



Annual Report 2024



Mission

To lead the global marine industry in the promotion of safe and environmentally responsible transportation of crude oil, oil products, petrochemicals and gas, and to drive the same values in the management of related offshore marine operations.

We do this by developing best practices in the design, construction and safe operation of tankers, barges and offshore vessels and their interfaces with terminals and considering human factors in everything we do.

Strategic priorities

Publications

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

Advocacy

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

Programmes

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

Members Collaboration

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



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

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

MESSAGE FROM THE CHAIRMAN

Message from the Chairman

2023 was a pivotal year for OCIMF. Having hit their stride post-pandemic, the Secretariat, committees and working groups are effectively delivering significant work while building relationships across industry to harmonise solutions and develop best practices. The headwinds can be strong and OCIMF continues to lean forward to address avoidable safety incidents, the emerging energy transition challenges, and the evolving security threats, staying true to our vision of a global marine industry that causes no harm to people or the environment.

People, the lifeblood of our industry, continue to be our focus. The forecast shortage of seafarers, exacerbated by the challenges brought about by the global pandemic, demands a comprehensive approach to recruitment and retention across the industry. Offering sustainable careers that are committed to safety, environmental responsibility and care for our people will ensure the maritime industry remains attractive.

Our industry relies on human intervention as a critical safety barrier and often the last line of defence against an incident. OCIMF has taken further steps, including through SIRE 2.0, to ensure human factors are considered in everything we do and that industry develops error tolerant systems including equipment designs and standardisation that alleviate the pressure on seafarers to rapidly adapt to change. As we navigate the complex landscape of workforce shortages, OCIMF is collaborating with industry partners to develop strategies to foster a skilled, technology-supported, and resilient workforce for the future.

Maritime security has required significant attention in the past year, and I recognise the need for a broader rethink about how OCIMF approaches maritime security. Our tactical responses and information sharing have been valuable, but there is a pressing need to address the continual and evolving nature of security threats in the maritime domain. OCIMF is leading this charge, working collaboratively with industry stakeholders to formulate effective strategies for current and future threats.

OCIMF has consciously increased its advocacy across all relevant IMO activities, using our unique position to drive safe energy transition. Emissions reduction remains a priority and we are consciously preparing to contribute, as well as swiftly respond, to impending regulation.

In 2023 we said goodbye and thank you to Andre Kostelnik of IMT as Executive Committee Vice Chair and welcomed two new Vice Chairs, Barbara Pickering of Chevron and Lambros Klaoudatos of BP.









































































Thank you to my colleagues on our committees, expert groups, and communities of practice and to the Secretariat for their commitment to driving positive change within the maritime industry. I look forward to the following year of strategic innovation, collaboration and progress. Your continued support is instrumental in our journey, and together we will shape a safer, more secure, and sustainable future for the maritime industry.

A handwritten signature in black ink, which appears to read "Nick Potter". The signature is fluid and cursive, written over a light blue horizontal line.

Nick Potter, Chairman

OCIMF MEMBERSHIP

	Abu Dhabi National Oil Company (ADNOC)		Harbour Energy		Pan American Energy LLC SUC ARG
	Addax Oryx Group		Hellenic Petroleum SA		Pertamina
	Aker BP ASA		Hengyuan Refining Company (HRC)		Petrobras
	Alma Petroli		Hess Corporation		PetroChina International Co Ltd
	Ampol Group		HF Sinclair Corporation		Petróleos de Portugal – PETROGAL, SA
	Angola LNG		Indian Oil Corporation Limited		Petroleos Mexicanos (PEMEX)
	Aramco		INEOS Europe AG		Petroleum Industry Marine Association of Japan *
	Atem's Distribuidora de Petroleo SA		INPEX Corporation		Petron Corporation
	BASF SE		International Energy Co. Ltd.		Petroperu SA
	Borealis AG		International Marine Transportation Limited (IMT)		Petrovietnam
	BP Shipping Limited		IPLM SPA		Phillips 66 Company
	Braskem SA		Irving Oil Ltd		Pluspetrol Peru Corporation SA
	Cargill Ocean Transportation		Italiana Petroli S.p.A		Preem AB
	Cenovus Energy Inc		Ithaca Energy		Primorsk Oil Terminal
	Centrica PLC		KMG International NV		PTT Public Limited Company
	Cheniere Energy Inc		Koch Shipping PTE Ltd		QatarEnergy
	Chevron Shipping Company LLC		Kosmos Energy LLC		Raízen SA
	CITGO		Kuwait Oil Company		Reliance Industries Limited
	CNOOC		Lukoil		Repsol
	Compagnie de Distribution des Hydrocarbures (LyondellBasell)		Marathon Oil Company		Santos WA Energy Ltd
	Compania Espanola de Petroleos SA (CEPSA)		Marathon Petroleum Co. LP		SARAS SpA
	ConocoPhillips		Martin Midstream Partners		Sempra LNG
	Dana Petroleum Ltd		Maxcom Petroli SpA		Shell International Trading and Shipping Company Limited
	Dolphin Energy Ltd		Medco E&P Natuna Ltd		Singapore LNG Corporation Pte Ltd
	Ecopetrol S.A.		MISC Maritime Services SDN.Bhd. (MMS)		Sonangol USA
	Emirates National Oil Company (ENOC)		Motor Oil (Hellas) Corinth Refineries SA		Suncor Energy Inc
	Empresa Nacional del Petroleos (ENAP)		Naturgy Energy Group S.A.		TotalEnergies
	Enel Trade SpA		Nayara Energy		Tullow Oil Plc
	Energy Transfer Partners LP (was Sunoco Logistics Partners LP)		Neptune Energy		Unipecc Asia Company Limited
	Engen Petroleum Limited		Neste Corporation		Valero Marketing & Supply Co
	Eni SpA		Nigeria LNG Limited		Venture Global LNG
	EP Petroecuador		Nigerian National Petroleum Corporation		Vermillion Energy Resources
	Equinor ASA		NuStar Energy LP		Viva Energy Australia Ltd
	Essar Oil UK		Occidental Energy Marketing Inc		Woodside Energy Ltd
	Excelerate Energy LLC		OCENSA		World Fuel Services Corporation
	Fortrec Petroleum and Chemicals Pte Ltd		OLT Offshore LNG Toscana SpA		YPF S.A.
			OMV Refining & Marketing GmbH		
			Pampa Energia SA		

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

Managing Director's review

In 2023, OCIMF demonstrated its commitment to global maritime safety and environmental stewardship by producing high-quality publications, advocating best practices across industry and at IMO, and managing reliable inspection programmes. We approached our work with a project mindset, ensuring we delivered quality products on time. I am proud to share some of the achievements that have defined our organisation over the past twelve months.

We continued to meet challenges posed by global events, environmental concerns, and technological advancements with a spirit of collaboration. As maritime security threat levels increased, particularly in the Strait of Hormuz and the Red Sea, OCIMF joined with governments and industry stakeholders to help protect our seafarers. We shared status reports and transit advice, collectively addressing the unique challenges posed to vessels transiting in unprecedented conditions. Many thanks to those individuals who will continue to dedicate their time and expertise to this effort until resolution is reached.

Early in the year, we launched the second edition of the *International Safety Guide for Inland Navigation Tank-barges and Terminals*. The guide was produced in collaboration with the Central Commission for the Navigation of the Rhine (CCNR) in association with relevant European barging organisations. Our work promoting barge safety continues with the agreement to develop a global barge guide, making the barging sector a primary focus in 2024.

As technology continues to evolve, digitalisation and smart shipping solutions are reshaping the maritime landscape and offering new opportunities for efficiency. OCIMF will ensure its place in the energy transition while maintaining focus on existing risks and ongoing work. The Environment Committee produced our position paper on the *Reduction of Greenhouse Gas (GHG) Emissions and Air Pollution*, and an information paper on *Onshore Power Supply Systems: Preliminary Design Recommendations for Tankers and Terminals*. Work continues to address the challenges related to engine power limitation.



I extend my deepest gratitude to all our members who provide their expertise and participate in our valuable work. Thank you to the inspectors supporting our programmes, and the Secretariat and staff committed to our success. Your dedication and resilience do not go unnoticed.

MANAGING DIRECTOR'S REVIEW

OCIMF remains steadfast in driving for a safe energy transition that accounts for human factors. As the industry adjusts to evolving regulations, we should prioritise the implementation of technologies and human-centric design principles aimed at reducing the dependence on human intervention as the primary safety measure or last line of defence.

Recognising that industry challenges are multifaceted, OCIMF actively fosters a collaborative environment. Through joint initiatives with industry stakeholders, we can leverage our combined influence to establish industry-wide best practices that enhance safety.

In 2024, SIRE 2.0 will be launched. The SIRE 2.0 project team has put in uncountable hours to align with all SIRE participants and the updated inspection programme reflects our dedication to adapting and evolving in response to the changing needs of the industry. Also a priority in 2024 is the revision of the *Ship to Ship Transfer Guide*, due for a 2025 launch. This will be 50 years after the first edition, which was OCIMF's first publication.



Karen Davis, Managing Director



ABOUT OCIMF/HISTORY



History

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

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

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

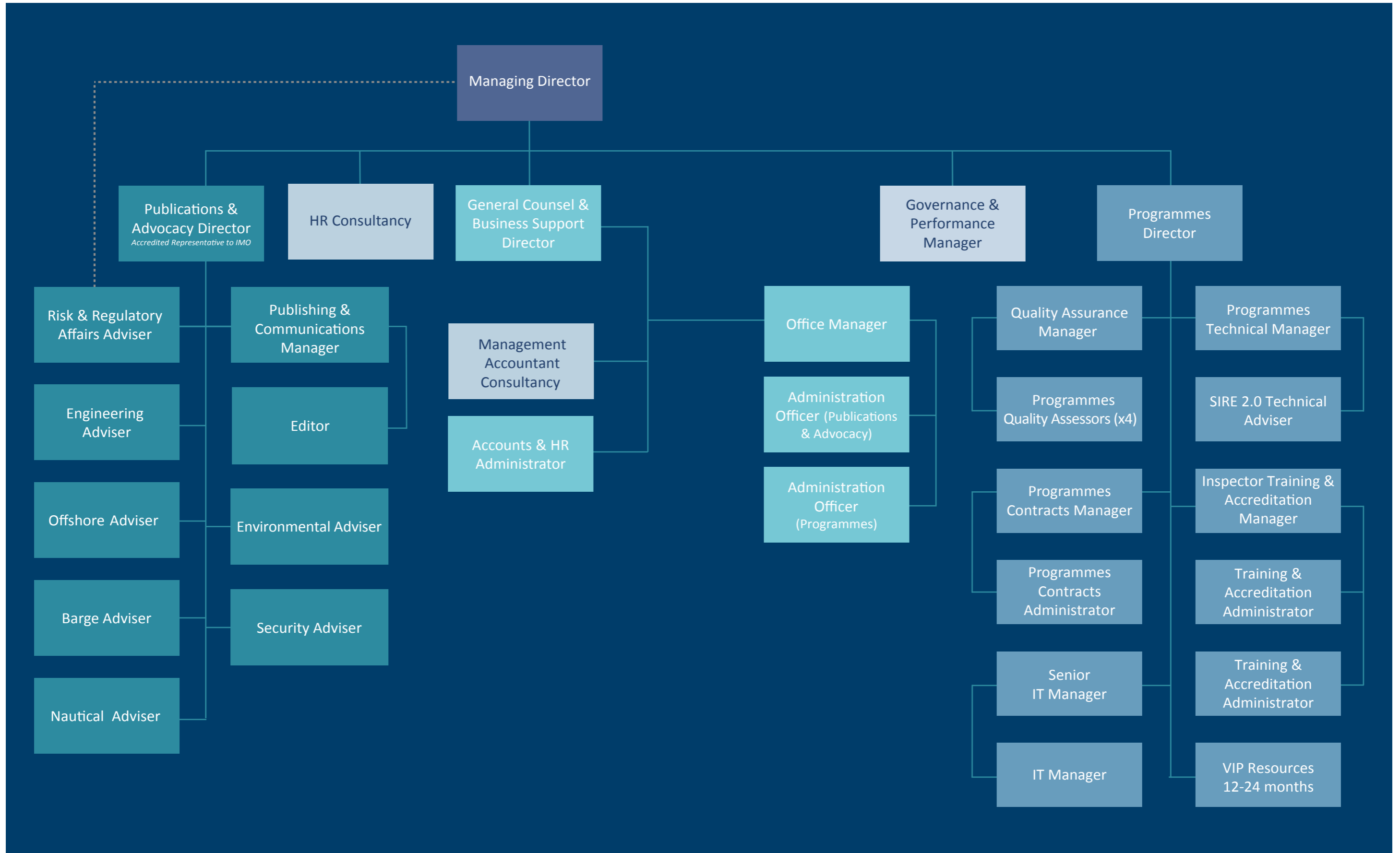
OCIMF was granted consultative status at the IMO in 1971 and continues to present the views of its members at IMO meetings. Since then, its role has broadened to take account of the changing maritime activities of its membership. Its remit now covers safety, health, security and the environment pertaining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

About OCIMF

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

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

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



SECRETARIAT



Karen Davis
Managing Director



Aaron Cooper
Programmes Director



Saurabh Sachdeva
Publications &
Advocacy Director



Philip Pascoe
General Counsel and
Business Support Director



Steve Alder
Governance and
Performance Manager



William Elkins
Senior IT Manager



Russell Pegg
Security Adviser



Kevin Coelho
Nautical Adviser



Graham Coles
Offshore Adviser



Filipe Santana
Engineering Adviser



Ton Mol
Barge Adviser



Abhijit Aul
Risk and Regulatory
Affairs Adviser



Martin Young
Environment Adviser



Duncan Elsdon
Technical Project
Manager – VIP Project
(to March 2023)



**Mohd Fahmi Niza
Mohd Tarmizi**
Programmes Technical Manager
(from March 2023)



Ajay Gour
Inspector Training &
Accreditation Manager



Patrick McGroggan
Quality Assurance
Manager
(to March 2023)



Sach Sharma
Quality Assurance
Manager
(from March 2023)

