

# Annual Report 2016



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## Mission

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





# Chairman's report



GRAHAEME HENDERSON, CHAIRMAN

***“OCIMF continues to power forward as an industry recognised and respected organisation.”***

We were delighted to welcome Andrew Cassels from BP as the new Director in June 2015. Since then, Andrew and I have been working to advance the OCIMF Mission of promoting safe and secure oil shipping operations and the prevention of oil pollution. I would like to take this opportunity to thank Andrew's predecessor David Cotterell, for his leadership and the significant contribution that he made to the shipping industry.

OCIMF's Strategy 2020 has now been implemented for two years with much success. We have ensured our governance is on a sound footing and continually assess how we can improve the safety performance of the shipping industry. But as ever, there is always more to do.

Piracy and armed robbery remain a significant concern, predominantly in the Indian Ocean, South China Seas and in the Gulf of Guinea. I have relentlessly continued to liaise with governments and navies, ensuring close collaboration and their continued support. I met, for example, with a number of Ambassadors to the European Union to gain support for the extension of the EUNAVFOR mandate whose presence in the Indian Ocean has proved so successful in suppressing piracy in the region.

The Maritime Trade Information Sharing Centre, Gulf of Guinea (MTISC-GoG) pilot project is a great success. It processed over 8,000 reports each month from some 300 ships, working with regional navies to support the safety of merchant vessels. The ongoing structure of MTISC-GoG is under review to ensure sustainable and effective support of mariners in the region.

OCIMF's Ship Inspection Report Programme (SIRE) received around 1,700 reports a month in 2015. Importantly, each submitted report is shared an average of six times, reducing the inspection burden on ships at port. Our Offshore Vessel

Inspection Database (OVID) is increasing in popularity and now has over 9,000 vessels belonging to more than 1,500 registered operators.

In July, OCIMF and INTERTANKO started a collaboration to improve the safety performance of ship operations. Workshops took place and key actions were developed, paving the way for further collaboration on safety and other areas of mutual benefit with INTERTANKO, and other industry associations.

OCIMF publications continue to guide the oil shipping industry. In 2015, they included the updated *Single Buoy Mooring Operation and Maintenance Guide*, consolidating three SPM related publications. Preparation also began for the revision of the *Mooring Equipment Guidelines*.

OCIMF continues to support the IMO, seeing ourselves as a trusted partner. Progress was made in some significant areas of maritime regulation during 2015, notably the Polar Code. We continue our support of the IMO Marine Environment Protection Committee and its key agenda items of emissions, global sulphur reduction and ballast water management, and also introduced a discussion paper to the IMO on terminal flush water.

Our membership includes a wide range of oil and gas companies. Our member's support is vital, as they make available experts to fulfil important roles in the organisation and on the many committees. I would like to extend my thanks to you all, and to the dedication and professionalism of the OCIMF Secretariat staff. I look forward to continuing our focus on improving safety, security and further driving the environmental performance agenda.

A handwritten signature in dark ink, appearing to read 'G Henderson'.

Grahaeme Henderson, Chairman

# OCIMF membership

Abu Dhabi Company for Onshore Oil Operations (ADCO)

Abu Dhabi National Oil Company (ADNOC)

Addax Oryx Group

Administracion Nacional de Combustibles Alcohol y Portland (ANCAP)

Angola LNG

Bakri International Energy Company Limited

BASF SE

BHP Billiton Limited

BP Shipping Limited

Braskem SA

Cargill Ocean Transportation

Cenovus Energy Inc.

Centrica PLC

Chevron Shipping Company LLC

CNOOC

Compagnie de Distribution des Hydrocarbures

Compania Espanola de Petroleos SA (CEPSA)

ConocoPhillips

Det norske oljeselskap ASA

Dong E&P A/S

Ecopetrol S.A.

Emirates National Oil Company (ENOC)

Engie

Enel Trade SpA

Empresa Nacional del Petroleos (ENAP)

Engen Petroleum Limited

Eni SpA

EP Petroecuador

ERG SpA

Essar Oil Limited

Excelerate Energy LLC

Gas Natural Aprovisionamientos SDG SA

Gazprom Global LNG Ltd

Hess Corporation

Husky Energy

Indian Oil Corporation Limited

Ineos Manufacturing Scotland Limited

INPEX Corporation

International Marine Transportation Limited (IMT)

KMG International NV

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

Neste 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 (PEMEX)

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 (Saudi Aramco)

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

Tesoro Maritime Company

Total SA

Tullow Oil Plc

Valero Marketing & Supply Co

Vermillion Energy Resources

Viva Energy Australia Ltd

Vivo Energy

Woodside Energy Ltd

YPF S.A

Correct June 2016. For an up-to-date membership list please visit [www.ocimf.org](http://www.ocimf.org)

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

# Director's review



ANDREW CASSELS, DIRECTOR

***“2015 was a year of change and it gives me great pleasure to be completing my first Annual Review as Director of OCIMF.”***

In addition to saying farewell to Dave Cotterell after five successful years as Director, we also bade farewell to Pierre Karsenti, Deputy Director, Ian Shields and Chris Brown, who all contributed significantly in their time at OCIMF. You can see the new organisation later in this report.

“The whole is greater than the sum of its parts” is a saying frequently attributed to Aristotle. In other words, when individual parts are connected together to form one entity, they are worth more than if the parts operate alone. The strength of OCIMF is in the committees, work and focus groups that our membership supports. It is this combined wealth of maritime technical knowledge that allows OCIMF to be recognised as the principle source of maritime guidance, recommendations and best practices for our industry. In these testing times, I am grateful for the continued support of the membership in providing continuity of representation to drive OCIMF forward.


I have been impressed by the tempo and range of activities supported by the Secretariat, and am grateful for their support through the latter half of the year whilst I settled in to my new role. Through 2015 we have introduced intercessional working across all the main committees to speed decision making and the production of our programmes and publications. You can read about the committee and work/focus group activities and achievements in the body of this Annual Report.

Strategy 2020 has been implemented for two years and has proven, broadly, successful. Our mission and working structure have been clarified; membership engagement and participation improved; and

business model adjusted to reflect the increased size of the Secretariat. We will formally review the strategy next year, learn any lessons and fine-tune the strategy to position OCIMF to deliver on member's expectations through to 2020.

The MTISC-GoG pilot project has proven to be successful in its core aim of ‘Building Trust with the mariner in the Gulf of Guinea’ to encourage reporting to the Centre in Accra, Ghana. In addition, we have supported IMO aims of ‘building regional capacity’ through secondment into the Centre from regional navies and other entities. Late in the year we started to review the pilot project, to learn lessons to move MTISC-GoG into a sustainable and effective programme that will improve the safety of the mariner in the Gulf of Guinea. Having created and run the pilot project, 2016 will see OCIMF hand the project over to a structure that will allow it to flourish and develop.

OCIMF continues to monitor and support the anti-piracy efforts of nations in the Indian Ocean and South China Sea, predominantly through sharing of our significant collective maritime experience and, the now industry publication, *Best Management Practices for Protection Against Somali Based Piracy (BMP4)*. Through our joint efforts, piracy has been subdued in the Indian Ocean but it has not been eradicated. Somalia based pirates retain their capability and capacity but, through the self-protection explained in BMP4 and the support of global naval forces, they currently lack the opportunity. I cannot emphasise too strongly the need for global shipping transiting this area to continue to comply with the recommendations contained in BMP4.



In addition to its core activities, in 2015 OCIMF started to work in partnership with INTERTANKO to specifically consider areas where, working together, we could improve safety in the global tanker fleet. This initiative will concentrate on improving the decision making, behaviours and actions of people on board ship and ashore.

