



Annual Report

2014



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The Oil Companies International Marine Forum is a company limited by guarantee incorporated under a private Act of Parliament in Bermuda.

Cover photo: Pipes on oil tanker, David Sanger/Stockbyte/Getty Images

Mission

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

Objectives

Standards

To identify safety and environmental issues facing oil tanker, barge, terminal and offshore marine operations, and develop and publish recommended standards that will serve as technical benchmarks.

Regulatory

To contribute to the development of international conventions and regulations that enhance the safe construction and operation of oil tankers, barges, offshore support vessels and terminals, working with the IMO and other regulatory bodies, both regional and national.

Consultation

To promote the ratification and implementation of international conventions and regulations.

Enforcement

To encourage flag States, port States and classification societies in their enforcement of international conventions and regulations.

Promulgation

To facilitate access by charterers and authorities to data on terminals, tankers, barges and offshore support vessels relating to safety and pollution prevention, through the Ship Inspection Report Programme (SIRE), Offshore Vessel Inspection Database (OVID) and the Marine Terminal Information System (MTIS).

Promotion

To actively promote OCIMF's role in the development of safety and environmental guidelines and recommendations, harnessing the skills and experience of OCIMF members and holding industry events addressing the issues.



Chairman's statement

John Ridgway



The shipping industry is showing the first signs of economic recovery after five years of reducing demand and over-supply. This period has put pressure on ship owners and operators to maintain standards and implement a number of major legislative operational enhancements (low sulphur fuel, carbon efficiency, Electronic Chart Display and Information System (ECDIS) implementation, the Maritime Labour Convention), while cash returns are under pressure. OCIMF continues to assist the industry by promoting practical and pragmatic guidance to ensure that compliance with such standards is as efficient as possible.

2013 was a year where OCIMF began to implement the changes agreed as a result of the 2012 strategic review. Subtle adjustments to efficiently provide a growing membership with greater opportunities for engagement have been designed to ensure that OCIMF continues to remain relevant and well positioned to deliver the mission for many years to come.

OCIMF continues to consult with the IMO as a trusted knowledge partner, contributing to sound, fit-for-purpose regulation of the global shipping industry. 2013 was a year when the International Maritime Organization (IMO) also took stock and looked at ways to improve future delivery. In several addresses during the year, the Secretary-General signalled the need for a return to core values, prioritising the safety of the industry and producing technical solutions to existing issues. In doing so he set ambitious long-term goals to reduce shipping casualties by 50%, strengthen safety in passenger ships and work towards the eradication of piracy on a global scale. The theme of the next World Maritime Day, 'IMO Conventions: Effective Implementation', acknowledged that while the development of international conventions to regulate the industry is the role of the IMO, unless these conventions are implemented effectively by flag States they will fail to deliver the

principal objective of a safer, cleaner industry. Effectiveness was also the objective of the announced reforms to the IMO working structure, which involves rationalising IMO's Sub-Committees, seeking greater working efficiency and capping operating costs.

OCIMF worked closely with the IMO on a number of technical matters throughout the year, in particular:

- The approval of an amendment to SOLAS which extends the requirements for inert gas systems to be fitted to tankers of between 20,000 to 8,000 dwt.
- Resolution A 1088 (28) providing practical measures to manage the implementation of the Ballast Water Management Convention when it enters into force.
- Resolution A 1068 (28) addressing prevention and suppression of piracy and armed robbery against ships operating in the Gulf of Guinea.

Programmes

The OCIMF suite of programmes provides member companies with standardised, objective data to support quality assurance and risk management decisions. The Ship Inspection Report Programme (SIRE) reached its 20th consecutive year in operation, and it is pleasing to see that report sharing, a primary objective of the system, continues to grow. On average, 10,400 reports are downloaded from the database every month, with each report being used between 6 and 7 times a year. At the same time, inspections per ship have declined incrementally to an average of just less than 2.49 inspections per annum.

SIRE continues to evolve, with members working on new editions of the Vessel Inspection Questionnaire (VIQ) and Harmonised Vessel Particulars Questionnaire (HVPQ) throughout the year for release in 2014. The Tanker Management and Self



Assessment (TMSA) programme is widely used, with 1,500 companies submitting assessments. The General Purposes Committee began work on a gap analysis to determine the need for a third edition to be planned. Use of the Offshore Vessel Inspection Database (OVID) continued to expand with 47 member companies using the system; by the close of 2013, the OVID system contained 6,700 registered vessels managed by 1,500 operators. OVID has continued to grow steadily in all respects since its introduction in 2010. It is complemented by the Offshore Vessel Management and Self Assessment (OVMSA) programme released in 2012, which is now becoming widely used. Our latest edition to the suite of OCIMF programmes is the Marine Terminal Information System (MTIS), the use of which has also grown steadily, and which now holds data on more than 400 of the world's tanker terminals.

Publications

The OCIMF committees continued their work to identify and address a variety of issues and matters of concern. Best practice was promulgated through the distribution of Information Papers on a diverse variety of subjects, and included *Guidelines on Capabilities of Emergency Response Services*, *Recommendations on the Hazard Assessment of Fuel Changeover Processes*, and an updated



edition of *Recommendations on the Proactive Use of Voyage Data Recorder Information*.

Best practice guides published during the year included two first editions: the *Ship to Ship Transfer Guidelines for Petroleum, Chemicals and Liquefied Gases*, produced in conjunction with the Society of International Gas Tanker and Terminal Operators (SIGTTO), the International Chamber of Shipping (ICS) and the Chemical Distribution Institute (CDI), amalgamates earlier, bespoke editions relating to specific cargo types, and now addresses STS transfers in a single volume. The publication of the *Marine Terminal Operator Competence and Training Guidelines* (MTOCT), marked delivery of the final element of the MTIS project. Several new publications are scheduled for release in 2014.

OCIMF members continue to emphasise the urgent need to combat piracy and organised crime in the maritime domain on a global scale. A delicate balance has been achieved and maintained, resulting in fewer ships being attacked and boarded by pirates when transiting the Northern Indian Ocean and adjacent waters. However, vigilance is still needed as Somali pirates continue to possess both the desire and capability to attack shipping with the objective of hijacking for ransom. The need for international naval forces to detect, deter and disrupt piracy in these waters, coupled with robust self-protection measures



applied effectively by transiting ships, remains paramount to avoid resurgence. Armed robbery of ships has continued in hot spots around the world, and has become particularly prevalent in the waters off the Gulf of Guinea. OCIMF has been engaged with a number of partners, both regional and international, to introduce the Maritime Trade Information Sharing Centre for the Gulf of Guinea (MTISC-GoG), capable of providing increasing domain awareness within these waters, to communicate with shipping to provide maritime security advice and information, and timely warnings of criminal activity. Tangible progress has been made during 2013, which will come to fruition with the MTISC-GoG becoming operational in 2014.

OCIMF membership includes almost all of the world's oil companies. Their support is invaluable, through funding of the organisation's capability, the secondment of highly qualified professional staff, and in ensuring prompt implementation of recommended standards to enable the global industry to operate within a standard safety framework.

The staff at OCIMF are a great credit to its members and, in 2013, have continued to evolve the organisation so that it remains ready to face future challenges. The company goes well.

Director's review

David Cotterell



The headline for 2013 was to commence implementation of the forward strategy agreed by the Executive Committee in their final meeting of 2012.

The future strategy to 2020 is defined on the foundation that:

- The organisation is respected and broadly successful, and the strategic changes required are adjustments and not transformations.
- The membership consultation process confirmed the mission was correct: many consultation respondents took the opportunity to express the need for OCIMF to do more and to facilitate broader engagement of the membership.

There is however a clear need for adjustments in order to:

- Efficiently serve the needs of a growing membership.
- Sustain the relevance of the organisation over a period in which the significance of marine operations in the offshore, transportation and terminal handling of hydrocarbons is evolving.
- Ensure that the organisation is positioned, resourced and funded to successfully deliver the business objectives.

The areas identified for adjustment are:

- The Scope and Definition of the OCIMF Mission.
- Motivating the Membership towards greater engagement to fulfil the mission.
- Creating a working structure where a growing membership can engage efficiently and cost-effectively.
- Adjusting the structure of the secretariat to efficiently support the priorities and expectations of the full membership.
- Establishing a business model that matches demand to resource and funding, enabling the consistent delivery of objectives for the furtherance of the mission.

Throughout 2013 the Secretariat has placed greater emphasis on providing the membership with clear, concise communications contributing to the management of change as the organisation adjusts the way it works. The introduction of a monthly e-newsletter has assisted in reaching out to those member companies who are not at the core of committee work. By far the largest change in the year was to move away from the long-established model of member companies hosting the principal committee meetings in locations of their choosing, coupled with the winding up of the terminal forum structure. The four principal committees—the Executive Committee (ExCom), General Purposes Committee (GPC), Ports and Terminals Committee (PTC) and Offshore Marine Committee (OMC)—will instead rotate their biannual meetings around four global hubs (Singapore, Houston, London and Dubai) where the likelihood of members combining other business with OCIMF meetings will be increased. Linked to these meetings, OCIMF has introduced regional panels to provide a new forum for interaction with members in each region. The regional panels build upon the works of the terminal forums, expanding the terminal work stream to include offshore and shipping operations. The first Committee to meet under the new structure was the GPC whose 77th meeting took place in Dubai in October and was followed by the inaugural meeting of the Middle Eastern and African Regional Panel. This new approach proved successful and popular with the members attending, and will be introduced to the remaining regions in 2014.

While the Forum has been managing change, the daily work of the organisation has continued unimpeded, with the committees and their sub-committees and working groups delivering some excellent work throughout 2013. A core function of OCIMF is to highlight the safety issues being experienced in our industry and to provide guidance on mitigation. There were some excellent examples this year, including

Information Papers addressing the hazards associated with the fuel changeover process, the assessment of Emergency Response Service Provider capabilities and, drawing from best practice in the aviation industry, a Paper promoting greater proactive use of Voyage Data Recorders to analyse normal patterns of navigational behaviour to provide learning and opportunities for improvement.

Late in the year OCIMF, in conjunction with the Society of International Gas Tanker and Terminal Operators (SIGTTO), the International Chamber of Shipping (ICS) and, for the first time, the Chemical Distribution Institute (CDI), published the new *Ship to Ship Transfer Guidelines*. This was a milestone as it combined different volumes to provide a single guide for the transfer of petroleum, LPG, LNG and chemicals in one publication. It was also a major milestone considering that OCIMF launched its first best practice guidance some 38 years ago, with publication of the first edition of the *Ship to Ship Transfer Guide (Petroleum)* in 1975.

Ship inspection programmes continued to thrive, with SIRE reaching its 20th anniversary since introduction. Healthy KPIs, showing a sustained, incremental fall in the average number of times tankers are inspected, reached 2.49 whilst the number of times each report was downloaded and used to assess tankers continued to grow to an average of 6.32. The number of eligible recipients of SIRE reports also continues to grow steadily.

OVID completed its fourth year since introduction and has seen steady growth in the number of ships registered, inspections lodged and members making OVID the system of choice for offshore vessel assessment. At the end of 2013, more than 6,700 vessels were registered in the database, with more than 3,500 of those having an OVID inspection report available that was less than 12 months old. More than 1,100 vessel operators were registered in the system, more



than 400 of whom had embraced the newly introduced Offshore Vessel Management and Self Assessment tool (OVMSA).

The Marine Terminal Information System (MTIS) introduced at the latter end of 2011 saw slow but sustained usage through 2013. Recognising the need to reinvigorate user interest, the Ports and Terminals Committee formed the MTIS Promotion Task Force to advocate widespread use of MTIS, MTMSA and associated competency standards. The Task Force's hard work was rewarded with a number of independent terminal operators joining the system. The challenge remains, however, and the MTIS Promotion Task Force will continue to advocate widespread usage of the system to enhance terminal safety in the coming year.

The Secretariat saw fewer changes in staff than in previous years. Anuj Gupta completed his secondment as Technical Adviser (Nautical) and returned to IMT, with Ian Shields succeeding him in this position. As part of the organisation's forward strategy, two new positions were created. Kelly Hilditch joined OCIMF as Publications

Project Manager, a post created to add efficiency to the writing, production and publication of our portfolio of best practice guides. Recognising the sustained demand from members for inspector training and familiarisation workshops, the position of Training and Accreditation Officer was also added; Graeme Ross of Chevron was seconded into this new post in the latter part of 2013. Although repositioning for the future is an exciting prospect, I also recognise that changes can be unsettling for many and I wish to take this opportunity to thank all the Secretariat staff for their professionalism, dedication, hard work and the long list of achievements realised during a very busy year.

OCIMF remains an energetic and animated organisation that enjoys great support from the member companies, without which none of the projects delivered this year to enhance the safety of our mariners, ships and terminals would have been possible. As Director, I extend my thanks to all member companies who have provided resources, expertise and wisdom to the OCIMF committees and working groups throughout the year.

History

OCIMF was formed in April 1970 in response to the growing public concern about marine pollution, particularly by oil, after the Torrey Canyon incident in 1967.

In the early 1970s, a variety of anti-pollution initiatives were starting to emerge nationally, regionally and internationally, but with little coordination. Through OCIMF, the oil industry was able to play a stronger, coordinating role in response to these initiatives, making its professional expertise widely

available through cooperation with governments and intergovernmental bodies.

OCIMF was granted consultative status at the IMO in 1971 and continues to present oil industry views at IMO meetings. Since then, its role has broadened to take account of the changing maritime activities of its membership. Its remit now covers tankers, barges, offshore support vessels and terminals, and its advice extends to issues such as shipping in ice and large-scale piracy, which rarely troubled the oil industry when OCIMF was first created in the 1970s.



OCIMF today

Today, OCIMF is widely recognised as the voice for safety of the oil shipping industry, providing expertise in the safe and environmentally responsible transport and handling of hydrocarbons in ships and terminals, and setting standards for continuous improvement. Membership is expanding and includes every oil major in the world along with the majority of National Oil Companies.

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

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

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



Secretariat

For recent changes to the Secretariat please visit the OCIMF website at www.ocimf.com



David Cotterell
Director



Pierre Karsenti
Deputy Director, Chief
Representative to the IMO



Raj Shetty
Senior Technical Adviser



Philip Pascoe
General Counsel



Sean Nicholson
Technical Adviser (Offshore)



Ian Shields
Technical Adviser
(Nautical)



Chris Brown
Technical Adviser
(Engineering)



Geoff Snow
OCIMF Programme Manager



Oliver Pointon
OCIMF Training and
Accreditation Manager



Shaikh Rahim
OCIMF Compliance Manager



Anita Borsberry
OCIMF Inspector Accreditation
Administrator



Aziz Benbelkacem
OCIMF and IT Systems
Administrator



Zoe Wilson
OCIMF Systems and
Inspector Administrator



Pauline Gilbert
Accounts Administrator



Kelly Hilditch
Publications
Project Manager



Rebecca Harrison
Office Manager



Rachel Capeless
Conference Facilities and
Office Administrator



Joanna Bradley
Senior Management and
IMO Administrator



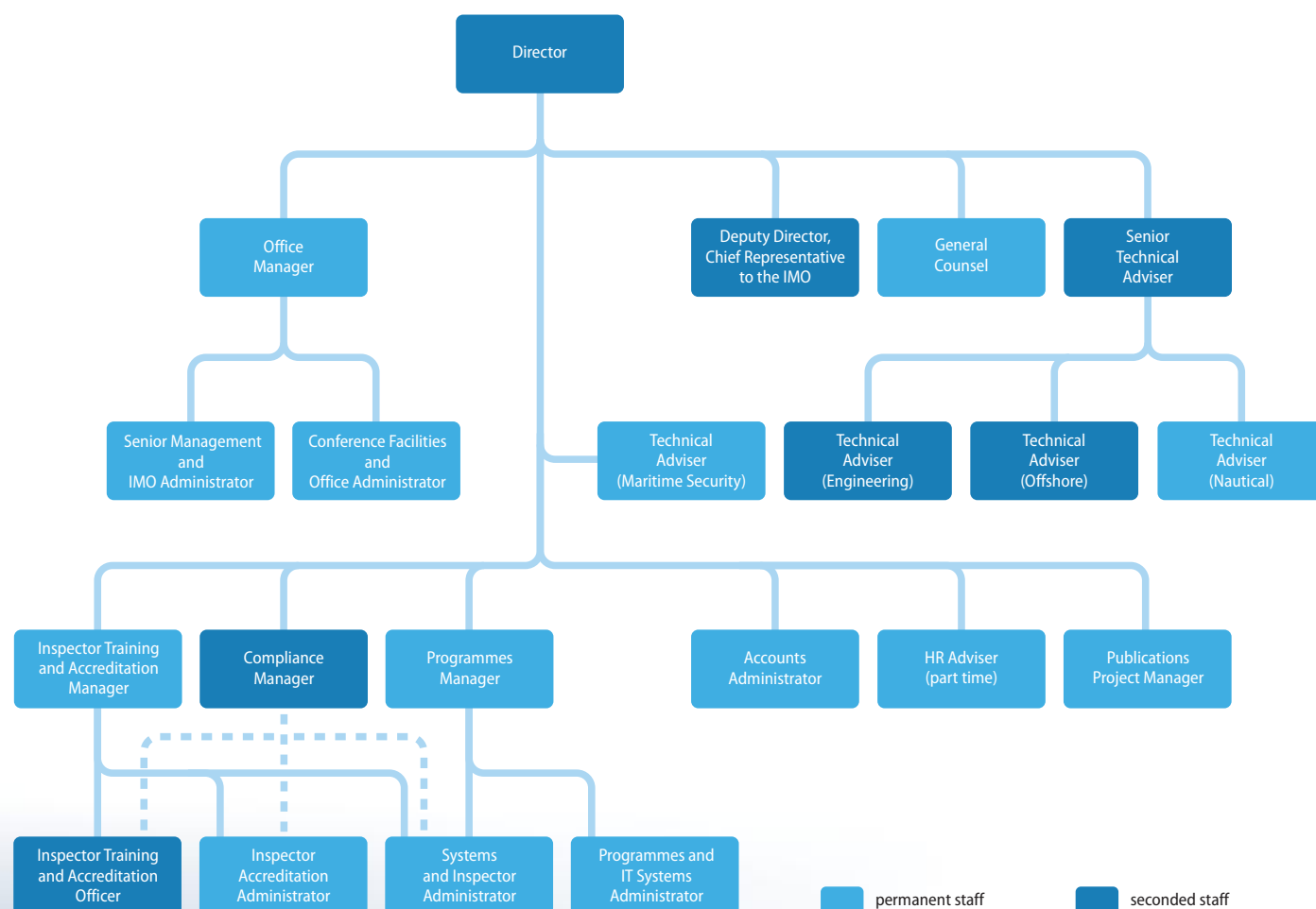
Christine Green (part time)
HR Adviser



Fiona Rider
MTISC-GOG Project
Support Officer

Organisational chart

For recent changes to the organisational chart please visit the OCIMF website at www.ocimf.com