SECRETARIAT



Aziz Benbelkacem
Programmes
Contracts Manager
(to July 2023)



Narendar Patchimalla
Programmes Contracts
Manager
(from June 2023)



Sashi Gopala
SIRE 2.0 Technical Adviser



Unni Menon
Quality Assessor
(to October 2023)



Luo Hongbo
Quality Assessor



Rohit Bajaj
Quality Assessor



Tony Jones
Quality Assessor



Louise Britchford
Training & Accreditation
Administrator



Anita Borsberry
Training & Accreditation
Administrator



Fabiano Dias
IT Manager



Teresa Cox
Accounts & HR
Administrator



Rebecca Harrison
Office Manager



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



Sarah Campbell
Editor



Emma Carter
Administration Officer
(Publications & Advocacy)



Rona Ramos
Administration Officer
(Programmes)

OCIMF MILESTONES



1970

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



1971

OCIMF was granted consultative status at the IMO



1975

First OCIMF guideline published: Ship to Ship Transfer Guide



1990

OPA Double Hulls

2004

Launch of Tanker Management and Self Assessment (TMSA)



2004

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



2000

SIRE Inspector Training and Accreditation programme released

SIRE QMS receives ISO certification



1993

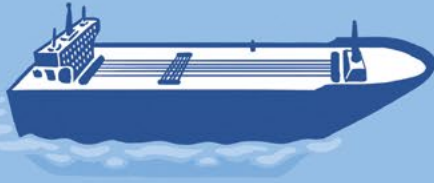
Ship Inspection Report Programme (SIRE) launched





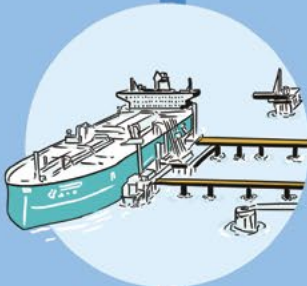
2010

Launch of Offshore Vessel Inspection Database (OVID)



Future

- SIRE 2.0
- Global Barge Guide
- GHG reduction
- New fuels
- Human factors



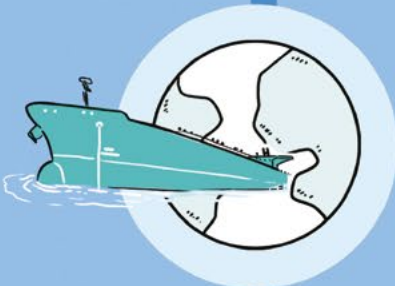
2011

Marine Terminal Information System launched (MTIS)



2020

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



2016

Global Inland and Coastal Barging Focus Group (GICBFG) formed



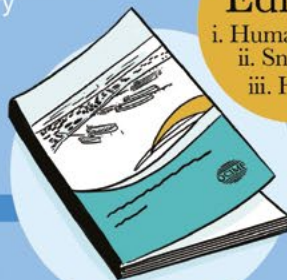
2016

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



2019

Strategy review



2018

Fourth edition of Mooring Equipment Guidelines (MEG4) published

OCIMF IN NUMBERS

54

YEARS OF OCIMF
1970 – 2024



3

PRINCIPAL COMMITTEES

15

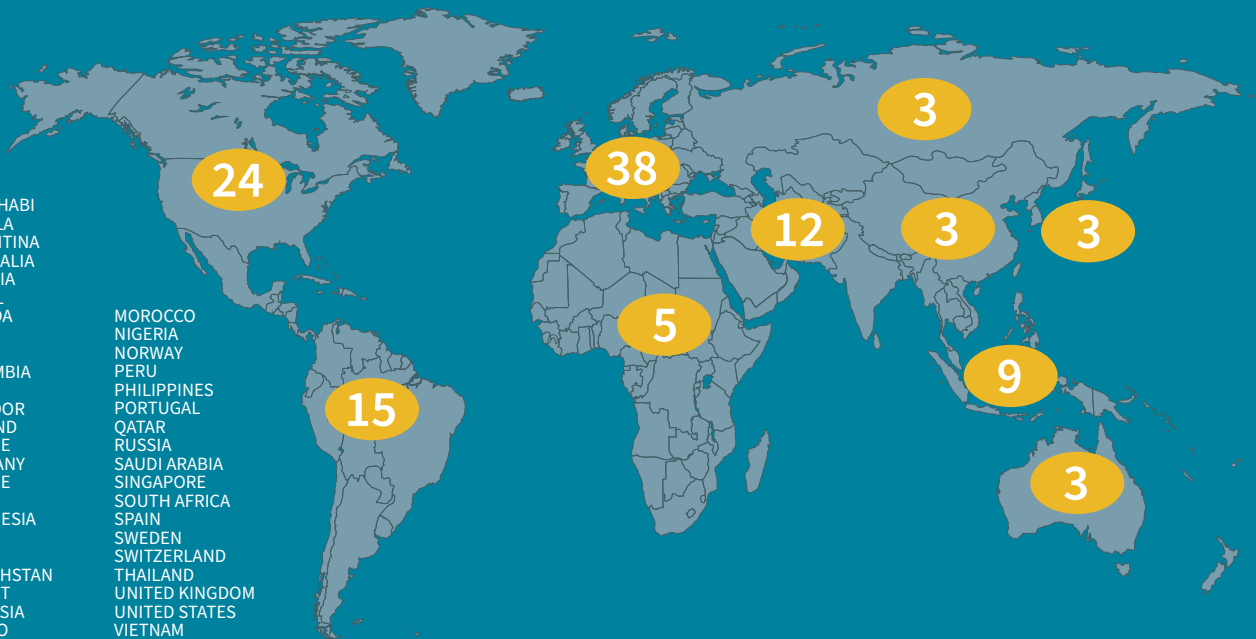


FUNCTIONAL COMMITTEES
AND EXPERT GROUPS

113 MEMBERS IN 42 COUNTRIES

ABU DHABI
ANGOLA
ARGENTINA
AUSTRALIA
AUSTRIA
BRAZIL
CANADA
CHILE
CHINA
COLUMBIA
DUBAI
ECUADOR
FINLAND
FRANCE
GERMANY
GREECE
INDIA
INDONESIA
ITALY
JAPAN
KAZAKHSTAN
KUWAIT
MALAYSIA
MEXICO

MOROCCO
NIGERIA
NORWAY
PERU
PHILIPPINES
PORTUGAL
QATAR
RUSSIA
SAUDI ARABIA
SINGAPORE
SOUTH AFRICA
SPAIN
SWEDEN
SWITZERLAND
THAILAND
UNITED KINGDOM
UNITED STATES
VIETNAM



3,284

NEWSLETTER SUBSCRIBERS

33,244



FOLLOWERS ON LINKEDIN



55

INFORMATION PAPERS

30

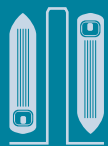


BOOKS PUBLISHED

	9,826 SHIPS INSPECTED	23,722 REPORTS UPLOADED	171,349 REPORTS DOWNLOADED
	8,024 BARGES INSPECTED	9,625 REPORTS UPLOADED	40,196 REPORTS DOWNLOADED
	2,911 OFFSHORE VESSELS INSPECTED	3,042 REPORTS UPLOADED	2,140 REPORTS DOWNLOADED
	489 SIRE SHIP INSPECTORS (CAT 1)	127 SIRE BARGE INSPECTORS (CAT 3)	382 OVID INSPECTORS

SIRE AND OVID STATISTICS

	SIRE			OVID
	SHIPS CAT 1	BARGES CAT 3	TOTAL	TOTAL
TOTAL VESSELS REGISTERED AT END 2023			22,633	7,209
VESSELS REGISTERED IN 2023	396	479	875	672
NUMBER OF INSPECTIONS	23,772	9,625	33,347	3,256
NUMBER OF VESSELS INSPECTED	9,826	8,024	17,850	3,086
INSPECTIONS PURCHASED – TOTAL PURCHASE	171,349	40,196	211,545	2,367
TOTAL OPERATORS REGISTERED END OF 2023			2,613	1,468
NUMBER OF OPERATORS REGISTERED IN SIRE / OVID in 2023			322	123
TOTAL TMSAS / OVMSAS PUBLISHED AT END 2023			8,570	1,085
TMSAS / OVMSAS PUBLISHED IN 2023			1,388	452



2,355

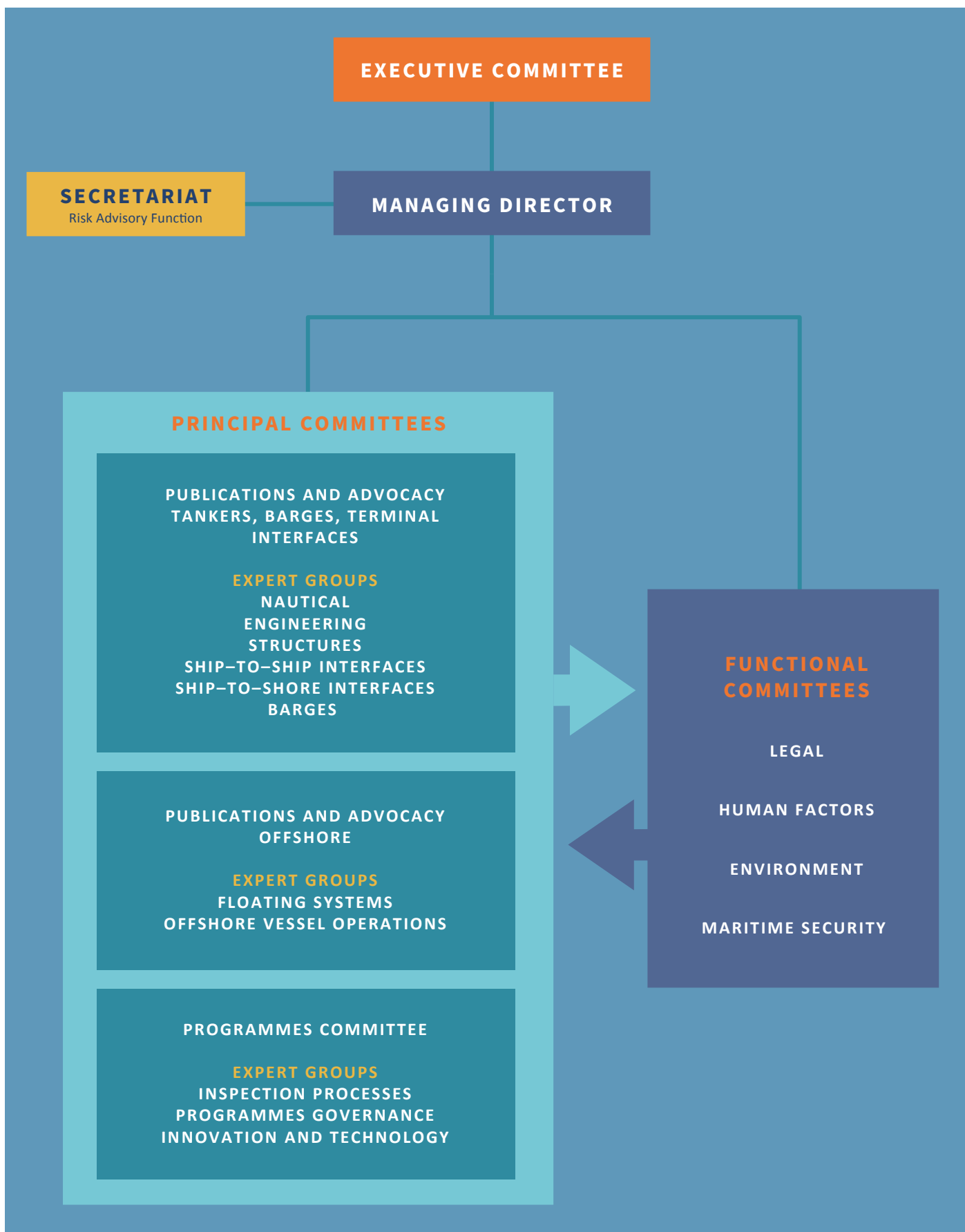
MTIS TOTAL BERTHS REGISTERED BY END 2023



1,097

MTIS TOTAL TERMINALS REGISTERED BY END 2023

OCIMF COMMITTEE STRUCTURE





Executive Committee



Purpose

The Executive Committee (ExCom) provides governance and strategic direction to the committees and the Secretariat. The Managing Director’s review and reports from the principal committees provide details of OCIMF’s activities through 2023.

2023 activity

ExCom 91 took place at Dubai, with most members attending in person. The meeting focused on discussing governance improvements within the Secretariat. The Managing Director discussed her plans for improved financial controls within the Forum. She outlined the improvements taking place within the budgeting processes. ExCom was briefed on the results of the recent member survey and interviews and reviewed the work of the committees.

ExCom 92 was hosted at the ExxonMobil Campus in Houston. The meeting reviewed the 2023 achievements and looked forward to 2024 goals. ExCom reviewed the work of the committees and discussed and supported the Member Engagement Plan. The Managing Director outlined her new optimised finance team. ExCom discussed the 5-year financial plan and prudent budget for 2024. After extensive discussions, ExCom supported removing the long-standing membership fee discount by setting a fee of US\$20,000 in 2024. ExCom agreed to review the cost of Programme Inspection Reports in 2024. The Programmes Director

provided an update on the SIRE 2.0 project as it builds towards Phase 3 and briefed ExCom on the IT contractor transition work that was well underway.

ExCom welcomed new members ATEM’s Distribuidora de Petrolea SA and Italiana Petroli S.p.A. Gruppo api to the Forum.

<p>Chair</p> <p>Nick Potter (Shell)</p> <p>Vice Chairs</p> <p>Waddah Ghanem (ENOC)</p> <p>Barbara Pickering (Chevron)</p> <p>Lambros Klaoudatos (BP)</p>	<p>Members represented</p> <p>Aramco BP Chevron ConocoPhillips ENOC Equinor IMT Marathon PIMA Shell TotalEnergies</p>	<p>Meetings in 2023</p> <p>ExCom 91 23 May Dubai</p> <p>ExCom 92 15 November Houston, Tx</p>
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Finance, Audit and Risk Committee

Purpose

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

- Risk work:
 - Reviewed the Risk Profile and agreed new risk rankings.
 - Reviewed OCIMF’s emerging risks from Committee and Secretariat updates.
 - Agreed the top five business risks as of Q4 2023.
 - Reviewed the status and results from the continual verification process.