OCIMF's core activities can be broadly separated into three groups; Programmes, Publications and Advocacy.

'Programmes' includes the vessel inspection protocols, SIRE and OVID. SIRE continues to grow both in reports submitted and reports shared. Ships are now inspected, on average, once every five months, which is a further improvement on 2014. Importantly reports are shared, on average, more than six times which is a significant reduction in the inspection load on tankers. OVID continues to grow even though the current low oil price has significantly reduced the demand for offshore support vessels.

Continuous improvement is inherent our suite of self-assessment programmes which have become the standard to which ship operators work and continuously improve their operations.

The OCIMF MTIS is a suite of three programmes embracing the physical properties of the terminals, their management systems and operator training. There are over 500 terminals registered in the system. This is good, but more needs to be done to publicise the benefits of the programmes to marine terminal operators.

In 2015, OCIMF published *Single Point Mooring Maintenance and Operations Guide* which consolidated

*Single Point Mooring Maintenance and Operations Guide, Guidelines for the Handling, Storage, Inspection and Testing of Hoses in the Field and SPM Hose Ancillary Equipment Guide*. Consolidation of related publications will occur, as appropriate, when we review future publications. Also issued was a revision of BMP4 to address the revised and reduced High Risk Area in the Indian Ocean.

2015 also saw the start of the review of *Mooring Equipment Guidelines* (MEG). This is one of the two OCIMF flagship publications and is considered, both within and outside the tanker shipping sector, as the base document for the design and operation of ships' and terminals' moorings. This review will be completed in 2017.

In addition to these publications, OCIMF has released, free to download, two technical papers: *A Study into Crane Loads Associated with Hose Handling at Offshore Terminals* and *The Hazards of Snap-back*.

OCIMF continues its advocacy work both in IMO, where we have permanent representation, and in the European Union to ensure that our trusted voice is heard by the nations and our regulators to support the delivery of 'good' regulations to our industry. In 2015, we developed and delivered three submissions to IMO to focus their attention on important ship safety issues.

None of the year's achievements would have been possible without the support of our membership who provide their staff to populate the committees, work and focus groups which, as I said earlier, are the strength of the Forum. I recognise the difficult time that we are in and am grateful that this support has

continued undiminished throughout 2015. If the strength of OCIMF is its committee structure, the backbone of OCIMF is the Secretariat. My gratitude goes to the staff and member secondees of the Secretariat who have worked so hard in 2015.

I would like to close the 2015 Review by welcoming several new members to the Forum, which pushed membership to 99 at one point, and to say thank you to those companies who have left us through mergers, acquisitions and closures. The Forum's membership represents the majority of the world's larger oil companies. Together we have a powerful voice within the industry to support safe, secure and environmentally compliant tanker, offshore and terminalling operations.



**Andrew Cassels**  
Director



# About OCIMF

## HISTORY

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

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

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



## OCIMF TODAY

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

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

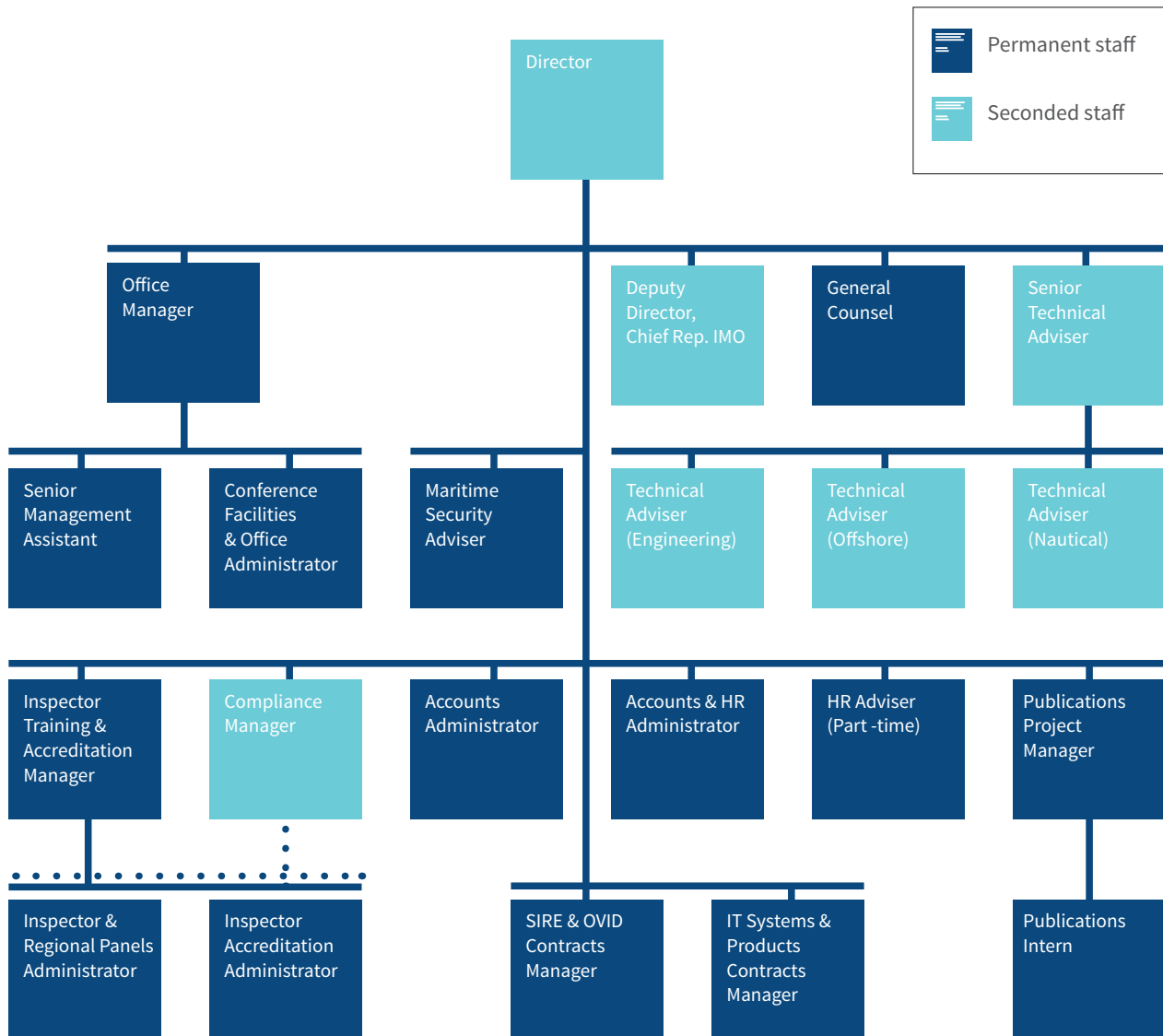
it crosses many individual countries and jurisdictions, OCIMF is in the unique position of being able to leverage the expertise of its membership to press ahead with much-needed guidance on important industry issues. This provides the means to improve practices in the membership and in the wider industry,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

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





# Organisational chart



# Secretariat



**Andrew Cassels**  
Director



**Jeremy Hudson**  
Deputy Director,  
Chief Representative  
to the IMO



**Raj Shetty**  
Senior Technical  
Adviser



**Philip Pascoe**  
General Counsel



**Tony Wynne**  
Technical Adviser  
(Nautical)



**Alex Van Dusen**  
Technical Adviser  
(Offshore)



**Russell Pegg**  
Maritime Security  
Adviser



**Fiona Rider**  
MTISC-GoG Project  
Support Officer



**Oliver Pointon**  
OCIMF Training and  
Accreditation Manager



**Shaikh Rahim**  
OCIMF Compliance  
Manager



**Amy Wong**  
Inspector and  
Regional Panels  
Administrator



**Anita Borsberry**  
OCIMF Inspector  
Accreditation  
Administrator



**Geoff Snow**  
Business Analyst



**Fabiano Dias**  
IT Systems & Products  
Contracts Manager



**Kelly Hadley**  
Publications Project  
Manager



**Teresa Cox**  
Accounts and HR  
Administrator



**Rebecca Harrison**  
Office Manager



**Joanna Bradley**  
Senior Management  
Assistant



**Christine Green**  
HR Adviser (part time)



**Rikke Jacobsen**  
Publications Intern

For 2016 changes to the Secretariat please visit the OCIMF website at [www.ocimf.org](http://www.ocimf.org)



# OCIMF objectives



**Joe Megeed**  
Technical Adviser  
(Engineering)

## 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.

## Enforcement

To encourage Flag States, Port States and classification societies in their enforcement of international conventions and regulations.