OCIMF membership

(Current as at May 2014)

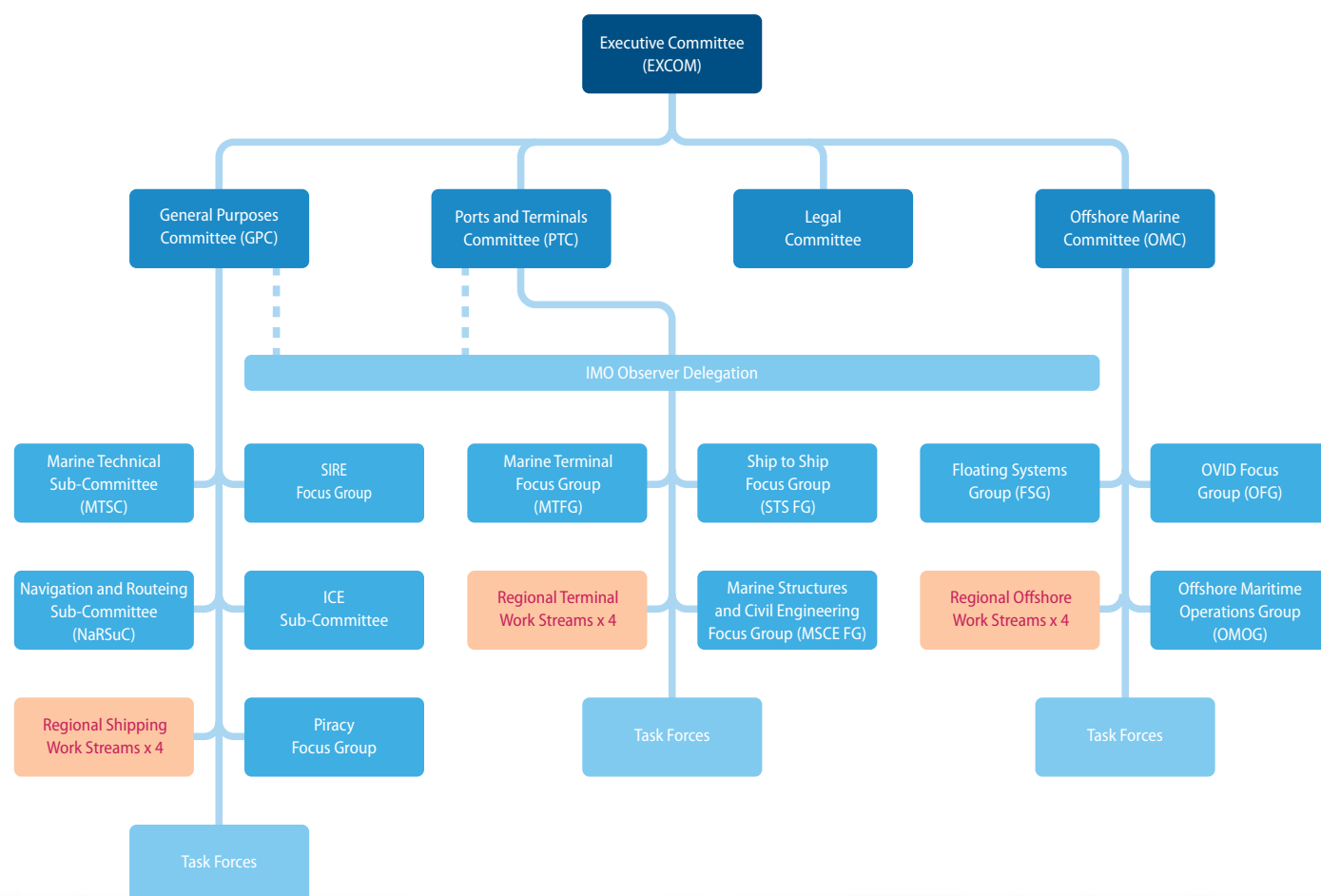
Abu Dhabi Company for Onshore Oil Operations
 Abu Dhabi National Oil Company
 Addax Oryx Group
 Administración Nacional de Combustibles Alcohol y Portland
 Angola LNG
 Bakri International Energy Company Limited
 BG LNG Services LLC
 BHP Billiton Limited
 BP Shipping Limited
 Cairn Energy India Pty Limited
 Cargill Ocean Transportation
 Cenovus Energy Inc
 Centrica PLC
 Chevron Shipping Company LLC
 CNOOC
 Compagnie de Distribution des Hydrocarbures
 Compañía Española de Petroleos SA
 ConocoPhillips
 Det norske oljeselskap ASA
 Ecopetrol S.A.
 Emirates National Oil Company
 Enel Trade SpA
 ENAP
 Engen Petroleum Limited
 Eni SpA
 EP Petroecuador
 ERG SpA
 Essar Oil Limited
 Excelsior Energy LLC
 Gazprom Global LNG Ltd
 GDF Suez
 Hess Corporation
 Husky Energy
 Indian Oil Corporation Limited
 Ineos Manufacturing Scotland Limited
 INPEX Corporation
 International Marine Transportation Limited
 JSC Tomaneftegaz
 Koch Shipping Inc
 Kuwait Oil Company
 LUKOIL Oil Company
 Mærsk Oil
 Marathon Oil Company
 Marathon Petroleum Co. LP
 Marquard & Bahls AG
 Martin Midstream Partners
 Motor Oil (Hellas) Corinth Refineries SA

Murco Petroleum Limited
 Neste Oil Corporation
 Nigeria LNG Limited
 Noble Americas Corp
 NuStar Energy LP
 Occidental Energy Marketing Inc
 OCENSA
 OLT Offshore LNG Toscana SpA
 OMV Refining & Marketing GmbH
 PDV Marina SA
 Pertamina
 Petrobras
 Petróleos de Portugal—PETROGAL, S.A.
 Petroleos Mexicanos
 Petroleum Industry Marine Association of Japan *
 Petronas Sungai Udang Port Sdn Bhd
 Petron Corporation
 PetroVietnam
 Phillips 66 Company
 Preem Petroleum AB
 Primorsk Oil Terminal
 PTT Public Limited Company
 Qatar Petroleum Corporation
 Qatar International Petroleum Marketing Co Limited ('Tasweer')
 Reliance Industries Limited
 Repsol
 Royal Vopak NV
 SARAS SpA
 Saudi Arabian Oil Company
 Sempra LNG
 Shell International Trading and Shipping Company Limited
 Sonangol Marine Services
 Statoil ASA
 Suncor Energy Inc
 Talisman Energy Inc
 Tesoro Maritime Company
 Total SA
 Tullow Oil Plc
 Valero Marketing & Supply Co
 Vermillion Energy Resources
 Vivo Energy
 Woodside Energy Ltd
 YPF S.A.

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

OCIMF Committees

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



... OCIMF Committees

Executive Committee (ExCom)

Chairman: John Ridgway, BP

The Executive Committee (ExCom) met twice during 2013. The 71st Meeting was held in April, hosted by Kuwait Oil Company in Kuwait City. The 72nd meeting was held in September in St Petersburg, and was coordinated with meetings of the ITOPF Board of Directors and the INTERTANKO Executive, creating an opportunity to share the priorities of all three organisations. Mr K. Atsumi, Executive Director of the Petroleum Industry Marine Association of Japan (PIMA), was welcomed as a new member of the Executive Committee.

During 2013 the Executive Committee addressed a wide range of topics, including the following key issues:

- Six new members were welcomed to OCIMF—Cairn Energy India, OLT Offshore LNG Toscana SpA, Det norske oljeselskap ASA, JSC Tamaneftegas, Royal Vopak NV and YPF S.A.
- Discussions were held on ways to encourage more OCIMF member companies to become involved in the work of the Forum.

- Global Maritime Security was confirmed as a strategic imperative, and the role of the Technical Adviser (Maritime Security) was amended to reflect this.
- The importance of the SIRE and OVID inspection programmes was reaffirmed, and consideration was given to the potential threats to their sustainability. This resulted in a letter from the Chairman to all SIRE users, and instructions being given to the General Purposes Committee (GPC) to examine ways to strengthen controls and protect the integrity of the system.
- The policy and governance of the organisation were reviewed, and the work programme and budgets were set for the coming year.

The ExCom is currently comprised of 11 members, and is limited under the OCIMF Constitution to a maximum of 15.



Members of the Executive Committee at the 71st meeting, generously hosted by Kuwait Oil Company in Kuwait City on 23 April 2013. This was the first time the Executive Committee had travelled to meet in Kuwait since OCIMF was established in 1970.

Legal Committee

Chairman: Richard Keigwin, Total

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

The Legal Committee held their 59th meeting on 17 April 2013 in London, hosted by Statoil. The 60th meeting was held on 20 November 2013 in Houston, Texas at the BG Group offices, hosted by BG. The Committee discussed a wide range of legal issues during their meetings, including:

- HNS Convention and Protocol.
- International Oil Pollution Compensation Funds (IOPC Funds) meetings.
- EU shipping issues, including the Directive on ship-source pollution and the introduction of sanctions, including criminal sanctions.
- IMO issues.
- OCIMF trade mark/domain name protection.
- Maritime security, including: Somali-based piracy and maritime security issues in the Gulf of Guinea; and the use of private armed security guards, including guidance from the IMO.
- OCIMF Programmes:
 - SIRE
 - TMSA
 - OVID
 - MTIS.
- OCIMF publications and mandarin translation project.

General Purposes Committee (GPC)

Chairman: Pierre Decarpigny, Total

The General Purposes Committee (GPC) held two meetings during 2013. The 76th meeting was held jointly with the Ports and Terminals Committee (PTC) during April in St Petersburg, hosted by Primorsk Oil Terminal. Following the joint meeting, a seminar was held to engage with the local oil industry and regulators to encourage OCIMF memberships and promote the use of OCIMF best practice guidance and programmes to improve the safety of tanker shipping and terminal operations.

The 77th meeting was hosted by Vela in Dubai in October, which was immediately followed by the inaugural meeting of the Middle Eastern and African Regional Panel. In addition to reviewing the work of the Sub-Committees and working groups, the GPC initiated the following new work items:

- A review of TMSA 2 to determine whether a new edition was needed.
- A revision of the current SIRE Vessel Inspection Questionnaire (VIQ), with the objective to release a new version in the first quarter of 2014.
- Development of new experience requirements, and definition of qualifications to address the high audit failure rates of new inspectors.
- Tasking the Navigation and Routeing Sub-Committee (NaRSuC) to develop best practice for carrying out navigation audits.
- Development of a bespoke inspection variant for barges operating in European waterways.
- Inert Gas Systems Task Force to develop best practice to address the increasing trend of fires and explosions in the cargo areas of tankers.



Members of the General Purposes Committee and Ports and Terminals Committee in St Petersburg. The 76th GPC meeting was held jointly with the PTC in April 2013.

Marine Technical Sub-Committee (MTSC)

Chairman: Peter Weber, ExxonMobil

The 26th meeting of the Marine Technical Sub-Committee (MTSC) was hosted by SeaRiver Maritime on 27–28 March 2013 in Houston, Texas. The 27th meeting was hosted by Total on 17–18 September 2013 in Paris. The MTSC is supported by members from BP, Chevron, Mærsk, Phillips 66, SeaRiver, Shell, Sonangol, Statoil and Total.

The MTSC Information Paper, *Guidelines on Capabilities of Emergency Response Services*, was published in 2013. Oil tankers of 5,000 tonnes deadweight or more are required by MARPOL to have prompt access to computerised, shore-based damage stability and residual structural strength calculation programs. Classification Societies and other entities offer such services to the ship operator. The objective of these *Guidelines* is to clarify and recommend the minimum scope of ERS provision, and to give advice on suggested minimum requirements of

competency and capability of ERS service providers.

Also in 2013, the MTSC in conjunction with INTERTANKO, issued the Information Paper, *Recommendations on the Hazard Assessment of Fuel Changeover Processes*. This paper provides guidelines to oil tanker operators and other interested parties on the potential consequences of fuel switching between residual and distillate fuels where ships' installations have typically been designed and manufactured to be used with marine residual fuels (HFO).

The Sub-Committee also completed work on several papers that are in the final stages of editing for publication. Subjects addressed include:

- Dynamic loading of cranes in exposed waters.
- Transfer of personnel by crane.

The MTSC is actively engaged in providing technical expertise to support the IMO Secretariat and working groups dealing with the following topics:

... OCIMF Committees

- Greenhouse gases and MRV.
- Ballast water treatment.
- MARPOL Annex IV, V and VI.
- ISO work group on Hull Performance Monitoring.
- Polar Code.
- IACS Harmonised Common Structural Rules and GBS.

Ice Sub-Committee (ICE)

Chairman: Paresh Acharya, BP

The 17th meeting of the Ice Sub-Committee (ICE) was held on 13 March 2013, and the 18th meeting was held on 17 September 2013. Both meetings were hosted at OCIMF's offices in London. Members from BP, IMT/ExxonMobil, Shell, ConocoPhillips, Neste Oil, Primorsk Oil, LUKOIL, Gazprom and Lloyds Register participated in, and contributed to, the work of the Sub-Committee, which included:

- Continuation of work towards the publication of the *Briefing Paper for OCIMF Member Chartering and Vetting Groups—Shipping Operations in the Arctic Region*.
- Continuation of work towards the publication of the OCIMF Information Paper, *Offshore Vessel Operations in Ice and/or Severe Sub-Zero Temperatures*.

Both of the above papers are expected to be published in 2014.

Another major focus for the Ice Sub-Committee was input into the IMO Polar Code, both at the IMO Committee and Sub-Committee level, through an intercessional Working Group and an IMO Correspondence Group. The range of topics covered by the draft mandatory International Code of Safety for Ships Operating in Polar Waters includes navigation, search and rescue, communications, training requirements, engineering and life-saving appliances. While the text of the Code gains maturity, the issues of embedding the Code within

several IMO Conventions remains complex, and a lot of work remains to be conducted in the months ahead in order to reach adoption, which is targeted for 2014. The GPC has also recognised that some aspects of the Code will warrant additional guidance, and has therefore authorised the Ice Sub-Committee to consider production of a Briefing Paper once the text of the Code is completed.

Closely aligned with the Polar Code is the monitoring of activity within the Russian Northern Sea Route (NSR). It has been noted that traffic is slowly but steadily increasing through the NSR, and it is anticipated that the realisation of the Polar Code would lend itself to further increases in the future. A joint NaRSuC and ICE proposal to produce a best practice guidance document relating to the NSR was approved, and work will commence on this in 2014.

The Ice Sub-Committee is not focused solely upon transit through Polar waters. It recognises that ice and sub-zero temperatures can also have a severe impact on operations at terminals, and can present unique challenges, both from the ship and terminal perspectives. To address these issues, the Sub-Committee has been authorised to produce a paper focused on the challenges that terminals can face when operating in severe sub-zero temperatures and/or when impacted by ice.