2023 activity

The Finance, Audit and Risk Committee met several times in 2023 and undertook the following activities:

- Reviewed the 2022 financial audits.
- Endorsed the decision to appoint the same auditor for 2023 accounts.
- Reviewed the OCIMF budget for 2024 and its five-year budget.

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

The 45th AGM of the Forum took place virtually on 28 November 2023. The meeting started with an introduction and welcome from the Chair. The Managing Director provided a review of the Forum’s activities in 2023 and a look forward to 2024. The meeting elected the Chair, Vice Chairs and members of the Executive Committee. OCIMF welcomed two new Vice Chairs, Barbara Pickering (Chevron) and Lambros Klaoudatos (BP) and new member Kate Lightfoot (IMT).

The following officers and board members were elected by the membership to serve on the Executive Committee until the 46th AGM in December 2024:

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

Publications and Advocacy Committee – Tankers, Barges and Terminal Interfaces



Purpose

The Publications and Advocacy Committee for Tankers, Barges and Terminal Interfaces (P&A TBT) provides leadership and oversight in the delivery of best practice publications and regulatory advocacy that are focused on preventing harm to people and the environment caused by transporting by vessel crude oil, oil products, petrochemicals and gas and their interfaces with terminals inshore and onshore.

Its primary objectives are:

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

2023 activity

2023 was a year packed with external engagements to progress OCIMF’s risk-based strategy and promote wide ranging safety and environmental activities and advocacy. Two major OCIMF events were held, one in the UK during the 10th London International Shipping Week and the other at the Society of Marine Oil Terminals and Monobuoy Operators (SLOM) Jornada in Rio de Janeiro, Brazil. OCIMF was also represented at many other events, including IAPH Ports Conference and the Indian Maritime Summit.

During 2023, the committee agreed to prioritise risk-based solutions across tankers, barging and terminal interface activities. Some notable outcomes included:

- Launching of *International Safety Guide for Inland Navigation Tank-barges and Terminals, Second Edition* in Antwerp and the start of scoping the new project to produce a global barge guide.
- Simplifying and integrating the publication plans and review cycles.

- Visiting members and key stakeholders across SE Asia (Singapore, Indonesia, Malaysia); India; EU; USA; South and Central America (Brazil, Paraguay, Peru); Middle East (Dubai, Qatar, Saudi Arabia).
- Starting a major revision of the *Ship to Ship Transfer Guide* in partnership with our stakeholders.
- Attending the Maritime Security summit in India, where OCIMF presented to government.
- Making submissions to the IMO on issues covering health, human factors, safety and environmental protection.
- Reviewing risks associated with the ‘shadow’/‘dark’ fleet and ensuring safety of personnel and maritime environment.
- Working through the Engineering and Structures expert groups to help shape the environmental and safety consideration of new fuels and working with PIANC for development of international standards.
- Progressed activities to update the Barge Inspection Questionnaires and Barge Particulars Questionnaires, and visited China, South and Central America, USA.
- Through the Nautical Expert Group we covered multiple activities from MASS ships to review of safety assessments for transiting the Danish Straits.

<p>Chair</p> <p>Aled Roberts (BP)</p> <p>Vice Chairs</p> <p>Raj Shetty (ENOC)</p> <p>James Sagar (ExxonMobil)</p> <p>Secretary</p> <p>Saurabh Sachdeva (OCIMF P&A Director)</p>	<p>Members represented</p> <p>ADNOC Aker BP Ampol Aramco BP Cheniere Chevron ENI ENOC Equinor Excelerate Energy ExxonMobil Marathon Petroleum MMS Neste NLNG Pan American Energy Petrobras P66 Raizen Shell Suncor TotalEnergies Viva Energy Woodside YPF</p>	<p>Meetings in 2023</p> <p>PATBT 06 30 – 31 March (Singapore)</p> <p>PATBT 07 12 September Joint meeting with P&A Offshore Committee (London)</p>
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Publications and Advocacy Committee – Offshore



Purpose

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

Its primary objectives are:

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

Key committee discussions and decisions included:

- Monitoring and progress review of the multiyear strategic plan for Offshore Committee and expert group activities.
- Development and approval of an advocacy plan linked to the strategic plan of activities.
- Supporting the two offshore expert groups to work on focus areas including DP assurance, management of attending vessels (within safety zone), FPSO assurance and asset integrity, management of life saving appliances on fixed/floating installations, offshore renewable operations.
- Supporting the ongoing development of an MoU with the International Marine Contractors Association (IMCA).

2023 activity

In 2023 the Offshore Committee successfully delivered on external engagement, with strong collaboration and partnerships across industry bodies. OCIMF signed Memoranda of Understanding (MoUs) with the International Association of Oil & Gas Producers (IOGP) and the Marine Technology Society – DP Technical Committee. Offshore engagement also included the Energy Institute, G+, Marine Safety Forum, GOMO, UK Chamber of Shipping, EnerGeo Alliance, IOGP diving safety committee, IMCA, Nautical Institute’s DPTEG, offshore renewable fuels developers and the International Regulators’ Forum. A new information paper was developed on the management of survival craft on offshore installations, which was published in December 2023 and also submitted to the IMO.

<p>Chair Don Davis (Chevron)</p> <p>Vice Chairs Matthieu Bougeant (TotalEnergies) Alex Morton (Harbour Energy) Ash Haq (Suncor)</p> <p>Secretary Saurabh Sachdeva (OCIMF P&A Director)</p>	<p>Members represented</p> <p>AkerBP BP Chevron Enoc Equinor ExxonMobil Harbour Energy Petrobras Shell Suncor TotalEnergies Woodside</p>	<p>Meetings in 2023</p> <p>PAOC 06 15–16 March (London)</p> <p>PAOC 07 12 September (London)</p>
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Programmes Committee



Purpose

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

Its primary objectives are:

- To effectively deliver and manage an integrated inspection programme.
- To effectively deliver and manage an integrated management self-assessment programme.
- To set and deliver objectives to meet or exceed ISO 9001 requirements.
- To provide direction to the three Programmes expert groups (Innovation and Technology, Inspections Processes, and Inspections Governance).
- To maintain OCIMF programmes reputation as a trustworthy source.

2023 activity

In 2023, the Programmes Committee continued to provide direction related to SIRE and OVID including supporting the VIP (SIRE 2.0) Steering Group. The committee supported further enhancements to the requirements for submitting companies and the future strategy for remote inspections as well as endorsing the launch of the Programmes Document Library (PDL). Through the OCIMF governance model it continued to provide direction to the Programmes Governance Expert Group (PGEG), Inspections Processes Expert Group (IPEG) and Innovation and Technology Expert Group (ITEG). The Programmes Committee welcomed Javed Bhombal (IMT) into the Chair role, replacing Ed Barsingerhorn (Shell), and Capt. Deb Cobb (Marathon) into the Vice Chair role. OCIMF and the membership extend their thanks to Ed for his leadership and guidance during his tenure.

<p>Chair Javed Bhombal (IMT)</p> <p>Vice Chair Capt. Deb Cobb (Marathon)</p> <p>Secretary Aaron Cooper (OCIMF Programmes Director)</p>	<p>Members represented</p> <p>Ampol Aramco BASF BP Chevron ConocoPhillips Eneos ENI ENOC Equinor Excelerate Energy IMT Marathon Petroleum Neste NLNG Pan-Energy PIMA Repsol Shell TotalEnergies</p>	<p>Meetings in 2023</p> <p>PC 06 22-23 March</p> <p>PC 07.A 15 August</p> <p>PC 07.B 12 September</p>
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Industry collaboration

In 2023 OCIMF turned its new strategy into clear actions and outcomes, showing that it is truly a member-led organisation with global presence. OCIMF engaged in events from London International Shipping Week to the SLOM Jornada in Rio de Janeiro, Brazil, hosted members meetings in Singapore, London, Houston, Chicago, South and Central America, visited members in South East Asia and the Middle East, and spoke about maritime safety and security in India. We expanded our footprint to engage with inland barging members in China, South and Central America, Europe, and North America.



OCIMF strengthened its advocacy by building upon existing relationships, such as with the World Maritime University. OCIMF representatives attended the Shaping the Future of Shipping event at COP 28 in Dubai, hosted an OCIMF day during London International Shipping Week, attended by over 150 members and guests, and engaged with navies to support seafarers facing the security situation in the Middle East.

Maritime advocacy is essential for addressing the multifaceted challenges faced by the industry. Whether it involves environmental issues, sustainability, safety at sea, human factors, maritime trade security and facilitation, technological innovation, or security, OCIMF's approach is to manage risks and advocate these with the IMO, governments, and stakeholders. This plays a vital role in shaping policies, raising awareness, and fostering collaboration on a global scale.

Over the past year, OCIMF signed Memoranda of Understanding with the Marine Technical Society (MTS), International Association of Oil and Gas Producers (IOGP) and the International Marine

Contractors Association (IMCA). OCIMF engaged with the Energy Institute to learn about the risks associated with offshore renewables and is now actively engaged across industry organisations developing work on safety issues for new and alternative fuels. As a member of the Global Maritime Forum Task Force on Operational Efficiency, OCIMF signed an Operational Efficiency Ambition Statement to demonstrate its commitment to achieving tangible progress through best practice guidance and programmes.

The phased SIRE 2.0 roll-out has progressed steadily with a full launch due in 2024. It has been accompanied by a programme of advocacy to speak to and engage with members, wider industry, users and inspectors at each phase.

OCIMF has always strived for excellence as a learning and a leading organisation. As we face the energy transition, OCIMF is excited to use its expertise in partnership and collaboration with fellow industry organisations to ensure the best outcomes for all.

Global Maritime Forum

As a member of the Global Maritime Forum Task Force on Operational Efficiency, OCIMF has signed an Operational Efficiency Ambition Statement to demonstrate its commitment to achieving tangible progress through its best practice guidance and programmes. Building on this commitment, OCIMF advocates for transparency regarding environmental performance and progress while maintaining a technology-neutral stance. OCIMF supports flexibility of choice, staying focused on risk management and the practicability of any chosen solution.

This strategic collaboration underscores OCIMF's commitment to reduce operational emissions within the maritime industry. This collaboration with the Global Maritime Forum represents a significant step forward as part of OCIMF's ongoing efforts to improve safety and environmental performance.

International Marine Contractors Association

International Marine Contractors Association (IMCA) and OCIMF met in 2023 to work towards a Memorandum of Understanding (MoU) to formalise their collaborative working relationship. Both organisations will be working more closely at committee and expert groups level across a range of issues, such as dynamic positioning, competence and training, maritime security, offshore marine operations, maritime autonomous ship systems (MASS) operations and assurance, environmental sustainability, and share incident learnings to assist the development of best practice for the offshore marine sector. Through this partnership, OCIMF and IMCA can continue to manage key risks and support the health, safety, security, and wellbeing of those involved in offshore operational activities.

Marine Technology Society

OCIMF and Marine Technology Society (MTS) signed a Memorandum of Understanding (MoU) to foster a learning environment for the development of global dynamic positioning (DP) assurance standards and guidance in the offshore and upstream marine industry. This MoU establishes a closer working relationship between OCIMF and MTS. By working together, the two organisations aim to increase the effectiveness of their work and promote safety and DP standards to the global upstream and marine industry.

Both organisations have welcomed the opportunity to support these activities and to develop a joint industry paper on single fault tolerance of DP systems. As part of this MoU, OCIMF's Publications and Advocacy Offshore Committee and MTS DP Committee will be working closely to develop DP guidance and standards and DP Learning from Incidents.

SIRE 2.0: reaching out to industry

Throughout 2023 OCIMF worked hard to reach industry stakeholders worldwide to communicate the positive impact SIRE 2.0 will bring. As well as OCIMF-hosted events and communications, OCIMF gave updates on SIRE 2.0 at numerous industry events during the year. This included presenting at the International Tanker Shipping and Trade Conference, Awards and Exhibition 2023 in Athens, the IOPC Funds/Japan Maritime Centre joint seminar in Tokyo, attended by around 300 industry representatives in person and online, and the Petroleum Industry Marine Association seminar, an engaging and valuable event, also in Tokyo, with an extensive Q&A session. OCIMF presented at PERTAMINA's Forum 2023, themed 'Navigating HSE Excellence Together' in Bandung, Indonesia, and at INTERTANKO's Seafarers' Seminar in Manila, which attracted nearly 1,300 seafarers.



World Maritime University

OCIMF's MoU with the World Maritime University (WMU), signed in 2022, has strengthened our collaborative work in the field of human factors in safety and incident investigation and to support the IMO's drive for maritime decarbonisation.

OCIMF was well-represented at the WMU@40 Conference on Maritime and Ocean Sustainability in Malmö, Sweden in June. The main theme of the conference was ocean sustainability and how deeply it is intertwined with the safety of shipping, training, and maintaining high safety, security and environmental standards. OCIMF Managing Director Karen Davis presented on the panel 'Transitioning to zero emission shipping', alongside the incoming IMO Secretary General, Arsenio Dominguez.

OCIMF was pleased to host a group of postgraduate students from the WMU at OCIMF's offices in July, where they were presented with an overview of key business activities and the role OCIMF plays globally in promoting safe transportation of hydrocarbons across the tankers, inland barges, terminals, and offshore sectors.



Barging community engagement

In 2023 OCIMF was able to ramp up its regional engagement with inland barging members and stakeholders. In March, OCIMF visited members in Shanghai and Nanjing, China, where the Barge Adviser held meetings with representatives of CNOOC, UNIPEC and Shell and visited operators, barges and terminals. A two-day Regional Barge Meeting was followed by a meeting with members and experts. In May/June OCIMF was in Nashville, and attended the Inland Marine Expo (IMX) trade show, a meeting with operators organised by the American Waterways Operators and hosted by Ingram Barge Company, visited barges and Marathon Petroleum terminals, and met with regional members. Regional Barge Meetings were held in Europe in August and South and Central America in September.