## 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.

## 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), the Offshore Vessel Inspection Database (OVID) and the Marine Terminal Information System (MTIS).



**Aziz Benbelkacem**  
SIRE & OVID Contracts  
Manager

## Consultation

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

## 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.

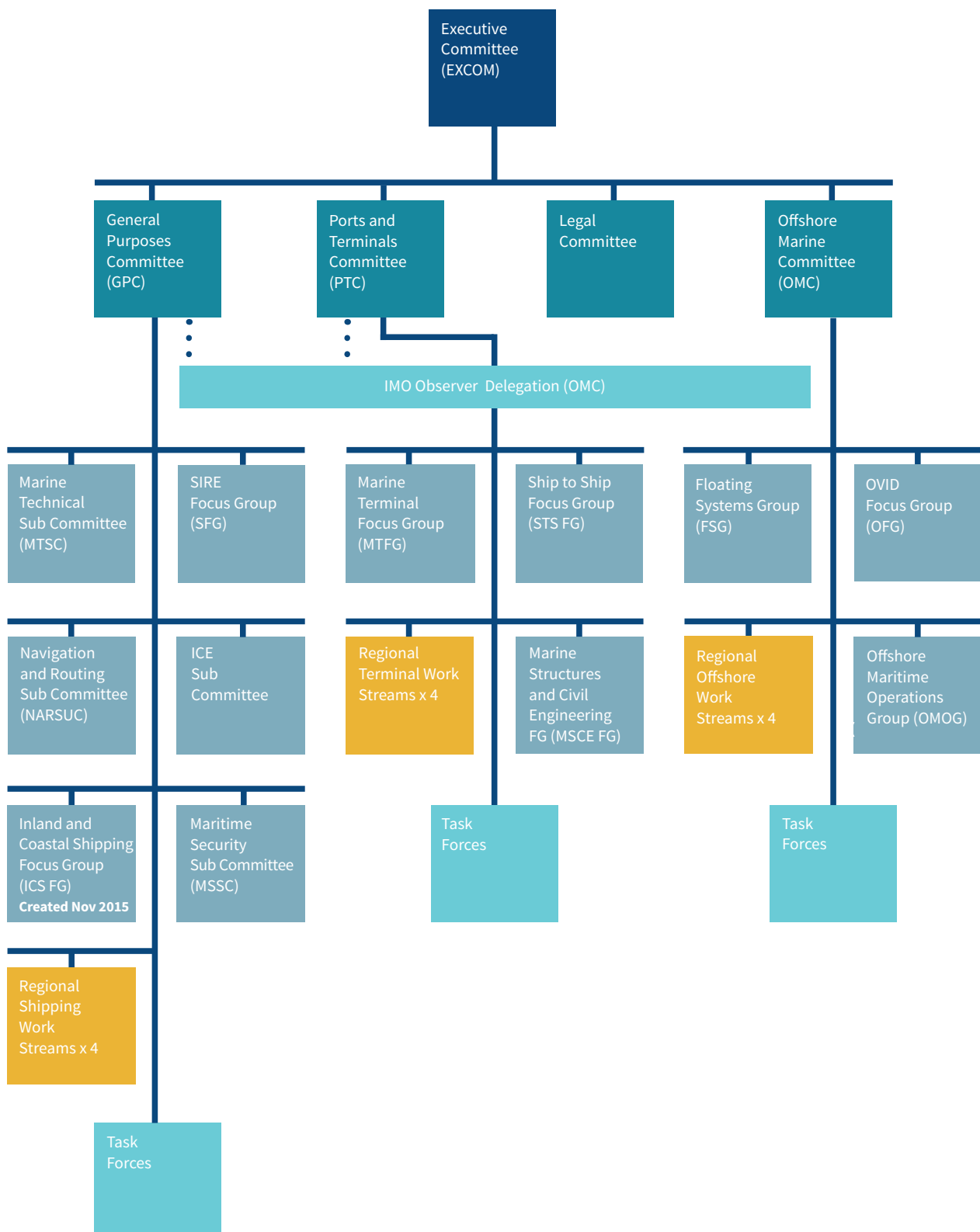


**Pauline Gilbert**  
Accounts  
Administrator



# 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:** Grahaeme Henderson, Shell

**Vice Chairs:** Jack Buono, ExxonMobil, John Dabbar, ConocoPhillips, and Mark Ross, Chevron

The Executive Committee held their 75th and 76th meetings in 2015.

The Executive Committee provides governance and oversight to the work of the committees and Secretariat. The Director's Review and the reports from the Committee Chairs provide the details of OCIMF's activities through 2015.

The 75th meeting was held in Singapore on 10 June and the 76th meeting was held in Houston, Texas on 11 November, as part of the Strategy 2020 rotation of the Principle Committees around the shipping hubs of London, Dubai, Singapore and Houston. Each Principle Committee meeting is followed by a Regional Panel meeting where OCIMF engages with regional membership and takes their feedback on regional issues back to the Principle Committees for analysis and development. The 76th meeting was immediately preceded by the 37th Annual General Meeting.

Five new member companies were accepted during the year and four companies resigned their membership, bringing the total membership to 98 at year end:

### Joiners

- BASF Corporation
- Viva Energy Australia Ltd
- Dong E&P A/S
- Gas Natural Aprovechamientos SDG SA
- KazMunayGas International NV

### Leavers

- Hansa Hydrocarbons
- JSC Tananeftegaz
- Talisman Energy Inc
- Murco Petroleum Ltd

The Chairman accepted the resignations of Mr Claudio Campos, Mr Mike Carthew and Mr John Ridgway from the Executive Committee upon their retirements. The Executive Committee thanked them for their support and gave their best wishes for their futures.

The nominations of Mr Paulo Penchina (Petrobras), Ms Susan Dio (BP), Mr Morten Henrik Engelstoft (Mærsk) and Mr Mark Ross (Chevron) were supported and welcomed by the Executive Committee. The inclusion of Mærsk brings the membership of the OCIMF Executive Committee to 14 which is within the Constitution's maximum of 15.

Mr Mark Ross (Chevron), Mr John Dabbar (ConocoPhillips) and Jack Buono (ExxonMobil) volunteered to become Vice Chairs which was supported by the Executive Committee.

Captain David Cotterell (Shell) completed his secondment to OCIMF at the 75th meeting and the Executive Committee welcomed Captain Andrew Cassels (BP).

