

Annual Report

2015



Contents

Mission	3	Maritime Security	23
Chairman's statement	4	Maritime Trade Information Sharing Centre for the Gulf of Guinea	26
Objectives	5	OCIMF Regional Panels	28
Director's review	6	International Maritime Organization (IMO)	32
History	9	Programme of IMO meetings for 2014	37
OCIMF today	9	International Oil Pollution Compensation Funds (IOPC Funds)	39
Secretariat	10	OCIMF programmes	41
Organisational chart	11	Ship Inspection Report Programme (SIRE)	41
OCIMF membership	12	Marine Terminal Information System (MTIS)	43
OCIMF Committee Structure	13	Offshore Vessel Inspection Database (OVID)	45
OCIMF Committees	14	OCIMF milestones	46
Executive Committee	14	OCIMF publications	48
Legal Committee	14	OCIMF information papers	50
General Purposes Committee (GPC)	15		
Marine Technical Sub-Committee (MTSC)	16		
Ice Sub-Committee (ICE)	16		
Navigation and Routing Sub-Committee (NaRSuC)	17		
Ports and Terminals Committee (PTC)	18		
Marine Terminal Focus Group	19		
MTIS promotion task force	19		
Marine Structures and Civil Engineering focus group	19		
STS focus group	20		
Single Point Mooring Maintenance and Operations Guide working group	20		
Wind and Current Drag Coefficient task force	21		
Competency Assessment System for Mooring, Loading and Lightering Masters working group	21		
Manifold and Associated Equipment working group	21		
China focus group	21		
Offshore Marine Committee (OMC)	21		
Floating Systems Group (FSG)	22		
OVID Focus Group (OFG)	22		
Offshore Marine Operations Group (OMOG)	22		
Ship Hardening Working Group	23		
Maritime Security sub-committee	23		



Mission

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

Chairman's statement

In late 2014, I had the privilege of taking over the Chairmanship of OCIMF from John Ridgway. I know that I speak for everyone in thanking John for his excellent work at OCIMF over many years and for his contribution to the shipping industry. We all wish John a happy and healthy retirement.



Grahaeme Henderson
Chairman

In 2015 we celebrate the 45th anniversary of OCIMF. The forum has become a respected organisation and is well positioned to discharge its obligations, serve its members, and continue to deliver sustained improvements to the safety, security and environmental performance of our industry.

The establishment of regional panels in hubs of Asia-Pacific, the Americas, Europe and the Middle East during the course of 2014 has provided new impetus to build on the founding principles defining the OCIMF mission. These are the promotion of safety and the prevention of pollution associated with the transport and terminal handling of hydrocarbons; issues which remain as important as ever. While we are encouraged to see sustained improvement, a number of challenges remain.

It has been 20 years since the introduction of the Ship Inspection Report System (SIRE). Developments have continued in both the inspection format and the technologies that currently make approximately 20,000 inspection reports available to OCIMF members, eligible recipients and port state control organisations. A key objective is to reduce the inspection burden on tanker operators and today, each inspection report is accessed an average of over six times. In 2014, we also introduced a programme of audits of independent vetting contractors and the member companies who use their services, to ensure that the controls in place will safeguard the chain of custody and prevent over inspection.

The Offshore Vessel Inspection Database (OVID) has seen year-on-year sustained growth since the programme was introduced in 2010. Registration stands at over 8,000 offshore support vessels and today 69 member companies rely on OVID inspections as a critical part of their offshore marine assurance systems. During 2014, we have turned our attention to developing inspections for mobile offshore drilling units and jack-up rigs, and a variety of more specialised offshore support vessels to complete the OVID inspection portfolio.

OCIMF's youngest programme, the Marine Terminal Information System (MTIS), was launched in November 2011 and now contains essential data on over 500 marine terminals worldwide. Continued efforts to promote the use of this system are being made, and it is encouraging to see the system attracting independent terminal operators as well as OCIMF members.

OCIMF continues to consult with the IMO as a trusted partner. The specialist knowledge of our global membership provides sound advice and counsel to contribute to the production of practical, fit for purpose regulations for the internationally trading world fleet. Progress has been made in some significant areas of maritime regulation during 2014, most notably in the ballast water convention.

SOLAS amendments were agreed extending the requirement for tankers to be fitted with inert gas systems from a threshold of 20,000 DWT to 8,000 DWT. Another important milestone was the adoption of the final text of the Polar Code which became a new chapter with the amendment planned for January 2017.

In Europe OCIMF has worked closely with the Commission, and other stakeholders, in providing technical advice and challenge for the monitoring, reporting and verification of greenhouse gas emissions, and will continue to do so through 2015.

Piracy and criminals targeting ships in several parts of the world has continued to be a key focus of OCIMF. In the Gulf of Guinea the OCIMF has partnered with a number of European Governments, the IMO and Local States in establishing a pilot project which has resulted in opening the Maritime Trade Information Sharing Centre – Gulf of Guinea. A regional initiative, the centre is staffed by a combination of regional naval and merchant navy staff, providing watchkeeping and reporting on a 24-hour basis.

On the East Coast of Africa it is pleasing to note that no merchant

vessels were hijacked by Somalia based pirates in 2014. A delicate balance has been achieved with protection to ships by international naval forces, industry self-protection measures through the application of best management practices and the carriage of security teams. The threat remains and the situation could change overnight if the balance were to be lost. At the height of the piracy crisis our industry reluctantly accepted that the carriage of security teams was required as a short term measure. The industry must continue to press for a solution addressing the root cause of piracy and while we applaud capacity building efforts in Somalia, it is equally clear that this will take time to deliver the required changes.

I am looking forward to my tenure as Chairman of OCIMF, providing leadership and direction, in consultation with all of our members. The participation of the membership is critical to OCIMF, and I would like to recognise the many people from across the world that contribute to our committees and work programmes. I have also been impressed with the competency, dedication and professionalism of the OCIMF Secretariat staff and I look forward to working closely with them as we continue our focus on safety, security and the environment.



Grahaeme Henderson
Chairman

OCIMFs 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.

Director's review

We entered 2014 having repositioned the organisation to more effectively meet the needs of the expanding membership and deliver the mission objectives.



Dave Cotterell
Director

Having established regional hubs and moved the committees meetings there to allow members to extract greater value from their travel budgets we undertook the critical step of establishing regional panels extending OCIMF outreach and engagement opportunities to full spectrum of the membership in their home regions. I was delighted to see the establishment of Regional Champions from members based in Asia-Pacific, Americas, Europe and The Middle East, and was greatly impressed to see their drive, enthusiasm and energy come to fruition as the Regional Panels established over the course of the year.

A common concern raised throughout the year at these panel meetings was the perception that competency on both sides of the ship/shore interface appeared to be diminishing. Several members also highlighted incidents where contributing factors included personnel behaving in unexpected ways misaligned with their training and expected norms.

Determining the scope and extent of this issue is work that will continue into next year but an early contribution was the publication of the Competency Assurance Guidelines for Mooring, Loading and Lightering Masters that was published in the latter part of the year.

The Guide is aimed at those involved in berthing, cargo transfer activities and un-berthing of vessels at various offshore marine facilities including single point moorings (SPM's) both buoy and tandem, multiple buoy moorings (MBM's), and ship to ship transfers. There is also value in these guidelines for operators who have fixed berth facilities and manage in-house docking/berthing activities that are not serviced by a particular pilotage authority or covered by state or regulatory requirements.

The guide has been developed to reflect best practice in competence assurance including:

- The development, implementation and management of a competence assessment system.

- Guidance on individuals' competencies and knowledge requirements for a number of common tasks.
- Recommendations on managing competence assessments and assessor requirements.
- Recommendations on continued verification and periodical re-assessments covering various facility types.

Advice on record keeping with a software package allowing users to tailor the competence system to fit their particular operation and to also maintain detailed competence records for personnel.

Three new information papers were published during 2016. A guide to purchasing high modulus synthetic fibre mooring lines (produced jointly with SIGTTO), Offshore Vessel Operation in ice or sub-zero temperatures in arctic and sub-arctic regions and the Ship Security bridge vulnerability study. All provided guidance on subjects that had led to unintended outcomes for seafarers in recent years.

Maritime crime, including piracy, continues to be a significant concern for the shipping industry in West Africa, particularly on the waters of the Gulf of Guinea.

The Maritime Trade Information Sharing Centre for the Gulf of Guinea (MTISC-GoG) pilot project commenced in April 2014 with the objective to establish an affordable, sustainable and enduring regional maritime information sharing centre within the Gulf of Guinea that is fully engaged with regional states, supported by international partners and all maritime stakeholders. It will complement regional and national initiatives to combat maritime crime

by providing a real time connection with industry and information sharing which will assist with delivering a targeted response.

Merchant vessels entering a defined voluntary reporting area (Senegal down to Angola and out to 300nm) are encouraged to report to the MTISC-GoG centre, their reports enhance the picture received from satellite and AIS data to build a clear regional maritime picture. The centre provides advice and guidance on the maritime security situation and on mitigating the risk of armed robbery or other unlawful activities. Detailed advice is made available on the MTISC-GoG website. The MTISC-GoG is funded and supported by a partnership of several governments, IMO and industry, but uniquely, is staffed by seconded staff from military, civil society and industry from coastal states whose shores border the Gulf of Guinea.

January 2015 marked the end of a successful 2014 pilot project and now needs to move to the substantive phase of the project. MTISC-GoG continues to operate from the centre close to Tema Port, Ghana.

MTISC-GoG continues to have a steady increase in vessels formally reporting within the VRA, with over 500 initial reports received each month. Additionally, an increasing number of offshore support vessels which permanently operate within the VRA are contacting the Centre. MTISC-GoG has assisted mariners and companies involved in the majority of armed attack incidents in the Gulf of Guinea since the Pilot Project began and has successfully supported a number of masters and companies that have been victims of these attacks both during and post incident. Reports of suspicious activity to MTISC-GoG

continued to increase month on month. MTISC-GoG has also been able to assist mariners with a variety of other SOLAS incidents including a man overboard.

It is quite true to say there remains a long way to go and several challenges to overcome before the centre achieves the intended potential. However, it is also the only regional centre in operation today directly providing maritime security advice and assistance to mariners trading the waters of the Gulf of Guinea. Success has been proven and we look forward to building on this firm foundation in the coming years.

I would like to take this opportunity to thank all Secretariat staff for their professionalism and hard work through a year when we have seen many changes.

This will be my final Directors Review. 2015 will mark the end of my fifth year as OCIMF Director and the completion of my tenure which has been both enjoyable and fulfilling. A great strength of OCIMF is the ability to assemble groups of enthusiastic and knowledgeable people from a broad spectrum of the membership to contribute in very real terms to that work enhances the safety of our seafarers, ships and terminals. In a challenging economy, I state my thanks to the many member companies who have continued to generously provide resources, expertise and wisdom to the Secretariat, Committees and working groups without which vital support OCIMF could not function.