Other issues discussed/monitored by ICE include:

- Industry initiatives on ice management.
- Ice navigator training regulatory requirements.

It can be seen that 2013 has been a busy and productive year for the Sub-Committee, and there is a great deal of work to be progressed during 2014.



Navigation and Routeing Sub-Committee (NaRSuC)

Chairman: Colin Shoolbraid, BP

The 43rd meeting of the Navigation and Routeing Sub-Committee (NaRSuC) was held on 6 March 2013 and the 44th meeting was held on 24 September 2013. Both meetings were held at OCIMF's offices in London. Members from BP, Chevron, IMT/ExxonMobil, Shell, Total, Statoil, ENI, LUKOIL and Mærsk participated in, and contributed to, the work of the Sub-Committee.

The Sub-Committee addressed the following work items:

- Using the voyage data recorder (VDR) as an incident prevention tool: an Information Paper entitled *Recommendations on the Proactive Use of Voyage Data Recorder Information*, originally published in 2012, was reviewed, updated and republished. The paper was promoted by the IMO Sub-Committee on Safety of Navigation, and was positively received. The paper promotes the idea that, by upgrading a VDR to retain data beyond the minimum Standard, and by undertaking proactive use of the data from a VDR through analysis and assessment, the information can be used as a tool to understand behaviour and thus can be effectively used as a training aid to help prevent reoccurrence of any activity where set parameters have been breached.
- Electronic Chart Display and Information System (ECDIS) familiarization training: the industry, including OCIMF, had produced a paper on this subject which was published at the end of 2012. NaRSuC reviewed the content, checking to ensure that the recommendations contained therein are fully compatible with the SIRE Programme, which indeed proved to be the case.
- E-navigation: the Sub-Committee continued to be involved with the IMO e-navigation work. Of particular note is



the link between standardisation of systems, training, the human element and navigational equipment in general. The IMO's e-navigation strategy implementation plan is underpinned by a gap analysis which assesses user needs. In addition, all proposed work is subject to a formal safety assessment and a cost-benefit analysis. OCIMF will continue to be closely involved with this important work.

Other issues worked on included the following:

- The Sub-Committee continued to engage with the Danish Joint Pilotage Users Group (JPUG) and attended the annual meeting in Copenhagen.
- Piracy and security issues were considered, with a specific focus on ship routeing issues.
- A joint project with the Ice Sub-Committee to produce a best practice document relating to the Russian NSR was approved.
- Navigation assessments and audits were discussed, with a view to the production of a best practice guidance paper.
- The activities of the IMO Sub-Committee on Safety of Navigation (NAV) were discussed.

Ports and Terminals Committee (PTC)

Chairman: Bill Crabbs, Phillips 66

The Ports and Terminals Committee (PTC) met twice during the course of 2013. The 78th meeting was hosted by IMT in St Petersburg, Russia on 9–10 April 2013, and the 79th meeting was hosted by EcoPetrol in Cartagena, Columbia on 24–25 September 2013.

The PTC membership continues to direct its efforts towards issues affecting safe operations at the tanker and terminal interface. These matters arise from legislative changes (e.g. from the IMO), from OCIMF members directly, or via feedback from one of the three regional Forums, namely the European and Eastern Terminal Forum (EETF), the Asia Pacific Terminal Forum (APTF) and the Western Terminal Forum (WTF). The terminal forums will be incorporated into the newly formed regional work streams, details of which are on page 22.

Delegates from member companies BG, BP, Chevron, ConocoPhillips, EcoPetrol, ENI, ENOC, Excelsior, Exxon Mobil, Hess Corporation, INEOS, IMT, Nigeria LNG, Petrobras, Phillips 66, PMI, Primorsk Oil Terminal, Shell, Total and YPF actively participated in, and contributed to, the work of the PTC.

... OCIMF Committees



Members of the Ports and Terminals Committee at the 78th and 79th meetings, held in St Petersburg (left) and Cartagena (right), in April and September 2013, respectively.

The detailed work overseen by the PTC is described in the individual reports of the Asia Pacific Terminal Forum (page 17), the European/Eastern and Western regional forums (page 19) and a separate report on the Marine Terminal Information System (MTIS) on page 43. Additionally, the PTC covers a broad range of issues, and the following topics were progressed in 2013:

Single Buoy Mooring (SBM) Maintenance and Operations Guide (SMOG) Working Group

(Chairman: George Franklin, Shell)

The Working group continues to review and to compile into a single publication the following documents:

- *Guidelines for the Handling, Storage, Inspection and Testing of Hoses in the Field* (2nd Edition, 1995).
- *SPM Hose Ancillary Equipment Guide* (3rd Edition, 1987).
- *Single Point Mooring Maintenance and Operations Guide* (2nd Edition, 1995).

Ship-to-Ship (STS) Steering Group

(Chairman: Andrew Bickerdike, Chevron)

The STS Steering Group is a standing sub-committee and forms the core technical review group, on behalf of the Ports and Terminals Committee, for any proposals forthcoming from the IMO and the European Commission on STS operations. It addresses issues relating to STS operations outside of

the existing OCIMF guidelines, and provides functional guidance for such activities.

Ship-to-Ship Guidelines Review Group

(Chairman: Jim Chapman, BP)

The Group completed its review and update of the *Ship to Ship Transfer Guide (Petroleum)*, which is now incorporated into a new publication entitled *Ship to Ship Transfer Guidelines for Petroleum, Chemicals and Liquefied Gases*. Launched in 2013, the new *Guidelines* were prepared in cooperation with CDI, ICS and SIGTTO, and cover ship-to-ship transfer operations of crude oil, oil products, chemicals and gases (LPG and LNG).

Wind and Current Drag Coefficient Task Force

(Chairman: James Collett, BP)

The Task Force continued its project development work, focusing on establishing the current drag coefficient for very large crude carrier (VLCC) tankers post MARPOL, and evaluating the validity of the OCIMF/SIGTTO wind drag coefficient data.

Competency Assessment System for Mooring, Loading and Lightering Masters Working Group

(Chairman: Paul Tait, Chevron)

The Working Group is developing a Competency Assessment System for Mooring, Loading and Lightering Masters, which will be modelled on OCIMF's *Competence Assurance Guidelines for F(P)SOs*.

HMPE Mooring Lines Working Group

(Chairman: William Anderson, RasGas)

In a joint initiative with SIGTTO, the Working Group is developing guidelines for the specification, manufacture, testing and procurement of HMPE (high modulus polyethylene) mooring lines.

Manifold and Associated Equipment Working Group

(Chairman: Tony Pollock, INEOS)

The Working Group was established to review and revise the 4th edition of *Recommendations for Oil Tanker Manifolds and Associated Equipment*, given that smaller tankers (below 16,000 dwt, including dual class oil/chemical tankers) are not covered by the current edition.

Marine facilities planning and design

OCIMF is represented on British Standards Institution Committee CB/502 Maritime Works. This Committee is steering the update of British Standard BS 6349. In 2013 OCIMF actively contributed to the re-drafting of Part 1: Code of Practice for General Criteria, and Part 4: Code of Practice for Design of Fendering and Mooring Systems. (OCIMF Representative: David Veale, Shell)

- OCIMF is supporting the PIANC (Permanent International Association of Navigation Congresses) MarCom 145 Working Group, which was created to develop improved guidance regarding

berthing velocities and fender design.
(OCIMF representative: David Veale, Shell).

- OCIMF is represented on the PIANC MarCom 153 Working Group, which was created to develop recommendations for the design and assessment of marine oil terminals. (OCIMF Representative: Bill Asante, ExxonMobil).

Marine Terminal Focus Group (MTFG)

(Chairman: Tony Pollock, INEOS)

To manage the implementation phase of the Marine Terminal Information System and to ensure a smooth transition of the project from the development phase to the implementation phase, the Marine Terminal Focus Group (MTFG) was formed to work under the direction of the Ports and Terminals Committee to address MTIS issues and provide recommendations relating to efficient operation of the MTIS website and associated system components.

MTFG is a standing sub-committee and will also to make revisions to the Marine Terminal Particulars Questionnaire (MTPQ), Marine Terminal Management and Self-Assessment (MTMSA) and Marine Terminal Operator Competence and Training (MTOCT) that may be required from time.

MTIS Promotion Task Force

(Chairman: Tim Coombs, Chevron)

Following completion of the development phase of the Marine Terminal Information System in January 2013, the Ports and Terminals Committee needed a strategic plan for promotion of the system to enable its successful implementation across 3,500 terminals worldwide.

The MTIS Promotion Task Force, working under the direction of the Ports and Terminals Committee, was therefore formed to identify priority actions needed to promulgate awareness of MTIS in the industry and to liaise with industry bodies to encourage implementation of MTIS.

Asia Pacific Terminal Forum (APTF)

Chairman: Rakesh Dhir, ConocoPhillips

The 22nd meeting of the Asia Pacific Terminal Forum (APTF) was hosted by PTT in Pattaya on 20–21 February 2013. The 23rd meeting was held in Hanoi on 16–17 October 2013, hosted by PetroVietnam.

The following companies participated in, and contributed to, the work of the APTF: BP; Caltex; Chevron; CNOOC; ENOC; Total; ConocoPhillips; IMT/ExxonMobil; New Zealand Refining Company; Petroleum Industry Marine Association of Japan; Petronas; Shell; Oiltanking Singapore, Petron; PTT; Phillips 66; and PetroVietnam.

The APTF worked on a number of matters, including the following:

- Completion of an Information Paper on the manual doping of cargo, which highlighted issues and risks associated with this activity and how the risks can be mitigated.
- Raising terminal standards in China.
- Pressure surges in pipelines.
- SBM connection and related issues.



- Marine Terminal Information System, and improving focus in the Asia Pacific region.
- Member operating experiences and discussion of incidents and near misses.

As this was the final meeting of the APTF, the occasion was marked with each member receiving an engraved glass paperweight to thank them for their support given to APTF over the years. In 2014, APTF will be incorporated into the newly formed Asia Pacific Regional Panel (APRP).



Members of the Asia Pacific Terminal Forum at the 23rd APTF meeting held in Hanoi on 16–17 October 2013.

... OCIMF Committees

China Focus Group (CFG)

Chairman: Andrew Rayapan, BP

The 18th meeting of the China Focus Group (CFG) was hosted by PTT at Pattaya, Thailand on 19 February 2013. The 19th meeting was held in Hanoi on 14 October 2013, hosted by PetroVietnam.

The following companies participated in, and contributed to, the work of the China Focus Group: BP; CNOOC; PTT; IMT/ExxonMobil; Chevron; Phillips 66; PetroVietnam; Total; ConocoPhillips; and Shell.

One of the strategic goals of OCIMF is to raise shipping standards within the Chinese maritime sector. On 22 May 2013 a significant step was taken towards achieving this objective when OCIMF's Director, Captain David Cotterell, signed a Memorandum of Understanding (MoU) with the president of the China Classification Society, Sun Licheng. The MoU is an undertaking to have OCIMF's publications translated from English into Mandarin. Upon signing the documents, both parties agreed that the translation project was an important step forward in improving standards and raising awareness within the Chinese domestic market and among the



Members of the China Focus Group at the 19th CFG meeting held in Hanoi on 14 October 2013.

international fleet in the region. The documents to be translated are:

- *Effective Mooring* (3rd Edition).
- *ISGOTT* (5th Edition).
- *Ship to Ship Transfer Guidelines* (1st Edition).
- *Mooring Equipment Guidelines* (3rd Edition).
- *ISGOTT* (6th Edition—when completed).

The other major event on the China Focus Group calendar was the Chinese Shipowners' Safety Management Workshop held on 23 May 2013, jointly hosted by OCIMF and the China National Offshore Oil Corporation (CNOOC). Dai Tong, CNOOCs Deputy General Manager, chaired the

workshop, which was attended by 100 delegates from the Chinese energy shipping sector. Several members of the OCIMF China Focus Group were also on hand to brief delegates on how to get the best from SIRE and TMSA. In addition, several examples of best practices were given, and CNOOC gave a useful description of how they have benefitted from the recent introduction of SIRE and TMSA within their company. The presentations were followed by a lively debate, and the workshop proved to be an extremely useful exercise to strengthen and promote OCIMF engagement with maritime China.



European/Eastern Terminal Forum (EETF)

Chairman: Tony Pollock, INEOS

The European/Eastern Terminal Forum (EETF) had two excellent and well attended meetings in 2013. The 63rd meeting was hosted by SAPREF Marine in Durban on 22–23 January 2013, and the 64th meeting was held in Bantry Bay, Ireland on 24–25 June 2013, hosted by Phillips 66. The 64th meeting, which was the last meeting of the EETF before it transitions to the new regional panel format (see pages 22–23), was met with an enthusiastic reception from the membership, and was well supported with 22 delegates from 17 companies in attendance.

Topics discussed included:

- Marine Terminal Information System: updates to MTIS were discussed and reviewed by members, and the EETF is actively reviewing implementation of the system within each member organisation.
- Emergency shutdown (ESD) systems.
- Dangerous weighted heaving lines.

The EETF is also considering developing an Information Paper highlighting ESD devices and equipment on terminals.



Members of the European/Eastern Terminal Forum at their 64th meeting held in Bantry Bay on 24–25 June 2013. This was the last EETF meeting before the Forum transitions to the new Regional Panel format.

Western Terminal Forum (WTF)

Chairman: Luciano Maldonado, Petrobras

Two Western Terminal Forum (WTF) meetings were held in 2013. The 54th meeting was held in New Orleans, USA, on 19–20 February 2013, hosted by Marathon. The 55th meeting was held in Santiago, Chile on 11–12 October 2013, hosted by ENAP. Since WTF 49 (Uruguay, 2010) and as far as practicable, the WTF meetings have been held at locations situated throughout North and South America.

The WTF has continued to have a strong regional representation and maintains its linkage with regional organisations such as ARPEL (Regional Association of Oil, Gas and Biofuels Sector Companies in Latin America and the Caribbean) and SLOM (Society of Latin America Monobuoys' Operators). Participation involved members from BP, ConocoPhillips, Phillips 66, SeaRiver, Ecopetrol, ENAP, ANCAP, ExxonMobil, Koch, Ocesa, PMI, Petrobras, Shell, Suncor, Tesoro, Total, BG, Marathon, Oil Tanking and Valero.

In addition to addressing regional issues, the WTF continued work on a number of topics including:



Members of the Western Terminal Forum at the 55th WTF meeting held in Santiago in October 2013.

- Reviewing the Ship/Shore Safety Checklist to share best practices.
- Demonstrating strong support and continuing to campaign for the development of the Marine Terminal Particulars Questionnaire (MTPQ) and the Marine Terminal Information System (MTIS).
- Identifying gaps in procedures for terminals clearing cargo lines with compressed gases.
- Providing data support for the PTC work on powered emergency release couplings (PERC) and Quick Connect/Disconnect Coupler (QC/DC) releases.
- Discussing concerns about safety issues regarding a number of reported incidents on pilot ladders and embarkation ladders.

WTF 55 marked the end of a cycle of more than 30 years of OCIMF work in the region. In 2014 the Western Terminal Forum will be integrated into the new Americas Regional Panel (ARP).

... OCIMF Committees

Offshore Marine Committee (OMC)

Chairman: Mark Newby, BG

The seventh meeting of the Offshore Marine Committee (OMC) was hosted by Petronas on 16–17 October 2013 in Kuala Lumpur, Malaysia.

The Committee and its work groups remain engaged in a number of activities including:

- International offshore loading guidelines for DP tankers.
- OVID updates/changes to questions sets (MODUs/new vessel variants).
- Offshore assurance management and organisation.
- Guidelines for dynamic positioning in offshore member concessions.

Reporting to the OMC are three sub-groups:

- OVID Focus Group (OFG), concentrating on OVID development and the accreditation of inspectors.
- Floating Systems Group (FSG), open to non-members, operators and contractors involved in F(P)SO design, installation and construction together with member representatives with experience in these areas.
- Offshore Marine Operations Group (OMOG), similar in make-up to the FSG but focusing on the operational safety of offshore vessels.



Members of the Offshore Marine Committee in Kuala Lumpur for the 7th OMC meeting in October 2013.



Floating Systems Group (FSG)

Chairman: Hielke Brugts, Bluewater

The 6th meeting of the Floating Systems Group (FSG) was held on 20–21 March 2013 in London, hosted by OCIMF. The 7th meeting was held on 10–11 October 2013 in Singapore, hosted by BW Offshore. There was an excellent turnout and participation from OCIMF members.

The FSG is engaged in the following activities:

- Production of the new publication, *International Offloading Guidelines for Bow Loading and DP Tankers at Offshore Terminals*.
- FPSO Assessment Questionnaire.



Members of the Floating Systems Group at the 7th FSG meeting held in Singapore on 10–11 October 2013.