The Executive Committee monitors the distribution of the Executive Committee companies against the distribution of the OCIMF wider membership, which continues to be broadly representative of the 98 member companies with five from Europe, five from North America, two from the Middle East and one from each of South America and the Far East.

At the 75th meeting, the Executive Committee agreed to form a joint safety initiative with INTERTANKO to review where collective knowledge and processes could create an effective, standardised approach and set a sustainable pathway to becoming a zero incident industry. The suggested themes for a joint initiative would include:

- i) Human Factors/Behavioural Safety.
- ii) Learning from Incidents.
- iii) Optimising Audits.

The joint working group presented their findings to the 76th meeting, where the Executive Committee authorised them to progress further in 2016.

## OCIMF Member Locations (June 2016)



## Legal Committee

**Chair:** Richard Keigwin, Total

**Vice Chair:** Miguel Quinones, IMT

The Legal Committee comprises lawyers from 12 members and provides legal support for OCIMF activities. The Legal Committee continues to seek to expand its membership. This support includes providing legal advice on competition/anti-trust law, OCIMF programmes (the Ship Inspection Report Programme (SIRE), the 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 two meetings in 2015, both at the OCIMF offices in London, UK. The 63rd meeting took place on 29 April and the

64th on 29 October. The committee discussed a wide range of legal issues during its meetings, including:

- The International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances (HNS Convention) and Protocol.
- International Oil Pollution Compensation (IOPC) Funds meetings, 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 trademark/domain name protection.
- Maritime security update, including Somali-based piracy, the Gulf of Guinea region (including Maritime Trade Information Sharing Centre within Gulf of Guinea (MTISC-GoG)), and Asia.
- International sanctions affecting OCIMF membership.
- OCIMF-hosted incident repository.
- The proposed OCIMF-supported industry incident database.
- OCIMF programmes: SIRE, TMSA, OVID and MTIS.
- OCIMF publications.

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## General Purposes Committee

**Chair:** Patrick Joseph, BP (from November 2015)

**Pierre Decarpigny, Total (to November 2015)**

**Vice Chair:** Keith Trotter, IMT

The General Purposes Committee (GPC) held two meetings during 2015. The 80th meeting was held in London, UK, on 17–18 March, and was immediately followed by the European Regional Panel. The 81st meeting was held in Dubai, UAE, on 29–30 September and was immediately followed by the Middle Eastern and African Regional Panel.

In addition to reviewing the work of the sub-committees and working groups the following topics were progressed in 2015:

- A new method of working to include more intercessional progress, including monthly updates.
- Embrace advancing technologies around virtual working for meetings and intercessional tasks. This provides greater flexibility and a more efficient progress of sub-committees and working groups.
- Electric Chart Display Information System (ECDIS) training for SIRE inspectors focused on the auditing of ECDIS for experienced operators.
- Development of a new permanent Global focus group to advance standards for Inland and Coastal Shipping which will include extending the remit of the regional barge expert groups.
- A work group to look at blending of cargo at sea.
- A work group to consider the handling of flush water at offshore terminals.
- In conjunction with PTC, the decision was made to review the Mooring Equipment Guidelines with a view to updating this core document to reflect experience gained from new technologies.
- In the area of maritime security, GPC reviewed the pilot in Gulf of Guinea, revised the Indian





GENERAL PURPOSES COMMITTEE

Ocean High Risk Area (HRA) and considered the potential impact of breaches of cyber security.

- Dynamic crane loads associated with hose handling at offshore terminals information paper.
- A study into best practice of personnel transfer by crane.
- To develop an OCIMF digital security policy.
- To develop guidelines to inspectors with a view to ensure compliance with work hours, and to maintain report quality.
- To develop a Terms of Reference for a workshop on human elements to cover education and opportunity framing.
- To review the feasibility of evolving TMSA to be more aligned to the SIRE philosophy.

included information on exhaust gas scrubber technologies (SO<sub>x</sub>) and personnel transfer by crane.

Looking to 2016 the MTSC will be providing support to the update of *Mooring Equipment Guidelines* (MEG). New work has also been initiated by the MTSC in 2016 that includes the following:



MARINE TECHNICAL SUB-COMMITTEE

## Marine Technical Sub-committee

**Chair: David Wall, Chevron**

**Vice Chair: Krystyna Tsochlas, P66**

The Marine Technical Sub-committee (MTSC) met twice in 2015. The 30th meeting was held on 24–26 February in San Ramon, USA, and was hosted by Chevron and the 31st meeting was held on 8–10 September in London, UK and was hosted by Shell at the OCIMF offices.

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 had a busy year assisting the Secretariat and providing feedback on the EU Monitoring/Reporting/Verification (MRV) Directive, International Maritime Organization (IMO) work groups and various other technical tasks within OCIMF.

The MTSC has wrapped up work on white papers in 2015 that are due for publication in 2016. These papers

included information on exhaust gas scrubber technologies (SO<sub>x</sub>) and personnel transfer by crane. Looking to 2016 the MTSC will be providing support to the update of Mooring Equipment Guidelines (MEG). New work has also been initiated by the MTSC in 2016 that includes the following:

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### Critical spares process

**Chair: Mike Davison, BG**

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

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### Volatile organic compounds (VOC) emissions

**Chair: Bob Cutrona, ExxonMobil**

The MTSC will draft a paper providing guidance on issues related to the management of VOC emissions from cargo systems on oil tankers. The paper will address technical considerations for the selection and installation of vapour control systems. The paper will also discuss processes to manage emissions during cargo operations.

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### Semi-continuous hoses

**Chair: Krystyna Tsochlas, P66**

The semi-conductive hose has been in use for many years without any incidents. However, it is not manufactured to any internationally recognised standards. The *International Safety Guide for Oil Tankers and Terminals* (ISGOTT) does not specify any electrical continuity and discontinuity requirements for semi-continuous hoses. Nonetheless, it is still very popular in ship to ship (STS) transfers due to its light weight, flexibility and ease of use as opposed to dock hoses. This working group will aim to study the properties and use of these hoses for an OCIMF position.

The MTSC continues to be a knowledgeable technical resource to the membership, and its expertise is leveraged across the organisation within the various committees, focus groups, and externally to the industry organisations that OCIMF engages with.

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### TMSA working group

**Chair: Steve Barker, Chevron**

In 2014 the GPC approved a periodic review of the TMSA publication in order to bring it up to date with current legislation, new technologies and current best Industry practices. OCIMF have recognised that many companies currently implement a satisfactory TMSA system, and it was determined that a light touch be applied when reviewing the publication.

Throughout 2015 monthly drafting groups have met in order to examine the 12 existing elements of TMSA and to determine whether new elements were required. The drafting groups were supplemented by quarterly work group meetings in order to consolidate work to date and to prepare reports

to GPC. Member companies involved in the review process are Chevron, BP, Shell, Phillips 66, YPF, Tesoro, Statoil, OMV, Petrobras and IMT/ExxonMobil.

Overall the basic four tier structure of the TMSA Elements remains unchanged. The intent of some of the Key Performance Indicators has been clarified by using clearer language, and also by improvement of the best practice guidance statements. In addition, duplication across the 12 elements is being removed and superfluous material is being deleted. An existing stand-alone TMSA brochure relating to energy efficiency is being incorporated and the intention is to have a new element – Security.

TMSA3 is due to be published in 2017.

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### The Ice Sub-committee

**Chair: Paresh Acharya, BP**  
**Vice Chair: Ian Reed, Shell**

The Ice Sub-committee (ICE) held three meetings in 2015, at the OCIMF offices in London, UK. The 21st meeting was held on 12 February, the 22nd meeting was held on 23 June and the 23rd meeting was held on 25 November.