Dave Cotterell
Director





History

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

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

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

OCIMF today

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

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

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



Secretariat



David Cotterell
Director



Pierre Karsenti
Deputy Director, Chief
Representative to the
IMO



Raj Shetty
Senior Technical
Adviser



Philip Pascoe
General Counsel



Alex Van Dusen
Technical Adviser
(Offshore)



Ian Shields
Technical Adviser
(Nautical)



Chris Brown
Technical Adviser
(Engineering)



Russell Pegg
Technical Adviser
(Maritime Security)



Geoff Snow
OCIMF Programme
Manager



Oliver Pointon
OCIMF Training and
Accreditation Manager



Shaikh Rahim
OCIMF Compliance
Manager



Anita Borsberry
OCIMF Inspector
Accreditation
Administrator



Joanna Bradley
Senior Management
Assistant



Aziz Benbelkacem
OCIMF and IT Systems
Administrator



Rebecca Harrison
Office Manager



Pauline Gilbert
Accounts
Administrator



Teresa Cox
Accounts
Administrator



Christine Green
(part time) HR Adviser



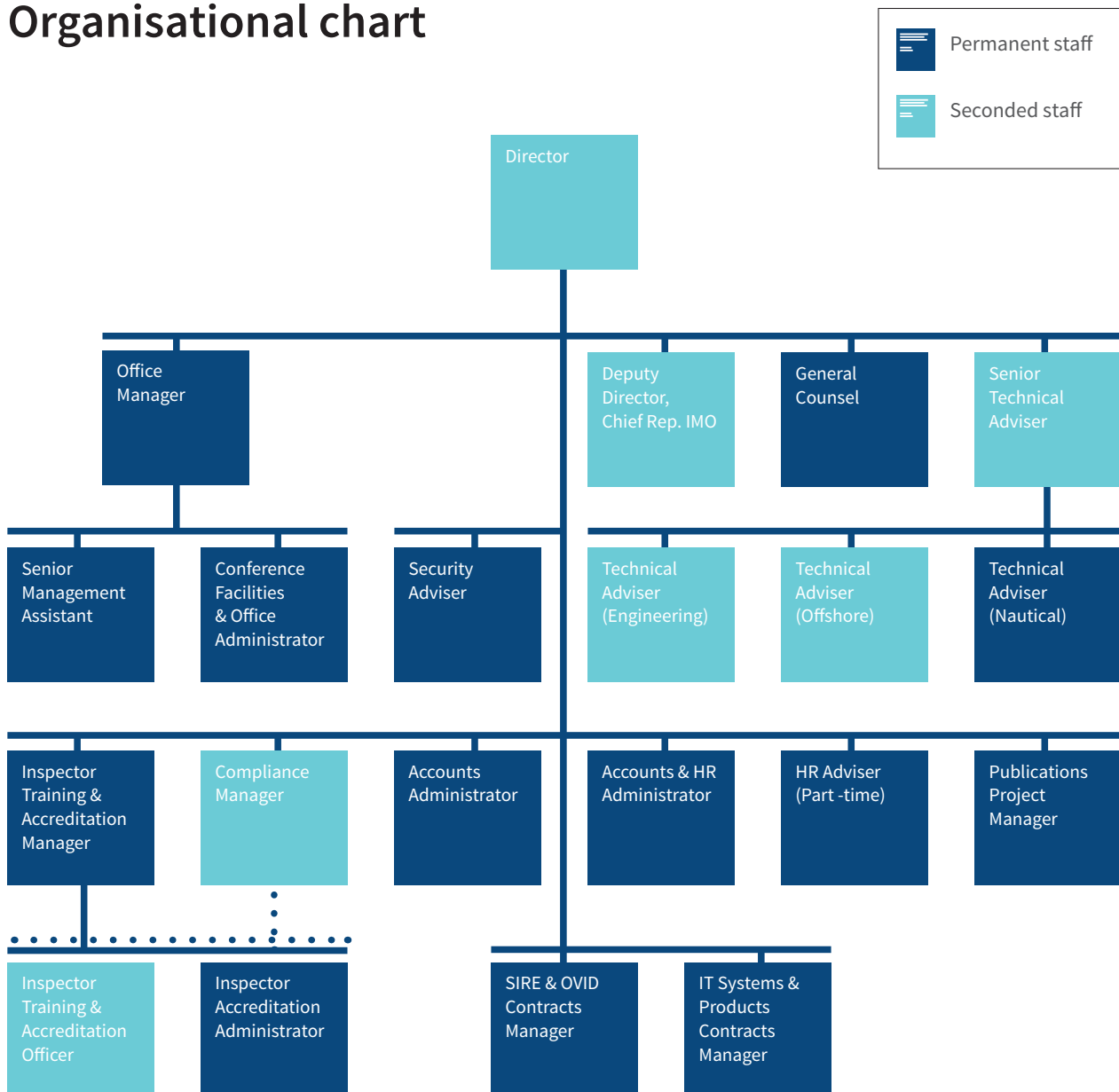
Kelly Hilditch
Publications Project
Manager



Fiona Rider
MTISC-GOG Project
Support Officer

For 2015 changes to the Secretariat please visit the OCIMF website at www.ocimf.com

Organisational chart



2015 new starters



Andrew Cassels
Director



Jeremy Hudson
Deputy Director,
Chief Representative
to the IMO



Joe Megeed
Technical Adviser
(Engineering)



Fabiano Dias
IT Systems and Products
Contracts Manager

OCIMF membership

Abu Dhabi Company for Onshore Oil Operations

Abu Dhabi National Oil Company

Addax Oryx Group

Administracion Nacional de Combustibles Alcohol y Portland

Angola LNG

Bakri International Energy Company Limited

BG LNG Services LLC

BHP Billiton Limited

BP Shipping Limited

Braskem SA

Cairn Energy India Pty Limited

Cargill Ocean Transportation

Cenovus Energy Inc

Centrica PLC

Chevron Shipping Company LLC

CNOOC

Compagnie de Distribution des Hydrocarbures

Compania Espanola 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

Excelerate 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

Koch Shipping Inc

Kosmos Energy LLC

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, SA

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 (“Tasweeq”)

Reliance Industries Limited

Repsol

Royal Vopak NV

SARAS SpA

Saudi Arabian Oil Company

Sempra LNG

Shell International Trading and Shipping Company Limited

Singapore LNG Corporation Pte Ltd

Sonangol USA

Statoil ASA

Suncor Energy Inc

Sunoco Logistics Partners L.P

Talisman Energy Inc

Tesoro Maritime Company

Total SA

Tullow Oil Plc

Valero Marketing & Supply Co

Vermillion Energy Resources

Vivo Energy

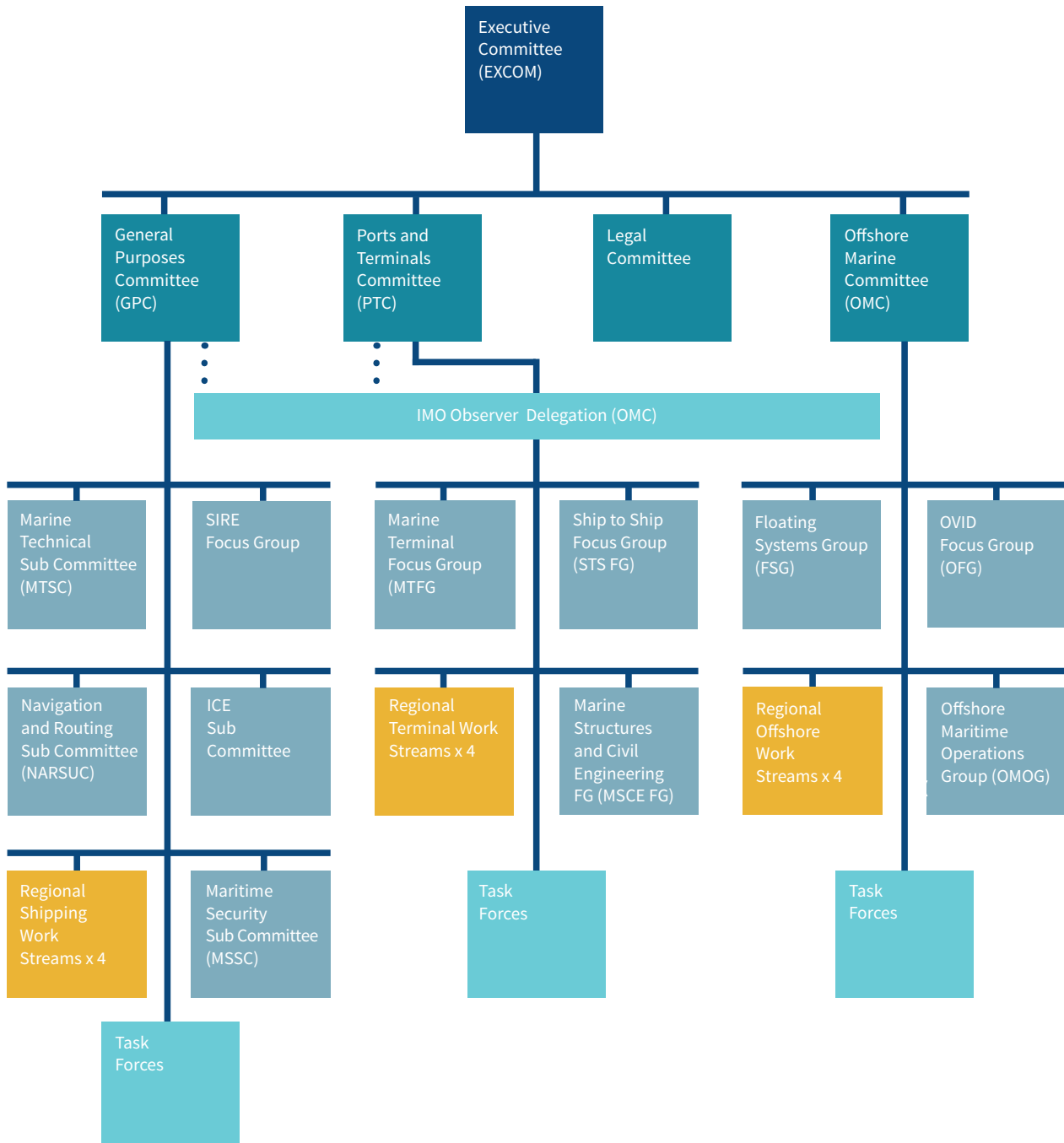
Woodside Energy Ltd

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 Committee Structure

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.





Executive Committee

Chairman: John Ridgway

The Executive Committee held their 73rd and 74th meetings in 2014.

The Executive Committee provides governance and oversight to the work of the committees and the secretariat. The Director's Report and the Reports of the Committee Chairmen underpinning these functions.

The 73rd meeting was held in the OCIMF offices in London on the 18 June and 74th meeting was held in Dubai on the 11 November as part of the rotation of committee meetings around the shipping hubs of London, Dubai, Singapore and Houston. Each of these meetings was coordinated to coincide with the Regional Panels held the following day. The 74th meeting was immediately followed by the Annual General Meeting.

Three new member companies were accepted during the year:

- Singapore LNG.
- Kosmos Energy.
- Braskem SA.

The Chairman accepted the resignation of Valery Kravchenko from the Executive Committee upon his retirement from Lukoil with the committee's best wishes for the future.

The nominations of Mr Nicholas Potter (BG) and Mr John DeRose (Philips 66) were supported and welcomed to the Executive Committee.

The succession of OCIMF Chairman was also agreed. John Ridgway (BP) announced his intention to resign the Chair during 2015 after completing three years' service. Dr Grahaeme Henderson (Shell) volunteered to succeed John when he decided to step down. The committee supported this succession and that John Ridgway would continue to serve the Executive Committee as a Vice Chairman.

The geographical locations of Executive Committee members is monitored to ensure it is broadly representative of the membership of the forum. The Executive Committee has representation from Brazil, France, Japan, Kuwait, Norway plus two representatives from the United Kingdom and three representatives from the United States. The OCIMF constitution limits the membership of the Executive Committee to a maximum of 15 persons there are currently 12 members.

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 (Ship Inspection Report Programme (SIRE), Offshore Vessel Inspection Database (OVID) and the Marine Terminal Information System (MTIS)) intellectual property issues and reviewing documents prior to publication.