OVID Focus Group (OFG)

Chairman: Roger Moeskops, Total

The 7th and 8th OVID Focus Group (OFG) meetings were held on 13–14 March in Paris, hosted by Total, and 11–12 September 2013, at OCIMF in London.

The OFG is engaged in the following activities:

- Monitoring/reviewing the OVID User Group suggestions.
- Review of the Offshore Vessel Inspection Questionnaire (OVIQ).
- Reviewing OVID inspector training courses, including the refresher courses.
- Review and approval of the new OVID variants.
- Review of progress of the revised Offshore Vessel Management Self Assessment (OVMSA) protocol published in May 2012.

Offshore Marine Operations Group (OMOG)

Chairman: Dirk Martens, Total

The 5th meeting of the Offshore Marine Operations Group (OMOG) was held in Paris on 12 March 2013, hosted by Total. The 6th meeting was hosted by OCIMF on 10 September 2013 at the organisation's headquarters in London.

OMOG is engaged in the following activities:

- Ice operations for offshore supply vessels.
- Methanol—safe transport and handling.
- Dynamic positioning (DP) operations working group.



The Dynamic Positioning Training Executive Group (DPTeg) is a part of OMOG and has the remit to review and develop The Nautical Institute DP Operator training scheme which aims to provide the DP industry with competent DP operators.

OCIMF Regional Panels

The new OCIMF Regional Panels aim to bring OCIMF closer to its members and enhance regional engagement. The first Regional Panel meeting was held in Dubai on 31 October 2013 and was an overwhelming success.

Background

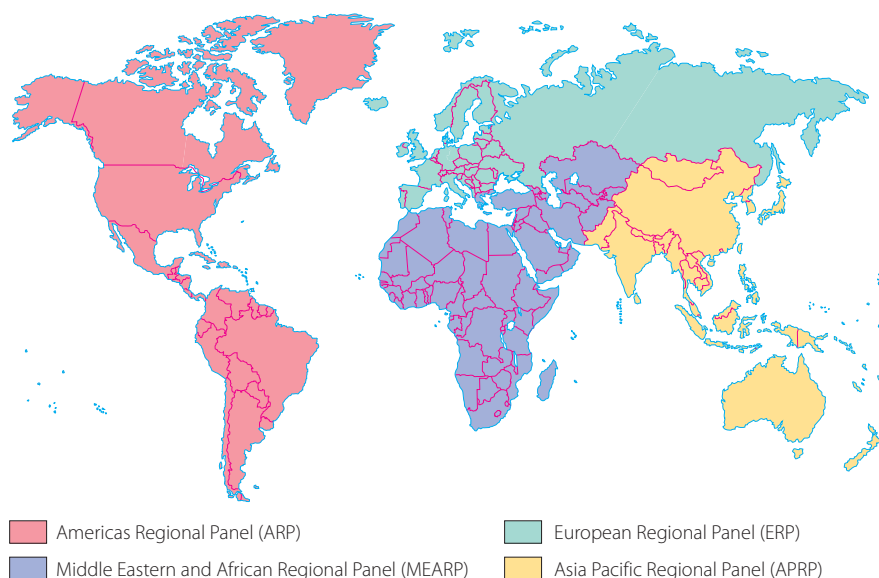
In 2012 the OCIMF Executive Committee initiated a project to identify options to define the organisation's strategy to 2020. This was prompted by the growth in the organisation's membership, which has not only doubled over the past ten years but has become increasingly diverse, both from a geographical and cultural perspective.

A membership consultation process provided the starting point, and was followed by the establishment of a Strategy Working Group at the 69th meeting of the Executive Committee in May 2012. The Working Group was tasked with identifying strategic imperatives and options for consideration at the next Executive Committee meeting in November 2012.

After considering the output of the Working Group, the Executive Committee agreed the organisation's strategy to 2020 at their 70th Session in November 2012. The new strategy represents a 'course correction' rather than a change in direction, and will place a particular focus on:

- Improving communications.
- Accurately defining the scope of the mission.
- Tailoring the working structure to provide opportunity and efficiency gains.
- Encouraging greater participation from a broader spectrum of members.

OCIMF's regional Terminal Forums have served the organisation well in these respects for many years. However, the terminal forum structure was originally established at a time when the organisation's membership was smaller and less geographically diverse, and when the core purpose of the organisation was much narrower than it is today. As a consequence, the agendas of the various Terminal Forums have been increasingly challenged by the need to capture a growing range of industry issues and discussions that fall beyond their original remit, which was to address matters relating specifically to the



terminal and tanker interface. A decision was therefore taken to develop a new working structure whereby the existing regional Terminal Forums would be incorporated into four new Regional Panels which, between them, will cover the geographic spread of OCIMF's membership and be better placed to face these challenges. The Regional Panels will be formally named as follows:

- Americas Regional Panel (ARP).
- Asia Pacific Regional Panel (APRP).
- European Regional Panel (ERP).
- Middle Eastern and African Regional Panel (MEARP).

Each Regional Panel will provide unrestricted access to all members within its specific region, with the aims of:

- Creating more opportunities for the membership to engage.
- Motivating the membership towards greater participation at a working level.
- Efficiently serving the needs of a growing and geographically diverse membership.
- Improving communication and creating a common understanding of OCIMF goals at a high level.
- Providing a platform for closer engagement of members both with the Secretariat and with each other.

The timing and location of Regional Panel meetings will be coordinated with the meetings of the principal committees (GPC, PTC and OMC) to maximise efficiency, and will usually take place twice yearly in each region. The committees will normally meet at designated 'hub' locations through which members frequently travel on business; currently these hubs have been identified as Singapore, Dubai, London and Houston. The meetings of the principal committees will rotate between these hub locations.

The OCIMF Secretariat will have an adviser responsible for each region, who in turn will coordinate the activities of the region with a designated Regional Champion. The Regional Champion will have ownership for effective functioning of the Regional Panels in close collaboration with the Secretariat.

First meeting

OCIMF held its first Regional Panel meeting on 31 October 2013, when the Middle Eastern and African Regional Panel met at the Palace Hotel in Dubai, capitalising on the GPC meeting which took place the day before. Around 60 people were in



attendance, with delegates from across the region. The Secretariat team on hand to support this important event consisted of David Cotterell (Director), Pierre Karsenti (Deputy Director), Philip Pascoe (General Counsel), Raj Shetty (Senior Technical Adviser) and Oliver Pointon (Training and Accreditation Manager). Continuity between the GPC and the Regional Panel was maintained by the GPC Chairman, Pierre Decarpigny, who played a key role in both events.

The critical role of Regional Champion was fulfilled on this occasion by Waddah Ghanem, who not only polled the key members of the region for their input and encouraged attendance but also delivered an excellent presentation, setting the stage for the issues to be debated by the panel.

In the afternoon sessions, invited members met to form regional work-streams separately addressing the issues raised. Terminal matters and a broad spectrum of

shipping topics formed the bulk of the work. The afternoon sessions were enthusiastic, and attendees quickly elected Chairmen and Vice-Chairmen from the Region. Mohammed Abdel Rahman Khalaf of Adnoc was elected Chairman, and Ahmed Salem Al Shawi of ENOC was elected Vice-Chairman, for the Shipping work-stream; and for the terminal work-stream, Captain Syed Azhar Ali of ENOC was elected as Chairman while Captain Feisal Saad of Qatar Petroleum was elected Vice-Chairman.

Regional Panel meetings in 2014

APRP 1	20 March (Singapore)
APRP 2	30 October (Singapore)
ARP 1	17 April (Houston)
ARP 2	2 October (Houston)
MEARP 2	15 May (Dubai)
MEARP 3	13 November (Dubai)
ERP 1	19 June (London)
ERP 2	16 October (London)

The remainder of the afternoon was spent defining the working methodology, and prioritising the issues raised and defining how to progress them between meetings. OCIMF is grateful to the large number of GPC members who attended both sessions of the Regional Panel, and who freely provided guidance and advice which was critical to the success of the day.

Reflecting on this significant event, David Cotterell (OCIMF Director) expressed his appreciation for the efforts of all those in attendance, saying, 'I was overwhelmed by the enthusiasm of the members to make this first Regional Panel an undoubted success. GPC members who have been contributors to OCIMF over many years provided wholehearted support and encouragement, enabling the regional panel members to engage. It was gratifying to see the enthusiasm generated. We are now well placed to capitalise on what we have learnt and to establish the initiatives in all four regions during 2014.'

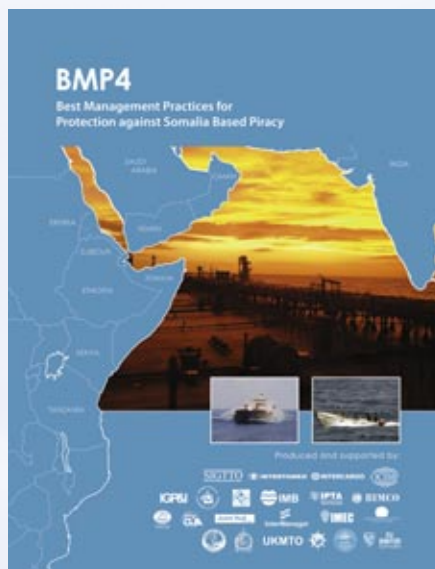


Maritime security

Throughout 2013, piracy, maritime crime and regional security issues have continued to be a significant concern for OCIMF.

The problems of Somalia-based piracy in the Gulf of Aden, the Arabian Sea area and the Somali Basin, together with the increase in maritime security issues in the Gulf of Guinea and the South China Sea region, have continued to be a significant concern for OCIMF members.

During 2013, attacks from Somalia-based pirates continued to decline. This was primarily due to better situation awareness of merchant shipping, application of the measures contained in the fourth edition of *Best Management Practices for Protection against Somalia Based Piracy (BMP4)*, greater understanding and cooperation between naval assets in the region, the increased use of private maritime security contractors (PMSCs), and capacity building within Somalia. By the end of the year, no vessels were being held under pirate control. The focus has thus turned towards a political solution, and it is recognised that piracy will always be a risk, the desire of pirates will remain undeterred, and that the potential threat will remain until Somalia is able to be self-sustainable. To this end OCIMF continues to be involved at all levels of engagement. Dialogue is maintained on the European platform with EUNAVFOR, and also with the United Nations led Contact Group on Piracy off the Coast of Somalia (CGPCS). Engagement also continues with the military at UK Northwood HQ, and the organisation is



The 4th edition of the joint OCIMF/industry handbook, Best Management Practices for Protection against Somalia Based Piracy, provides essential basic information to help counter the threat from piracy off the coast of Somalia.

continuing to work closely with EUNAVFOR, UKMT0, NATO, Combined Maritime Forces (CMF) and government departments in the UK, EU and the USA in relation to piracy issues. Additionally, OCIMF is active with the International Maritime Organization (IMO) in all aspects of maritime security. In the context of the situation described above, the following points are notable:

- Piracy is reversible and the contents of BMP4 remain fully valid—OCIMF continues to urge non-complacency throughout the High Risk Area.
- As stated above, no vessels remain under pirate control—however, approximately 55 seafarers are still held captive and OCIMF remains committed to the humanitarian solution. As an integral part of the Maritime Piracy Humanitarian Response Programme (MPHRP), OCIMF has continued to promote the release of these hostages, and a paper was produced at Working Group 3 of the CGPCS which will be forwarded to the IMO in 2014 for discussion and further dissemination.
- OCIMF continues to monitor the progress of ISO towards a full standard for the use of Private Maritime Security Contractors.
- OCIMF has continued involvement with Working Group 1 (WG1) of the CGPCS which focuses on the coordination of operations and the military response to the changing modus operandi of Somali pirates. WG1 is also involved with capacity building efforts in Somalia itself, which is seen as essential to eliminating piracy in the long term.
- The Transitional Federal Government of Somalia handed over power to a properly elected government in the third quarter of 2012, and it is hoped that, with assistance, the fledgling government can achieve stability in the region, although



this must be taken in a long-term context since many challenges remain. Working Group 3 focuses primarily upon humanitarian issues for the seafarer and their families, and OCIMF has been involved in raising awareness in this area.

OCIMF member companies have continued to supply Master Mariners to act as Merchant Navy Liaison Officers (MNLOs) to work with the UK Maritime Trade Operations (UKMTO) office in Dubai, a role which combines the briefing of merchant vessels with effective military liaison. Both the military and industry see this role as essential in the continuing efforts to raise awareness of best management practices.

OCIMF is acutely aware that piracy is escalating in other areas of the world, and is particularly concerned about the incidents of piracy and armed robbery off the coast of West Africa, which is indicative of an overall picture of maritime crime in the region. OCIMF has been actively working with governments and organisations, including the IMO and INTERPOL, to improve the maritime security situation in the Gulf of Guinea by encouraging the development of a regional Maritime Trade Information Sharing Centre.

The OCIMF initiative for a Maritime Trade Information Sharing Centre for the Gulf of Guinea (MTISC-GoG) was realised during the period from 25–28 February 2013 when the MTISC-GoG was set up for a trial run at the Regional Maritime University in Accra, Ghana and proved to be highly successful. The trial was part of the AFRICOM naval exercise 'Obangame Express 2013', which focused on counter-piracy and maritime safety, and provided the MTISC with the opportunity to offer both expertise and communications links with merchant shipping and industry in the region.

The MTISC-GoG seeks to fill the gap in national/regional maritime domain awareness in the Gulf of Guinea. The lack of understanding of the maritime domain



makes it difficult for seafarers to avoid risky waters and for local authorities to tackle the range of maritime crime taking place in the region. Beyond the trial, OCIMF has been pushing for the establishment of an enduring, affordable information sharing centre within the Gulf of Guinea, and this is now becoming a reality.

The MTISC-GoG project is especially significant considering the rise in piracy and armed attacks at sea in recent years. Through a see-and-avoid principle, the MTISC-GoG will provide a single point of focus for mariners to share unclassified information and receive in return a real-time picture of the domain. This input will be coupled with inputs from satellite AIS (automatic identification systems) and remote sensing. Guidance and advice on handling maritime security issues will also be provided. In the event of a security incident, the MTISC will help warn vessels in the vicinity and liaise with naval operational centres.

OCIMF's ambition is to transfer the running of the project to the Ghanaian Authorities, with the institutionalised involvement of other regional states, regional organisations and INTERPOL, together with training from

the UK and Australia. The regional picture will therefore serve to develop maritime security awareness in the whole region, and improve the understanding of security threats in the Gulf of Guinea.

The importance of the project was demonstrated successfully during the trial run, which included resources from AFRICOM, INTERPOL, the European Union's Joint Research Centre, the European Space Agency, the UK's Royal Navy and Ghana's Navy, as well local experts from Nigeria LNG and Tullow Oil Ghana. OCIMF also developed a BMP-style maritime security guidance for the Gulf of Guinea.

Following this trial, OCIMF continues to work closely with the Ghanaian government to make MTISC-GoG a reality and help increase maritime security in the Gulf of Guinea. A 12-month pilot project for MTISC is due to become a reality at the end of the first quarter of 2014

In relation to the Malacca Straits and the South China Sea, OCIMF continues to work closely with the Singapore Information Fusion Centre.

Maritime Trade Information Sharing Centre for the Gulf of Guinea (MTISC-GoG)



Maritime security incidents off Africa's western seaboard continued to occur at an alarming rate throughout 2013, bringing the region further into the international spotlight. As governments and organisations in Western and Central Africa signed landmark maritime cooperation agreements, OCIMF continued to progress the initiative to establish a Maritime Trade Information Sharing Centre for the Gulf of Guinea. After several years of hard work by OCIMF, with the support of regional governments and international partners, the centre is now becoming a reality with a 12-month pilot project planned to start at the end of the first quarter of 2014.

Once operational, the MTISC-GoG will be a sustainable, affordable and enduring

regional maritime information sharing centre, based at the Regional Maritime University in Accra, Ghana. Over the course of the 12-month pilot-project, the centre will act as an accessible point of contact for mariners trading or transiting in the waters off Africa's western seaboard, encouraging them to formally report incidents or suspicious activity, as well as being readily available to provide advice and guidance on the latest maritime security situation and regional patterns of life.

February 2013 saw a five-day trial of MTISC-GoG capabilities, as part of Obangame Express 2013, a regional naval exercise. The trial was a success and indicative of the value that the centre will provide once operational. It also provided

an opportunity for OCIMF to better understand the centre's systems and infrastructure requirements.

Another key task for the project team at OCIMF over 2013 was to define the staffing requirements of the centre. The core of the MTISC-GoG team will be six watchkeepers, seconded from industry and naval forces in the region, supported by liaison officers from both INTERPOL and the Merchant Navy. Operational leadership and administration of the centre will be the responsibilities of an Officer-in-Charge and Office Manager, supported by a steering committee. OCIMF is extremely pleased that the Ghana Navy has agreed to provide the first Officer-in-Charge of MTISC-GoG, as well as a watchkeeper.



