems for Oil and Chemical Transfers	2017
Inert Gas Systems – Recommendations for Installation and Best Practice of use on Vessels < 20,000 DWT	2017
Marine Terminals Impacted by Ice or Severe Sub Zero Temperatures	2017
Semi-continuous Hoses	2017
Volatile Organic Compounds (VOC) Emissions White Paper	2017
Critical spares process WP	2017
Drug and Alcohol Policy	2018
Best Practice Guideline for Managing the Non-technical Aspects for Effective Bridge Resource Management during Operations when Transiting Pilotage Waters	2017
Guidelines for the Handling, Storage, Inspection and Testing of STS Hoses	2018
Carriage of Methanol in Bulk Onboard Offshore Vessels, The	2018
Bunkering alongside Terminals	2018
Canal Transits – Best Practice Guidance	2018
Cargo Securing on Offshore Vessels	2018
Industry Expectations for the Provision of Marine Terminal Information and Port Regulations	2018



A voice for safety

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