The Legal Committee held their 61st meeting on 21 May 2014 in London. The 62nd meeting was held on 8 October 2014 in Houston, Texas. The committee discussed a wide range of legal issues during their meetings, including:

- The International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances (HNS Convention) and Protocol.
- International Oil Pollution Compensation (IOPC) Funds meetings, in particular the winding up of the 1971 Fund.
- EU shipping issues, in particular Greenhouse gas emissions and climate change.
- IMO issues, in particular the Ballast Water Convention.
- OCIMF trade mark/domain name protection.
- Maritime security update, including Somali-based piracy, Gulf of Guinea (including Maritime Trade Information Sharing Centre within the Gulf of Guinea region (MTISC-GoG)); and South East Asia.
- OCIMF hosted incident database.
- OCIMF programmes:
 - SIRE.
 - Tanker Management and Self Assessment (TMSA).
 - OVID.
 - MTIS.
- OCIMF publications and Chinese translation project update.



General Purposes Committee

Chairman: Pierre Decarpigny, Total

The General Purposes Committee (GPC) held two meetings during 2014. The 78th meeting was held in Singapore on the 18-19 March, and was immediately followed by the Asia Pacific Regional Panel. The 79th was held in Houston on the 30 September -1 October and was immediately followed by the Americas Regional Panel.

In addition to reviewing the work of the Sub-Committees and working groups, the GPC initiated the following new work items:

- An update of TMSA, including the addition of barges in the new edition, GPC hopes to see TMSA 3 published in 2016.
- ECDIC training for SIRE inspectors.
- Development of a bespoke inspection variant for barges operating in European waterways.
- The committee approved the MTSC to work with SFG. It also considered that scrubbers will be an important matter in the years to come and agreed on MTSC to work on it. The committee approved the terms of reference for two information papers:
 - Best Practice for Personnel Transfer by Crane.
 - Pressure Testing of Cargo Piping.
- The Inert Gas Systems Task Force was asked to develop best practice to address the increasing trend of fires and explosions in the cargo areas of tankers.
- It was agreed to expand the Sire User Group to include inspectors and also ship operators, but the secretariat would place limits on numbers of attendees. This would be an issue when the event was hosted in a member's office where space may be an issue and in certain geographical areas where demand would be high.

Marine Technical sub-committee (MTSC)

Chairman: David Wall, Chevron

The 28th meeting of the Marine Technical sub-committee (MTSC) was hosted by Phillips 66 on 10-12 February 2014 in London. The 29th meeting was hosted by Mærsk on 12-13 August 2014 in Copenhagen.

The MTSC is currently made up of member's representatives from BP, BG, Chevron, Mærsk, Phillips 66, SeaRiver, Shell, Sonangol and Total.

The sub-committee assisted with the draft of a submission to the IMO's Pollution Prevention and Response (PPR) on international shipping minimal impact on black carbon emissions.

New work has been initiated to provide best practice for personnel transfer by crane, develop an information paper on the technical challenges of implementing scrubber installations on tankers, and provide some updated technical language for the vessel inspection questionnaire (VIQ).

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

- Scrubber Technology.
- Greenhouse gases and monitoring, verification, and reporting (MRV).
- Ballast water treatment.
- International Convention for the Prevention of Pollution from Ships (MARPOL) Annex IV, V and VI.
- International Organization for Standardization (ISO) work group on Hull Performance Monitoring.
- International Association of Classification Societies (IACS) Harmonised Common Structural Rules and Goal Based Standards (GBS).

Ice sub-committee

Chairman: Paresh Acharya, BP

The 19th meeting of the Ice sub-committee (ICE) was held on 12 February 2014, and the 20th meeting was held on 3 September 2014. Both meetings were hosted at the OCIMF offices in London.

Members from BP, IMT/ExxonMobil, Shell, Conoco, Neste Oil, Primorsk Oil, LUKOIL, Gazprom, Total, Statoil, the Finnish Transport Agency and Lloyds Register participated in, and contributed to, the work of the sub-committee, which included:

- Finalisation and publication of the OCIMF Information Paper, Offshore Vessel Operations in Ice and/or Severe Sub-Zero Temperatures.

- Progression of an information paper on navigation through the Northern Sea Route. OCIMF recognises that the Northern Sea Route is being considered as a viable option for commercial shipping and that the Arctic environment presents particular challenges, and has formed a Northern Sea Route work group. The work group will evaluate navigational and operational practices in the Northern Sea Route in order to identify best practices, operational procedures and challenges taking into account existing mandatory requirements, the introduction of the IMO Polar Code, and current Industry Guidance. This work is being carried out in conjunction with the Navigation and Routeing Sub-Committee (NaRSuC).

A major part of the work of the Ice Forum members through 2014 was the IMO Polar Code.





Although the text of the Polar Code has been finalised, the IMO have recognised that Guidelines on methodologies for the assessment of operational limitations in ice will be necessary to support the requirements of the Polar Code, and work commenced at the end of 2014 through a Correspondence Group in which OCIMF members are fully engaged.

ICE is not solely focused 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 working towards production of a paper focused on the challenges that terminals can face when operating in severe sub-zero temperatures and/or when impacted by ice. This has an expected delivery date at the end of 2015.

Other issues discussed/monitored by ICE include:

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

Navigation and Routeing sub-committee

Chairman: Colin Shoolbraid, BP

The 45th meeting of the NaRSuC was held on 5 March 2014 and the 46th meeting was held on 16 September 2014. Both meetings were held at the OCIMF offices in London.

Members from BP, Chevron, IMT/ExxonMobil, Shell, Total, ENI and Mærsk Oil participated in, and contributed to, the work of the sub-committee.

The sub-committee has been involved in addressing the following items:

- The GPC, approved a request to commence work on a paper relating to Navigation Audits and Assessments. OCIMF recognises that periodic navigation reviews are conducted at various levels including, for example, in the ISM code, TMSA and SIRE guidance, but do not have a consistent process nor uniformity in reporting. A best practice guidance paper is being developed to address this and will include types of audit, scope and

approach and guidance to use the opportunity to coach and train. The guidance being developed is designed to assure managers and operators that their vessels are being navigated to the highest standard.

- OCIMF recognises that the Northern Sea Route is being considered as a viable option for commercial shipping and that the Arctic environment presents particular challenges, and has formed a Northern Sea Route work group. The work group will evaluate navigational and operational practices in the Northern Sea Route in order to identify best practices, operational procedures and challenges taking into account existing mandatory requirements, the introduction of the IMO Polar Code, and current industry guidance. This work is being carried out in conjunction with the Ice Forum.
- Using the voyage data recorder (VDR) as an incident prevention tool.
- E-navigation: the sub-committee continued to be involved with the IMO e-navigation work. At the first session of the IMO sub-committee on Navigation, Communications and Search and Rescue (NSCR), the strategic implementation plan was finalised. 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 and continued to promote that all tankers follow the IMO guidelines when transiting Route Tango.
- Ship routeing issues are

discussed, including new routing requirements from IMO, security issues related to routing, and transits of the Malacca Straits, Turkish Straits, and the Northern Sea Route.

- The activities of the IMO sub-committee NCSR sub-committee were discussed.
- Liaison with the Confidential Hazardous Incident Reporting Programme (CHIRP).
- Discussions and learning from navigational incidents on board tankers.
- Improvement of hydrographic data collection through crowd sourcing techniques.

Ports and Terminals Committee

Chairman: Bill Crabbs, Phillips 66

Within the OCIMF the Ports and Terminals Committee (PTC) is responsible for matters relating to the compatibility, safety and efficiency of terminals and tankers operating within port areas and those engaged in ship to ship (STS) transfer operations.

The PTC met twice during the course of 2014. The 80th meeting was held in Dubai in May and the 81st meeting was held in Singapore in October. Delegates from member companies BG, BP, Chevron, ConocoPhillips, ENI, ENOC, Exxon Mobil, Hess Corporation, INEOS, IMT, Nigeria LNG, Petrobras, Phillips 66, PMI, Primorsk Oil Terminal, Royal Vopak, Shell, Total and YPF actively participated in, and contributed to, the work of the PTC.

The PTC continued with its efforts towards implementation of the Marine Terminal Information System (MTIS)

Port and Terminals Committee



by directing the activities of the Marine Terminal Focus Group (MTFG) to ensure effective governance and functioning of the MTIS system.

It also supported the activities of the STS focus group to identify areas of concern and to develop responses. To address the growing nature of this activity, and with the support of the STS focus group, 2014 saw the formation of two regional industry STS forums in Asia Pacific and Europe, Middle East, Africa. Both are modelled upon the Gulf of Mexico's Industry Task Force on Lightering (ITOL).

Additionally, the PTC covers a broad range of issues, and the following topics were progressed in 2014:

- Marine Breakaway Couplings (in review).
- Guidelines for the specification, manufacture, testing and procurement of High Modulus Synthetic Fibre mooring lines (published).
- Single Buoy Mooring Maintenance and Operations Guide (SMOG).

- Competency Assessment System for Mooring, Loading and Lightering Masters working group.
- Manifold and Associated Equipment working group.
- Semi-continuous hoses (in review).
- Wind and Current Drag Coefficient.
- Linked emergency shutdown systems for oil, chemical and liquefied petroleum gas transfers.
- Single Point Mooring Station keeping/tug static towing study.

The committee also maintained contact with other international organisations such as the Permanent International Association of Navigation Congresses (PIANC), the International Association of Ports and Harbors (IAPH), the International Harbour Masters' Association (IHMA), the International Chamber of Shipping (ICS), IACS, ISO, the European Commission (EC), the Energy Institute (EI) and the Society of International Gas Tanker and Terminal Operators (SIGTTO) and collaborated with them on matters of mutual interest.

Marine Terminal Focus Group



Marine Terminal Focus Group

Chairman: Tony Pollock, INEOS

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

- Manage the implementation phase of the Marine Terminal Information System (MTIS).
- Ensure a smooth transition from development to implementation and operational phases.
- Provide recommendations addressing MTIS governance and operational management including MTIS website and associated components.

Major components include Marine Terminal Particulars Questionnaire (MTPQ), Marine Terminal Management and Self Assessment (MTMSA) and Marine Terminal Operator Competence and Training (MTOCT). As a standing sub-committee, MTFG keeps these components under review and will recommend changes that may be required from time to time.

MTIS promotion task force

Chairman: Tim Coombs, Chevron

Following completion of the development phase of the MTIS in 2013, the PTC 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 PTC, was 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.

With the MTIS promotional material in place and the launch of the new enhanced MTIS website, the promotion task force completed the task assigned by the PTC handing over onward promotional considerations to the MTFG in 2014.

Marine Structures and Civil Engineering focus group

Chairmen: Bill Asante, Exxon Mobil, and Arjan Maijenburg, Shell

The Marine Structures and Civil Engineering Focus Group (MSCEFG) is a standing sub-committee of the Ports and Terminals Committee, forming its technical review group for issues relating to standards for engineered port and terminal systems including design, construction and maintenance and for related guidance. In addition to MSCEFG's initiation of work to review and update OCIMF Design and Construction Specification for Marine Loading Arms, members are engaged providing OCIMF representation in related industry initiatives such as:

- Marine facilities planning and design through British Standards Institution Committee CB/502 Maritime Works where the update of British Standard BS 6349 is being steered. 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).
- PIANC MarCom 145 working group created to develop improved guidance regarding berthing velocities and fender design. (OCIMF representative: David Veale and Arjan Maijenburg, Shell).
- PIANC MarCom 153 working group developing recommendations for the design and assessment of marine oil terminals. (OCIMF Representative: Bill Asante, ExxonMobil).