International Maritime Organization (IMO)

'Safe, secure and efficient shipping on clean oceans'



The IMO is the United Nations' specialised agency with responsibility for improving maritime safety and preventing pollution from ships. The IMO's main task has been to develop and maintain a comprehensive regulatory framework for shipping, and its remit today includes safety, environmental concerns, legal matters, technical cooperation, maritime security and the efficiency of shipping. At the end of 2013, the IMO had 170 Member States and 3 Associate Members.

IMO Assembly: 28th Session

The IMO Assembly normally meets once every two years. In 2013, the Assembly held its 28th Session from 28 November to 4 December, and opened with an address by the IMO Secretary-General Koji Sekimizu. Political matters were first on the agenda, with Mr Sekimizu expressing his views on the direction of the IMO in both the near and more distant future. This was followed by a talk on the internal working practices of the organisation, after which Mr Sekimizu rounded off with a discussion on technical matters. His views are summarised below.

Political considerations

Mr Sekimizu proposed that the work of the Organization should continue to reduce its focus on climate change-related matters, which are often highly controversial, and place greater emphasis on the more classic, technical issues. For example, in his various opening speeches throughout the year, he had repeated his priorities, which include:

- Reducing by half the number of casualties that occur in shipping.
- Enhancing the safety of passenger ships.
- Completely eradicating piracy.

Mr Sekimizu proposed the theme of the next World Maritime Day to be, 'IMO Conventions: Effective Implementation'.

Internal considerations

Mr Sekimizu expressed his views on two key issues relating to the internal working practices of the Organization, i.e.:

- To review and reform the structure of the Organization by reducing the number of Sub-Committees from nine to seven.
- Gaining acceptance of a so-called 'mid zero' growth budget—a proposal which was largely supported.

Technical considerations

The Secretary-General closed his address with a discussion on a number of technical matters, including:

- The amendment to the SOLAS regulations, which proposes that the use of inert gas systems (IGS) be extended to include new oil and chemical tankers of between 8,000 and 20,000 dwt constructed on or after 1 January 2016: this was adopted following its approval at MSC 92 in June 2013.
- Resolution A.1088 (28) on Application of the International BWM Convention was discussed and adopted, and aims to ease the timely implementation of the Convention if and when it comes into force.
- Resolution A.1069 (28) on Prevention and Suppression of Piracy, Armed Robbery against Ships and Illicit Maritime Activity in the Gulf of Guinea was discussed and adopted. In paragraph 6, IMO expresses its thanks to the industry for its efforts in helping to bring the MTISC-GoG into force.

Improvements in a range of other technical matters were also addressed, as outlined below.

A particularly important item on the Assembly agenda was the nomination of the 40 Member States for election to the IMO Council, which will run the Organization during the coming biennium. There was only one change this year, with Peru being elected as a new Member State. The outgoing Member State was Egypt, which reduces the representation of Middle Eastern countries to zero.

During the discussions on technical matters, consideration was given to the proposed amendments to MARPOL Annex VI which would postpone the introduction of Tier III nitrogen oxide (NO_x) limits within the NO_x emission control areas (NECAs) from 2016 to 2021. The US delegation took the floor to indicate that they would not consider such a

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postponement to be acceptable, and it was therefore considered likely that a vote on the matter would be required at MEPC 66 on 31 March–4 April 2014.

IMO Council: 110th Session

The 110th Session of the IMO Council was held on 15–19 July 2013. Key topics discussed during the Session are summarised below.

The proposal by the Secretary-General for a review and reform of the Organization was adopted. It was agreed that the number of Sub-Committees will be reduced from nine to seven. The names and the Terms of Reference of the new Sub-Committees, as detailed in the report of MSC 92, will become effective from 2014 onwards.

The piracy problem was discussed in depth, with particular regard to the situation in West Africa, specifically the Gulf of Guinea. The Council modified a draft Assembly Resolution from the Secretary-General, and the new version includes specific reference to 'the efforts made by the shipping industry to develop the regional Maritime Trade Information Sharing Centre for the Gulf of Guinea (MTISC-GoG)'. OCIMF was named during the debate.

The reports of the Committees were adopted without any change, in particular the report from MSC 92 which approved the future modification of SOLAS II-2/4.5.5 regarding the use of fixed IGS on tankers between 8,000 and 20,000 dwt, constructed on or after 1 January 2016.



Maritime Safety Committee (MSC): 92nd Session

The Maritime Safety Committee (MSC) held its 92nd Session at the Organization's headquarters on 12–21 June 2013. The main points of interest are summarised below.

Amendment to SOLAS

The Committee approved the amendment to SOLAS, which proposes that the use of IGS be extended to include new oil and chemical tankers of between 8,000 and 20,000 dwt.

Review and reform

A Working Group was established on Review and Reform of the Organization and instructed to consider the proposals for the restructured Sub-Committees. The Committee considered the report of the Working Group and approved the following changes:

Three technical Sub-Committees, namely Design and Engineering (DE), Fire Protection (FP), and Stability and Load Lines and Fishing Vessels Safety (SLF), will merge into the following two new Sub-Committees:

- *Sub-Committee on Ship Design and Construction (SDC)*. This will amalgamate the work of the DE and SLF Sub-Committees, with the exception of all matters related to life-saving appliances.
- *Sub-Committee on Ship Systems and Equipment (SSE)*. This will amalgamate the work of the FP Sub-Committee with all matters related to life-saving appliances, which are currently the responsibility of the DE Sub-Committee.

The two Sub-Committees dealing with cargoes, i.e. the Sub-Committee on Bulk Liquids and Gases (BLG) and the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC) will be partially merged into one Sub-Committee which will be named the Sub-Committee on Carriage of Cargoes and Containers (CCC). This will enable a broadening of the responsibilities of the former DSC Sub-Committee, and an increased focus on packaged dangerous goods, solid bulk cargoes, and bulk gas cargoes and containers. It will also facilitate reporting to

the MSC and MEPC, as appropriate. Bulk liquid cargoes will not be part of the remit of CCC, and will now be dealt with by the PPR Sub-Committee (see below).

The two Sub-Committees responsible for Radiocommunications and Search and Rescue (COMSAR) and Safety of Navigation (NAV) will merge into one, and be renamed the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR).

The Sub-Committee on Standards of Training and Watchkeeping (STW) will become the Sub-Committee on Human Element, Training and Watchkeeping (HTW).

The Sub-Committee on Flag State Implementation (FSI) will become the Sub-Committee on Implementation of IMO Instruments (III).

A new Sub-Committee on Pollution Prevention and Response (PPR) will be created and will be responsible for environment-related matters including matters related to the transport of bulk liquid cargoes that were previously

considered by the Sub-Committee on Bulk Liquids and Gases (BLG). The PPR Sub-Committee will also be responsible for the Working Group on the Evaluation and Safety of Pollution Hazards (ESPH) of Chemicals, and will report to the MEPC as the principal parent body.

All Terms of Reference for the new Sub-Committees, together with their Work Programmes, have been agreed.

IGF Code

There were extensive discussions on the use of low flashpoint fuels as bunker fuels, including consideration of a proposal by the US delegation to reduce the flashpoint from 60°C (the minimum allowed under SOLAS) to 52°C. However, the Committee eventually decided to let the BLG Sub-Committee finalise the International Code for ships using gas as fuel (IGF Code) and associated amendments to SOLAS to cover low flashpoint fuels, and no further work was carried out at the MSC on this occasion. Member States were advised to submit a proposal for a new work item in accordance with IMO procedures if they still felt that further work was needed.

Marine Environment Protection Committee (MEPC): 65th Session

The 65th Session of the Marine Environment Protection Committee (MEPC) was held at the IMO headquarters in London on 13–17 May 2013. Discussions were held on a number of important topics as described below.

Energy efficiency of ships

A somewhat surprising outcome of the meeting was the adoption of the Draft Resolution on Promotion of Technical Co-operation and Transfer of Technology relating to the Improvement of Energy Efficiency of Ships. This topic has been the subject of a highly political debate since 2011, reflecting the sensitivities of, and opposing views on, linking the UNFCCC principle of 'Common But Differentiated Responsibility' (CBDR) with climate change measures at the IMO.

While many developing countries are in favour of the CBDR principle and have remained keen to see the Resolution adopted, most of the developed countries consider that the CBDR principle runs contrary to IMO's founding principles, and have been vocal in their opposition to the Resolution for this reason. However, following a careful rewording of the Resolution to address the concerns of all parties, the overall consensus was that the Resolution should now be adopted. Its adoption may also open the way for more successful negotiations on matters related to the energy efficiency design index (EEDI) debate.

Emissions from ships

The following topics were discussed in relation to the emissions from ships:

Entry into force of the Tier III NO_x emission limits agreed at MEPC 58 was scheduled to take place in 2016. However, a number of flag States expressed the view that, contrary



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to the report of the Correspondence Group, engine technologies are not yet sufficiently advanced to meet the 2016 requirements detailed in MARPOL Annex VI.

In a paper presented by the Russian delegation, it was proposed that the 2016 implementation date be put back to 2021. After discussion, a vote revealed that 20 Member States were in favour of this proposal, and 14 were against. A draft Amendment to MARPOL Annex VI, proposing a postponement of the effective date for implementation of the new Tier III limits was therefore approved by the Committee for consideration at the next MEPC meeting, with a view to adoption.

However, it was noted that only 34 Member States voted on this proposal at MEPC 65, and that if this issue was to go to a vote at MEPC 66, all 74 Members that have ratified MARPOL Annex VI would be eligible to participate. Hence, it was not possible to consider the matter closed at that stage.

The Committee agreed that emission-averaging schemes should not be accepted as an equivalent method for emissions reductions in emission control areas (ECAs) under Regulation 4 of MARPOL Annex VI. The delegations from the Bahamas, Liberia, Malta and the USA chose to reserve their position.

Matters relating to the emissions of volatile organic compounds (VOCs) from ships were raised for consideration by the delegation of Norway. The majority of the Committee, however, expressed the view that they could find no compelling need to commence a discussion on VOC emissions from ships at that time.

Minimum propulsion power

The 2013 Interim Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions were adopted by the Committee, as agreed during the debate on the method of calculation of the attained energy efficiency design index (EEDI) for new ships.

Legal Committee (LEG): 100th Session

The 100th Session of the Legal Committee (LEG) was held at the IMO headquarters on 15–19 April 2013, under the chairmanship of Dr Kofi Mbiah.

A key point of interest at the Session was a motion by the delegation of Indonesia to re-launch the debate about the liability and compensation issues connected with transboundary pollution damage from offshore oil exploration and exploitation activities. Despite an intervention from the Secretary-General to support the motion, the Committee instead chose to encourage the delegation to progress the matter intersessionally, respecting the Committee's view that a focus on bilateral and regional regimes rather than on international law would be the most appropriate starting point.

A second point of interest for members was a request by the International Oil Pollution Compensation Funds (IOPC Funds) for advice on whether a Member State that is party to the Civil Liability Convention (CLC) can be held responsible for the possible consequences of discrepancies between blue cards and insurance policies. It is possible, for example, that the IOPC Funds may suffer a loss in cases where the level of cover provided by the insurance company is not sufficient. It was noted that (a) the CLC does not provide for a clear liability on a State if it issues a certificate against insufficient/invalid insurance, and (b) the aim of a blue card is to certify that a ship is covered in accordance with the requirements of the CLC. The majority view, therefore, was that the insurers are solely responsible in such cases.



Sub-Committee on Bulk Liquids and Gases (BLG): 17th session

The Sub-Committee on Bulk Liquids and Gases (BLG) held its 17th Session at the IMO headquarters in London on 4–8 February 2013, under the Chairmanship of Mr S. Ofteidal.

The Sub-committee developed a draft Circular on Guidance relating to ballast water sampling and analysis for trial use in accordance with the BWM Convention and Guidelines (G2). This was accepted and scheduled for presentation at MEPC 65 in May 2013. A trial period of two to three years was recommended following entry into force of the BWM Convention, and Port States are requested to refrain from applying criminal sanctions or detaining ships solely on the basis of sampling.

A long and difficult discussion was held on matters relating to black carbon. In view of the many different positions taken on this subject, it was agreed that a Correspondence Group be re-established which will be tasked with:

- Formulating an acceptable definition of black carbon.
- Considering appropriate measurement methods.
- Investigating possible control measures.



Sub-Committee on Radiocommunications and Search and Rescue (COMSAR): 17th Session

The 17th Session of the Sub-Committee on Radiocommunications and Search and Rescue (COMSAR) was held on 21–25 January 2013.

Following a review of the draft e-navigation implementation plan related to radiocommunications and search and rescue, comments were forwarded to the Correspondence Group on e-navigation which was tasked with the preparation of a final list of potential e-navigation solutions. Its findings were presented to NAV 59 in September 2013, for consideration.

The Sub-Committee endorsed advice on provisions related to radiocommunications and search and rescue for inclusion in the Polar Code. Details were scheduled for submission to DE 57 in March 2013. The DE Sub-Committee is coordinating the development of the Code, which will include mandatory requirements for ships operating in both Arctic and Antarctic waters.

Sub-Committee on Design and Engineering (DE): 57th session

The 57th Session of the Sub-Committee on Design and Engineering (DE) was held at the IMO headquarters in London on 18–22 March 2013.

Work on the mandatory Polar Code was progressed, with agreement being reached on some of the draft text. Much of it, however, still remains open for discussion, and a correspondence group was established to progress the work interessionally. A proposal was also made to request the Maritime Safety Committee to give consideration to the formation of an intercessional Working Group at MSC 92 in June 2013.

Extensive discussion took place on a variety of matters relating to the Life-Saving Appliance (LSA) Code, as presented in IMO Circular MSC.1/Circ.1206/Rev.1. Of specific interest was SOLAS regulation III/1.5 which introduces new requirements for on-load release and retrieval systems; this regulation entered into force on 1 January 2013 and will become effective for all new and existing cargo and passenger ships as of 1 July 2014.

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The lack of statutory requirements for the approval, certification and maintenance of on-board lifting appliances and winches was noted, and a plan of action to develop appropriate mandatory requirements was agreed. The Sub-Committee established a correspondence group to begin work on this issue.

Sub-Committee on Fire Protection (FP): 56th Session

The Sub-Committee on Fire Protection (FP) held its 56th Session at the IMO headquarters in London on 7–11 January 2013.

The Sub-Committee finalised the draft amendments to SOLAS regulations II-2/4.5.5 and II-2/16.3.3, which propose the use of IGS on new oil and chemical tankers of between 8,000 and 20,000 dwt, constructed (keel laid) on or after 1 January 2016. The draft amendments were approved for submission to MSC 92 in June 2013 with a view to adoption.

Agreement was also reached on the corresponding draft amendments to the International Code for Fire Safety Systems (FSS Code); the result of these amendments was a complete replacement of chapter 15 on inert gas systems.

Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC): 18th Session

The 18th Session of the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC) was held on 16–20 September 2013 at the IMO headquarters in London.

The Sub-Committee agreed new draft SOLAS regulation XI-1/7 relating to the carriage of portable atmosphere testing instruments for enclosed spaces. The regulation requires ships to carry an appropriate instrument or instruments for measuring concentrations of oxygen, flammable gases or vapours, hydrogen sulphide and carbon monoxide before entering into enclosed spaces.

Also agreed was a draft MSC Circular on Guidelines to facilitate the selection of portable atmosphere testing instruments for enclosed spaces as required by SOLAS regulation XI-1/7, for submission to MSC 93 in May 2014, for approval.

It was accepted that training issues related to atmosphere testing instruments are adequately covered in the STCW Convention, and that no further action is necessary in this regard.

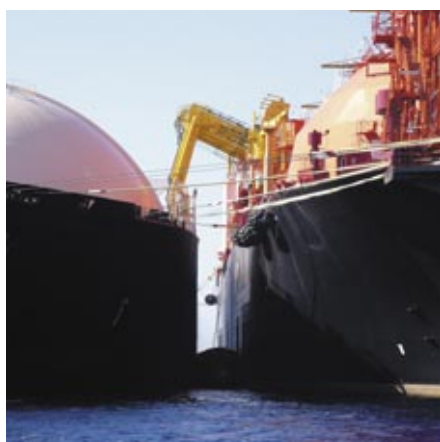
Sub-Committee on Flag State Implementation (FSI): 21st session

The Sub-Committee on Flag State Implementation (FSI) held its 21st Session at the IMO headquarters on 4–8 March 2013.

An analysis of the mandatory reports submitted for 2013 under the MARPOL Convention revealed that the rate of reporting remained low, with only 40 of the 152 Parties to MARPOL submitting their mandatory reports. The Sub-Committee urged all Parties to submit their reports on time.

According to the reports received, 62,274 ships were boarded for port State control in 2011, compared with 40,056 in 2010—an increase of 55%. The number of spillages of 50 tonnes or more remained the same as in 2010 (nine), while incidental spillages of less than 50 tonnes were down from 626 in 2010 to 556 in 2011—a decrease of 11%.