Members from BP, IMT/ExxonMobil, Shell, ConocoPhillips, 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.

The main focus for the Sub-committee during 2015 was the finalisation of the Polar Code (the Code). ICE was active throughout the development of the Code at IMO, and the text of the Code was finally approved at the 68th session of the Marine Environment Protection Committee (MEPC68). It introduces a new chapter into the International Convention

for the Safety of Life at Sea (SOLAS), (Chapter XIV), and amends several of the International Convention for the Prevention of Pollution from Ships (MARPOL) Annexes. These will all become a part of their respective Conventions when the Code enters into force on 1 January 2017.

In addition to the Code itself, ICE has been discussing the Polar Waters Operations Manual and has participated in an IMO correspondence group working towards the creation of guidelines on methods for the assessment of operational limitations in ice – this will support the requirements of the Polar Code.

ICE is currently working on two documents which will be published in 2016:

### **Northern Sea Route - Best Practices and Challenges**

This work is being carried out in conjunction with the Navigation and Routeing Sub-committee, see below for report.

### **Marine Terminals Impacted by Ice or Severe Sub Zero Temperatures**

Recognising 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, ICE is working on a paper focused on the challenges that terminals can face when operating in severe sub-zero temperatures and/or when affected by ice.

Other issues discussed/monitored by ICE include:

- Industry initiatives on ice management through the International Organization for Standardization (ISO) Technical Committee 67 SC8, which monitors Arctic operations.
- The impact of the Polar Code on the SIRE and TMSA programmes.



ICE SUB-COMMITTEE

## **Navigation and Routeing Sub-committee**

**Chair: Colin Shoolbraid, BP**  
**Vice Chair: Anuj Gupta, IMT**

The Navigation and Routeing Sub-committee (NaRSuC) held three meetings, in 2015 at the OCIMF offices in London, UK. The 47th meeting was held on 28 January 2015, the 48th meeting was held on 7 July 2015, and the 49th meeting was held on 2 December 2015.

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:

### **Navigational audits and assessments working group**

**Chair: Javed Bhombal, IMT**

Work continued on this important information paper throughout 2015.

OCIMF recognises that periodic navigation reviews are conducted at various levels including, for example, in the International Safety Management (ISM) code, TMSA and SIRE guidance, but has neither 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 on using the opportunity to coach and train. The guidance will be designed to assure managers and operators that their vessels are being navigated to the highest standard. In particular, the guidance stresses the need to observe Bridge Teams, and focuses on the human element. The paper will be completed in 2016.

### **Northern Sea Route working group**

**Chair: Nitin Malik, Chevron**

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, so has formed a Northern Sea Route working group. The group will evaluate





navigational and operational practices in the Northern Sea Route in order to identify best practices, operational procedures and challenges. The group will take 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 and will be completed in 2016.

### E-navigation

The Sub-committee continued to be involved with the IMO's e-navigation work, contributing to the sub-committee on Navigation, Communications and Search and Rescue (NSCR). With high-level action plans completed, work will commence in areas including:

- Development of guidelines on standardised modes of operation (S-mode) for all navigational equipment.
- Guidelines for the harmonised display of navigation information received via communications equipment.
- Harmonised electronic ship reporting.
- Automated collection of on board data for reporting.

OCIMF will continue to be closely involved with this important work.

Other issues worked on included:

- 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 routing 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 on NSCR were discussed.
- Liaison with the Confidential Hazardous Incident Reporting Programme (CHIRP).
- Discussions and learning from navigational incidents on board tankers.
- Safety of navigation in the Bosphorus strait.
- Improvement of hydrographic data collection through crowd-sourcing techniques.

## Maritime Security Sub-committee

**Chair: David Bancroft, Chevron**  
**Vice Chair: John Evans, Shell**

The Maritime Security Sub-committee (MSSC) created in September 2014 and met in Singapore on 10 March.

MSSC achieved two important things in 2015:

### Indian Ocean High Risk Area

The work to review the Indian Ocean HRA was completed by the MSSC, presented to the GPC and agreed with other industry organisations in a matter of weeks. This was a credit to the agility of the GPC and a demonstration of where influence at the political and regional level can be achieved.

### Industry Communications Centre

Another key milestone was the approval of the Industry Communications Centre (ICC) concept. The idea of an ICC was developed during a major maritime exercise in 2014 as a mechanism for the industry to better share information that would ensure the safety and



protection of its mariners. The ICC aims to establish an affordable, quick off the shelf response and enduring methodology for members of the industry to collaborate in time of need. The ICC provides an environment where company representatives can discuss a maritime security situation and mitigate the risk of unlawful acts against mariners and ships.

Importantly, it also provides an information conduit to establish company response centres that provide senior management with timely and relevant advice. The ICC can be connected to leading maritime response forces that can provide information to better inform members. The MSSC will exercise the concept at every opportunity.

## Ship Hardening working group

**Chair: Poul Erik Ekkendal, Mærsk Tankers**

The Ship Hardening working group (SHWG) held three meetings at the OCIMF offices in 2015 in London, UK. The 8th meeting was held on 11 March, the 9th meeting was held on 2 July and the 10th meeting was held on 22 September.

The SHWG has examined:

- 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, *Ship Security – Guidelines to Harden Vessels* will be published in 2016.

The maritime security environment remains diverse and unpredictable. Challenges encountered with mass migration and complex cyber-attacks were not on the horizon at the beginning of the year, but are now firmly embedded in any risk mitigation process. World events and regional instabilities will need a careful, coordinated watch to ensure the safety and security of all those working in the maritime domain.

## Ports and Terminals Committee

Chair: Bill Crabbs, Phillips 66

Vice chair: Andy Glass, BP



PORTS AND TERMINALS COMMITTEE



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 STS transfer operations.

The PTC met twice in 2015. The 82nd meeting was held in Houston, USA, on 14–15 April and the 83rd meeting was held in London, UK, on 13–14 October. Delegates from member companies BG, BP, Chevron, ConocoPhillips, ENI, ENOC, ExxonMobil, Hess Corporation, INEOS, IMT, Nustar, Nigeria LNG, Petrobras, PMI/Pemex, Phillips66, Primorsk Oil Terminal, Royal Vopak, Shell, Tesoro and Total 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) 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.

Additionally, the PTC covers a broad range of issues, and the following topics were progressed in 2015:

- Revision of the *Design and Specification for Marine Loading Arms*.
- Revision of the *Mooring Equipment Guidelines*.
- New *Guidelines for the Handling, Storage, Inspection and Testing of STS Hoses*.
- New *Recommendations for Linked Emergency Shutdown Systems for Oil, Chemical and Liquefied Petroleum Gas Transfers*.
- New guidelines for testing and insulating flange.

- New guidelines for SPM station keeping and suitability of towing vessels.
- New guidelines for provision of Marine Terminal Information.
- Revision of *Marine Breakaway Couplings*.
- Revision of *Recommendations for Oil and Chemical Tanker Manifolds and Associated Equipment*.
- Review of *Semi-continuous hoses*.
- Revision of the *Wind and Current Drag Coefficient*.

The Ports and Terminals Committee released the following documents in 2015:

- *Competency Assessment Guidelines for Mooring, Loading and Lightering Masters*.
- *Single Point Moorings Maintenance and Operations Guide (SMOG)*.
- Information paper on the *The Hazards of Snap-back*.
- Submission to IMO on the Management of Offshore Terminal Flush Water.
- Submission to IMO on mooring.
- Submission to IMO on hazards of snap-back.