International Association of Oil and Gas Producers

The International Association of Oil and Gas Producers (IOGP) and OCIMF strengthened their association through a formal Memorandum of Understanding (MoU) which established the basis for engagement. Both organisations aim to increase the effectiveness of their work in matters of health, safety, security, and environment (HSSE) for the global upstream and marine industry and drive good practices to support safer offshore marine operations.

IOGP and OCIMF will engage at relevant committee meetings, seek to further implement IOGP's Life Saving Rules for the marine sector, and develop joint industry best practices to support the wellbeing and safety of marine personnel and operations. Common areas of activity include lifesaving apparatus on fixed/floating installations, geophysical marine operations, management of attending vessels and human factors.

Society of Marine Oil Terminals and Monobuoy Operators

OCIMF continued to build its relationship with the Society of Marine Oil Terminals and Monobuoy Operators (SLOM) by attending its international workshop to support the discussions between OCIMF, SLOM and the Nautical Institute. In September, OCIMF organised its OCIMF Day event in Rio de Janeiro, Brazil, to coincide with SLOM's annual Jornada, and shared its current work and plans with the Central and South American marine community with the support of SLOM.



Diversity helps us all to thrive

In an industry as international as maritime, diversity should be at the forefront of our minds. OCIMF takes this very seriously, and in 2023 we continued to translate intentions into actions.



OCIMF is very proud to have hosted the first meeting of the Ethnicity in Maritime Network, part of the Diversity in Maritime programme, at its offices in London on 1 March 2023. This network aims to create an inclusive UK maritime sector, that supports individuals and organisations in creating culturally diverse environments where everyone can thrive.

The meeting was chaired by OCIMF's Publications and Advocacy Director, Saurabh Sachdeva. Attendees represented a variety of sectors in the maritime industry including ports, marine, leisure, commercial and charitable sectors. Discussions focused on how to create inclusive workspaces, identify barriers to entry and progression through industry, and the availability of mentorship opportunities. Subsequent meetings discussed developing short, medium and long-term plans with clear objectives to help promote visible ethnic leadership and to root out casual racism in the maritime sector. Leaders from diverse backgrounds can be great as role models for young people to aspire to join the maritime sector.

This year also saw a focus on gender equality in the sector. OCIMF sponsored an event at Trinity House on 18 May to celebrate International Day for Women in Maritime. Hosted by OCIMF, Maritime UK's Women's Network, Trinity House and WISTA

UK, the event was themed 'Empowering Women in Maritime: Unlocking Opportunities and Driving Change'. It focused on celebrating the contributions and achievements of women within the maritime industry, while recognising the challenges they face. Baroness Vere and Petra Wilkinson gave opening addresses followed by a panel discussion, which included Capt. Karen Davis (OCIMF), Deborah Layde (The Seafarers Charity), Guy Platten (International Chamber of Shipping), Holly Midwinter-Porter (Mandara Capital), Monica Kohli (WISTA UK) and Shireen Ali-Khan (Women in Transport), and chaired by Sue Terpilowski OBE.

Alongside the panellists, members of the audience were invited to share their stories, strategies and examples of good leadership and inclusive cultures. The discussion ended with everyone agreeing to a shared responsibility to create inclusive workplace environments and was followed by a networking reception.

OCIMF was extremely pleased that its Managing Director, Karen Davis, was chosen as one of Marine Log's Top Women in Maritime 2023. Industry magazine Marine Log chose 20 women from readers' nominations, who they felt had made a great contribution to the sector over the year. OCIMF is proud and delighted to be led by Karen.

Preparing industry for SIRE 2.0

Work to roll out OCIMF’s digitalised and enhanced tanker inspection programme SIRE 2.0 progressed successfully through 2023. In recognition that SIRE 2.0 is a significant change for industry and that it is vital industry is fully prepared before SIRE 2.0 becomes the commercial inspection tool, OCIMF took a ‘readiness-based’ approach by rolling out SIRE 2.0 in four phases.

This staggered approach allowed for comprehensive testing and interrogation of the inspection programme and provided opportunities for programme users to prepare for the new regime and the tools, processes, policies and procedures that make it different from the existing SIRE programme.

OCIMF is very grateful to vessel operators and crew, programme recipients and submitting companies, inspectors and industry partners for committing considerable time, energy and resources to familiarising themselves with the wealth of SIRE 2.0 training resources and documentation, including providing valuable feedback. With this positive engagement, Phase 1 and Phase 2 of the transition were undertaken in 2023, with full end-to-end testing completed without any significant issues.

OCIMF entered 2024 by activating Phase 3 of the roll-out—industry-wide beta-testing for all programme participants.

A change in mindset for industry

SIRE 2.0 represents a step-change for industry and will affect all sectors involved in the sea transport of crude oil, oil products, petrochemicals and gas. At its core, SIRE 2.0 is designed to obtain a more holistic assessment of the condition of a vessel and its crew on an ongoing basis – helping industry to better identify and understand specific risks, and the root-causes of such risks.

By using a digital questionnaire and inspections conducted in real time on tablet devices, the approach under SIRE 2.0 significantly expands the depth and quality of marine assurance data gathered during vessel inspections. This allows for more in-depth reporting outcomes and comprehensive assessments of the quality of a vessel and its crew. How this works is largely down to the significant enhancements being made to the software that underpins the inspection process.

Under SIRE 2.0, the Vessel Inspection Questionnaire (VIQ7) is replaced with a bespoke risk-based Compiled Vessel Inspection Questionnaire (CVIC) comprising questions from an expansive SIRE 2.0 Question Library and vessel particulars.

As a result, no two inspections are the same and vessel operators and crew should be prepared to respond to any question within

SIRE 2.0 PHASED ROLL-OUT TIMETABLE

	APPROX. TIMEFRAME	STAKEHOLDERS INCLUDED	GOAL
Phase 1: SIRE 2.0 internal testing [completed]	1 month	OCIMF Secretariat and Submitting Companies and vessel operators involved in initial trials	Internal end-to-end testing of the SIRE 2.0 system
MEMBERS CONFIRM CRITICAL SUCCESS FACTORS ACHIEVED			
Phase 2: Beta test of full end-to-end process [completed]	2 months	Optional participation for invited parties	End-to-end testing without assistance from the OCIMF Secretariat Capturing of feedback to advance to Phase 3
MEMBERS CONFIRM CRITICAL SUCCESS FACTORS ACHIEVED			
Phase 3: Unlimited beta test of full end-to-end process [launched January 2024]	4 months	Optional participation for all programme participants (can use SIRE 2.0 for training purposes – VIQ7 remains the commercial programme)	To allow ALL Submitting Companies, vessel operators and programme recipients to use the SIRE 2.0 system prior to full launch
MEMBERS CONFIRM CRITICAL SUCCESS FACTORS ACHIEVED			
Phase 4 – SIRE (VIQ7) withdrawn		All programme participants	SIRE 2.0 launched and replaces the SIRE VIQ7 as the commercial inspection programme – all inspections will be SIRE 2.0 inspections VIQ7 reports will be available for 12 months following the launch of SIRE 2.0

the SIRE 2.0 Question Library. This approach will ensure standards are maintained across the board and areas of most significant risk are promptly identified and addressed.

Making sure the SIRE 2.0 software system is accurate, reliable and easy to use was a key objective of Phases 1 and 2 of the transition in 2023. End-to-end trial inspections, first with the support of the project team/OCIMF Secretariat (Phase 1) then without this support (Phase 2) ensured the software and guidance materials were rigorously tested and, where necessary, adjustments made.

Increased focus on human factors

In SIRE 2.0, one of the other notable enhancements is its focus on human factors, alongside hardware and processes, which enables SIRE 2.0 inspectors to look at the important tasks that people carry out to protect the vessel, its cargo and those onboard. Ensuring all programme users understand and are familiarised with the human factors approach was another area of focus for OCIMF through 2023, with a wealth of training resources and initiatives produced and delivered.

When considering human factors, inspectors will not be assessing the competence of individual crew members, but rather looking for the conditions that make a task hard to do, or that set people up to perform the task successfully. Poorly designed equipment, challenging tasks and difficult working arrangements lead to problems. People will often struggle on and make the best of the conditions they are in, which can lead to mistakes, misjudgments and adaptations resulting in accidents and incidents.

Under SIRE 2.0, it will be easier to identify where tasks are affected by equipment or working conditions and to show operators where they can make improvements, if needed, to make the tasks more effective and safer. Importantly, any comments shared during the inspection by personnel onboard can then be fed back, within the inspection report, to the vessel operator who can learn from and respond to this information.

Throughout the phased roll-out, much of the feedback from trial inspection participants was that the focus on human factors is welcome and, having been able to see how SIRE 2.0 inspections are conducted, crew and onshore teams alike have been very positive about their experience.

Greater transparency and control

With its additional reporting functions and richer marine assurance data, increased transparency will be a major outcome from SIRE 2.0.

Capturing seafarers' feedback ensures they are being heard, improving morale and – crucially – improving safety, while at the same time giving operating companies better quality information to learn from.

Vessel operators will benefit from being more involved in the inspection process and will be asked to submit documentation in advance of an inspection. This information can then be verified and integrated before the inspector boards the vessel. In turn, this will alleviate some of the pressure on the crew during an inspection, which usually takes place when they are calling at a port or terminal and have many competing priorities.

Inspectors will also be able to provide more context in their assessments by articulating and evidencing their findings through the submission of photographs taken onboard and explanations, via the additional open-response reporting.

Programme recipients and submitting companies will benefit from being able to access detailed, accurate and relevant information about a vessel and its crew so they can make informed decisions on which vessels to engage.



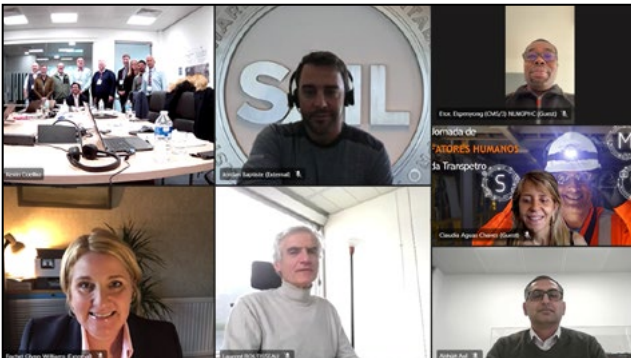
On track for lasting change

Industry, by-and-large, has been very supportive and welcoming of SIRE 2.0 and all the benefits it is designed to deliver. SIRE 2.0's new approach reflects OCIMF's firm conviction that industry can continue to learn and develop best practices that keep up with the rapid pace of changing regulations, technologies and ways of working onboard.

Overall SIRE 2.0 will ensure industry is able to continuously improve the safety of vessels, cargo and crew and will help to deliver OCIMF's vision of a marine industry that causes no harm to people or the environment. OCIMF would like to thank the Vessel Inspection Project (VIP) team for their tireless efforts to bring SIRE 2.0 to fruition, and to the OCIMF membership, programme users and partner organisations for their support in getting the programme to this critical juncture.

OCIMF looks forward to continuing the transition of making SIRE 2.0 the commercial tanker inspection tool in 2024.

Human Factors Committee



Purpose

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

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

2023 activity

The HFC continued its efforts to integrate human factors across publications and programmes, with a good level of engagement from HFC member representatives.

The HFC contributed input to the third edition of OCIMF’s information paper, *Guidelines for the Control of Drugs and Alcohol in the Maritime Industry*. The HFC is also involved in the revision

of the *Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases*. The HFC drafted a new ‘Human Factors Publications Checklist’ to help working groups consider human factors while writing or revising publications.

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

The HFC contributed where required to various work-streams in the SIRE 2.0 programme. The HFC via its Secretary has briefed stakeholders at cross-industry events.

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

Chair	Members represented	Meetings in 2023
Terry Luke (Chevron)	BP Chevron ENI ENOC Equinor Excelerate Energy ExxonMobil Neste NLNG OMV Petrobras Raizen Shell Total Energies	HFC 06 March (Glasgow)
Vice Chairs		HFC 07 September (London)
Victoria Norris (BP)		Additional intersessional meetings were held through the year
Laurent Routsseau (Total Energies)		
Secretary		
Kevin Coelho (OCIMF Nautical Adviser)		



Legal Committee

Purpose

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

2023 activity

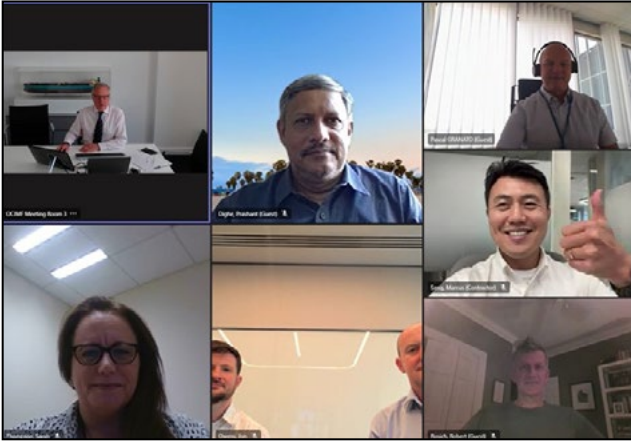
The Legal Committee carried out the following in 2023:

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

<p>Chair</p> <p>Rob Melvin (BP)</p> <p>Vice Chair</p> <p>Michael Lodge (Chevron)</p> <p>Secretary</p> <p>Philip Pascoe (OCIMF General Counsel and Business Support Director)</p>	<p>Members represented</p> <p>Aramco BP Chevron ENOC Equinor IMT Phillips 66 PIMA Shell TotalEnergies</p>	<p>Meetings in 2023</p> <p>19 April 12 September</p>
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Maritime Security Committee



More broadly, the MSC maintained relations with key stakeholders across industry and governments and forged new links in Latin America. In the Gulf of Guinea, OCIMF’s work with the Joint Industry/NIMASA Working Group took a back seat as a new Nigerian administration found its feet, but continuity was maintained and towards the end of the year momentum regained. The strategic maritime outlook for the region is buoyant. In East Asia close working with ReCAAP and the IFC in Singapore maintained a smooth information service to members. Throughout the year, the importance of maritime reporting was a reoccurring theme. Increased security threats enhanced the need for regular reporting and the need for a two-way link with authorities in the event of an immediate threat. This became important as Operation Prosperity Guardian formed towards the end of the year to protect shipping in the Southern Red Sea.