The Sub-Committee noted that 41 cases of alleged discharge violations were reported in 2011, compared with 151 in 2010—a decrease of 73%.





Sub-Committee on Safety of Navigation (NAV): 59th Session

The Sub-Committee on Safety of Navigation (NAV) held its 59th Session at the IMO headquarters on 2–6 September 2013.

The challenges of navigation in ice-covered waters received considerable attention, not least because progress on the development of the mandatory Polar Code has been slow despite the Secretary-General having

indicated his desire for approval of the Code by the end of 2014, with a view to its implementation by 2016 or 2017. The lack of adequate hydrographic surveys in 95 per cent of Polar regions was noted, and it was agreed that this information should be included in the Polar Code.

The Sub-Committee endorsed the preliminary draft of the e-navigation Strategy Implementation Plan. A correspondence group was established to further progress this complex work and report to the Sub-Committees on Human Element, Training and Watchkeeping (HTW), and Navigation, Communication and Search and Rescue (NCSR) in due course.

OCIMF presented an Information Paper on the proactive use of ships' voyage data recorder (VDR) information, which was well received by the Sub-Committee.



Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLF): 55th session

The 55th Session of the Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLF) was held at the IMO headquarters in London on 18–22 February 2013.

The Sub-Committee agreed draft Guidelines for verification of damage stability requirements for tankers, for submission to MSC 92 in June 2013, with a view to approval.

Draft amendments to MARPOL Annex 1, regulation 28 on Mandatory Carriage Requirements for Stability Instruments on board Tankers were also agreed, for submission to MEPC 65 in May 2013 with a view to adoption. The amendments require oil tankers to be fitted with a stability instrument, capable of verifying compliance with intact and damage stability requirements.

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Sub-Committee on Standards of Training and Watchkeeping (STW): 44th Session

The Sub-Committee on Standards of Training and Watchkeeping (STW) held its 44th Session at the IMO headquarters in London on 29 April–3 May 2013.

New/revised model courses

The Sub-Committee gave preliminary consideration to a number of new model courses/draft revised model courses, details of which were passed to the appropriate drafting groups for finalization with a view to validation by the Sub-Committee. The following model courses were validated, as amended, and the Secretariat was instructed to arrange publication as soon as possible:

- Leadership and Teamwork (new).
- Electro-Technical Officer (new).
- Officer in Charge of a Navigational Watch (revised).
- Officer in Charge of an Engineering Watch (revised).
- Master and Chief Officer (revised).
- Chief Engineer Officer and Second Engineer Officer (revised).

It was not possible to complete the revision of three revised model courses related to tanker training due to time constraints; these courses were referred back to the course coordinators with a view to submission at the next Session of the Sub-Committee, for validation. (Note that, with effect from 1 January 2014, the Sub-Committee on Standards of Training and Watchkeeping became the Sub-Committee on Human Element, Training and Watchkeeping (HTW) and held its first Session on 17–21 February 2014.)

Human element analysing process

Following consideration of various aspects related to the application of the 'human element analysing process' (HEAP) to e-navigation, the views were expressed that:

- HEAP was a well-established tool.
- It was timely to revise HEAP.
- Any review of HEAP should be considered not only from an e-navigation perspective but also from a wider and holistic perspective.
- It would be necessary to submit a proposal for an output to the MSC.

The Sub-Committee agreed that HEAP would benefit from a general review to ensure that it is fit for wider use, and invited interested Member Governments to submit a proposal for reviewing HEAP as an unplanned output to MSC 93 in May 2014.

Mandatory carriage of atmosphere testing instruments

A discussion was held on the mandatory carriage of appropriate atmosphere testing instruments on board ships. The views expressed recognised the importance of testing the atmosphere in enclosed spaces, together with the availability and appropriate use of suitable equipment. The Sub-Committee agreed that carriage of multi-meters should be a requirement on board, and that ship crews should be properly trained in the use of calibrated meters. A decision was made to forward these comments to DSC 18 in September 2013.



Programme of IMO meetings for 2014

The following is a list of meetings of the IMO Committees and Sub-Committees, plus IOPC meetings held at IMO headquarters

Date	Meeting	Location	Session
20–24 January	Sub-Committee on Ship Design and Construction (SDC)	IMO	1
3–7 February	Sub-Committee on Pollution Prevention and Response (PPR)	IMO	1
17–21 February	Sub-Committee on Human Element, Training and Watchkeeping (HTW)	IMO	1
10–14 March	Sub-Committee on Ship Systems and Equipment (SSE)	IMO	1
31 March–4 April	Marine Environment Protection Committee (MEPC)	IMO	66
28 April–2 May	Legal Committee (LEG)	IMO	101
6–9 May	IOPC Funds	IMO	
14–23 May	Maritime Safety Committee (MSC)	IMO	93
11–13 June	Technical Cooperation Committee (TC)	IMO	64
16–20 June	Council	IMO	112
30 June–4 July	Sub-Committee on Navigation, Communications and Search and Rescue (NCSR)	IMO	1
14–18 July	Sub-Committee on Implementation of IMO Instruments (II)	IMO	1
8–12 September	Sub-Committee on Carriage of Cargoes and Containers (CCC)	IMO	1
22–26 September	Facilitation Committee (FAL)	IMO	39
13–17 October	Marine Environment Protection Committee (MEPC)	IMO	67
20–24 October	IOPC Funds	IMO	
3–7 November	36th Consultative Meeting of Contracting Parties (London Convention 1972) 9th Meeting of Contracting Parties (London Protocol 1996)	IMO	
17–21 November	Maritime Safety Committee (MSC)	IMO	94
1–5 December	Council	IMO	113
Intersessional meetings *			
28–31 January	OPRC/HNS Technical Group	IMO	16
26–28 March	Council Risk Review, Management and Reporting Working Group	IMO	6
28 April–2 May	Editorial and Technical (E&T) Group (IMSBC Code)	IMO	21
22–26 September	ICAO/IMO Joint Working Group on Harmonization of Aeronautical and Maritime Search and Rescue	Bangkok	21
29 Sept–3 Oct	PPR Working Group on the Evaluation of Safety and Pollution Hazards (ESPH) of Chemicals	IMO	20
6–10 October	10th meeting of the Joint IMO/ITU Experts Group on Maritime Radiocommunication Matters	IMO	
Intersessional meetings convened within the framework of the London Convention and Protocol *			
26–30 May	LC Scientific Group	New Orleans	37
	LP Scientific Group	USA	8
3–5 November	LP Compliance Group	IMO	7
Other meetings			
3–5 March	IMSO–LRIT Data Centre Operators Meeting	IMO	
8–10 April	IMSO Advisory Committee	IMO	34
16–18 September	IMSO Advisory Committee	IMO	35
25–28 November	IMSO Assembly of Parties	IMO	23

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

International Oil Pollution Compensation Funds

In 2013 the IOPC Funds held meetings at the IMO headquarters in London on 22–24 April and 21–25 October.

Introduction

The International Oil Pollution Compensation Funds (IOPC Funds) provide financial compensation for oil pollution damage that occurs in Member States, resulting from spills of persistent oil from tankers. The first regime to provide this compensation was the 1969 International Convention on Civil Liability for Oil Pollution Damage (1969 Civil Liability Convention) and the 1971 International Convention on the Establishment of an International Fund for Compensation for Oil Pollution (1971 Fund Convention). Over time, it became apparent that the amount of compensation available for major incidents needed to be increased and the scope of the regime widened. This resulted in two further instruments, known as the 1992 Civil Liability Convention and the 1992 Fund Convention. Following the *Erika* and *Prestige* incidents, a third instrument, the Protocol to the 1992 Fund Convention (Supplementary Fund Protocol), was adopted in 2003, providing additional compensation over and above that available under the 1992 Fund Convention for pollution damage in the States that become Parties to the Protocol.

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



Update

In October 2013, on the 35th anniversary of the IOPC Funds (which entered into force on 16 October 1978) it was noted that 113 States have ratified the 1992 Fund Convention and 30 States have ratified the Supplementary Fund Protocol.

The 2013 meetings of the IOPC Funds continued to have a shorter agenda than in recent years, reflecting the encouraging reduction in the number of incidents and claims against the Funds. There were no new significant claims against the 1992 Fund in 2013.

New and significant ongoing incidents/claims

***Nesa R3* (Sultanate of Oman, June 2013)**

The 1992 Fund Executive Committee was informed of a new incident, involving the *Nesa R3*, a bitumen tanker which sank off the coast of Oman near Muscat in June 2013, resulting in the tragic loss of the vessel's master and the release of an unknown quantity of its cargo of more than 800 tonnes of bitumen. The 1992 Fund Executive Committee authorised the IOPC Funds Director to make payments of compensation in respect of admissible losses arising out of the *Nesa R3* incident and to claim reimbursement from the shipowner.

***Nissos Amorgos* (Bolivarian Republic of Venezuela, February 1997)**

In May 2013 the Supreme Court (Criminal section) had upheld an earlier judgement denying the shipowner the right to limit his liability. The 1971 Fund Administrative Council, whilst expressing sympathy for the shipowner and the Club in this case, decided that the 1971 Fund should not reimburse the Club for any payments made as a consequence of the Supreme Court judgement in respect of the claim by the Bolivarian Republic of Venezuela.

***Hebei Spirit* (Republic of Korea, December 2007)**

The 1992 Fund Executive Committee decided to maintain the level of payments in the *Hebei Spirit* incident at 35% of the assessed amount so as to avoid the risk of an overpayment situation, and to review this decision at its next meeting.

***Plate Princess* (Bolivarian Republic of Venezuela, February 1997)**

In response to the decision of the 1971 Fund to defend its interests against any court action, the Venezuelan Court of First Instance issued an order for the embargo of all assets of the 1971 Fund and 1992 Fund. The 1992 Fund Administrative Council discussed the embargo ordered by the Maritime Court of First Instance in February 2013 of any assets that the 1971 or 1992 Funds might have in Venezuela in relation to the *Plate Princess* incident. It was considered by many Member States wrong to associate the 1992 Fund with the *Plate Princess* incident which only involved the 1971 Fund. It was also stressed that the 1971 Fund and 1992 Fund were two different legal persons. The 1992 Fund Administrative Council decided, however, that taking legal action to oppose the embargo would serve no useful purpose.

Claims Manual

A new edition of the Claims Manual, containing the amendments developed by the sixth intersessional Working Group of the 1992 Fund was approved for publication during the October 2013 sessions of the IOPC governing bodies. Publication of a document containing proposals of the Working Group on the role of Member States in the event of an oil spill was also approved.

Treaty matters

Professor Dan Sarooshi had been instructed by the Director of the IOPC Funds to examine the problems related to the lack of implementation of the 1992 Civil Liability and Fund Conventions into national law in some Member States and to study the

possibility for the IOPC Funds of recovering from Member States any losses suffered as a result of their failure to correctly implement the Conventions into their national law. The 1992 Fund Administrative Council decided that, in the event that the 1992 Fund suffered a loss as a result of the incorrect implementation of the Conventions into national law, the 1992 Fund should always first engage in dialogue with the Contracting State concerned and allow the State the opportunity of informing the 1992 Fund Assembly of the manner in which the Conventions were implemented into domestic law, and how it intended to rectify the situation. If, in the view of the 1992 Fund Assembly, the Contracting State's proposals to rectify the situation were not satisfactory, it was agreed that the Assembly could then consider whether it wished to instruct the Director to bring a legal action against the State to recover the loss resulting from the incorrect implementation of the Conventions.

Winding up of the 1971 Fund

The 1971 Fund Administrative Council decided that the 1971 Fund should be wound up as soon as possible after a number of legal and procedural issues had been completed.

HNS Convention

The International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances (HNS Convention) was adopted by a Diplomatic Conference in May 1996. The Convention aims to ensure adequate, prompt and effective compensation for damage to persons and property, costs of clean-up and reinstatement measures, and economic losses caused by the maritime transport of hazardous and noxious substances.

At its 95th Session held on 30 March to 3 April 2009, the IMO Legal Committee



agreed a new draft Protocol to the HNS Convention, which will address practical problems that have prevented many States from ratifying the Convention. The draft Protocol was considered at a Diplomatic Conference at the IMO on 26 April 2010, and was subsequently adopted. The 2010 HNS Protocol will enter into force 18 months after the date on which it is ratified by at least 12 States, including 4 States each with not less than 2 million units of gross tonnage, and having received during the preceding calendar year a total quantity of at least 40 million tonnes of cargo that would be contributing to the general account.

Where damage is caused by packaged HNS, or by both bulk HNS and packaged HNS, the maximum liability for the shipowner is 115 million SDR (approximately US\$176 million). Once this limit is reached, compensation

would be paid from the second tier, the HNS Fund, up to a maximum of 250 million SDR (approximately US\$384 million) (including compensation paid under the first tier). The Fund will have an Assembly, consisting of all States Parties to the Convention and Protocol, and a dedicated secretariat. The Assembly will normally meet once a year.

The IMO Legal Committee, during its 100th session held on 15–19 April 2013, endorsed a set of guidelines for reporting contributing cargo under the 2010 HNS Convention.

By the end of 2013, Canada, Denmark, France, Germany, Greece, The Netherlands, Norway and Turkey had signed the 2010 HNS Protocol, subject to ratification. It remains unclear when sufficient States with sufficient tonnage will ratify the 2010 HNS Protocol to ensure that it enters into force.

OCIMF programmes

Ship Inspection Report Programme (SIRE)

The Ship Inspection Report Programme (SIRE) continues to manage the increasing demand for tanker and barge reports in support of members' marine risk management initiatives.

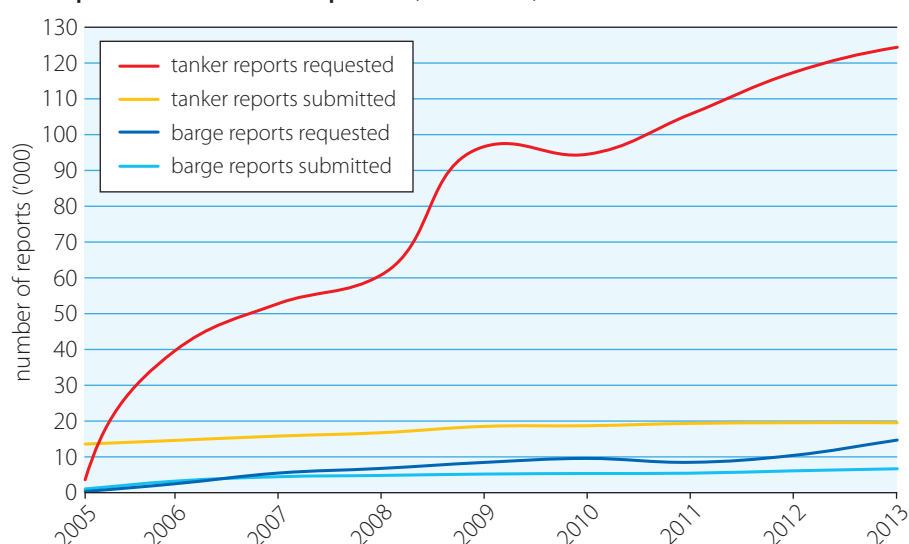
The number of reports submitted moved slightly upward in 2013 with an average of more than 10,400 reports being requested each month compared with 10,000 in the previous year. Currently, 20,000 tanker reports and 6,800 barge reports are available.

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

Highlights for 2013 include: planning for the new Harmonised Vessel Particulars Questionnaire (HVPQ) in conjunction with Chemical Distribution Institute (CDI); a new Vessel Inspection Questionnaire; and Auditor payments.

ISO 9001:2008 member audits and BSI audits took place successfully; no major non-conformities were identified during the year.

SIRE reports submitted and requested (2005–2013)



SIRE compliance

Inspector ethics, behaviour and conflicts of interest were given due attention during 2012 to ensure that the integrity of the SIRE system is maintained. During 2012, some 120 potential conflicts of interest were declared for review. After due consideration, some of these were deemed not to be conflicts, but inspectors are encouraged to submit potential

conflicts if in any doubt to ensure full and open declaration.

As in recent years, all SIRE inspectors were required to electronically sign an updated Ethics Agreement and declaration at the beginning of the year.

Compliance issues arising during 2012 included: the alleged impolite behaviour of a SIRE inspector during inspection; and misrepresentation of inspection time. These cases were investigated and appropriate actions were taken to address the concerns.

Compliance and ethics issues have been presented and discussed at the various SIRE training courses, and at SIRE Auditors and Focus Group meetings held during the year.