STS focus group

STS focus group

Chairman: Andrew Bickerdike, Chevron

The STS focus group is a standing sub-committee of the PTC forming its core technical review group for any proposals forthcoming from the IMO, the European Commission, other regions and interfacing regionally with the industry STS forums such as Gulf of Mexico Industry Taskforce on Offshore Lightering (ITOL), Singapore Nautical Institute STS Forum and the STS Forum (Europe, Middle East, Africa). The STS focus group maintains a review of OCIMF STS-related guidance and will recommend changes. Additionally, the focus group addresses issues relating to STS operations outside of the existing OCIMF guidelines providing functional guidance for such activities.



Single Point Mooring Maintenance and Operations Guide working group

The working group has completed its review and the document is currently due for publication in 2015.

The third edition compiles 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).



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 post-MARPOL very large crude carrier (VLCC) tankers 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.

The working group has completed its review and the document is due for publication in 2015.

Manifold and Associated Equipment working group

Chairman: Tony Pollock, INEOS

The working group was established to review and revise the fourth 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.

China focus group

Chairman: Zhu Xiaoheng, CNOOC

The 19th meeting of the China focus group was held in Shanghai on 25 March 2014. The 20th meeting was held by telephone and video conference call on 6 November 2014.

The following companies participated in, and contributed to, the work of the China focus group, CNOOC, IMT/ExxonMobil, Phillips 66, Total, Shell, BP and the China Classification Society.

One of the strategic goals of OCIMF is to raise shipping standards within the Chinese maritime sector.

An integral part of this goal is an undertaking to have OCIMF's publications translated from English into Mandarin. During 2014 OCIMF worked with the China Classification Society on the translation project and by the end of the year had translated and was preparing to publish the first of these translations, Effective Mooring 3rd Edition.

The aim of the translation project is to move forward in improving standards and raising awareness within the Chinese domestic market and among the international fleet in the region. For the future, the documents to be translated are:

- Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases (1st edition).
- Mooring Equipment Guidelines (3rd edition).
- ISGOTT (6th edition—when completed).

The China focus group members have also been involved with the following activities:

- A safety workshop hosted by CNOOC and OCIMF in Shanghai on the 25 March. Both SIRE and TMSA were discussed by regional international operators with 100 delegates attending the workshop.
- Engagement at the China Oil Transportation Safety Forum with a member's presentation on TMSA.
- A domestic TMSA workshop hosted by CNOOC.
- The China focus group looks forward to 2015 in order to further strengthen and promote OCIMF engagement with maritime China.

Offshore Marine Committee

Chairman: Mark Newby, BG

The Offshore Marine Committee (OMC) held two meetings during 2014. The eighth meeting was held during April in Houston. And the ninth meeting was held during October in London. Both meetings were immediately followed by the regions' regional panel.



The OMC 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) concentrates on OVID development and the accreditation of inspectors.
- Floating Systems Group (FSG) is 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) is similar in make-up to the FSG but focusing on the operational safety of offshore vessels.

Floating Systems Group

Chairman: Hielke Brugts, Bluewater

The 8th meeting of the FSG was held on 9-10 April 2014 in Houston, hosted

by ConocoPhillips. The 9th meeting was held on 25-26 September 2014 in London, hosted by Shell.

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 Marine Assurance Questionnaire.

OVID Focus Group

Chairman: Roger Moeskops, Total / Alex Hammond, Shell

The 8th meeting of the OFG was held on 13-14 March 2014 in Milan, hosted by ENI. The 9th meeting was held on 11-12 September 2014 in London, hosted by OCIMF.

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 including Mobile Offshore Drilling Unit and Jackup variants.

- Review of progress of the revised Offshore Vessel Management Self Assessment (OVMSA) protocol published in May 2012.

Offshore Marine Operations Group

Chairman: Dirk Martens, Total / Mark Aravidis, Woodside

The 7th meeting of the OMOG was held on 12 March 2014 in Milan, hosted by ENI. The 8th meeting was held on 10 September 2014 in London, hosted by OCIMF. 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.



Ship Hardening Working Group

Chairman: Poul Erik Ekkendal, Maersk Tankers

The Ship Hardening Working Group (SHWG) met three times in 2014. The group is building on the success of the OCIMF Bridge Vulnerability Study by investigating:

- Improvements to physical security measures that can be implemented on new build vessels.
- Improvements to surveillance and electronic security countermeasures.
- Improvements that can be made to improve security on existing tonnage basing same upon anticipated cost versus risk reduction.

An information paper can be expected in 2015.

Maritime Security sub-committee

The new member of the OCIMF sub-committee family is the Maritime Security sub-committee whose terms of reference were agreed by the GPC at their September meeting.

The committee has yet to formally meet but will act as a forum to share maritime security related information and provide a mechanism for the GPC to task maritime security related issues as they affect the organisation.

To achieve this the sub-committee will:

- Share information and experience.
- Express common intent to work together to support the maritime security of OCIMF members.
- Ensure engagement in the forum remains focused and takes account of activity in areas of common interest, such as Gulf of Aden, Gulf of Guinea and SE Asia
- Provide a framework by which the maritime security relationship between members is managed and a formal line of communication for the GPC to task.

Maritime Security

The safety and security of mariners is a paramount concern for OCIMF - 2014 clearly demonstrated the maritime community needs to be on guard.

The competition for headline space rarely allows the importance of maritime security to be reflected and although governments face many

challenges, they are yet to be tested with a disrupted supply chain which the maritime community underpins. The threat to business is real.

Al Qaeda have openly threatened global economic stability to attack oil tankers in maritime chokepoints, particularly the Straits of Hormuz, the Straits of Bab el-Mandeb and the Suez Canal.

There has been no let up in 2014 – Piracy in the Indian Ocean is contained but not eliminated, criminal activity has increased off the coast of West Africa and the waters of south east Asia, terrorism could disrupt regional and global trade and tension mounts as states compete for offshore resource.

Any disruption to the flow of maritime trade would have drastic effect throughout global supply chains and require continued collaboration between industry and governments to share information and mitigate the risk posed. The OCIMF firmly believes that putting good practise in place now, and developing mutually beneficially relationships to prevent downstream problems, will reap dividends.

Against this backdrop of uncertainty, OCIMF continues to develop the maritime security portfolio and is actively engaged in the improvement of a number of emerging policies and events to ensure the safety and security of its members.

Contact Group on Piracy off the Coast of Somalia

The Contact Group on Piracy off the Coast of Somalia (CGPCS), under the Chairmanship of the EU, met twice in 2014 as a forum to promote discussion between parties concerned with Piracy. A significant challenge for the group is the perception by some the risk from Piracy has diminished and that the time is right to reconsider the scope

of the High Risk Area (HRA). This is a misconception. The view offered by the coalition forces to which mariners subscribe is that pirate groups still have the capability, motivation and intent to attack merchant vessels. Operators are reminded that Best Management Practise and the HRA are important tools to mitigate risk. The threat from Piracy is still very real and the safety of our mariners paramount. There is consensus between OCIMF,

BIMCO, INTERTANKO, INTERCARGO and the ICS that until industry is presented with credible evidence showing the intent and capability from pirates to attack vessels has diminished then change to the existing arrangements will be challenging.

The CGPCS remains active as the key driver for the international community and industry to plan and coordinate the fight against Somali piracy.

Indian Ocean, Arabian Gulf and Somalia

The linkage between prosperity on land in Somalia and piracy activity at sea is clear. Capacity building in Somalia is the foundation of a new democratic country to which a number of OCIMF members are making valuable contributions and until complete, the risk of piracy and attack on seafarers operating in the Indian Ocean will not reduce.

The keys events in 2014 for this emerging nation

8 Jan Abdiweli replaces Farole as president of Puntland.	17 Jan President of Somalia named a new Cabinet consisting of 25 ministers with only two council members retained from the previous Shirdon administration.	7 Jun Crew of MV Albedo freed after four years.	3 Jul Official declaration of the EEZ of Somalia.	30 Jul Formation of Central State.	22 Sep Turkish company takes over Mogadishu port.
7 Oct First ATM opens in Mogadishu.	25 Oct Prime Minister's cabinet reshuffle rejected by the President.	30 Oct 7 Indian hostages released.	6 Dec 153 of MPs voted in favour of the motion ousting the Prime Minister, 80 voted against.	17 Dec President appoints former Prime Minister Shermarke as the new Prime Minister.	24 Dec Parliament approves the nomination.

Coalition Forces Indian Ocean

Close cooperation and dialogue with the coalition forces operating in the Arabian Gulf and Gulf of Aden remains a key line of development to ensure any decision made by supporting states on military contribution to the security of the area is taken with the full knowledge of our concerns. Alongside EUNAVFOR, NATO, the Combined Maritime Forces and other industry groups, OCIMF plays an important role in the SHADE process.

A highlight of the conference year was OCIMF participation at the Maritime Infrastructure Protection Symposium

in Bahrain. The Forum strongly represented with both the Chairman, John Ridgway and Director, David Cotterell giving a key note address. The symposium improved the collective understanding of the threats and challenges facing nations and industry with respect to ensuring the protection of critical maritime infrastructure and promoted partnership between and among navies, coast guards, and industry to ensure protection of maritime infrastructure in the region. 215 attendees spanning 37 countries over 6 continents and 27 companies were present. The key message from the event is that industry has been wholeheartedly embraced by all

military planners who recognise the importance of early engagement in the event of an emerging crisis.

Following the symposium, OCIMF played a part in the International Mine Countermeasures Exercise (IMCMEX), hosted by US Naval Forces in the Arabian Gulf. The exercise, the largest ever global event of its kind, attracted 5,200 military staff and 700 civilian participants from 43 nations. The three weeks of manoeuvres focused on international interoperability, the protection of critical maritime infrastructure and securing the sea lanes for commerce to operate normally. For the first time the exercise

was expanded to include the waters of the Arabian Gulf, Arabian Sea, Gulf of Oman, Red Sea, and parts of the Indian Ocean which are bounded by 20 countries and include the critical choke points at the Strait of Hormuz, the Suez Canal and the Strait of Bab al Mandeb.

OCIMF representatives were able to offer expert advice and a perspective of the concerns facing mariners in times of tension.

LNG Carriers to Cargo Vessels interacted with naval forces across the region offering opportunity to practice reporting drills, search and rescue, mass casualty treatment, briefings and boarding's. To better understand how industry might be affected when faced with crisis, an Industry Communications Centre (ICC) was established in Dubai as a hub to discuss common problems and unify messaging.

Protecting the Global Economy

South East Asia

Early 2014 saw a significant change in the trend in terms of the number of incidents in the Straits of Malacca

and in the South China Sea involving a variety of commercial vessels which tailed off towards the end of the year. Attacks against energy carrying vessels were aimed at stealing refined product for sale on the black market. Close links with the International Fusion Centre in Singapore and developing linkage with the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) provides members up to date information and point of contact on activity in the region.

West Africa

Maritime crime, including piracy, continues to be a significant concern for the shipping industry in West Africa, particularly within the Gulf of Guinea. The maritime security challenges for the shipping industry are many and varied, not least because of the limited levels of coordination and information sharing between the many countries that border the region. OCIMF's principal maritime security work in the region is focused on the "Maritime Trade Information Sharing Centre – Gulf of Guinea (MTISC-GoG), details of which are set out below.

OCIMF engages with a number of organisations in support of maritime security work in the region, including INTERPOL, UNDOC, and the European Union. OCIMF, together with other shipping industry bodies, recently attended an industry meeting held by the G7++ Friends of the Gulf of Guinea, (FOGG) a grouping of G7 nations with interest in the Gulf of Guinea that seeks to help support and coordinate maritime security initiatives within states and regions organisations in the Gulf of Guinea. Industry presented a united voice of concern at the meeting at the current maritime security situation and the dangers to seafarers. The principal, and African lead, initiative in the region is the Yaoundé Code of Conduct which was signed by 25 states in June 2013. This initiative is being supported by the FOGG. A cross regional architecture is being developed under the Yaoundé Code of Conduct to improve maritime security. Whilst some elements of this architect are in place many of the institutions have yet to be developed. MTISC-GoG will continue to support and work with the Yaoundé Code of Conduct.