Purpose

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

2023 activity

During 2023, members faced maritime security challenges across the globe. Global piracy attacks remained low while incidences of armed robbery increased. Against a backdrop of ongoing conflict in the Black Sea and, as the year progressed, increased tension in the Middle East and conflict in the Eastern Mediterranean, the maritime security agenda steered the committee in responding to the critical issues facing maritime operations. Early in the year, members recognising a growing threat from loitering munitions commissioned a study into the capabilities and threat from Unmanned Aerial Vehicles and explored possible mitigations. This resulted in a published information paper, which was welcomed by the industry and militaries alike.

Apart from their scheduled meetings, the MSC held several operational updates for members to share knowledge and experiences of operating in the Red Sea and Gulf of Aden. The breadth of discussion and level of information sharing was impressive, showcasing members proactively supporting each other in crisis and maintaining best practice to keep seafarers safe.

Another positive for the membership was working closely with the UK Maritime Trade Operations (UKMTO) Dubai, the Combined Maritime Forces (CMF) and the International Maritime Security Construct (IMSC) to ensure reports were actioned and responded to.

OCIMF reported 2022 as a year of change for maritime security, where traditional threats faded as new dangers came to the fore; 2023 was testament to this. The membership was faced with new dynamics and potentially catastrophic threats. Trading patterns were altered to reduce risk which influenced the economies of global trade, while seafarers found themselves in conflict situations to which they should never be subjected. The challenge for members to operate in the most demanding of environments could not have been more clearly demonstrated.

<p>Chair</p> <p>Jose Parejo (CEPSA)</p> <p>Vice Chairs</p> <p>Sarah Thompson (Chevron)</p> <p>Hemant Berry (Ampol)</p>	<p>Members represented</p> <p>Ampol BP CEPSA Cherierra Energy Chevron ENOC Equinor ESA Excelerate Energy IMT Neste Corporation Nigeria LNG Petrobras Phillips 66 Shell TotalEnergies Woodside Energy</p>	<p>Meetings in 2023</p> <p>MSC 06 6 March</p> <p>MSC 06.A 15 June</p> <p>MSC 07 7 September</p> <p>MSC 07.A 7 December</p>
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Environment Committee



Purpose

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

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

2023 activity

Members of the EC produced an information paper, *Onshore Power Supply Systems: Preliminary Design Recommendations for Tankers and Terminals*, which was published in December. The group has also produced a draft information paper, *Compliance with EEXI Regulation: Risks associated with Power Limitations*, that provides guidance for managing the risks associated with the operation of overrideable power limitations, strengthening the implementation of the newly introduced EEXI regulation. This is due to be published in 2024.

A working group was formed to develop guidance on the safe application of emissions capture and control technologies. The Carbon Intensity Indicator Working Group was established. The EC refined the map of environmental issues against industry organisations working on them. The final goal is to use this map to avoid duplication of work and to select external organisations to collaborate with on high-priority items.

EC members engaged in the IMO Correspondence Group on Marine Fuels Life Cycle Assessment, reviewed reports from IMO and upcoming work programme to determine impact to existing outputs, and reviewed the classification of environmental issues under discussion in the IMO.

The group began the review of *Tanker Management and Self Assessment (TMSA)* environmental elements.

<p>Chair</p> <p>Sebastian Roche (Total Energies) until September</p> <p>Maartje Wibrew-Forster (Shell) from September</p> <p>Vice Chair(s)</p> <p>Maartje Wibrew-Forster (Shell) until September</p> <p>Maria Polakis (BP) from September</p> <p>Secretary</p> <p>Filipe Santana (OCIMF Engineering Adviser)</p>	<p>Members represented</p> <p>ADNOC BP Chevron Equinor IMT Neste Phillips 66 PIMA Saudi Aramco Shell Total Woodside WSF YPF</p>	<p>Meetings in 2023</p> <p>EC 05.A 7 February Virtual</p> <p>EC 06 8–9 March Houston/hybrid</p> <p>EC 06.A 22 June Virtual</p> <p>EC 07 6–7 September London/hybrid</p>
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The Energy Transition

Environmental objectives and achievements

OCIMF supports the global reduction of air pollution and greenhouse gas (GHG) emissions, which will allow the marine industry to move to a net-zero future by meeting or exceeding the IMO GHG strategic levels of ambition. In this context, OCIMF focuses on the management of safety and environmental risk and provides guidance for the implementation of performance measures, new initiatives, technologies and fuels.



OCIMF’s Environmental Plan outlines critical objectives that encompass the operations of tankers, barges, offshore vessels, and their interactions with terminals. It covers OCIMF’s four strategic pillars: publications, advocacy, programmes, and membership collaboration. In 2023 and moving into 2024, the Environment Committee has made significant strides in executing the plan’s initiatives. Key accomplishments include a comprehensive review of the Tanker Management and Self-Assessment 3 programme environmental section, and the release of guidelines as follows:

- The information paper *Onshore Power Supply Systems: Preliminary Recommendations for Tanker and Terminal Design* contains recommendations for standardised requirements covering the system’s voltage, frequency, and number of cables. Other design and operational aspects were addressed that will be further detailed and expanded in future guidelines for the safe application of Onshore Power Supply (OPS) systems to tankers, terminals, and their interface.

- The guide *Compliance with EEXI Regulation: Risks Associated with Power Limitations*, released in spring 2024, provides guidance for managing the risks associated with the operation of overridable power limitations, strengthening the implementation of the newly introduced EEXI regulation.

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

Advocacy in the IMO and contribution towards global emission reduction goals

The IMO had a remarkable year in 2023. A revised GHG reduction strategy, adopted during MEPC 80, sets more ambitious targets for the maritime industry to achieve the Paris Agreement climate goals. The revised strategy aims for net-zero GHG emissions close to 2050 for international shipping, with a view to phasing them out in the longer term, and is supported by aspirational indicative checkpoints in 2030 and 2040.

OCIMF supports a policy that enables the marine industry to transition towards a net-zero emissions future and, therefore, welcomes the IMO's strategy. With safety and human factors at the centre of what we do, OCIMF envisages its role as an organisation that can strongly contribute to enabling this transition to be a safer one. We aim to do so through guidance and best practices developed from external partnerships and collaboration to produce informed publications for the industry.

In 2023, OCIMF actively contributed to the IMO correspondence groups on marine fuel lifecycle assessment, the safety of alternative fuels, and the reduction of air pollution. Through internal working groups, OCIMF is exploring ways to add value to existing IMO GHG reduction regulations on operational carbon intensity. Examples include guidance recently published for OPS systems for tankers and terminals and on the safe implementation of power limitations to comply with EEXI.

OCIMF's strengths lie in the diversity and experience of our membership, but also within the Secretariat, leading the wide range of work that we do. Our members crucially support the Secretariat with subject matter expertise, chairing and participating in OCIMF Committee-led working and expert groups and guiding our advocacy to the IMO.

Collaborative efforts in European environmental initiatives

In 2023 OCIMF continued its participation as a Plenary member at the EU's European Sustainable Shipping Forum (ESSF) with the Commission renewing the ESSF's 5-year mandate. The ESSF worked on the Fuel EU Maritime and Alternative Fuels Infrastructure Regulations and via the EU Emissions Trading Scheme that are parts of the 'Fit for 55' energy policy package.

- **Fuel EU Maritime, formally Reg (EU) 2023/1805, comes into force from January 2025. OCIMF will remain engaged on the practical implications for areas such as requirements for OPS.**
- **Alternative Fuels Infrastructure Regulation includes requirements for ports to be able to offer OPS and LNG refuelling points but primarily focuses on fast recharging for electric road vehicles.**
- **The EU Emissions Trading Scheme extended to shipping from January 2024.**

OCIMF participates in the Sustainable Alternative Power Shipping subgroup considering Zero-Emissions Technologies, GHG guidance, and Energy Conversion Losses guidelines for methane and nitrous oxide. The other ESSF sub-groups look at ship energy efficiency focusing on CII ratings for auxiliary engine calculations, and waste from ships considering alignment with MARPOL.

The ESSF has also discussed the challenges and opportunities from decarbonising EU maritime value chain and the safety challenges of alternative fuels where the EU could progress technologies such as batteries unsuitable for long voyages.

OCIMF also participated in the Renewable and Low-Carbon Fuels Value Chain Industrial Alliance, an initiative launched in 2022 that focuses on boosting production and supply of renewable and low-carbon fuels in the aviation and waterborne sectors.

Global engagement in decarbonisation endeavours

OCIMF co-sponsored and attended the Shaping the Future of Shipping conference, with the theme of energy transition, which took place during the COP28 climate summit in December 2023. The conference, organised by the International Chamber of Shipping and supported by the UAE Ministry of Energy and Infrastructure, was held at the Museum of the Future in Dubai. It highlighted the importance of shipping to global decarbonisation, with ships needed to transport sustainable fuel while also needing to decarbonise the shipping industry itself to meet the Paris climate goals and recently agreed IMO net-zero 2050 target.

Key themes included the global challenges of future fuels, supply and availability, technology and innovation, the need for universally applied market-based measures and the need to prepare seafarers for the skills of the future. Panellists from across industry and government included ministers and officials from the UAE, Philippines, Brazil, UK, and the incoming Secretary General

of the IMO, Arsenio Dominguez. OCIMF's Executive Committee Vice Chair Dr Waddah Ghanem was among the panellists, sharing his insights on the important role of human factors and how OCIMF is embedding this across its activities.

More generally, OCIMF is actively participating and engaging on topics linked to decarbonisation as part of the Environmental Plan. This engagement approach is also in line with its enhanced involvement with external think tanks such as the Global Maritime Forum, and working closely with the International Chamber of Shipping, to help deliver OCIMF's strategic plan with solutions to support the reduction of GHG. Engaging and attending events such as these provides OCIMF with a good platform to foster collaboration with industry partners in its journey as a learning organisation. OCIMF's focus here is to ensure 'Safe transition' and to highlight the importance of safety and sustainability in the journey of energy transition.



International Maritime Organization

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

IMO meetings are attended by maritime experts from member governments, interested intergovernmental and non-governmental organisations (NGOs). OCIMF has held consultative status at the IMO since 1971 and is recognised for its expertise and contribution to the work of the IMO. OCIMF participates at different forums and stages of discussion, such as within expert or working groups or intersessional correspondence groups and is supported by its members' expertise. IMO committees make decisions on technical matters and delegate the technical details to sub-committees. OCIMF has many opportunities to contribute as input can be given and decisions challenged at every stage of the process.

Following the Covid-19 pandemic, hybrid meetings now take place at the IMO to enable delegates to participate remotely in meetings in addition to in-person attendance.

Key contributions in 2023

Environmental matters

Volatile Organic Compound (VOC) emissions: OCIMF was instrumental in drafting the scope of work on VOC reductions as agreed by the IMO, and looks forward to contributing at the next opportunity.

Marine fuel life cycle analysis: OCIMF significantly contributed to the development of IMO guidelines on the life cycle assessment of GHG emissions and co-sponsored a paper to the IMO on this subject.

New fuels and technologies

Delivering the IMO GHG reduction strategy safely: The introduction of new technologies carries inherent safety risks. OCIMF advocates for a cross-industry, risk-mitigated approach during energy transition and believes that a combination of robust regulations and good practices is crucial for delivering this strategy. OCIMF co-sponsored a proposal to facilitate a regulatory framework to support the safe delivery of the IMO's GHG reduction strategy.

Maritime Autonomous Surface Ships: OCIMF participated in the various IMO working groups, closely monitoring regulatory developments with a view to engaging further in 2024, particularly in areas of navigational safety and security.

Maritime safety and security

Enclosed space entry: Any enclosed space entry should be carried out with established precautions in place. Organisational leadership plays a crucial role in creating and nurturing a positive culture of safety. OCIMF co-sponsored a relevant paper to the IMO and actively contributed to a working group tasked with reviewing the IMO recommendations for entering enclosed spaces on board ships.

Unsafe ship-to-ship (STS) transfers at sea: OCIMF raised concerns at the IMO regarding safety and environmental hazards which could arise on failure to observe the spirit of MARPOL regulations and the established best practices for STS transfers at sea.

Casualty investigation: OCIMF has collaborated with Member States and partner NGOs to seek a comprehensive review of the IMO Casualty Investigation Code. A holistic review, if agreed by the IMO, will lead to more consistent investigative techniques, including an appreciation of root causes and their subsequent analyses.

Human element

Bullying and harassment in the maritime sector: OCIMF has supported proposals addressing prevention of and response to bullying, harassment and sexual assault in the maritime sector. The IMO is due to adopt amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) and the STCW Code. OCIMF welcomes this initial step towards addressing this issue.

Nautical Expert Group



Purpose

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

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

The NEG facilitates and coordinates a Nautical Community of Practice.

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

2023 activity

The NEG conducted a high-level review of the linked publications *Anchoring Systems and Procedures* (book, 2010) and *Estimating the Environmental Loads on Anchoring Systems* (information paper, 2010). It was found that although some content could be updated, it was not enough to warrant revision at this time. The two publications will be reviewed again in 2025 and mapped against available industry documents.

The drug and alcohol guidance working group completed its revision of OCIMF’s information paper, with the new edition published in 2024.

There is ongoing work to support the development of OCIMF’s position and proposals at the IMO on Marine Autonomous Surface Shipping, review of the STCW Code, enclosed space entry and Master/Pilot Exchange. This is an ongoing discussion and will involve cross-functional engagement.

Further engagement by the NEG took place on alternative fuels, the ship-shore ECDIS voyage plan route exchange, and risks associated with engine power limitation.

The NEG looked into safe navigation in the Danish Straits, after concerns were raised regarding an increased flow of tanker traffic, as a result of the Russia/Ukraine conflict. Effective engagement took place with members and the Danish Maritime Authority, and a decision will be made on whether an information paper on this issue is required for 2024.

NEG continued to engage with INTERTANKO’s nautical committee, International Maritime Pilots Association, and other organisations.