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

SIRE Focus Group

22nd SIRE Focus Group meeting

Chairman: Les Morton, IMT
27 February 2013, New Orleans, USA,
hosted by OCIMF/Phillips 66

Topics discussed:

- VIQ revisions
- SIRE Data analytical tool
- Medical fitness/Standards
- Inspector Qualification equivalence
- Joint meetings with INTERTANKO

23rd SIRE Focus Group meeting

Chairman: Les Morton, IMT
4 September 2013, Stavanger, Norway,
hosted by Statoil

Topics discussed:

- Introduction of North American Category 3 inspector subscriptions
- Grandfathering of OVID inspectors
- Changes to new Inspector audit requirements (two further audits after passing the examination)
- European barge variant

SIRE reports published on the database are required to be of a standard and quality that accord fully with the instructions contained within the SIRE Vessel Inspection Questionnaire and the SIRE Composite Guidelines.

To facilitate the provision of feedback on published SIRE reports, a SIRE Report Feedback Facility was launched in May 2012. This functionality permits all recipient OCIMF members to submit feedback on a SIRE report that they have downloaded where it is felt that comment is warranted. Recipients are encouraged to use the feedback facility to provide comment on the compliance of any report with the requirements of the SIRE Programme. It is expected that this function will be utilised to provide both positive and negative feedback on a SIRE report. It is not expected that feedback be provided on each and every report downloaded, but that it is provided when there is some comment of value to make.

The provision of feedback to individual inspectors is an important way of preventing repeat issues and also enhancing the inspectors' overall learning and development. It is equally important to provide positive feedback so that an individual inspector is aware that quality work is being produced. The feedback received is recorded against an inspector's profile within the database and is visible to the inspector concerned once the issue is closed.

On submitting feedback, an auto email alert is generated to advise the OCIMF Compliance Manager and OCIMF Training and Accreditation Manager that feedback has been submitted for review. This then starts the process of investigating and following up on the feedback. This is normally conducted with the submitting OCIMF member company and not directly

OCIMF Technical Focus Group	
23rd OCIMF Technical Focus Group meeting	24th OCIMF Technical Focus Group Meeting
Chairman: Claudene Sharp, Phillips 66 26 February 2013, New Orleans, USA, hosted by OCIMF/Phillips 66	Chairman: Luca Mozzetti, ENI 19 September 2013, London, UK, hosted by OCIMF
Topics discussed: <ul style="list-style-type: none"> • Web system performance. • VIQ5 amendments. • Introduction of the new HVPQ and VIQ web templates. • OVID changes to the OVIQ and OVPQ. • Sharepoint redesign for OCIMF. • TPQ live and associated MTIS web services. 	Topics discussed: <ul style="list-style-type: none"> • Update for the VIQ5, HVPQ programme timetable and web services. • OVIQ and OVPQ changes and expected implementation. • Proposed hardware changes for websites. • Preventing run-away codes.

with the inspector. Upon review by the OCIMF Secretariat, the feedback submitter receives an auto email advising that the feedback has been reviewed and detailing the nature of the follow-up.

At the end of December 2012, 132 feedback comments had been submitted into the system, of which 112 comments have been closed out following satisfactory response and action by the submitting companies.

SIRE report quality is monitored on an ongoing basis. A number of cases of below-standard reports were followed up with both the submitting members and inspectors concerned.

During the year all inspectors were reminded through respective submitting members about the quality of reports and the requirement to check the reports for errors and mistakes prior to being published

SIRE User Group	
6th SIRE User Group meeting	7th SIRE User Group meeting
Chairman: Steve Barber, Shell 27 February 2013, New Orleans, USA, hosted by OCIMF/Phillips 66	Chairman: Steve Barber, Shell 12 September 2013, Stavanger, Norway, hosted by Statoil
Topics discussed: <ul style="list-style-type: none"> • SIRE programme updates. • Explanation of the SIRE Inspectors proposed medical standards. • Compliance and ethics update. • Feedback from users of the SIRE system—increase time until forced logout. 	Topics discussed: <ul style="list-style-type: none"> • SIRE programme updates. • Implementation of the new HVPQ and VIQ. • Quality of SIRE reports and suggestions for improvement. • Introduction of the new data mining tool. • Feedback from users of the SIRE system—open discussion. • Requests for future enhancements.

... OCIMF programmes

on the database. Submitting members are also reminded of their obligation to check the content of reports prior to submission.

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

SIRE inspector accreditation

The SIRE Inspector Training and Accreditation Programme was introduced in September 2000 and was expanded in 2005 to include: small tankers (Category 2 vessels); and barges, vessels utilised for towing vessels carrying petroleum products, and vessels carrying packaged cargoes (collectively referred to as Category 3 vessels).

At the same time, inspector qualifications, experience and accreditation procedures for the original SIRE Inspection Programme

(Category 1 inspectors) were updated to address the inspection of Category 2 and Category 3 vessels, and new Category 2 and Category 3 inspector categories were introduced.

As of 1 January 2013, 578 SIRE inspectors were accredited under the Programme (467 Category 1, 6 Category 2 and 105 Category 3).

Prospective inspectors are selected by OCIMF member organisations; OCIMF plays no role in the selection of prospective inspectors. Nominees for Category 1 or Category 2 accreditation are required to familiarise themselves with the inspection processes by attending actual SIRE inspections in the company of SIRE-accredited inspectors prior to attending an OCIMF SIRE Inspector Training Course. Each course concludes with formal written examinations for the inspection of oil

tankers and, if applicable, also for the inspection of chemical tankers or gas carriers.

To complete the initial accreditation process, prospective inspectors who are successful in the written examinations must also be successfully audited during an inspection. The SIRE accreditation process is cyclical and each accreditation period runs for three years. Every accredited inspector must submit a minimum number of inspection reports each year, attend at least one refresher course, and successfully complete an audited inspection during each three-year accreditation cycle.

Regional Category 3 accreditation

Following the successful introduction of a formalised accreditation programme for Category 3 inspectors in the Americas in 2007, the region was re-aligned in 2008 to provide separate North American (USA and





Canada), and South and Central American regions. Both of these regions are under the control of local SIRE Category 3 Accreditation Committees comprising OCIMF member companies whose specific regional Category 3 vessel inspection requirements are addressed. Both of these regions report big improvements in the consistency of inspections and increased participation by Category 3 vessel operators. OCIMF is confident that other regional Category 3 inspector accreditation programmes will be developed.

Training courses

New inspector courses and refresher courses held during 2013 are shown in the box, above right. Five-day courses for prospective Category 1 and Category 2 Inspectors are held on an as-needed basis, and refresher courses are timed and located to meet the requirements of those inspectors whose accreditation status needs to be maintained.

OCIMF members are alerted to the dates when new inspector courses and refresher courses are scheduled, these being published on the OCIMF website. Courses

for prospective Category 3 inspectors and periodic refresher training for existing Category 3 inspectors are organised by each of the Regional Category 3 Accreditation Committees.

SIRE auditing inspector meeting

The SIRE auditing inspectors are at the heart of the SIRE inspector accreditation programme. This group of highly experienced inspectors, who collectively audit approximately 200 SIRE inspectors each year, provides OCIMF with valuable feedback to further enhance SIRE.

The 2013 auditing inspector meeting was held on 19 June 2013 at the OCIMF Office in London. Of the 30 auditors, 27 were able to attend. Several important improvements were suggested, that have since been adopted into the inspector accreditation programme.

New developments

Changes have been made to the auditing process, whereby an inspector is no longer allowed to choose the auditor to conduct the audit. To make the system more

transparent, the auditor is now selected by either the SIRE Training and Accreditation Manager, Sire Compliance Manager or the SIRE Inspector Accreditation Administrator. The process for payments for audits has also been made more transparent, and all Category 1 inspectors now pay an annual subscription fee to OCIMF to cover the costs of being audited.

SIRE new inspector and refresher courses held in 2013

SIRE new inspector training courses

28 January–1 February	Thailand
29 April–3 May	London
7–11 October	Singapore
2–6 December	London

SIRE inspector refresher courses

5–6 February	Singapore
28 February–1 March	New Orleans
12–13 March	Abu Dhabi
15–16 April	London
3–4 October	Singapore
9–10 December	London

... OCIMF programmes

Offshore Vessel Inspection Database (OVID)

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

The objective of the OVID programme is to provide a robust web-based inspection tool and database of inspection reports on vessels engaged in upstream support activities. OVID is broadly based on SIRE, with some key differences that reflect the

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

Currently, there are 718 registered OVID inspectors worldwide. Inspector accreditation is an important part of OVID. Potential inspectors are screened for qualifications and experience, and required to attend a new inspector training course. The OVID course curriculum covers three days and is followed by a two-part examination leading to accreditation of the inspectors.

OVID refresher courses are now under way for current inspectors. All OVID inspectors must attend a refresher course every three years to maintain their accreditation and pass a two-part examination.

OVID statistics: January–December 2013	
All inspections requested:	2,620
Inspections purchased:	1,322
Inspections published:	2,572
Number of vessels:	6,721
Number of published Offshore Vessel Particulars Questionnaires (OVPQs):	5,259
Number of operators:	1,102

OVID new inspector and refresher courses held in 2013	
OVID new inspector training courses	
13–15 February	Perth
3–5 April	London
13–15 May	New Orleans
4–6 June	Lagos
12–14 June	Stavanger
24–26 September	Doha
23–25 October	Kuala Lumpur
28–30 October	Kuala Lumpur
OVID inspector refresher courses	
15–16 January	London
31 January–1 February	Bangkok
7–8 February	Singapore
11–12 February	Perth
18–19 April	Aberdeen
16–17 May	New Orleans
4–6 June	Lagos
10–11 June	Stavanger
29–30 September	Abu Dhabi
21–22 October	Kuala Lumpur
31 October–1 November	Kuala Lumpur
19–20 November	London
21–22 November	London



Delegates at the OVID Inspector training course in New Orleans, May 2013



Marine Terminal Information System (MTIS)

The OCIMF Ports and Terminals Committee (PTC) has for many years worked to improve safety and environmental issues at ports and terminals worldwide, with particular reference to the ship-terminal interface and ship to ship transfers.

OCIMF's Marine Terminal Information System (MTIS) is aimed at ensuring all marine terminals worldwide reach common high standards of safety and environmental protection. It is a consolidated safety system embracing the physical properties of the terminals, management systems and operator training.

Specifically, the consolidated system embraces terminal particulars, terminal management and self-assessment, and terminal operator training.

Marine Terminal Particulars Questionnaire (MTPQ)

The aim is to compile a comprehensive database of relevant information for approximately 3,500 terminals, from the hardware available, to berth measurements and transfer rates. The MTPQ was developed to collect this information in a common format using consistent units of measurement. By comparing the information generated by the MTPQ with SIRE vessel data, vessel programmers, schedulers and operators will be better able to assess the compatibility of ships and terminals and ensure safe operation and environmental protection.

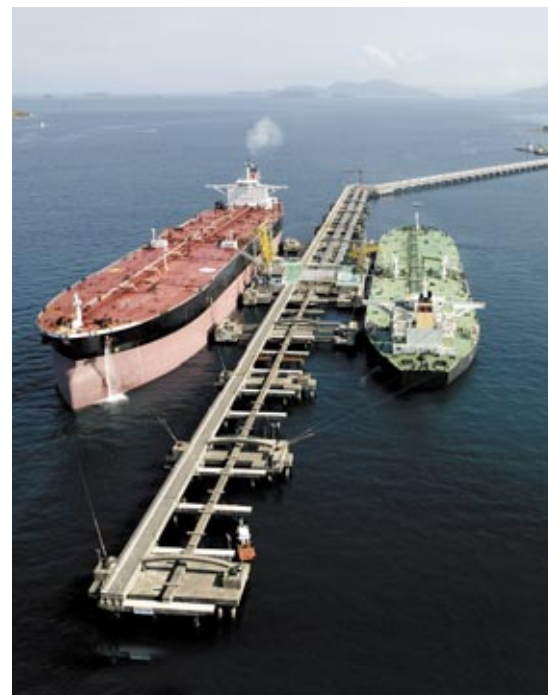
Marine Terminal Management and Self Assessment (MTMSA)

OCIMF has revised, updated and improved the information in its 'Marine Terminal Baseline Criteria' publication, and published the revised document under the new title of Marine Terminal Management and Self Assessment (MTMSA). The aim was to make the new publication consistent with the

Tanker Management and Self Assessment (TMSA) format. MTMSA provides the best practice and key performance indicators against which terminal operators can assess the effectiveness of their management systems for berth operations and the ship/shore interface. With a self-assessment culture at the heart of OCIMF's approach, members can use the MTMSA guide to develop their own internal review methodology. Members can also submit their assessment report to OCIMF's terminal database and choose how widely the information should be shared.

Marine Terminal Operator Competence and Training Guide (MTOCT)

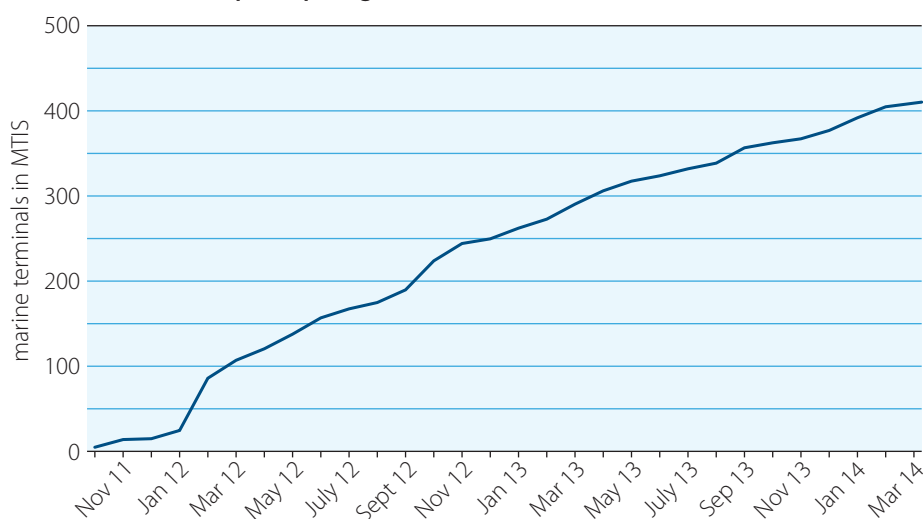
Publication of the Marine Terminal Operator Competence and Training Guide (MTOCT) brings the development phase of the MTIS project to a close. MTOCT aims to identify key competences and knowledge requirements, together with appropriate verification processes, to help members develop or commission their own terminal operator training programmes to ensure that personnel working on the ship/shore interface have the required skills and competence.



Although compliance with MTIS is not mandatory, OCIMF has more than 400 marine tanker terminals on its database.

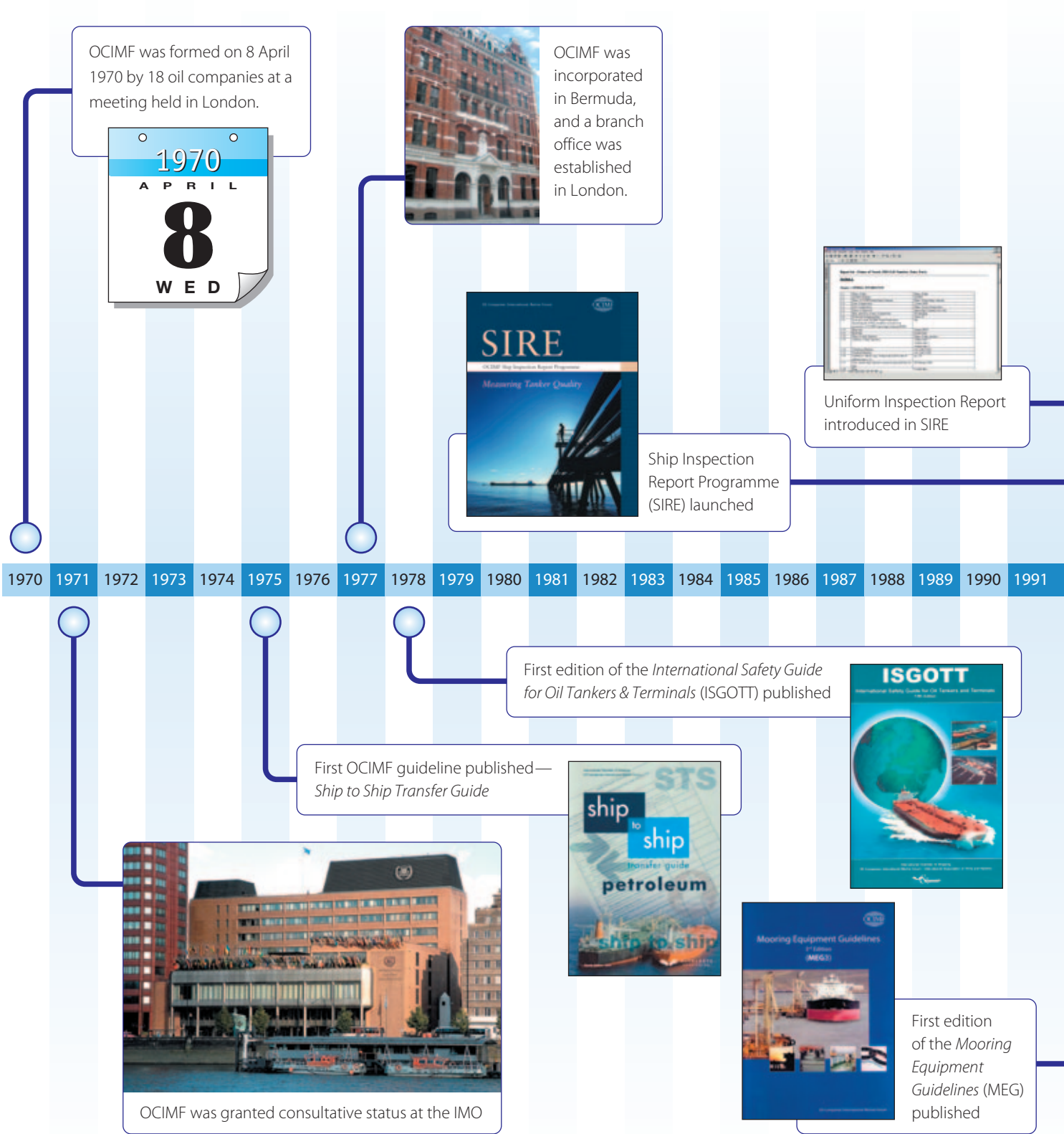
For more information on OCIMF's Marine Terminal System, visit www.ocimf-mtis.org.