General

The provision of Master Mariners to fulfil the role of Merchant Navy Liaison Officers has been challenging. Company demands on this experienced cadre has been high and we have not been able to completely fill the positions at the UKMTO in Dubai and the MTISC in Accra. The role remains an important bond between industry and the military to ensure best practise is maintained.

Maritime security is delivered by a complex web of national governments, their armed forces and international organisations like NATO and the IMO. This makes it a difficult area for individual companies to address. OCIMF continues to build important relationships with organisations with operational responsibility for provision of maritime security to ensure the protection of the members and their mariners is given the highest priority.

OCIMF Chairman, John Ridgway alongside members of the Coalition Forces



Maritime Trade Information Sharing Centre for the Gulf of Guinea

The Maritime Trade Information Sharing Centre for the Gulf of Guinea (MTISC-GoG) project aims to establish an affordable, sustainable and enduring regional maritime information sharing centre within the Gulf of Guinea that is fully supported by regional states and maritime stakeholders.

Merchant vessels entering a defined voluntary reporting area (now published on Maritime Security Chart Q6114) are encouraged to report to the MTISC-GoG. The centre will provide advice and guidance on the maritime security situation and on mitigating the risk of armed robbery or other unlawful activities.

The MTISC-GoG maritime domain picture has information inputs from a number of sources, including Satellite Automatic Identification System (AIS). Most importantly, merchant vessels within the voluntary reporting area are encouraged to report suspicious activities as well as actual threats. Information from merchant vessels are of interest and value to local or regional agencies, such as those involved in combating arms, drugs and people trafficking and Illegal, unreported and unregulated fishing activities. The information distribution is carefully managed and only specific information is passed on to the relevant authorities. This information is invaluable in improving the maritime security situation in the Gulf of Guinea.

In the event of a security incident MTISC-GoG is able to warn vessels in the vicinity that are using the voluntary reporting scheme. MTISC-GoG is able to liaise directly with the affected vessel's Master and provide guidance. MTISC-GoG has no operational control of naval vessels, but can provide information to National Maritime Operation Centres in the region.

January 2015 marked the end of a successful 2014 pilot project and a move to the substantive phase of the project.

The MTISC-GoG is manned 24hrs by personnel from both regional Navies and the shipping industry. The watchkeeping team rotates on a 4 monthly basis and so far participating companies and nationalities have included an Officer in Charge (I/C) from Ghana Navy, A Merchant Navy Liaison Officer seconded from Shell, 2IC's from Nigeria, Republic of Congo and Sierra Leone Navy in addition to a watchkeeping team made up of representatives from Liberia Maritime Authority, Togo Navy, Tullow Oil, Nigeria LNG, Republic of Congo and Ghana Navy. An Interpol Liaison Officer will be joining shortly.

MTISC-GoG continues to have a steady increase in vessels formally reporting within the VRA, with over 500 initial reports received each month. Additionally, an increasing number of offshore support vessels which permanently operate within the VRA are contacting the Centre. MTISC-GoG has assisted mariners and companies involved in the majority of armed attack incident in the Gulf of Guinea since the Pilot Project began and has successfully supported a number of masters and companies that have been victims of these attacks both during and post incident. Reports of suspicious activity to MTISC-GoG continued to increase month on month. MTISC-GoG has also been able to assist mariners with a variety of other SOLAS incidents including a man overboard.

The MTISC-GoG website, which contains Maritime Security Guidelines for the Gulf of Guinea, was officially launched in October 2014.

Further details of MTISC-GoG activity can be found on the MTISC-GoG website www.mtisc-gog.org/



OCIMF Regional Panels

Asia Pacific Regional Panel

The 2014 Asia Pacific Regional Panels were held in Singapore on the 20 March and the 30 October.



Regional champion Clive Blackmore (Shell) addressing the morning session

“I believe the new regional panel format was well received with some real energy to bring the regional issues to the fore in the morning session. It was also pleasing to see the working groups in the afternoon roll up their sleeves to debate those issues and give clarity to what they wanted to address as a team in the coming months.

“The challenge now for Asia is to maintain that passion and momentum which was started in this meeting when the work starts at some time in the future to really make a difference and drive change as OCIMFs voice for safety in this region.”

Work streams

Offshore work stream

Chairman, Stephen Foong, ConocoPhillips

Vice Chairman, Richard Bounds, Shell

The Offshore work stream agreed that the biggest concern was crew competency on offshore vessels working in the Asia Pacific region. During the second meeting in October a work request to develop competency guidance for vessel operators was prepared and submitted to OMC for approval.

Ports and terminals work stream

Chairman, Rakesh Dhir, ConocoPhillips

Vice chairman, Teerapol Phaparkhorn, PTT

A wide variety of items were discussed ranging from pressure surges in pipelines, Emergency Shut Down Systems (ESDS) for oil tankers at terminals, and a lack of take-up of the Marine Terminal Information System (MTIS) in the region.

Shipping work stream

Chairman, Julien Guienne, Total

Vice chairman, Capt. Prashant S. Dighe, IMT

The groups' discussion was wide ranging, with topics under discussion including:

- Safety of navigation in Singapore and Malacca Straits.
- Coastal tankers and barges used for cabotage.
- Engagement with Regional Navigational Safety Organisations (Marine Electrical Highway).
- Manning and fatigue issues related with harbour rules (supervisory matter).
- Unauthorised boarding and security related issues
- Ports of Refuge.
- STS operations (engagement with respective stakeholders and safety bodies).



Middle East and Africa Regional Panels

The Middle East and Africa Regional Panels were held in Dubai on the 15 May and the 12 November.



Regional Champion Waddah Ghanem Al Hashmi (ENOC)

“A great deal of development has taken place since the first MEARP in 2013. That meeting did attract many member companies and was the pilot regional panel for the panels which took place in Singapore, Huston and London in the year that followed.”

“Regional panels facilitate the periodic updates of the OCIMF activities, but also gave each region a platform to air many of the challenges and opportunities for the region. The forum gives the membership a chance to share ideas, thoughts and suggestions in an open and transparent forum.

“Whilst the membership representation remains lower than hoped for, in the Middle East and Africa Panel, even after a complete year cycle, as discussed in the annual regional panel champions’ strategic review meeting, the forum and the regional panels will need time to grow and mature. The quality of the attendance is nevertheless very

encouraging and good discussions have taken place in the panels that have passed.

“The afternoon sessions need to grow further and regional issues need to be raised so that the related committees may support these initiatives that focus on regional issues and on addressing the membership needs within the regions. This is where the opportunities exist for member companies to leverage on the resources, time and attention of the OCIMF secretariat. This is a small investment by member companies that can give great returns to the regional companies as well as the OCIMF membership at large.

“As regional champion I would have hoped to see greater engagement and involvement from many of the OCIMF members that operate in the region. I think the forum not only updates members on the latest activities and trends of OCIMF it also gives them a chance to voice where they best see the investment of OCIMF in terms of time and resources in their own regions.

“The regional panels are an excellent opportunity to also network, share learning’s and best practices and also explore what other members are doing in general. I have found these morning regional panel sessions very energizing and whilst I personally might not even have a marine background, I always find the discussions interesting and highly insightful. I have found these regional panels personally extremely useful and I have had a chance to network and exchange many ideas with other member representatives

and invitees. We in ENOC also take this opportunity having our team in the area to attend these meeting as an excellent development tool for all of us. I hope that in 2015 and beyond members will leverage greatly on these regional panels, and participate actively wherever they may be located around the world.”

Work streams

Ports and terminals work stream

Chairman Capt. Syed Azhar Ali, ENOC
Vice chairman Capt. Feisal Saad, Qatar Petroleum

Terminal topics discussed:

- Vapour Return connection for terminals
- The promotion of MTIS and MTMSA among the terminals operated by third parties
- ISGOTT Gap analysis
- Condition of Use (CoU) clause

The shipping work stream

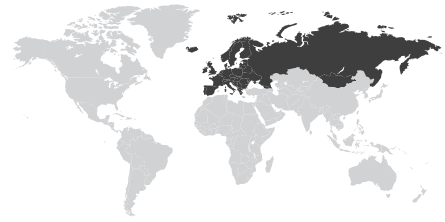
Chairman: Mohammed Abdel Rahman Khalaf, Adnoc
Vice chairman Ahmed Salem Al Shawi, ENOC

Shipping topics discussed:

- Safety precautions during repairs (ships afloat)
- Navigation audit in order to cope with increase of traffic in the Hormuz Strait
- Security linked to Fishing vessels

Europe Regional Panel

The European Regional Panels were held in London on the 19 June and the 16 October.



Regional champion Andy Doherty (BG)

“I managed to spend some time in each work stream session and was particularly enthused by the level of debate and discussion, and am looking forward to these items being further evaluated for potential future work items by the main committees.

“In summary I felt the meeting established a good foundation for future ERP sessions and am hopeful that the attendance will grow further with member companies, not represented on this occasion, joining this important opportunity to collaborate with other members and the Secretariat.”

Work streams

Ports and terminals work stream

Chairman Tony Pollock, Ineos

Vice Chairman Rob Atkins, BP

The Terminal work stream was discussed a wide range of topics relating to Terminal Operations including a gap analysis of ISGOTT 5 and the promotion of MTIS and MTMSA among the terminals operated by third parties.

Shipping work stream

Chairman Jonathan Rushton, Talisman Energy Inc.

Vice chairman TBA

The Shipping Work Stream work group discussed a number of regional issues including the promotion of regional panel and work stream participation.

Offshore work stream

Chairman Colin Gay, Shell

Vice chairman Jon Wilson, BP

The Offshore work stream was discussed a wide range of topics relating to Offshore Operations including engagement of Non OCIMF members to improve understanding and adaptation of OVID.

London regional panel



Americas Regional Panel

The Americas Regional Panels were held in Houston on the 17 April and the 2 October.



OCIMF Director David Cotterell



Regional champion Luciano Maldonado (Petrobras)

OCIMF Director David Cotterell and Regional Champion Luciano Maldonado (Petrobras) kicked off the first meeting challenging over 60 member representatives in attendance to prioritise the challenges that are faced today in the region. The panel and participants explored topics that included crew competency, human factor, OCIMF regional interaction, MTIS and OVID progress. This energised discussion provided regional input into the afternoon work stream sessions. Each work stream worked to develop prioritised action list to forward to the primary committees for review and elected a chairman and vice chairman.

Work streams

Shipping work stream

Darren Biddle, Chairman, IMT
Aled Roberts, Vice Chairman, BP

The shipping stream focused on incidents resulting from issues with the Master/Pilot interface and bridge team management. The group also discussed several other regional focus areas including implementing the new fuel requirements, IGS incidents, and Latin American member participation. The work stream requested approval from GPC to pursue incidents resulting from master/pilot interface and bridge team management issues with a target to find ways for OCIMF to influence better practices.

Ports and terminals work stream

Derek Thompson, Chairman, Phillips 66
Marta Krogstad, Vice Chairman, Chevron

Building on the work formerly carried out by the Western Terminal Forum this group hit the ground running and actioned several regional issues already in progress including reviewing existing OCIMF guidelines for insulation testing equipment and the use of compressed gas when clearing cargo lines.