<p>Lead</p> <p>Nitin Malik (Chevron)</p> <p>Co-Leads</p> <p>Ken Fernandes (Cepsa)</p> <p>Ola Olubowale (Viva Energy)(outgoing)</p> <p>Nitin Chaudhary (BP) (incoming)</p> <p>Secretary</p> <p>Kevin Coelho (OCIMF Nautical Adviser)</p>	<p>Members represented</p> <p>Ampol Group BP CEPSA Chevron Shipping Company LLC Eni SpA ENOC Equinor ASA Excelerate Energy LLC Hess Corporation INEOS Europe AG OLT Offshore LNG Shell Suncor Energy Inc Toscana SpA Total Energies Viva Energy Australia Ltd.</p>	<p>Meetings in 2023</p> <p>NEG 07 February Virtual</p> <p>NEG 08 July Virtual</p> <p>Intersessional meetings held as required.</p>
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Engineering Expert Group



Purpose

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

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

The EEG facilitates and coordinates an Engineering Community of Practice.

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

2023 activity

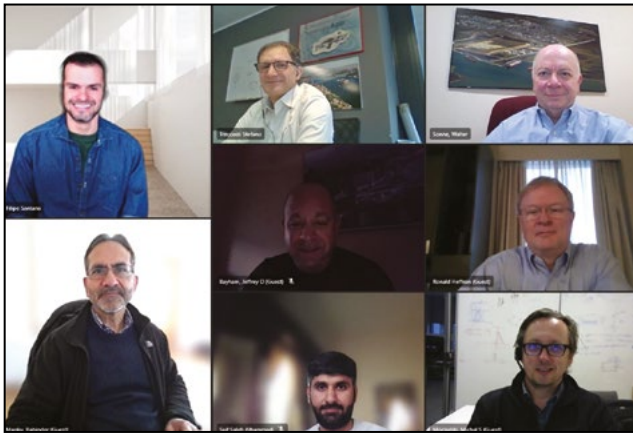
The EEG supported new publications being produced as part of the OCIMF environmental goals. The group engaged in two IMO Alternative Fuels Correspondence Groups:

- Developing interim guidelines on the use as fuel of hydrogen, ammonia, or low-point oil fuels.
- Developing a regulatory framework for ships using new technologies and alternative fuels.

The EEG reviewed the *Guide for Implementation of Sulphur Oxide Exhaust Gas Cleaning Systems* and engaged with the Human Factors Committee to investigate the possibility of enhancing human skills to respond to abnormal events and ways of raising awareness of distractions from digital technologies onboard a vessel.

Lead	Members represented	Meetings in 2023
Gajendra Verma (Chevron) Ahmer Saeed (Shell)	Chevron Eni Equinor ExxonMobil Phillips 66 Shell Sonangol USA Total Woodside YPF	EEG 08 9 February (virtual) EEG 09 7 June (virtual)
Secretary Filipe Santana (OCIMF Engineering Adviser)		

Structures Expert Group



Purpose

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

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

The SEG facilitates and coordinates the following Communities of Practice:

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

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

2023 activity

Jetty Maintenance and Inspection Guide, Second Edition was published in December 2023, as a result of the joint working group with the Society of International Gas Tanker and Terminal Operators (SIGTTO) and the Society of Marine Oil Terminals and Monobuoy Operators (SLOM). SEG also supported new publications being produced as part of the OCIMF environmental goals, namely the Onshore Power Supply Working Group and Emissions Capture and Control Working Group, and collaborated with SIGTTO in publishing the document *Design and Operations of Liquefied Gas Terminal*. The group reviewed relevant bow ties.

SEG collaborated with PIANC to publish two reports: *MarCom WG 200 Recommendations for the design and assessment of SPM or MPM facilities* and *MarCom WG 212 Criteria for Acceptable Movement of Ships at Berths*. The group has continued to work with PIANC on a number of committees and working groups. Other external collaboration includes working with the British Standards Institution (BSI).

<p>Lead</p> <p>Rabinder Manku (BP) until July</p> <p>Jeff Bayham (ExxonMobil) from July</p> <p>Co-Lead</p> <p>Jeff Baynham (ExxonMobil) until July</p> <p>Gerard Spaan (Shell) from July</p> <p>Secretary</p> <p>Filipe Santana (OCIMF Engineering Adviser)</p>	<p>Members represented</p> <p>BP Chevron Eni Excelerate Energy ExxonMobil Petrobras Shell Total</p>	<p>Meetings in 2023</p> <p>SEG 09 17, 23 February (virtual)</p> <p>SEG 10 19 May (virtual)</p> <p>Interseasonal 14 and 21 July (virtual)</p>
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Ship-to-Ship Interfaces Expert Group



Purpose

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

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

Reports to: P&A TBT Committee

2023 activity

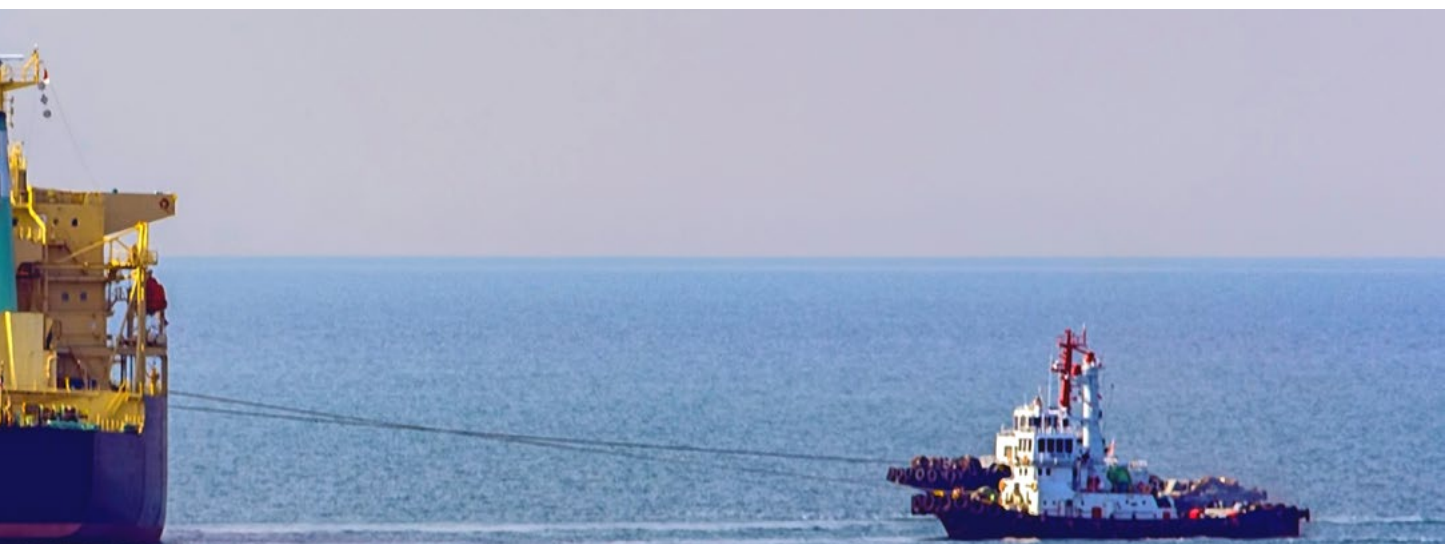
Following on from the high-level review of the *Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases* (2013), which is a joint industry publication with ICS, CDI and SIGTTO, a decision to revise this document was approved. Work on this publication

started in earnest in 2023. The working group have now met several times and will continue this work in 2024.

The STS EG resumed external collaboration with the regional STS forums in 2023 (SNI and IKMAL in the Far East; STS Regional Forum EMEA and ITOL for the Americas). This was well received with learnings on both sides and sharing of best practices and incidents encouraged. OCIMF will reach out to Brazil operators in 2024 and intends to conduct a joint collaborative meeting with all forums at the table, planned for 2024.

There is ongoing work to help develop OCIMF’s position and proposals at the IMO concerning the ‘shadow’/‘dark’ fleet engaged in STS activity – mainly related to sanctioned oil. OCIMF will continue to use available means to advocate the Ship-to-Ship Service Provider Management and Self-Assessment (STS SP MSA) Guide more strongly.

Lead	Members represented	Meetings in 2023
Bill Kappelman (Chevron)	ADNOC Ampol Group Aramco BP Chevron Shipping Company LLC Eni SpA ENOC Equinor/ASA Exxcelerate Energy LLC ExxonMobil KG (Oiltanking) Mabanaft GmbH & Co. Nigeria LNG Limited OLT Offshore LNG Petrobras Petrovietnam Phillips 66 Company Shell Toscana SpA Total Energies Viva Energy Australia Ltd YPF S.A	STS EG 07 February (virtual)
Co-Leads		STS EG 08 July (virtual)
Hemant Berry (Ampol)		Intersessional meetings held as required and initial planning meeting for regional forum engagement
Jim Scalli (Shell)		
Secretary		
Kevin Coelho (OCIMF)		



Ship-to-Shore Interfaces Expert Group



Purpose

The Ship-to-Shore Interfaces Expert Group (SSEG) provides subject matter expertise in the management of ship-to-shore interfaces to the Publication and Advocacy Committee for Tankers, Barges and Terminals. It focuses primarily on the prevention of harm to people and the environment caused by the operation of hydrocarbon vessels within port areas and at terminals.

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

Reports to: P&A TBT Committee

2023 activity

The SSEG, comprising 28 OCIMF member organisations, is the largest expert group within OCIMF.

In 2023 the SSEG conducted a high-level review of the document *Manning at Conventional Marine Terminals* (2008) and a decision to revise has been approved.

There is ongoing cross-functional support work to help develop OCIMF’s position and proposals at the IMO across the following topics:

- Marine Autonomous Surface Shipping.
- Safe operation of onshore power supply service.
- Reduction of GHG emissions from ships using new technologies and alternative fuels – less propulsion available – impacting vessel manoeuvrability.

The SSEG via its Chair and Secretary has increased collaboration with industry bodies IMPA, IHMA and IAPH, engaging on topics such as Pilot transfer arrangements, port call data and Port and Terminal Information Books. This will continue over the next few years.

The SSEG is also involved in promoting the use of the Marine Terminal Information System (MTIS) programme and Marine Terminal Management and Self-Assessment (MTMSA) for various terminal assurance activities.

The SSEG via its members has been providing information on the safe use of the SIRE 2.0 tablet and promoting their use for SIRE inspections for ships alongside terminals.

Lead	Members represented	Meetings in 2023
Anne Beverwijk (Shell)	Angola LNG Aramco BP CEPSA Cheniere Energy Inc Chevron Shipping Company LLC ConocoPhillips ENOC Equinor ASA Essar Oil UK Hess Corporation IMT (Exxon) INEOS Europe AG, Nigeria LNG Limited NuStar Energy LP OLT Offshore LNG OMV Refining & Marketing GmbH PEMEX Petrobras Phillips 66 Company Raizen Repsol Santos Shell Suncor Toscana SpA Total SA Valero Viva Energy Australia Ltd YPF S.A.	SSEG 07 February (virtual)
Co-Leads Mohammed Majdali (Aramco)		SSEG 08 July (virtual)
Secretary Kevin Coelho (OCIMF)		Intersessional meetings held as required.

Barges Expert Group



Purpose

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

Reports to: P&A TBT Committee

2023 activity

In February OCIMF launched the second edition of the *International Safety Guide for Inland Navigation Tank-barges and Terminals (ISGINTT 2)* at the Port House of the Port of Antwerp-Bruges. The book is also being translated into Chinese, Portuguese and Spanish.

Four regional barge meetings (face to face and hybrid) were held for each of South and Central America (SCA), North America and Europe, and two meetings for Asia (China).

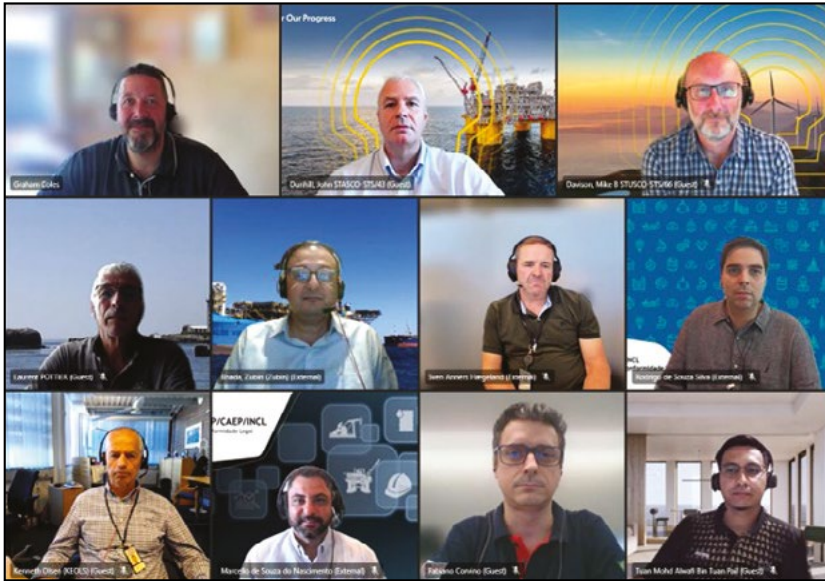
Throughout the year, OCIMF met with members and visited barges and terminals in China, India, Brazil and the USA. Following the meeting in Manaus, Brazil, in May, the South and Central America (SCA) members produced an information paper recommending conversion of inland barges in the SCA region from open to closed conditions, which was published in 2024. In the EU region, OCIMF attended several events, including the BP operator forum and PZI – Platform Zero Incidents Safety Day, and gave a presentation at the congress of the International Association for the representation of the mutual interests of the inland shipping and the insurance and for keeping the register of inland vessels in Europe (IVR).

OCIMF attended six meetings at the Maritime Research Institute MARIN in Wageningen, Netherlands. The Smart Shipping working group will use the outcome of this project to write an information paper about the safe implementation and use of smart shipping technology on board.

In September and October OCIMF organised training courses for new CAT3 inspectors and refresher courses for CAT3 inspectors in Germany and Brazil. The IBEQ working group, tasked with integrating the BIQ5-Europe and EBIS9 Questionnaires, completed the final drafts for the new versions of the Barge Inspection Questionnaire (BIQ) and Barge Particulars Questionnaire (BPQ) Europe, under the supervision of the BEG and the Inspection Processes Expert Group. The new version was active from 3 July.