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 Harbours (IAPH), the International Harbour Masters' Association (IHMA), the International Chamber of Shipping (ICS), International Association of Classification Societies (IACS), International Organization for Standardization (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

Chair: Tony Pollock, INEOS

Vice Chair: Derek Thompson, P66



MARINE TERMINAL FOCUS GROUP

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.

## Ship to Ship focus group

Chair: Andrew Bickerdike, Chevron



STS FOCUS GROUP

The Ship to Ship (STS) focus group is a standing sub-committee and forms the core technical review group, on behalf of the Ports and Terminals Committee, for any proposals forthcoming from the IMO and the European Commission on STS operations. It addresses issues relating to STS operations outside of the existing OCIMF guidelines and provides functional guidance for such activities.

The focus group has built an effective working relationship with industry partners such as ITOL (Industry task force on Offshore Lightering), STS EMEA (Europe, Middle East and Africa) and the STS SNI Best Practices forum (Singapore Nautical Institute). This global initiative has been very successful and has been appreciated by industry partners as it encourages dialogue within the industry. It also offers OCIMF the opportunity to identify regional challenges and to mutually share best practices for the benefit of the STS industry.



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## Marine Structures and Civil Engineering focus group

**Chair: Arjan Maijenburg, Shell and Bill Asante, ExxonMobil**

Marine Structures and Civil Engineering focus group is a standing sub-committee of the Ports and Terminals Committee, with civil engineers and naval architects focussed on engineering standards.

They also engage with other industry initiatives such as:

- Marine facilities planning and design – OCIMF is represented on British Standards Institution Committee CB/502 Maritime Works. This Committee is steering the update of British Standard BS 6349. In 2013 OCIMF actively contributed to the re-drafting of Part 1: Code of Practice for General Criteria, and Part 4: Code of Practice for Design of Fendering and Mooring Systems. (OCIMF Representative: David Veale, Shell and Rabinder Manku, BP)
- OCIMF is supporting the PIANC (Permanent International Association of Navigation Congresses) Marine committee 145 working group, which was created to develop improved guidance regarding berthing velocities and fender design. (OCIMF representative: David Veale and Arjan Maijenburg, Shell).
- OCIMF is represented on the PIANC Marine committee 153 working group, which was created to develop recommendations for the design and assessment of marine oil terminals. (OCIMF Representative: Bill Asante, ExxonMobil).
- OCIMF is represented on the Canadian Advisory guidance CSA Z276-15 which sets minimum requirements to demonstrate compliance with local and national codes/regulations/industry best practices on LNG Production, storage and handling. (OCIMF Representative: David Veale, Shell and Bill Asante, ExxonMobil).

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## Wind and Current Drag Coefficient task force

**Chair: Stuart Thompson, BP**

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

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## Handling, Storage, Inspection and Testing of STS Hoses working group

**Chair: Will Doolittle, BP**

This is a joint working group with the International Taskforce on Lightering (ITOL) and hose manufacturers on the handling, storage, inspection and testing of STS Hoses due to the special nature of hybrid STS hoses.

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## Manifold and Associated Equipment working group

**Chair: Tony Pollock, INEOS**

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

The new publication will be titled Recommendations for Oil and Chemical Tanker Manifolds and Associated Equipment (ROCTMAE), 1st Ed. ROCTMAE is in the final stages of the OCIMF publication process and is expected to be published by year end 2016. The documents aim to provide clarity to frequently asked questions received within the secretariat, inclusion of smaller tanker and chemical tankers, and provide recommendations for vessel hose handling cranes.

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## Design and Construction Specification for Marine Loading Arms working group

**Chair: Jos van Eekeren, Shell**



DESIGN AND CONSTRUCTION SPECIFICATION FOR MARINE LOADING ARMS

The working group was established to review and revise the third edition of Design and Construction Specification for Marine Loading Arms, published 1999. Since the publication there have been many advances of technology including the growing use of cryogenic arms. The publication will also provide information for varying loading arms including

oil, chemical, high pressure gas, and vapour. Further the document is aimed at assisting with the procurement process and specifying arms which will include an update of the tables within the document that serve as main point of communication between a marine loading arm vendor and purchaser. This working group is made of OCIMF members, SIGTTO, and manufacturers within the industry.

## Ship Shore Emergency Shutdown working group

**Chair: Calum Love, Shell**



SHIP SHORE EMERGENCY SHUTDOWN WORKING GROUP

An information paper defining best practice and recommendations for ship/shore interfacing ESD Systems. The working group has completed its review and the document is currently in the editorial process awaiting publication in 2016.

## China Focus Group

**Chair: Zhu Xiao Heng, CNOOC**



CHINA FOCUS GROUP

The China Focus Group held its 22nd meeting on 22 October 2015 in Nanjing, China. The following companies participated in, and contributed to, the work of the China focus group, CNOOC, IMT/ ExxonMobil, Shell, BP and the China Classification Society.

## Offshore Marine Committee

**Chair: Albertus Zwiers, Shell**

**Vice Chair: Tim Coombs, Chevron**

Within OCIMF, the Offshore Marine Committee (OMC) works to improve safety and environmental issues in offshore theatres in which member have an interest. The OMC met twice in 2015, the 10th meeting was held on 24–25 March in Dubai, UAE, the 11th meeting was held on 27–28 October in Singapore. Both meetings were immediately followed by the Regional Panel meeting.

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

- International offshore loading guidelines for Dynamic Positioning (DP) tankers.
- OVID updates/changes to question sets (Mobile Offshore Drilling Units (MODUs)/new vessel variants).
- Offshore dynamic positioning assurance.
- Guidelines on the marine assessment of F(P)SOs.

Three sub-groups report to the OMC:

- OVID focus group (OFG)  
Responsible for the review and maintenance of the OVID programme, including vessel inspection questionnaires and the accreditation of inspectors.
- Floating Systems Group (FSG)  
Forum for open discussion among the operators of offshore terminals and marine facilities, including floating production storage and offloading systems (either permanently moored or able to disconnect).
- Offshore Marine Operations Group (OMOG)  
Similar in make up to the FSG, but focusing on continuous improvement in the safe and environmentally responsible operation of offshore vessels and facilities, including those associated with offshore construction and support.



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## Floating Systems Group

Chair: Hielke Brugts, Bluewater



FLOATING SYSTEMS GROUP

The 10th meeting of the Floating Systems Group (FSG) was held 4–5 March 2015 in St John's, Canada, and was hosted by Husky Energy. The 11th meeting was held 23–24 September 2015 in London, UK, and was hosted by OCIMF.

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.
- Cargo Tank and Onboard Cargo Handling Management Guidelines for F(P)SOs.

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## OVID focus group

Chair: Alex Hammond, Shell



OVID FOCUS GROUP

The 10th meeting of the OVID focus group (OFG) was held 26–27 February 2015 in Perth, Australia, and was hosted by Woodside. The 11th meeting was held 10–11 September 2015 in London, UK, and was hosted by Shell.

The OFG is engaged in the following activities:

- Monitoring/reviewing the OVID user group feedback.
- Review of the Offshore Vessel Inspection Questionnaire (OVIQ).
- Monitoring the OVID Accreditation compliance and training programme.
- Reviewing the new OVID variants, including the MODUs and jack-up variants.

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## Offshore Maritime Operations Group

Chair: Mark Aravidis, Woodside

The 9th meeting of the Offshore Maritime Operations Group (OMOG) was held on 24 February 2015 in Perth, Australia, and was hosted by Woodside. The 10th meeting was held 8–9 September 2015 in London, UK, and was hosted by Shell.