Offshore work stream

Chairman, Troy Endicott, BP
Vice Chairman, Mike Pithie, BG

The Offshore work stream discussed a wide range of regional issue that ranged from standby vessels in warm water to arctic issues. The group agreed that DP operational concerns were still the biggest regional challenge and recommended to the OMC that they continue work in this area.

During the second meeting the panel and a strong turnout from the membership focused on discussing competency to develop practical, achievable, and actionable items that OCIMF may be able to impact and influence. Work stream participant Carl Henrickson (BG) presented some research he was doing as a result of the first regional panel to support the shipping work stream. His work included comparing the focus of bridge and crew resource management on board ship to best practices from the airline industry. The presentation prompted a lengthy discussion that provided good input to the work streams who met later in the day to progress work items identified in the first regional panel.

International Maritime Organization (IMO)

‘Safe, secure and efficient shipping on clean oceans’

The International Maritime Organization (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 2014 the IMO had 170 Member States and 3 Associate Members.

The IMO Assembly normally meets once every two years, there was no General Assembly in 2014.

The current Secretary General Mr Koji Sekimizu has indicated that he will not seek re-election at the end of his tenure in December 2015. It was surprising as Mr Sekimizu has had general support in the way he managed IMO for the last three years. He indicated personal reasons for not seeking re-election.

The election of the next Secretary General will take place during the Council 114 from the 29 June to the 3 July 2015.

IMO Council: 112th session

The 112th session of the IMO Council was held on 16–20 June 2014. Key topics discussed during the Session are summarised below.

The problem of Piracy was once again discussed. The discussion was focused on the situation within the Gulf of Guinea (following the good news from the Gulf of Aden with confirmation that no hijackings had taken place in 2013). Following an intervention from Japan, the Secretary General Koji Sekimizu repeated his support to all the efforts made and in particular to the MTISC-GoG supported by OCIMF.

During the discussion on the status of the IMO Conventions, it was made clear that the Ballast Water Management (BWM) Convention would be ratified.

The Convention needs to be ratified by 30 countries representing 35% of the World Fleet in order for the Convention to enter into force. At this time it had 40 countries representing 30.25 % of the World Fleet. Italy, Turkey, Argentina and Japan declared that they will ratify before the end of 2014 bringing the total to 34.20 % of the world fleet. Indonesia, Philippines, Belgium and Finland (with over 2% of the world fleet between them) confirmed that their ratification process is on its way.

It now looks very likely that the BWM Convention will be ratified by the end of 2016 or beginning of 2017 and could enter into force 12 months after.

IMO Council: 113th Session

There was a lot of discussion about administrative changes and the IMO Member State Audit Scheme. Piracy was also discussed in length. The Secretary General Koji Sekimizu made a rare and long intervention indicating that OCIMF and industry have made a strong effort in building and making MTISC-GoG operational in Accra, Ghana. He said the system would be strengthened by integrating the MTISC-GoG into the regional state organisation.

It was a clear and strong sign for all the member states attending.

Elsewhere the reports of the committees were adopted and as often a strong debate on the strategy took place. This debate had no end and it was decided that a working group on the matter will be held during Council 114th session.

It is an important debate as among other points some delegations are asking for IMO to focus again more on technical matters. Without saying that means IMO to focus less on political approach which could be mainly linked to climate matters and pollutions of diverse kinds, air pollution, black carbon, noise, etc. Next debate will be worth following, even if the working group may be closed to Non-Government Organisations such as OCIMF.



Maritime Safety Committee: 93rd and 94th sessions

The Maritime Safety Committee (MSC) held its 93rd session on 14-23 May and its 94th on 17-21 November, both were held at the organisation's headquarters. The main points of interest are summarised below.

Amendment to SOLAS

The resolution on the International Convention for the Safety of Life at Sea (SOLAS) amendment relating to extension of inert gas systems (IGS) fitting for tankers between 20,000 and 8,000 dwt was adopted at MSC 93. This was again discussed at length, with a focus on the exemptions for the small chemical carriers. The text will be circulated by the IMO secretariat and should normally enter into force on 1 January 2016.

The draft amendments to SOLAS regulations II-2/4.5 and II-2/11.6 regarding the secondary means of venting cargo tanks was approved at MSC 94. The Secretary General was requested to circulate the amendments with a view to adoption at MSC 95.

Polar Code

A final text of the Polar Code was adopted at MSC 94. The MSC adopted the Polar Code and new Chapter XIV of SOLAS and some needed Amendments

to the Convention. The process now moves through harmonisation with MEPC next year and then the standard time frame through advice via Circular Letter. The Code will become a part of the Convention on the 1 January 2017.

International Code of Safety for Ships using Gases or other Low-flashpoint Fuels Code

The text was not adopted as it was not mature enough. The Secretariat pushing strongly, the text was adopted "in principle" which means it will be reconsidered at MSC.95. The MSC approved the draft amendments to SOLAS chapters II-1 and II-2 and the appendix to make the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF) Code mandatory and requested the Secretary General to circulate them with a view to adoption at MSC 95.

Piracy in the Gulf of Guinea

Once again the Secretary General Mr Koji Sekimizu showed his support to the Industry for its effort on MTISC-GoG. At MSC 94 the discussion was partly on the Yaoundé process but the Secretariat made a precise description of the MTISC-GoG, explained it has been built by OCIMF and is successfully up and running.

Marine Environment Protection Committee: 66th session

The 66th Session of the Marine Environment Protection Committee (MEPC) was held on 31 March-4 April, MEPC 67 was held on 13-17 October 2014, both were held at the IMO headquarters in London.

The main points were:

Tier III nitrogen oxide limits implementation date

At the previous MEPC session the Russian delegation had been able to win agreement to delay the Tier III nitrogen oxide (NOx) limits by five years (to 2021). But as it was due to be discussed again at this session, the USA had time to prepare the debate. It was with no real surprise that the initial date for NOx Tier III implementation, 1 January 2016, was reinstated at MEPC 66.

The implementation for future NOx emission control areas (NECAs) was also discussed and the following principle was adopted; the ships that will be compelled to apply Tier III of NOx Code in future NECAs are the ones which are constructed on or after the date of adoption of the NECA (or later if so specified in the amendment designating the new NECA).



Review of Fuel Availability, reg.14.8 of Marpol Annex VI

The sulphur content of fuel oil used on board ships is required to be a maximum of 3.50% m/m (outside an Emission Control Area (ECA), falling to 0.50% m/m on and after 1 January 2020. Depending on the outcome of a review, to be completed by 2018, as to the availability of compliant fuel oil, this requirement could be deferred to 1 January 2025

It is clear however that the study will not begin quickly (despite a clear backing from the Secretary General in his opening speech). A proposal from the USA that a Correspondence Group report at MEPC 67 and the terms of reference should be defined at MEPC 68 or 69 was largely supported (against a UK/Netherlands paper asking for a launch of the study as soon as possible). Depending on the future discussions, it could begin in 2015 or even in 2016.

Polar Code

Discussions were permitted to make some improvements to the text that were reviewed at MSC 94.

Measures to facilitate the entry into force of the BWM Convention

At MEPC 67 a Resolution was adopted to push Port State Control not to seize or delay a ship in their ports for non-compliance with the Convention during a period of two to three years after its entry into force.

A future review of the Guidelines for approval of ballast water management systems (G8) had been agreed too. In this respect it was decided:

- i. MEPC Resolution on Measures to be taken to Facilitate Entry into Force of the International Convention for the Control and Management of Ships' Ballast Water Sediments, 2004. In fact it appears that the rules to verify that the BWM Systems

which are to be investigated to get Basic and Final Approval by National Authorities are unable to prove that approved Systems will be able to deliver well treated ballast waters in agreement with the Convention Standards.

- ii. This Resolution also contains an agreement that ship owners that have installed type-approved ballast water management systems prior to the application of the revised Guidelines (G8), should not be penalised.

A study will be launched on the implementation of the ballast water performance standard described in regulation D-2 of the BWM Convention.

The finding of Black Carbon definition failed, the debate was resented to PPR.2 for final result.

The restructuring of sub-committees, approved at MSC 92, was implemented in 2014. The changes are outlined below.

The sub-committee on Ship Design and Construction (SDC) and the sub-committee on Ship Systems and Equipment (SSE) replaced three technical sub-committees, Design and Engineering (DE), Fire Protection (FP), and Stability and Load Lines and Fishing Vessels Safety (SLF).

The sub-committee on Carriage of Cargoes and Containers (CCC) replaced the sub-committees on Bulk Liquids and Gases (BLG) and Dangerous Goods, Solid Cargoes and Containers (DSC). Bulk liquid cargoes are now dealt with by the Pollution Prevention and Response (PPR) sub-committee.

The sub-committee on Navigation, Communications and Search and Rescue (NCSR) replaced the sub-committees on Radio communications and Search and Rescue (COMSAR) and Safety of Navigation (NAV).

The sub-committee on Human Element, Training and Watchkeeping (HTW) replaced the sub-committee on Standards of Training and Watchkeeping (STW).

The Implementation of IMO Instruments (III) replaced the Flag State Implementation (FSI).

A new Pollution Prevention and Response (PPR) sub-committee was created. It is responsible for environment-related matters. The committee is also responsible for the Working Group on the Evaluation and Safety of Pollution Hazards (ESPH) of Chemicals, and reports to the MEPC as the principal parent body.

Sub-committee on Pollution Prevention and Response: 1st session

The main points on the first agenda of the new Pollution Prevention and Response (PPR) were:

Black Carbon

PPR could not agree a definition of Black Carbon and referred the issue to MEPC for guidance.

BWM Convention

A draft Guidance on Stripping Operations using eductors has been adopted for consideration by MEPC 66. It is a part of the continuous effort of the Secretariat to get 35% of the World fleet to ratify the Convention after which the Convention will enter into force.

Ships Design and Construction: 1st session

This was the first meeting and the main points were:

Polar Code

Draft amendments to MARPOL Annexes I, II, IV and V to make the Polar Code Mandatory made good progress with the scope of application, definition and use of temperature, protection of environment in polar waters, hull, machinery and equipment and also navigational and operational matters and polar water operational manual.

Technical matters discussed were:

- Amendments to SOLAS Regulation II-1/11 and Development of Associated Guidelines to Ensure the Adequacy of Testing Arrangements for Watertight Compartments.
- Development of Second-Generation Intact Stability Criteria.
- Development of Amendments to the 2011 ESP Code.
- Carriage of more than 12 Industrial Personnel on Board Vessels Engaged in International Voyages.
- Consideration of casualty reports.

Human element Training and Watchkeeping: 1st session

The main points discussed were:

Polar Code

The sub-committee of the Polar Code finalised the draft text of chapter 13 of the Polar Code on Training and Certification and invited the Committee to approve it for inclusion in the Polar Code.

IGF Code

The sub-committee endorsed the interim guidance on training for seafarers on board ships using gases or other low-flashpoint fuels and invited the MSC to approve it for inclusion in the IGF Code.

On the matters of both e-navigation and Global Maritime Distress and Safety System (GMDSS) numerous delegations showed their concerns and willingness to see the organisation taking a more stringent role in order to make progress on files of considerable importance.

Ships Systems and Equipment: 1st session

Approval of the Amendment to SOLAS for double venting on cargo tanks

It was at this meeting that the sub-committee agreed to the draft amendments to SOLAS regulations II-2/4.5 and II-2/11.6 for double venting on cargo tanks and agreed to send it to MSC.94 for approval before subsequent adoption.

Development of requirements for onboard lifting appliances and winches

There were a lot of inconclusive discussion on the matter. Despite the efforts of industry and OCIMF the goal-based guidelines framework of requirements for ships life-saving appliances did not find a consensus. A correspondence Group on Life-Saving Appliances (LSA) was set-up and will submit its report at next SSE.