Lead	Members represented	Meetings in 2023
Bjorn Ternoey (TotalEnergies)	BASF BP Braskem Cepsa Chevron Eco-Petrol INEOS Marathon Petroleum Neste P66 Pan American Energy Petrobras Raizen Shell TotalEnergies Valero WFS YPF	BEG 08 21 February
Co-Lead Lanny Mason (Marathon Petroleum)		BEG 09 19 July
Secretary Ton Mol (OCIMF Barge Adviser)		

Floating Systems Expert Group



Purpose

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

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

The Floating Systems Expert Group facilitates and manages the following Communities of Practice (CoP):

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

Reports to: P&A Offshore Committee

2023 activity

The revision of the *Guidelines for the Purchasing and Testing of SPM Hawsers* was completed in 2023 and the updated content handed to OCIMF's publications team. The revised edition is expected to be published in 2024. A working group was formed in Q3 2023 to begin an update of the *Guide to Manufacturing and Purchasing Hoses for Offshore Moorings (GMPHOM)*. As well as updating content, the group will incorporate the information paper *Marine Breakaway Couplings* to form a new, single document. Initial reviews of *Cargo Guidelines for F(P)SO* and *Guidelines for Offshore Tanker Operations* were conducted. Once discussed and agreed by the FSEG, recommendations will be submitted to P&A Offshore Committee.

Offshore risks: In conjunction with IOGP and OPITO, OCIMF developed an information paper, *Management of Survival Craft on Fixed/Floating Installations* to drive improvements to current Life Saving Appliance design and safeguards, regulatory requirements, industry best practices and programmes. This paper was published in December 2023, and it was submitted as an 'INF. Paper' at the 10th IMO Sub-Committee on Ship Systems and Equipment (SSE 10). A working group was formed in Q4 2023 to look into the issue of FPSO assurance and asset integrity. Feedback was gathered from members and industry stakeholders and the working group is conducting risk analysis and preparing initial recommendations to the P&A Offshore Committee.

<p>Lead</p> <p>John Dunhill (Shell) until December 2023</p> <p>Gareth Meredith (BP) from January 2024</p> <p>Co-Leads</p> <p>Duncan Brown (Chevron) until February 2023</p> <p>Zubin Bhada (Santos)</p> <p>Laurent Pottier (TotalEnergies)</p> <p>Secretary</p> <p>Graham Coles (OCIMF Offshore Adviser)</p>	<p>Members represented</p> <p>Aker BP Aramco BP Chevron ConocoPhillips Eni Equinor ExxonMobil HarbourEnergy Hess MISC Maritime Services OLT Offshore Petrobras Santos Shell Suncor TotalEnergies Woodside</p> <p>Invited industry members</p> <p>Bluewater Bumi Armada BW Offshore MODEC SBM Offshore</p>	<p>Meetings in 2023</p> <p>FSEG 09 16 February</p> <p>FSEG 10 8 June</p> <p>FSEG 11 4 September</p> <p>FSEG 12 5 September</p>
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Offshore Vessel Operations Expert Group



Purpose

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

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

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

- Offshore Marine Operations
- Station Keeping
- Offshore Marine Assurance

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

2023 activity

The group reviewed *Deck Cargo Management Onboard Offshore Vessels* and *Offshore Vessel Operations in Ice and/or Severe Sub-Zero Temperatures in Arctic and Sub-Arctic Regions*.

Following significant feedback from stakeholders, including OCIMF members, operators, inspectors and trade associations, the group has reviewed and updated the following templates in the Offshore Vessel Inspection Database (OVID):

- Offshore Vessel Inspection Questionnaire (OVIQ).
- MODU.
- Small Craft.
- Offshore Vessel Particulars Questionnaire (OVPQ).
- Crew Matrix.

This work was completed in Q3 2023 and is currently undergoing development and implementation by the Programmes department and IT support.

A working group convened in January 2023 to discuss the management of attending vessels within an offshore safety zone, review existing critical barriers and evaluate potential gaps and opportunities to improve marine safety. Following the submission of recommendations, the group is now developing an information paper on this subject. A working group was formed in Q3 to review existing barriers and best practices related to DP Assurance activities. OCIMF joined with Marine Technology Society (MTS) DP Committee and IMCA to collaborate on a joint industry project on a *Unified Approach to Verification, Validation and Assurance of Single Fault Tolerance in DP System*.

<p>Lead</p> <p>Alex Morton (Harbour Energy) until December 2023</p> <p>Pat Dasgupta (Chevron) from December 2023</p> <p>Co-Leads</p> <p>Ahmad Hisshamuddin (MISC Maritime Services) until September 2023</p> <p>Henning Hjartholm (Equinor)</p> <p>Monty Mathew (Shell)</p> <p>Secretary</p> <p>Graham Coles (OCIMF Offshore Adviser)</p>	<p>Members represented</p> <p>BP Chevron CNOOC ConocoPhillips Eni Equinor ExxonMobil Harbour Energy Hess Ineos MISC Maritime Services Petrobras Santos Shell Suncor TotalEnergies Woodside</p>	<p>Meetings in 2023</p> <p>OVOEG 09 15 February</p> <p>OVOEG 10 11 May</p> <p>OVOEG 11 10 August</p> <p>OVOEG 12 7 December</p>
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Inspection Processes Expert Group

Purpose

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

Reports to: Programmes Committee

2023 activity

The expert group has delivered a revised Harmonised Vessel Particulars Questionnaire. In a collaborative effort, a joint working group drawn from members of the IPEG and the Barge Expert Group delivered a revised Barge Inspection Questionnaire (BIQ) and Barge Particulars Questionnaire (BPQ) for Europe, which was implemented in 2023. Another working group comprised of members of IPEG and the Offshore Vessel Operations Expert Group delivered a revised Offshore Vessel Inspection Questionnaire and Offshore Vessel Particulars Questionnaire, which will be implemented in 2024. IPEG has also set up a joint working group to revise the BIQ and BPQ for North America. This work is scheduled for completion in 2024.

<p>Lead</p> <p>Fred Adolfsen (Equinor)</p> <p>Co-Leads:</p> <p>Pierre Gobetti (TotalEnergies)</p> <p>Lanny Mason (Marathon Petroleum Company)</p> <p>Secretary</p> <p>Ajay Gour (OCIMF Inspector Training and Accreditation Manager)</p>	<p>Members represented</p> <p>Aker BP ASA BASF SE BP Braskem SA CEPSA Cheniere Energy Inc Chevron ENEOS (PIMA) ENI SpA ENOC Equinor ASA INEOS Europe AG Marathon Petroleum Company MISC Maritime Services SDN. Bhd. (MMS) Neste Corporation Nigeria LNG Limited OMV Refining & Marketing GmbH Petrobras Petrovietnam Phillips 66 Company Repsol Saudi Aramco Shell TotalEnergies Viva Energy Australia Ltd YPF S.A.</p>	<p>Meetings in 2023</p> <p>IPEG 06 26 April</p> <p>IPEG 07 21 June</p> <p>IPEG 08 29 November</p>
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Communities of Practice

The OCIMF Communities of Practice (CoP) online platform provides the perfect tool to allow subject matter experts to openly discuss technical issues and share lessons learned. This platform is an inclusion tool designed to allow OCIMF to listen to voices it does not normally hear.

The structure of the CoP replicates the internal committee structure at Functional Committee and Expert Group level and the initial phase of release was with existing members of committees and groups. Conversations happening within the CoP are monitored by Functional Committees and Expert Groups specifically to look for emerging issues OCIMF is not yet aware of. These issues will then be worked through the normal committee structure.

The CoPs have increased OCIMF's ability to tackle a broader scope of issues to help meet its vision of an industry that causes no harm to people or the environment. All members have access and are encouraged to promote its use within their organisations.

Programmes Governance Expert Group



Purpose

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

Reports to: **Programmes Committee**

2023 activity

Inspector training, assessment, and accreditation:

A schedule of 13 online and face to face courses were delivered for SIRE and OVID programmes. These included SIRE CAT-3 and OVID initial training for applicant inspectors as well as refresher training for current inspectors in the SIRE CAT-3 and OVID programmes.

Programmes audits and assessments:

SIRE CAT-1 and CAT-3 periodic audits remained suspended in 2023. Audited inspections for CAT-3 applicant inspectors who completed an accreditation course during 2023 were carried out. OCIMF Quality Assurance team continues to carry out desktop inspector performance reviews for SIRE CAT-1 inspectors.

Programmes Policies and Procedures:

Criteria for SIRE CAT-1 applicant inspectors have been revised by the PGE. New criteria will be implemented in 2024. OCIMF programme requirements for submitting companies were reviewed and revised at the direction of the Programmes Committee. The revised requirements will be implemented once approved by the Legal Committee.

Programmes Documents Library:

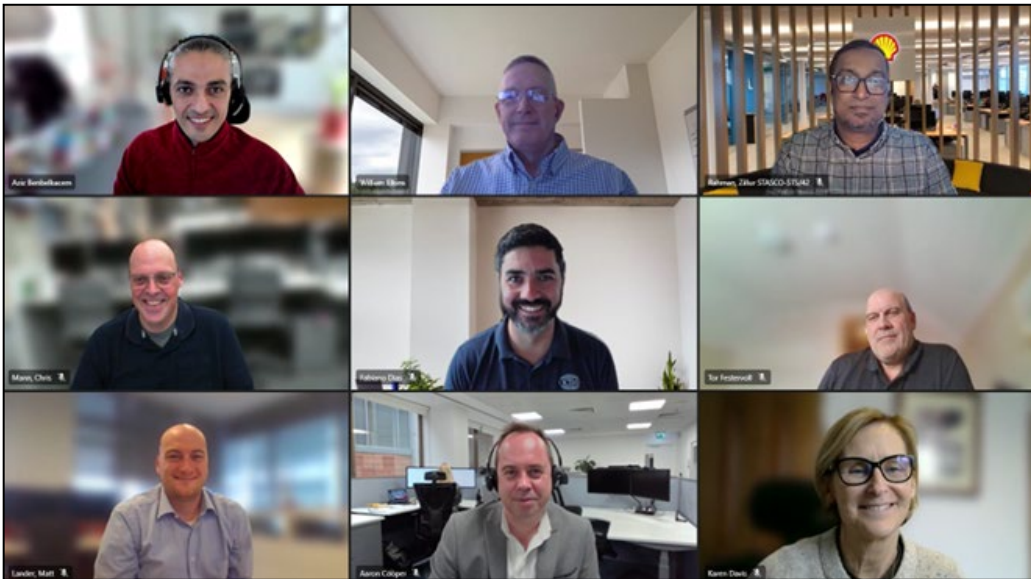
A Programmes Documents Library (PDL) containing policies, procedures, and user guidance for OCIMF programmes was launched on 18 April 2023. All programme participants can access the PDL using their programme login credentials.

Programmes Quality Management System:

OCIMF Programmes completed an ISO 9001 annual audit with BSI on 15 May 2023. The audit report concluded that OCIMF SIRE and OVID quality management systems are working well to support the organisation in achieving its strategic aims.

<p>Lead</p> <p>Oscar Danilo Rodriguez Luna (CEPSA)</p> <p>Co-Lead</p> <p>Vedran Engelbreht (Shell)</p> <p>Secretary</p> <p>Sach Sharma (OCIMF Quality Assurance Manager)</p>	<p>Members represented</p> <p>CEPSA BASF BP Chevron ENI ENOC Equinor NESTE Pan American Energy Shell TotalEnergies</p>	<p>Meetings in 2023</p> <p>PGEG 05 22 February</p> <p>PGEG 06 2 August</p>
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Innovation and Technology Expert Group



Purpose

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

Reports to: Programmes Committee

2023 activity

The Innovation and Technology Expert Group met throughout 2023. The group worked closely with Programmes IT to validate the third-party assurance review remediation of the OCIMF Programmes IT systems and infrastructure. The group undertook a hardware assessment of the tablet devices used by inspectors that was conducted by two third-party audit companies, one for the software and a second for the hardware. This was completed in August 2023. The group collaborated with the Security Adviser providing input on the 5th edition of the BIMCO and joint industry publication *Guidelines on Cyber Security Onboard Ship*. The group continues to monitor the opportunities for improvement identified during the assurance review.

The group continues to participate in the Joint Working Group meetings on Cyber Systems hosted by the International Association of Classification Societies. Tor Festervoll has elected to step down from the Lead role in 2024.

<p>Lead Tor Festervoll (Equinor)</p> <p>Secretary William J. Elkins (OCIMF Programmes Senior IT Manager)</p>	<p>Members represented</p> <p>ADNOC BP Chevron ENI ENOC Equinor IMT Neste Repsol Shell TotalEnergies</p>	<p>Meetings in 2023</p> <p>Weekly assurance meetings throughout March</p> <p>March</p> <p>July</p>
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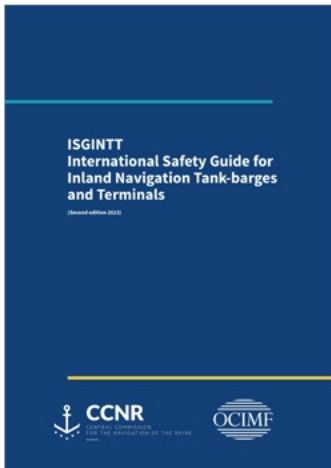
Quality Assessors

Quality Assessors add value to OCIMF programmes by continually verifying how the critical activities are being managed by programme participants. They provide guidance where necessary to ensure quality and consistency of programme outputs. To deliver on this responsibility Quality Assessors performed a range of activities during 2023:

- Assisted in developing SIRE 2.0 policy and procedure documents.
- Carried out VIQ7 report reviews and provided feedback to submitting companies and inspectors to improve quality and accuracy of reports.
- Responded to frequent technical enquiries related to interpretation of questionnaires and guidance, validity of findings, inspection procedure, management of inspection processes and access to programmes.
- Visited all Third Party Vetting Contractors registered in the SIRE programme to verify compliance with OCIMF requirements.
- Carried out routine inspector performance reviews and provided feedback to inspectors on their overall performance, identifying their strengths as well as areas for improvement.
- Engaged with programme participants through OCIMF webinars and participation in industry seminars to raise awareness of SIRE 2.0 programme requirements.
- Participated in inspector training for all programmes and onboarding of SIRE CAT-1 inspectors prior to carrying out SIRE 2.0 inspections.
- Reviewed all SIRE 2.0 trial inspection reports and provided feedback to submitting companies and inspectors identifying areas for improvement.