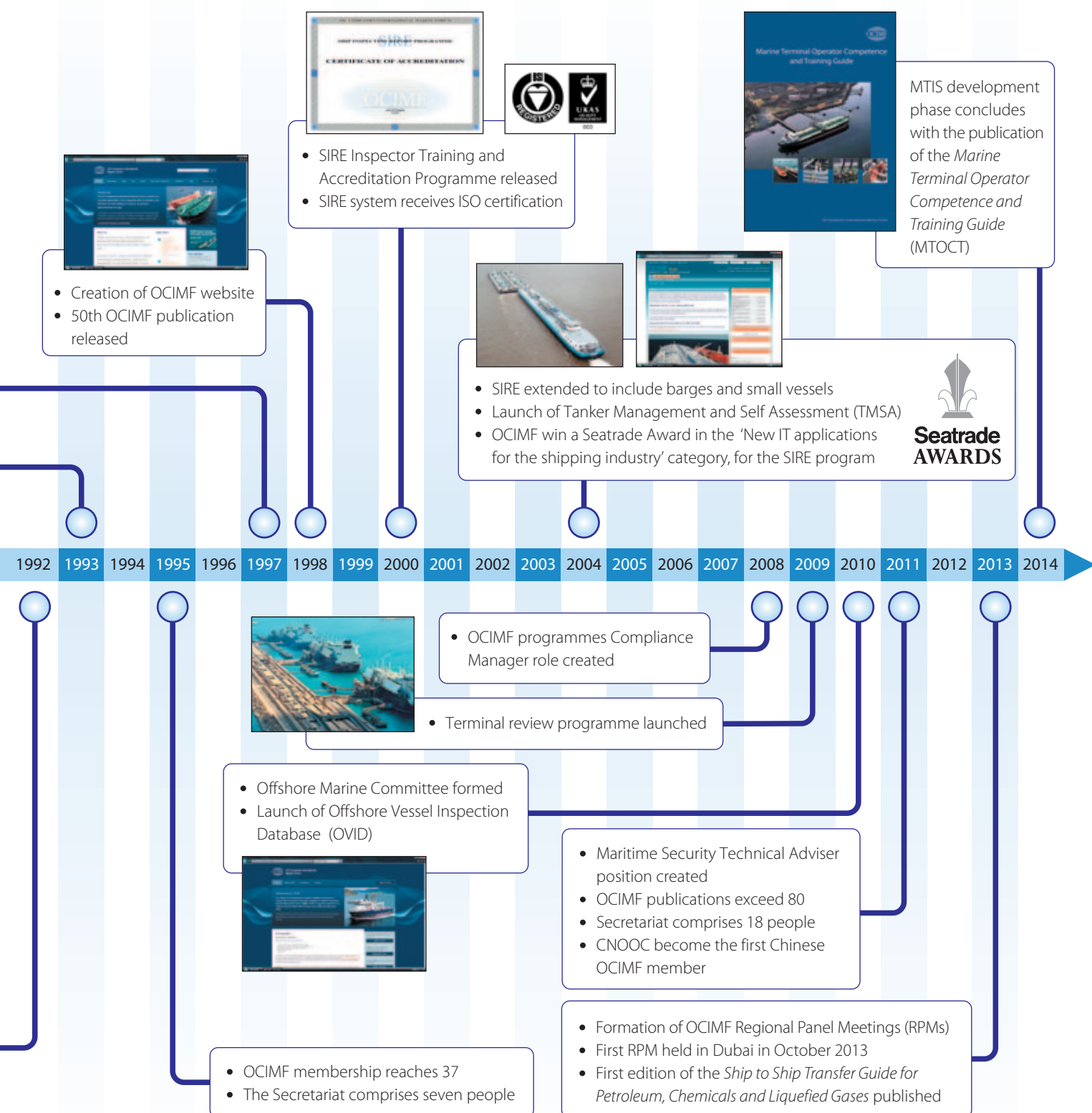
Number of terminals participating in MTIS (October 2011 to March 2014)



OCIMF milestones

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





OCIMF publications

Titles can be obtained directly from the publishers, Witherby Seamanship International Ltd. at www.witherbyseamanship.com

Title	Edition	Date	Author	Under review
Anchoring Systems and Procedures	2nd Edition	2010 (September)	OCIMF	
Barge Safety (Liquefied Cargoes in Bulk)	1st Edition	1999 (July)	OCIMF	✓ (due 2014)
BMP4 Best Management Practices for Protection against Somalia Based Piracy	4th Edition	2011 (August)	OCIMF and other industry associations	
Clean Seas Guide for Oil Tankers	4th Edition	1994 (August)	OCIMF/ICS	
Competence Assurance Guidelines for F(P)SOs	1st Edition	2009 (January)	OCIMF	
Contingency Planning and Crew Response Guide for Gas Carrier Damage at Sea and in Port Approaches	3rd Edition	1999 (July)	OCIMF/ICS/SIGTTO	
Design and Construction Specification for Marine Loading Arms	3rd Edition	1999 (May)	OCIMF	✓ (TBA)
Disabled Tankers—Report of Studies on Ship Drift and Towage	1st Edition	1981 (January)	OCIMF	
Drift Characteristics of 50,000 to 70,000 DWT Tankers	1st Edition	1982 (January)	OCIMF	
Effective Mooring	3rd Edition	2010 (March)	OCIMF	
F(P)SO poster	1st Edition	2012 (June)	OCIMF	
Guide to Contingency Planning for the Gas Carrier Alongside and Within Port Limits	2nd Edition	1999 (July)	OCIMF/ICS/SIGTTO	
Guide to Manufacturing and Purchasing Hoses for Offshore Moorings (GMPHOM)	5th Edition	2009 (November)	OCIMF	
Guidelines for the Design, Operation and Maintenance of Multi-Buoy Moorings	1st Edition	2010 (June)	OCIMF	
Guidelines for the Handling, Storage, Inspection and Testing of Hoses in the Field	2nd Edition	1995 (April)	OCIMF	✓ (due 2014)
Guidelines for the Purchasing and Testing of SPM Hawsers	1st Edition	2000 (September)	OCIMF	
Hawser Test Report	1st Edition	1982 (January)	OCIMF	
ISGINTT (International Safety Guide for Inland Navigation Tank-Barges and Terminals)	1st Edition	2010 (June)	OCIMF/CCNR	
ISGOTT (International Safety Guide for Oil Tankers and Terminals)	5th Edition	2006 (June)	OCIMF/ICS/IAPH	
Jetty Maintenance and Inspection Guide	1st Edition	2008 (September)	OCIMF/SIGTTO	
Manifold Recommendations for Liquefied Gas Carriers	1st Edition	2011 (September)	OCIMF	
Marine Terminal Management and Self Assessment (MTMSA)	1st Edition	2012 (July)	OCIMF	
Marine Terminal Operator Competence and Training Guide (MTOCT)	1st Edition	2013 (January)	OCIMF	
Mooring Equipment Guidelines 3	3rd Edition	2008 (October)	OCIMF	
Offshore Loading Safety Guidelines: with special reference to harsh weather zones	1st Edition	1999 (January)	OCIMF	
Offshore Vessel Management Self Assessment (OVMSA)	1st Edition	2012 (March)	OCIMF	
Peril at Sea and Salvage: A Guide for Masters	5th Edition	1998	OCIMF/ICS	✓
Piracy and Armed Robbery Against Ships	1st Edition	2000 (January)	OCIMF	✓
Prevention of Oil Spillages Through Cargo Pumproom Sea Valves	2nd Edition	1991 (January)	OCIMF/ICS	

Title	Edition	Date	Author	Under review
Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings	4th Edition	2007 (January)	OCIMF	
Recommendations for Oil Tanker Manifolds and Associated Equipment	4th Edition	1991 (January)	OCIMF	✓ (due 2014)
Safe Transfer of Liquefied Gas in an Offshore Environment (STOLGOE)	1st Edition	2010 (October)	OCIMF	
Ship to Ship Service Provider Management	1st Edition	2011 (September)	OCIMF	
Ship to Ship Transfer Guidelines for Petroleum, Chemicals and Liquefied Gases	1st Edition	2013	CDI/ICS/OCIMF/SIGGTO	
Single Point Mooring Maintenance and Operations Guide	2nd Edition	1995 (January)	OCIMF	✓ (due 2014)
SPM Hose Ancillary Equipment Guide	3rd Edition	1987	OCIMF	✓ (due 2014)
SPM Hose System Design Commentary	2nd Edition	1993 (November)	OCIMF	
Survival Craft—A Seafarer's Guide	1st Edition	2008 (December)	OCIMF	
Tandem Mooring and Offloading Guidelines for Conventional Tankers at F(P)SO Facilities	1st Edition	2009 (December)	OCIMF	
Tanker Management Self Assessment 2—A Best Practice Guide for Vessel Operation	2nd Edition	2008 (January)	OCIMF	
The Use of Large Tankers in Seasonal First-Year Ice and Severe Sub-Zero Conditions	1st Edition	2010 (December)	OCIMF	

New publications in progress

Competency Assurance Guidelines for Mooring, Loading and Lightering Masters	1st Edition	2014	OCIMF	
Dynamic Positioning Guidelines for Oil Field Concessions	1st Edition	2014	OCIMF	
Effective Mooring (Chinese Edition)	3rd Edition	2014	OCIMF	
Guidelines for Marine Terminals impacted by Ice or Severe Sub-zero Temperatures	1st Edition	2015	OCIMF	
International Offloading Guidelines for Bow Loading and DP Tankers at Offshore Terminals	1st Edition	2014	OCIMF	
Recommendations for Oil Tanker Manifolds and Associated Equipment	4th Edition	2014	OCIMF	
Ship To Ship Transfer Guidelines for Petroleum, Chemicals and Liquefied Gases (Chinese Edition)	1st Edition	2014	CDI/ICS/OCIMF/SIGGTO	
Single Point Mooring Maintenance and Operations Guide	1st Edition	2014	OCIMF	
US Barge Operations—Guidelines and Best Practices for Barges and Associated Tugs	1st Edition	2014	OCIMF	

OCIMF information papers

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

Title	Date	Members only
A Guide to the International Oil Pollution Compensation Regimes	2000 (May)	
An Extended Scope for the Enhanced Survey Programme (ESP)	1999 (August)	
An Information Paper on Pumproom Safety	1995 (September)	
Briefing Paper for OCIMF Member Chartering and Vetting Groups—Shipping Operations in the Arctic Region	2010 (July)	✓
Briefing Paper for OCIMF Member Chartering and Vetting Groups—The use of Large Tankers in Seasonal First-Year Ice or Severe Sub-Zero Conditions	2009 (October)	✓
Briefing Paper for OCIMF Member Companies—Guidelines for Transiting the Turkish Straits	2007 (August)	✓
Cargo Inspector—Safe Working Practices	2009 (October)	
Energy Efficiency Design Index (EEDI)	2001 (July)	✓
Estimating The Environmental Loads on Anchoring Systems	2010 (October)	
Factors Influencing Accelerated Corrosion of Cargo Oil Tanks	1997 (September)	
GHG Emission-Mitigating Measures for Oil Tankers—Part A: Review of Reduction Potential	2011 (July)	
Guidance For Oil Terminal Operators On The International Maritime Organization (IMO) International Ship And Port Facility Security (ISPS) Code	2003 (December)	
Guidance related to the Construction and Use of Citadels in Waters Affected by Somali Piracy	2011 (July)	✓
Guide to Purchasing High Modulus Synthetic Fibre Mooring Lines (Joint SIGTTO publication)	2014 (February)	
Guidelines for the Control of Drugs and Alcohol Onboard Ship	1995 (June)	
Guidelines on Capabilities of Emergency Response Services	2013 (March)	
Guidelines on Safety Management Systems for Hot Work and Entry into Enclosed Spaces	2008 (October)	
Health, Safety and Environment at New-Building and Repair Shipyards and During Factory Acceptance Testing	2003 (July)	
Hydrostatically Balanced Loading	1998 (December)	
Industry Code of Practice on Ship Recycling	2001 (August)	
Industry Guidelines for the use of Private Maritime Security Contractors (PMSC) as Additional Protection in Waters affected by Somali Piracy	2011 (May)	✓
Inert Gas Systems—Block and Bleed Valve Arrangements for Chemical Tankers Carrying Chemicals and Petroleum Products—Prevention of Inert Gas/Hydrocarbon Backflow	2000 (January)	
Inert Gas Systems—Dry Type Deck Water Seals—Prevention of Inert Gas/Hydrocarbon Backflow		
Inert Gas Systems—Semi-dry Type Deck Water Seals—Prevention of Inert Gas/Hydrocarbon Backflow		
Lifeboat Incident Survey	2000	
Lloyd's Register Risk Assessment of Emergency Tow-off Pennant Systems (ETOPS) Onboard Tank Vessels	2009 (October)	
Maintaining Structural and Operational Integrity on Tankers Carrying Cold Oil Cargoes	2012 (December)	
Manning at Conventional Marine Terminals	2008 (June)	
Marine Breakaway Couplings	2008 (November)	
Marine Injury Reporting Guidelines	1997 (February)	
Oily Water Separators	2006 (February)	
Port and Terminal Information	1997 (September)	

Title	Date	Members only
Potential Hazards Associated With Requests For Additional Mooring Lines By Terminal Operators	1997 (September)	
Recommendation Briefing Paper for OCIMF Member Companies on Guidelines for Transiting the Straits of Magellan including Commentary on Passage around Cape Horn	2010 (November)	✓
Recommendations for Alternatives to Traditional Emergency Tow-off Pennants	2010 (July)	
Recommendations for the Safe Management of Cargo Additive Activities Onboard	2013 (February)	✓
Recommendations for the Tagging/Labeling, Testing and Maintenance, Documentation/Certification for Ships' Lifting Equipment	2005 (May)	
Recommendations on the Hazard Identification of Fuel Changeover Processes	2013 (April)	
Recommendations on Engineering Watch/Duty Period Handover and Inspection Routine	2013 (April)	
Recommendations on the Proactive use of Voyage Data Recorder Information	2012 (October)	
Recommendations Relating to the Application of Requirements Governing Seafarers' Hours of Work and Rest	2012 (November)	
Results of a Survey into Lifeboat Safety	2004 (July)	
Safe Access on Ships with Exposed or Raised Deck Structures	2012 (March)	
Safety, Health, Environmental Issues and Recommendations for Shipboard Handling of Elevated Mercury Crude Cargoes	2011 (August)	
Ship Measurement—Deadweight or Displacement?		
Ship to Ship Transfer—Appendix 1: Operational/Safety Check Lists		✓
Ship to Ship Transfers—Considerations Applicable to Reverse Lightering Operations	2009 (September)	✓
Specification Guidance for Dock Hoses	2006 (August)	✓
Summary of the Results of the MARIN Study to Validate the Adequacy of SPM Mooring Equipment Recommendations	2007 (May)	
Vessel Inspection Questionnaire 5 (VIQ 5)	2011 (January)	
Winch Brake Bands Design Considerations Impacting on Reeling Direction	2006 (November)	
Guidelines for Specification of Manufacture, Testing and Procurement of High Modulus Polyethylene Ropes	2014	
<i>In development or pending</i>	<i>Due</i>	
Bridge Vulnerability Study	TBA	
Dynamic Loading of Cranes Used in Exposed Waters	2014	
Navigational Assessments (Audits)	TBA	
Offshore Vessel Operations in Ice and/or Severe Sub-Zero Temperatures	2014	
Ship/Shore Emergency Shutdown Systems at Terminals (ESD)	TBA	

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