Navigation, Communication, Search and Rescue sub-committee: 1st session

Polar Code

The sub-committee was tasked to agree on two Polar Code chapters;

- Chapter 10; Safety of Navigation of the draft Polar Code.
- Chapter 11; Communication.

It agreed on final text for both, giving way to agreement on a final text at committee level.

E-navigation Strategic Implementation Plan

It was the most contentious item of this meeting as a large number of delegations voiced concerns about a process which is growing without sufficient control. The Strategic Implementation Plan (SIP) was agreed but a long debate can be expected at MSC before it is approved.

Ships Routeing item was important with;

- 5 amendments of ships routeing systems and traffic Separation Scheme.
- 1 revocation of an area to be avoided.
- 1 amendment to an existing mandatory ship reporting system.

Communication items focused on;

- Agreement to accept the Chinese satellite system Bei Dou as a part of World-wide Radio Navigation System (WWRNS).
- Agreement of a new GMDSS provider, the US company Iridium.

Implementation of IMO Instruments sub-committee: 1st session

The Implementation of IMO Instruments (III) is now the main sub-committee responsible for following accidents. A number of investigations were also discussed, the first being Costa Concordia.

As the discussion in Plenary was long and difficult, it was agreed that for the second session of the III the working group on Casualty Analysis should start work the morning of the first day (in accordance with paragraph 5.19 of MSC-MEPC.1/Circ.4/Rev.2 on guidelines on the organisation and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies).

A number of Member States were unhappy about the quality of the reports and asked for more precise structuration within the Global Integrated Shipping Information System (GISIS) module. Despite a long discussion it has been decided to set up a Correspondence Group which will report at III.2.

Otherwise the agenda has been largely related to Member States matters such as Port State Control way of working and findings of the Member States Audits.

Carriage of Cargoes and Containers: 1st session

IGF Code

The IGF Code was discussed by CCC and made good progress during the session and the sub-committee agreed to submit the draft IGF Code to MSC 94 for approval, with a view to subsequent adoption at MSC 95, together with the associated draft amendments to SOLAS and the 1978 and 1988 protocols related thereto (taking into account the fact that matters regarding the threshold values for the length of the fuel tanks and the value of the factor fCN had been referred to MSC 94 for decision).

As a number of points were discussed but not resolved the IGF correspondence group was re-established to further develop:

- Guidelines for ships using ethyl or methyl alcohol as fuel.
- Measures for fuel cells for inclusion in the IGF Code as and when appropriate.
- Measures for ships using low-flashpoint diesel oil for inclusion in the IGF Code as and when appropriate.

Amendments to the IMDG Code were discussed at length but were mainly related to packaged or bulk cargoes.

Programme of IMO meetings for 2015

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

19 – 23 January

SUB-COMMITTEE ON POLLUTION PREVENTION AND RESPONSE (PPR) – 2nd session
Location: IMO

2 – 6 February

SUB-COMMITTEE ON HUMAN ELEMENT, TRAINING AND WATCHKEEPING (HTW) – 2nd session
Location: IMO

16 – 20 February

SUB-COMMITTEE ON SHIP DESIGN AND CONSTRUCTION (SDC) – 2nd session
Location: IMO

9 – 13 March

SUB-COMMITTEE ON NAVIGATION, COMMUNICATIONS AND SEARCH AND RESCUE (NCSR) – 2nd session
Location: IMO

23 – 27 March

SUB-COMMITTEE ON SHIP SYSTEMS AND EQUIPMENT (SSE) – 2nd session
Location: IMO

14 – 16 April

LEGAL COMMITTEE (LEG) – 102nd session
Location: IMO

17 April

IOPC – Fund 1971
Location: IMO

20 – 24 April

IOPC FUNDS
Location: IMO

11 – 15 May

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC) – 68th session
Location: IMO

3 – 12 June

MARITIME SAFETY COMMITTEE (MSC) – 95th session
Location: IMO

22 – 24 June

TECHNICAL COOPERATION COMMITTEE (TC) – 65th session
Location: IMO

29 June – 3 July

COUNCIL – 114th session
Location: IMO

13 – 17 July

SUB-COMMITTEE ON IMPLEMENTATION OF INSTRUMENTS (III) – 2nd session
Location: IMO

14 – 18 September

SUB-COMMITTEE ON CARRIAGE OF CARGOES AND CONTAINERS (CCC) – 2nd session
Location: IMO

12 – 16 October

37TH CONSULTATIVE MEETING OF CONTRACTING PARTIES (LONDON CONVENTION 1972)
10TH MEETING OF CONTRACTING PARTIES (LONDON PROTOCOL 1996)
Location: IMO

19 – 23 October

IOPC FUNDS
Location: IMO

19 – 20 November

COUNCIL – 28th extraordinary session
Location: IMO

23 November – 2 December

ASSEMBLY – 29th session
Location: IMO

3 December

COUNCIL – 115th session
Location: IMO



INTERSESSIONAL

18 – 22 May

23RD MEETING OF THE EDITORIAL AND TECHNICAL (E&T) GROUp (IMDG Code)
Location: IMO

June/Decembert

3rd Joint FAO/IMO Ad Hoc Working Group on IUU fishing and related matters (JWG)
Location: IMO

24 – 26 June

WORKING GROUP FOR THE DEVELOPMENT OF A NEW STRATEGIC FRAMEWORK (SF-WG)
Location: IMO

14 – 18 September

22ND MEETING OF THE ICAO/IMO JOINT WORKING GROUP ON CANADA SEARCH AND RESCUE
Location: IMO

21 – 25 September

24TH MEETING OF THE EDITORIAL AND TECHNICAL (E&T) GROUP (IMDG Code)
Location: IMO

5 – 9 October†

14TH SESSION OF THE AD HOC WORKING GROUP ON THE ORGANIZATION'S STRATEGIC PLAN
Location: IMO

5 – 9 October

11TH MEETING OF THE JOINT IMO/ITU EXPERTS GROUP ON MARITIME RADIO COMMUNICATION MATTERS
Location: IMO

26 – 30 October§

21ST SESSION OF THE PPR WORKING GROUP ON THE EVALUATION OF SAFETY AND POLLUTION HAZARDS OF CHEMICALS (ESPH 21)
Location: IMO

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

20 – 24 April

LC SCIENTIFIC GROUP – 38TH SESSION/
LP SCIENTIFIC GROUP – 9TH SESSION
Location: IMO

8 – 9 October

LP COMPLIANCE GROUP – 8TH SESSION
Location: IMO

OTHER MEETINGS

15 – 16 January

3RD MEETING OF THE AD HOC EXPERT WORKING GROUP ON FACILITATION OF TRANSFER OF TECHNOLOGY FOR SHIPS
Location: IMO

16 June§

36TH SESSION OF THE IMSO ADVISORY COMMITTEE
Location: IMO

9 – 11 November§

37TH SESSION OF THE IMSO ADVISORY COMMITTEE
Location: IMO

KEY

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

† To be confirmed at MSC 95.

‡ The exact duration of the session to be decided by C 114.

§ Provisional dates.

Definition of ship.

The matter did not progress very much and an intercessional meeting has been decided.

International Oil Pollution Compensation Funds

In 2014 the International Oil Pollution Compensation (IOPC) Funds held two meetings at the IMO headquarters in London on 6-9 May and on 20-24 October.

The 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.

Winding up of the 1971 Fund

At the meeting in October, following a long discussion and due to the lack of consensus being reached, it was

decided for the first time in the 1971 Funds history to vote on winding up the 1971 Fund.

The result of the vote was clear with 29 member states voting for, 14 against and 3 abstaining. The 1971 Fund will be dissolved on the 31 December 2014.

The decision had been preceded by a lengthy discussion due to the fact that two files are not fully closed. The two files both involved Venezuela whose courts have taken some unexpected decisions regarding the Nissos Amorgos and Plate Princess cases.

New and significant ongoing incidents/claims

There have been no significant claims for a couple of years.

Furthermore within the opened cases it appears that;

- Erika: only one file is still opened, the case will be closed.
- Prestige: all the funds have been levied, £120 million has been paid and £30 million is still available.
- Hebei Spirit: 51% of the files have been agreed and the rest await final agreement or judgment. The Executive Committee decided to maintain the level of payments at 35% of the amounts assessed.
- M T Pavit is a new case and it is not clear whether it will be accepted. However the amount claimed is \$1.6 million US.
- Shoko Maru is the last new case declared. The costs involved in the removing of the bunkers and the wreck had not reached the limitation amount, so it is unlikely that the Fund would be called for compensation.





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 ship owner is 115 million SDR (approx US\$176million). Once this limit is reached, compensation would be paid from the second tier, the HNS Fund, up to a maximum of 250 million

SDR (approx US\$384million) (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 (15-19 April 2013) endorsed a set of guidelines for reporting contributing cargo under the 2010 HNS Convention.

By the end of 2014, only Canada, Denmark, France, Germany, Greece, the Netherlands, Norway and Turkey had signed the 2010 HNS Protocol, subject to ratification. It continues to remain 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

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 2014, and an average of more than 10,400 reports being requested each month and this is constant with 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 2014 include: · The introduction of the new Harmonised Vessel Particulars Questionnaire (HVPQ) in conjunction with Chemical Distribution Institute (CDI).

- A new Vessel Inspection Questionnaire.
- A programme of ECDIS training for SIRE inspectors was developed with a 'test' course run in 2014, with the plan to roll the programme out in 2015.
- Successful ISO 9001:2008 member audits and BSI audits.
- No major non-conformities being identified during the year.

SIRE compliance

Inspector ethics, behaviour and conflicts of interest were given due attention during 2014 to ensure that the integrity of the SIRE system is maintained. In 2014 70 potential conflicts of interest were declared for review. All were reviewed and processed accordingly in the system and the record of such declaration of conflicts is maintained. 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 2014 included alleged impolite behaviour of a SIRE inspector and excessive time taken for inspection. All reported cases and concerns 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 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 automatic 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 with the inspector.

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

At the end of December 2014, total 625 feedback comments had been submitted into the system, of which 617 comments have been closed out following satisfactory response and action by the submitting companies. 200 feedback comments received during 2014.

Quality of SIRE reports is paramount to maintain the integrity and credibility of SIRE system. 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 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.

OCIMF third party vetting contractors audit programme

Over the last few years OCIMF has allowed a number of SIRE members, those with limited marine resources within their organisations, to use Third Party Vetting Contractors (TPVC) to conduct vetting/screening of vessels and in few cases arrange and submit inspection reports on behalf of members.

To help regulate this process an annual declaration was introduced earlier in

2014. Both members using the TPVCs and the TPVCs themselves have signed OCIMF conditions for the use of TPVC services.

One of the conditions for the use of TPVCs is that OCIMF reserves the right to audit both the members using the TPVCs and the TPVCs themselves. The audit is to ensure that both parties comply with the SIRE Composite Guidelines and the conditions for the use of TPVCs.

OCIMF launched the TPVC audit programme in November 2014 and the OCIMF audit team, headed by OCIMF's Compliance Manager Shaikh Rahim, completed the audits of the first member and TPVC in the same month.

Going forward, the aim is to continue the audit programme in to next year to complete the TPVCs audits of remaining TPVCs and respective members.



Marine Terminal Information System (MTIS)

OCIMF's 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.

The Marine Terminal Information System (MTIS) is aimed at ensuring 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

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 Marine Terminal Particulars Questionnaire (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

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, terminal operators can use the MTMSA guide to develop their own internal review methodology. Terminal operators 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

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

Although compliance with MTIS is not mandatory, OCIMF has more than 500 marine tanker terminals on its database.