OMOG is engaged in the following activities:

- Methanol—safe transport and handling.
- DP assurance.
- Reviewing and supplying feedback to The Nautical Institute on its DP Operator training scheme.





# Maritime Security

2015 was a see-saw year for maritime security. On the one hand, the positive presence of navies in the Indian Ocean has driven piracy attacks to an all-time low. On the other hand, the rise in attacks elsewhere presents equal concern.

OCIMF members operating globally are now faced with a more diverse range of threats than ever before – illegal migration in the Mediterranean and armed robbery in South East (SE) Asia are examples. The effect on the safety and security of mariners remains of the highest importance, and it is pleasing to see that the lessons learned from experience in the Indian Ocean are having effect in other parts of the world.

As 2016 unfolds new challenges are on the horizon and in confronting them our guard must not be lowered.

## Indian Ocean – Piracy

Continuing the trend of previous years, the number of attacks against merchant vessels operating in the Gulf of Aden and the Indian Ocean is at an all-time low. The membership is aware of the success of *Best Management Practices for Protection against Somalia Based Piracy* (BMP4) and, when coupled with the presence of navies, it has contributed to a relatively benign operating environment. The reduction in attacks presented an opportunity to review the High Risk Area (HRA) and, with good support from Shared Awareness and Deconfliction (SHADE), the industry was able to declare a new HRA on 1 December 2015. This did not imply any reduction of our self-protective measures, but was rather an acknowledgment of the littoral states where the risk is most acute.

In light of the reduced threat and assessments produced by those who contribute to the SHADE process, OCIMF promotes that international organisations must remain engaged in the area. As underlined by the recent Oceans Beyond Piracy/United Nations Office on Drugs and Crime (UNODC) survey of Somali pirates held in prison, the presence of international navies in the area – to interdict and complete the evidence chain for prosecution – is the most effective deterrent of pirates.

Through a concerted engagement programme in Brussels, Belgium, the OCIMF chair has urged that international naval operations be maintained beyond 2016, until such time as Somalia has a stable environment and there are no more acts of piracy. Within the membership there is concern that phasing out these operations too early may result in a resurgence of pirate activities.

When navigating any change, OCIMF would like to stress the use by industry of armed guards on ships ought to be phased out in parallel with any phasing out of naval presence. Armed guards on civilian ships are not the norm. OCIMF wishes to underline how armed guards must be considered as a last resort, rather than as a lasting solution. They present operational and legal risks for the shipping industry, as well as a disruption to the everyday life of seafarers. The normalisation of armed guards, in the Indian Ocean and in any other region, and the militarisation of the industry must be avoided.

The key messages are:

- International navies must be sufficient in number to continue to act as a viable deterrent in the region.
- They must have the capacity to respond to a merchant vessel under attack and therefore be stationed in the region.
- The fight against piracy must remain the primary task.
- As a key maritime voice, OCIMF remains fully committed to the implementation and dissemination of Best Management Practices among its membership and the wider shipping industry.

Members regard the UK Maritime Trade Office in Dubai, UAE, as a hub of maritime reporting and as an example for others to follow. The contribution of companies to provide a Merchant Navy Liaison Officer (MNLO) is appreciated.

## South East Asia

This region is of great concern to members. Theft of refined product is attractive to many and turns a handsome black market profit. The reported number of attacks against merchant vessels in 2015 showed a slight increase from 2014, and over the last five years there has been a steady rise.

Regional organisations are working together more effectively, but maritime reporting remains fractious and unclear as authorities compete for primacy in a politically charged environment. A number of OCIMF members have contributed to developing better regional guidance, with the creation of the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP).

OCIMF maintains good relationships with the International Maritime Bureau (IMB), ReCAAP and the Singapore International Fusion Centre to promote standardisation of reporting and commonality of incident classification.



# 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.*

OCIMF has continued to support MTISC-GoG with support from IMO, Interpol and the governments of the UK, Netherlands, Denmark and Norway.

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

MTISC-GoG has a maritime domain picture displaying inputs from a number of sources. Most importantly, merchant vessels operating in the voluntary reporting area are encouraged to report any suspicious activity or threats. This information is invaluable in improving the maritime security situation in the Gulf of Guinea.

Information from merchant vessels is of interest and value to local or regional agencies including those involved in combatting arms, drugs and people trafficking and illegal, unreported and unregulated fishing activities. MTISC-GoG carefully manages information distribution and only specific information is passed on to the relevant authorities.

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 the Maritime Operational Centres in states in the



MTISC-GOG TEAM

Region to try to encourage a response.

The MTISC-GoG continues to be manned 24-hours a day by watchkeepers seconded from both regional navies and the shipping industry. The watchkeeping team rotates on a four monthly basis. Participating companies and nationalities have included Officers in Charge from Ghana Navy and Nigeria Navy, Merchant Navy Liaison Officers seconded from ConocoPhillips and Mærsk, in addition to a watchkeeping team made up of representatives from Republic of Congo, Ghana and Nigeria Navies and Liberia Maritime Authority. OCIMF are extremely grateful to all seconded staff and their seconding countries for their support throughout the year.

In September MTISC-GoG began a trial of a new maritime domain awareness system. The new system has been adapted to the specific needs

of MTISC-GoG and now allows the watchkeepers to identify vessels in the region that are not currently reporting to MTISC-GoG so that the team can reach out to a wider audience and begin a more proactive approach in increasing reporting numbers.

MTISC-GoG continues to have a steady increase in vessels formally reporting within the Voluntary Reporting Area with nearly 9,000 reports received monthly by the end of 2015 in addition to a notable increase in incidents that are reported to the MTISC-GoG by vessels and masters requesting assistance.

A weekly MTISC-GoG newsletter was launched on 1 January 2016. To be included on the distribution list contact [info@mtisc-gog.org](mailto:info@mtisc-gog.org)

The MTISC-GoG website [www.mtisc-gog.org](http://www.mtisc-gog.org) contains further details of MTISC-GoG activity.

# Regional Panels



## Review of Regional Panels

A two-day brainstorming session was held at the OCIMF office with Regional Champions from all the regions on 26–27 January 2015. The purpose of the workshop was to

reflect and review the effectiveness of the Regional Panel initiative and to explore opportunities to enhance the process.

The group reviewed the Regional Panel objectives with a view of

understanding if the objectives have been met. The group also reviewed participant feedback and highlighted areas which needed improvement. Some of the areas identified for improvement were communications, work flow between committees and work streams, format of Regional Panel, regional variance, and a need for continuity in, for example, the dedicated Regional Secretary, value propositions for attendees, etc.

The role played by Regional Champion and Principal Committee Chairmen was discussed and expectations outlined.

Based on the outcome, a more detailed review will take place in 2016 and areas for improvement will be presented to the Executive Committee.

## Middle Eastern and African Regional Panel



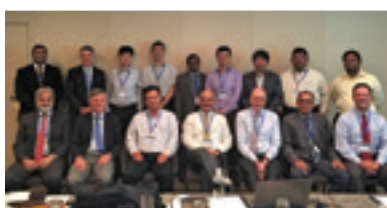
Around 23 attended the third Middle Eastern and African Regional Panel (MEARP) which took place on 26 March in Dubai.

The fourth MEARP was attended by another 15 on 1 October in Dubai. The meeting was held in conjunction with the General Purposes Committee (GPC), whose members attended to support the meeting. The OCIMF Director Andrew Cassels opened the meeting, welcoming members and introducing himself before reminding the region of the purpose and background to Regional Panels. He was followed by Patrick Joseph (BP) the GPC Chair elect who spoke

about the background to the inert gas task force and progress achieved to date. OCIMF Secretariat staff provided updates on their respective committees and sub-committees.