OCIMF publications – new in 2023



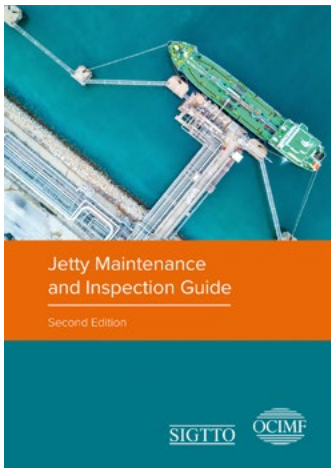
International Safety Guide for Inland Navigation Tank-Barges and Terminals (ISGINTT)

2nd Edition

This guide provides updated recommendations for inland tanker and terminal personnel on the safe carriage and handling of liquid inland tanker cargoes. It is relevant to petroleum, chemicals or liquefied gas inland tankers, as well as the terminals handling those inland tankers.

The second edition carries updated safety practice guidance on the operation of tank-barges and terminals. It includes safety checklists for ship/shore and ship/barge interfaces (and vice versa) and transhipment of cargo and slops. The guide has been produced by OCIMF and CCNR in association with relevant European organisations.

CCNR/OCIMF book, published February 2023



Jetty Maintenance and Inspection Guide

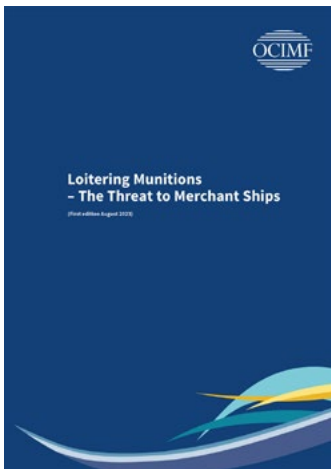
2nd Edition

Reliable equipment at the jetty is vital for safe transfer of cargo between the ship and shore. Maintenance of this equipment is particularly important because of the harsh environmental conditions often experienced.

This guide provides information on the basic function, failure, inspection, maintenance and repair of all the key equipment items and systems. It is not intended to provide guidance on safety management procedures or to replace the manufacturers' instruction manuals. However, it is designed to provide a description of a typical jetty and the likely faults that may occur if maintenance work is not carried out regularly.

The new version incorporates updated references and lessons learned, which are reflected in detailed guidance on inspection procedures, including the degradation mechanisms for topside jetty equipment and underlying structure. It also advises on the use of alternative and emerging technologies to manage the integrity of the assets.

OCIMF/SIGTTO book, published December 2023



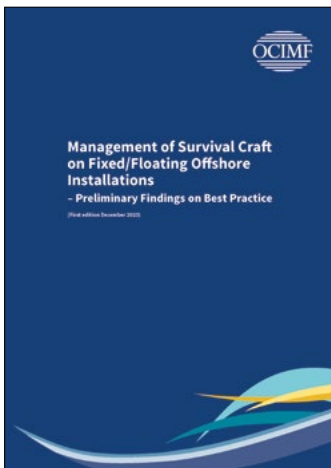
Loitering Munitions – The Threat to Merchant Ships

Drones have been used as loitering munitions (LM) to attack merchant ships. This is a specific type of drone with a built-in weapon and some with the capability to loiter in an area until their target is located. The global proliferation of these rapidly advancing technologies poses a new and rising security risk to merchant shipping. Although these attacks have been focused in the Middle East region, their use elsewhere cannot be discounted.

This information paper covers:

- The threat posed by LM such as the Shahed-136, which has been used against commercial vessels.
- Operational characteristics and trends related to the employment of these systems, and the technical characteristics of LM.
- Considerations, including guidance for best practices.

OCIMF information paper, published August 2023



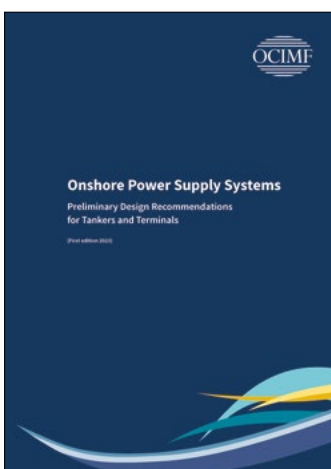
Management of Survival Craft on Fixed/Floating Offshore Installations: Preliminary Findings on Best Practice

The testing and maintenance of survival craft presents much greater risks at offshore facilities, which operate in a fixed position exposed to open ocean environments, than onboard ships, which can relocate to a safer location. This information paper aims to drive improvements to current Life Saving Appliance design and safeguards, regulatory requirements, industry best practices and programmes.

It makes a case for change to the IMO, government marine regulatory authorities, industry partners and LSA Original Equipment Manufacturers to drive towards an agreed international standard that is fit for purpose for the design, maintenance, training, testing and operation of offshore facility survival craft.

This preliminary information paper is intended as a contribution to further work, culminating in a more detailed publication in parallel with a case for change submission to the IMO.

OCIMF information paper, published December 2023



Onshore Power Supply Systems: Preliminary Design Recommendations for Tankers and Terminals

The adoption of Onshore Power Supply (OPS), also known as cold ironing, brings environmental advantages to maritime operations in ports and terminals. By using shore-based electrical power while at berth, ships can reduce their emissions, contributing to improved local air quality, potential Greenhouse Gas emissions reduction, and aiding in compliance with environmental regulations. This information paper provides a preliminary guide to the design of OPS systems for tankers, terminals, and their interface.

This guidance is supported by a survey of tanker ships that provides insight into each ship's electrical installations, cargo systems and power consumption patterns. The paper outlines recommendations for standardised OPS system requirements for voltage, frequency, and number of cables. Other design and operational considerations are addressed.

This preliminary paper will be followed by a more detailed OCIMF information paper covering aspects of the safe application of OPS to tankers, the terminals and their interface.

OCIMF information paper, published December 2023

OCIMF Books

Title	Edition	Published	Co-author
Anchoring Systems and Procedures	2nd	2010	–
BMP West Africa	1st	2020	Industry associations
BMP5 – Best Management Practices to Deter Piracy and Enhance Maritime Security in the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea	1st	2018	Industry associations
Cargo Guidelines for F(P)SOs	1st	2018	–
Competence Assurance Guidelines for F(P)SOs	1st	2009	–
Competence Assurance Guidelines for Mooring, Loading and Lightering Masters	1st	2015	–
Design and Construction Specification for Marine Loading Arms	4th	2019	–
Effective Mooring	4th	2019	–
F(P)SO poster	1st	2012	–
Guide to Manufacturing and Purchasing Hoses for Offshore Moorings (GMPHOM)	5th	2009	–
Guidelines for Offshore Tanker Operations	1st	2018	–
Guidelines for the Design, Operation and Maintenance of Multi Buoy Moorings	1st	2010	–
Guidelines for the Purchasing and Testing of SPM Hawasers	1st	2000	–
International Safety Guide for Inland Navigation Tank-Barges and Terminals (ISGINTT)	2nd	2023	CCNR
International Safety Guide for Oil Tankers and Terminals	6th	2020	ICS, IAPH
Jetty Maintenance and Inspection Guide	2nd	2023	SIGTTO
Marine Terminal Management and Self Assessment (MTMSA)	1st	2012	–
Marine Terminal Operator Competence and Training Guide (MTOCT)	1st	2013	–
Mooring Equipment Guidelines	4th	2018	–
Offshore Vessel Management and Self Assessment (OVMSA2)	2nd	2019	–
Peril at Sea and Salvage: A Guide for Masters	6th	2020	ICS

Title	Edition	Published	Co-author
Recommendations for Liquefied Gas Carrier Manifolds	2nd	2018	SIGTTO
Recommendations for Oil and Chemical Tanker Manifolds and Associated Equipment	1st	2017	CDI
Ship to Ship Service Provider Management and Self Assessment	2nd	2020	–
Ship To Ship Transfer Guidelines for Petroleum, Chemicals and Liquefied Gases	1st	2013	CDI, ICS, SIGTTO
Single Point Mooring Maintenance and Operations Guide	3rd	2015	–
Tanker Management and Self Assessment 3 (TMSA3)	3rd	2017	–
The Safe Transfer of Liquefied Gas in an Offshore Environment (STOLGOE)	1st	2010	–
The Use of Large Tankers in Seasonal First-Year Ice and Severe Sub-Zero Conditions	1st	2010	–
USA Barge Operations: Guidelines and Best Practices for Liquid Hydrocarbon Barges and Associated Tugs	1st	2014	–

Information Papers

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

OCIMF PUBLICATIONS

Title	Edition	Published	Co-author
Estimating the Environmental Loads on Anchoring Systems	1st	2010	–
F(P)SO Heading Control Guidelines	1st	2020	–
Global Counter Piracy Guidance for Companies, Masters and Seafarers	1st	2018	Other industry associations
Guidance for the Employment of Private Maritime Security Companies	1st	2021	–
Guide for Implementation of Sulphur Oxide Exhaust Gas Cleaning Systems	1st	2016	–
Guidelines for Remote Inspections under OCIMF Programmes	2nd	2020	
Guidelines for the Control of Drugs and Alcohol in the Maritime Industry	3rd	2024	–
Guidelines for the Development of A PWOM	1st	2019	ICS
Guidelines for the Handling, Storage, Use, Maintenance and Testing of STS Hoses	1st	2021	–
Guidelines for transiting the Turkish Straits	2nd	2021	–
Guidelines on Capabilities of Emergency Response Services	1st	2013	–
Guidelines On The Marine Assessment Of F(P)SOs	2nd	2019	–
Guidelines to Harden Vessels	2nd	2022	–
Human Factors: Management and Self Assessment	1st	2021	–
Inert Gas Systems – The Use of Inert Gas for the Carriage of Flammable Oil Cargoes	1st	2017	–
Joint Industry Guidance – The Supply and Use of 0.50%-Sulphur Marine Fuel	1st	2019	Other industry associations
Linked Ship/Shore Emergency Shutdown Systems for Oil and Chemical Transfers	1st	2017	CDI
Loitering Munitions – The Threat to Merchant Ships	1st	2023	
Management of Survival Craft on Fixed/Floating Offshore Installations: Preliminary Findings on Best Practice	1st	2023	
Manning at Conventional Marine Terminals	1st	2008	–
Marine Breakaway Couplings	1st	2008	–
Marine Terminal Information Booklet: Guidelines and Recommendations	1st	2018	–
Mooring Load Analysis During Ship to Ship Transfer Operations	1st	2022	–
Northern Sea Route Navigation: Best Practices and Challenges	1st	2017	–
OCIMF Safety Bulletin – Sanchi and CF Crystal Collision Incident	1st	2020	–

Title	Edition	Published	Co-author
Offshore Vessel Operations in Ice and/or Severe Sub-Zero Temperatures in Arctic and Sub-Arctic Regions	1st	2014	–
Onshore Power Supply Systems: Preliminary Design Recommendations for Tankers and Terminals	1st	2023	–
Recommendation for converting Inland Tank-Barges from Open to Closed Cargo Operations in South and Central America	1st	2024	–
Recommendations for the Tagging/Labelling, Testing and Maintenance, Documentation/Certification for Ships' Lifting Equipment	1st	2005	–
Recommendations on Engineering Watch/Duty Period Handover and Inspection Routine	1st	2013	–
Recommendations on Hazard Assessment of Fuel Changeover Process	1st	2013	INTERTANKO
Recommendations on the Proactive Use of Voyage Data Recorder Information	2nd	2020	–
Recommendations on Usage of ECDIS and Preventing Incidents	1st	2020	–
Recommendations Relating to the Application of Requirements Governing Seafarers' Hours of Work and Rest	1st	2012	ICS, ISF
Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia	2nd	2022	Other industry associations
Safe Access on Ships with Exposed or Raised Deck Structures	1st	2012	–
Safety Critical Equipment and Spare Parts Guidance	1st	2018	–
Safety, Health, Environmental Issues and Recommendations for Shipboard Handling of Elevated Mercury Crude Cargoes	1st	2011	–
Sharing Lessons Learned from Incidents	1st	2018	INTERTANKO
Ship Security – Bridge Vulnerability Study	1st	2014	–
Ship Security – Hull Vulnerability Study	1st	2019	–
Static Towing Assembly Guidelines (STAG)	1st	2020	–
Temporary COVID-19 Precautions During an Inspection	1st	2020	–
Temporary Guidelines for Conducting a Vessel Inspection during Covid-19	2nd	2022	–
The Carriage of Methanol in Bulk Onboard Offshore Vessels	1st	2020	MSF
The OCIMF Human Factors Approach	1st	2020	–
The Guidelines on Cyber Security Onboard Ships	4th	2018	BIMCO
Transfer of Personnel by Crane between Vessels	1st	2018	–
Volatile Organic Compound (VOC) Emissions from Cargo Systems on Oil Tankers	1st	2019	–

Publications coming soon

Title	Due	Book or Information Paper
Compliance with EEXI Regulation: Risks associated with Power Limitations	2024	Information Paper
BMP 5, Second Edition	2024	Book
BMP West Africa, Second Edition	2024	Book
Emission Control Technologies	2024	Information Paper
Guidelines for the Purchasing and Testing of SPM Hawsers, Second Edition	2024	Book
ISGINTT 2 – Chinese translation	2024	Book
ISGINTT 2 – Portuguese translation	2024	Book
ISGINTT 2 – Spanish translation	2024	Book
Onshore Power Supply	2024	Information Paper
Verifying and Validating the Single Fault Tolerance of DP Systems	2024	Information Paper
Recommendations on the Use of Smart Autonomous Aids: Track Guidance Assistants for Inland Navigation (TGAIN)	2024	Information Paper





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