“The number of Terminals included in the MTPQ database now exceeds 500 and is steadily increasing. This is an important milestone and many thanks to those of you who are participating.

“There must now be a renewed effort within the OCIMF Membership to promote the use of MTPQ. The resulting increased participation will also act as a catalyst for third party terminals to embrace the system.”

Captain J. Anthony Pollock, INEOS Marine Assurance, MTFG Chairman

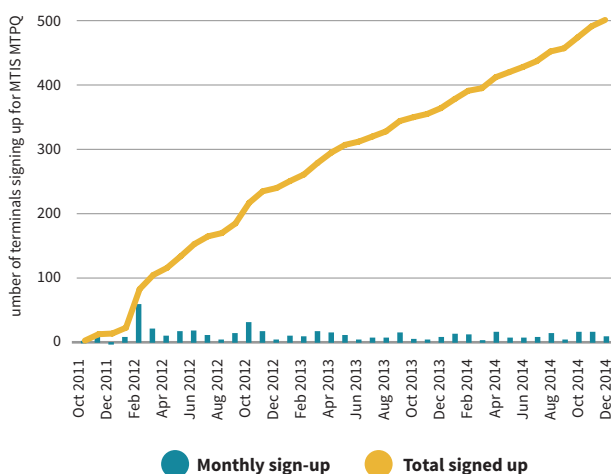
For more information on MTIS visit www.ocimf-mtis.org

The MTIS marine terminal particulars questionnaire (MTPQ) element has shown a steady increase in marine terminals signing up to complete the questionnaire for their terminal and

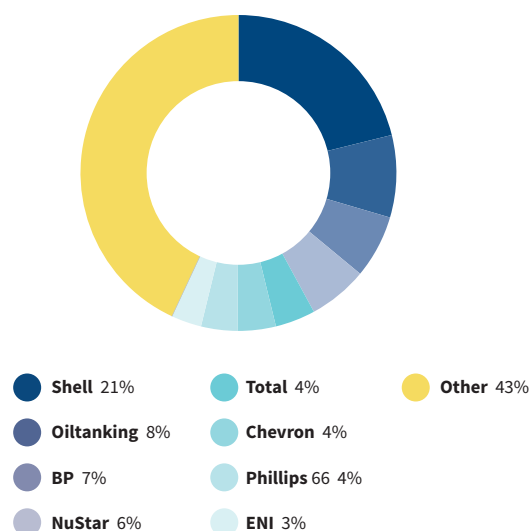
berth details. More than 500 terminals have now entered their particulars details into the system with a trend towards a high and complete level of detail.

The MTPQ system has seen strong participation from the OCIMF membership with performance in MTPQ sign-ups being in direct correlation to the level of drive within the organisation (see MTPQ system participation below). MTIS MTPQ participation has seen a particularly high level of adoption within the Shell organisation who have registered the details of more than 100 terminals. Phillips 66 have completed the registration of all managed terminals and are also responsible for 20% of published MTMSA documents in the system.

MTPQ TERMINALS SIGNED UP



MTPQ SYSTEM PARTICIPATION



Offshore Vessel Inspection Database

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 OFG 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.

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.

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

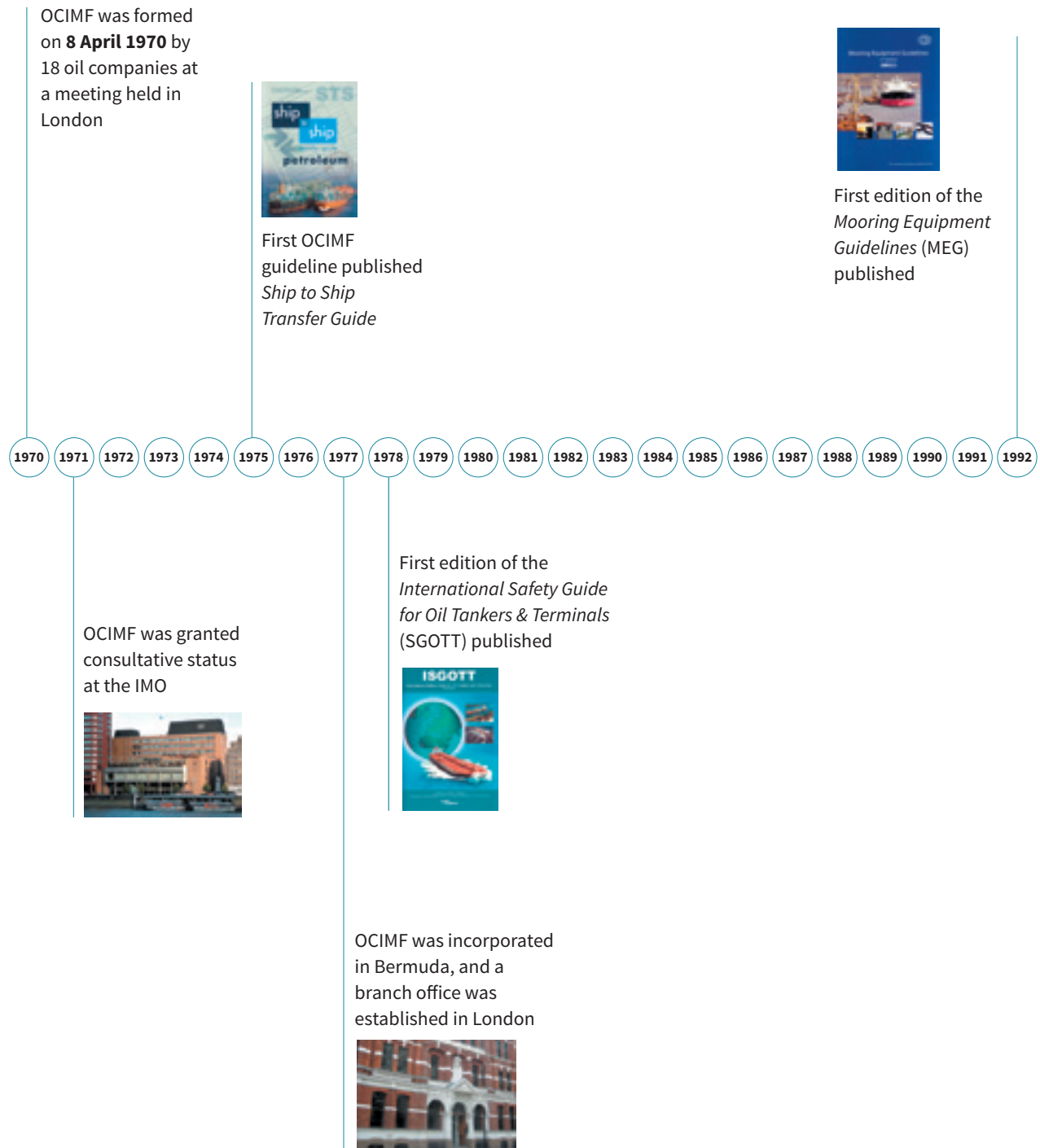
OVID statistics

Vessels registered	8105
Vessels with Inspection	4639
Inspections purchased in 2014	1448
Number of operators registered in OVID	1344
OVMSAs published	402



OCIMF milestones

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





SIRE extended to include barges and small vessels

Launch of Tanker Management and Self Assessment (TMSA)

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

OCIMF membership reaches 37

The secretariat comprises of seven people

Maritime Security Technical Adviser position created

OCIMF publications exceed 80

Secretariat comprises 18 people

CNOOC becomes the first Chinese OCIMF member



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



Creation of OCIMF website

50th OCIMF publication released



Terminal review programme launched

1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015

Ship Inspection Report Programme (SIRE) launched



SIRE Inspector Training and Accreditation Programme released

SIRE system receives ISO certification

OCIMF programmes Compliance Manager role created



Offshore Marine Committee formed

Launch of Offshore Vessel inspection Database (OVID)

Formation of OCIMF Regional Panel Meetings (RPMs)

First RPM held in Dubai in October 2013

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



Uniform Inspection Report introduced in SIRE

OCIMF publications

Title	Edition	Date	Author	Under review
Anchoring Systems and Procedures	2nd Edition	2010 (September)	OCIMF	
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	
Competency Assurance Guidelines for Mooring, Loading and Lightering Masters	1st Edition	2014	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	
Effective Mooring (Chinese Edition)	3rd Edition	2014	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 2015)
Guidelines for the Purchasing and Testing of SPM Hawasers	1st Edition	2000 (September)	OCIMF	
Hawser Test Report	1st Edition	1982 (January)	OCIMF	
ISGINTT (International Safety Guide for Inland Navigation Tank-Barges and Terminals)	1st Edition	2010 (June)	OCIMF/CCNR	
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 Guidelines (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	√

OCIMF publications

Title	Edition	Date	Author	Under review
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	
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 2016)
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, SIGTTO	
Single Point Mooring Maintenance and Operations Guide	2nd Edition	1995 (January)	OCIMF	√ (due 2015)
SPM Hose Ancillary Equipment Guide	3rd Edition	1987	OCIMF	√ (due 2015)
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	
US Barge Operations—Guidelines and Best Practices for Barges and Associated Tugs	1st Edition	2014	OCIMF	

New publications in progress

Dynamic Positioning Guidelines for Oil Field Concessions	1st Edition	2016	OCIMF
Guidelines for Marine Terminals impacted by Ice or Severe Sub-zero Temperatures	1st Edition	2016	OCIMF
International Offloading Guidelines for Bow Loading and DP Tankers at Offshore Terminals	1st Edition	2016	OCIMF
Recommendations for Oil Tanker Manifolds and Associated Equipment	4th Edition	2016	OCIMF
Ship To Ship Transfer Guidelines for Petroleum, Chemicals and Liquefied Gases (Chinese edition)	1st Edition	2015	CDI, ICS, OCIMF, SIGTTO
Single Point Mooring Maintenance and Operations Guide	3rd Edition	2015	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)	
Bridge Vulnerability Study	2014 (October)	
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)	

OCIMF information papers

Title	Date	Members only
Manning at Conventional Marine Terminals	2008 (June)	
Marine Breakaway Couplings	2008 (November)	
Marine Injury Reporting Guidelines	1997 (February)	
Offshore Vessel Operations in Ice and/or Severe Sub-Zero Temperatures	2014 (October)	
Oily Water Separators	2006 (February)	
Port and Terminal Information	1997 (September)	
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/Labelling, Testing and Maintenance, Documentation/Certification for Ships' Lifting Equipment	2005 (May)	
Recommendations on Engineering Watch/Duty Period Handover and Inspection Routine	2013 (April)	
Recommendations on Hazard Identification Associated with Fuel Changeover Process	2013 (April)	
Recommendations on the Proactive use of Voyage Data Recorder Information	2012 (October)	
Recommendations Relating to the Application of Requirements Governing Seafarers' Hours of Work and Rest	2012 (November)	
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 6 (VIQ 6)	2014	
Winch Brake Bands Design Considerations Impacting on Reeling Direction Guidelines for Specification of Manufacture, Testing and Procurement of High Modulus Polyethylene Ropes	2006 (November)	
In development or pending		Due
Dynamic Loading of Cranes Used in Exposed Waters	2015	
Navigational Assessments (Audits)	TBA	
Ship/Shore Emergency Shutdown Systems at Terminals (ESD)	TBA	
Ship Security - Guidelines to Harden Vessels	2015	
Marine Terminals impacted by Severe Sub Zero Temperatures and/or Ice	2015	



A voice for safety

**Oil Companies
International Marine Forum**
29 Queen Anne's Gate
London SW1H 9BU
United Kingdom

Telephone +44 (0)20 7654 1200

Fax +44 (0)20 7654 1205

Email enquiries@ocimf.com

ocimf.com

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