In the second session, Carl Henrikson (BG Group) shared his thoughts on the Human Element and his research on Crew Resource Management versus Bridge Resource Management, which was received very well by the audience. It was followed by the MEARP Regional Champion Waddah Ghanem (ENOC) who shared his view on the topic and opened the floor for an engaging discussion that followed.

## Asia Pacific Regional Panel



OCIMF hosted the third Asia Pacific Regional Panel (APRP) meeting in Singapore on 11 June.

There was a strong turnout for the morning plenary session with 50 members' representatives attending.

Andrew Cassels opened the morning session with a brief introduction and his thoughts on the future of OCIMF. Each of the Asia Pacific Regional work stream chairs gave an overview of the topics that were discussed during previous work stream meetings. Regional Champion Clive Blackmore (Shell) presented some of the significant issues faced in the region and reminded the members to continue to stay engaged with making improvements to the industry.

Guest speaker was Captain Foong Yee Kuan from PSA Marine Academy. Captain Yee Kuan gave a presentation on PSA Marine and how they are enhancing safety of life at sea within the Port of Singapore.

The fourth APRP took place on 29 October and was attended by 38.

## European Regional Panels



OCIMF hosted the third European Regional Panel (ERP) meeting in London on 19 March.

There was a strong turnout for the morning plenary session with 70 members' representatives attending.

Regional Champion Andrew Dogherty (BG) led the morning with a brief on the recent Regional Panels Champions meeting. The GPC Chair Pierre Decarpigny (Total) presented an update on GPC and GPC sub-committee activities and highlighted significant accomplishments and ongoing work.

Mr Dogherty tied his theme of competency into the timely subject of the 'Human Element' as he introduced the guest speaker Tim Crowch. The author of *Navigating the Human Element*, Tim has been involved in the Human Element since the 1980s. He is a passionate promoter and committed believer in the science behind it. Tim challenged the members to create environments that would allow for the success of our crews. His inspired commentary created a positive discussion in plenary and in the afternoon work sessions.

The fourth ERP meeting took place on 15 October 2015 in London and was attended by 67 people.

## Americas Regional Panel



Two Americas Regional Panel (ARP) meetings were held in Houston, USA, on 16 April and 12 November 2015.

Former OCIMF Director David Cotterell and Regional Champion Luciano Maldonado (of Petrobras) welcomed the guests at the 16 April Regional Panel, and current OCIMF Director Andrew Cassels hosted the 12 November meeting.

The approximately 50 OCIMF members in attendance were all encouraged to challenge the panellists and presenters at the meetings. The panel provided updates about OCIMF committees and sub-committees, such as the Ports and Terminal Committee, the Offshore Marine Committee, and the Marine Technical Sub-committee. The lessons learned from the Zarga incident and mooring line snap-back zones were also shared with the members.



# International Maritime Organization (IMO)



IMO ASSEMBLY 29TH SESSION



MARIME SAFTEY COMMITTEE

## *‘Safe, secure and efficient shipping on clean oceans’*

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

Its main role is to create a regulatory framework for the shipping industry that is fair and effective, universally adopted and universally implemented.

In other words, its role is to create a level playing field so that ship operators cannot address their financial issues by simply cutting corners and compromising on safety, security and environmental performance.

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

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

At the end of 2015 the IMO had 171 member states.

### **IMO Assembly: 29th session**

The IMO Assembly normally meets once every two years, and there was an important General Assembly in 2015. The former Secretary-General, Mr Koji Sekimizu, did not seek re-election at the end of his tenure in December 2015 for personal reasons.

The Council 114 in July 2015 elected Mr Kitack Lim (Republic of Korea) as the next Secretary-General. He took office effective 1 January 2016 to 31 December 2019, and this was approved at Assembly 29.

Six candidates stood and the voting was close, with the requirement of winning being a majority from the 40 council members (i.e. 21 votes or

more). Voting went to five rounds, with one candidate dropped in each round in the order of: Philippines, Russia, Kenya, Cyprus and then a final vote between Denmark and Korea.

It is normal for the Secretary-General to serve two terms and Mr Lim is likely to be Secretary-General for the next eight years. Mr Lim has a long association with the IMO, including serving as the Republic of Korea’s Deputy Permanent Representative to the IMO from 2006 to 2009. He was also the Chair of the sub-committee on Flag State Implementation (FSI) from 2002 to 2004. Mr Lim’s previous role was as president of Busan Port Authority, so he therefore has experience in managing a large organisation of several thousand employees.

The Assembly also elected the Council members for the next two years. The Council comprises 40 members. They are:

Category (a): 10 States with the largest interest in providing international shipping services:

China, Greece, Italy, Japan, Norway, Panama, the Republic of Korea, the Russian Federation, the United Kingdom and the United States.



IMO ASSEMBLY CONFIRMS MR. KITACK LIM AS SECRETARY-GENERAL

Category (b): 10 other States with the largest interest in international seaborne trade:

Argentina, Bangladesh, Brazil, Canada, France, Germany, India, the Netherlands, Spain and Sweden.

Category (c): 20 States not elected under Category A or B above, but which have special interests in maritime transport or navigation, and whose election to the Council will ensure the representation of all major geographic areas of the world. Category C had 23 nominations for 20 seats and thus went to a secret ballot. The seats went to:

Australia, the Bahamas, Belgium, Chile, Cyprus, Denmark, Egypt, Indonesia, Kenya, Liberia, Malaysia, Malta, Mexico, Morocco, Peru, the Philippines, Singapore, South Africa, Thailand and Turkey.

The three countries that were not elected were Saudi Arabia, Iran and Jamaica. Saudi Arabia and Iran were not previously on the Council. Egypt replaced Jamaica as a Council member.

### Maritime Safety Committee: 95th session

The Maritime Safety Committee (MSC) held its 95th session at the IMO headquarters in London, UK, from 3–12 June 2015.

The meeting was held for eight days and the agenda was mainly dedicated to three items of particular interest:

- The adoption of the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF).
- Amendments to International Convention for the Safety of Life at Sea (SOLAS) and International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW).
- Mixed Migration by Sea.

#### The adoption of the IGF code

An important principle was established that for each ship there should be one code. In other words, the MSC has reached a milestone agreement that will prevent both the IGF and the International code for the construction and equipment of ships carrying Liquefied Gases in Bulk (IGC) codes from applying to a single asset with differing requirements.

### Double venting on cargo tanks

Many years after OCIMF first raised this issue, the drafting of the Amendment to SOLAS for double venting on cargo tanks was achieved without any alteration or modification to the original intent.

### Industrial personnel

The definition and treatment of industrial personnel started off as a particular issue for personnel working on vessels servicing offshore windfarms. The issue has arisen that during discussions, the application of the definition and therefore requirements, has the potential to affect personnel working in (for example) the offshore oil industry, riding gangs, cleaners, etc. In the worst case, then, vessels carrying more than 12 personnel who are designated as 'crew' could have to be built and operated to passenger vessel standards.

### Maintenance guidance for lifting appliances

The MSC gave careful consideration to the creation of mandatory regulations for design/fabrication and maintenance guidance for lifting appliances. This work is moving in the right direction, but there is a long way to go until a final outcome is achieved.

### Lifeboat launching and release gear

The discussion on Tier 2 (Annual) maintenance of lifeboat launching and release gear continues. It is clear that the 5 yearly maintenance should be done by the Manufacturer during refits and that monthly routine maintenance should be carried out on board. However, it is not clear whether the annual maintenance should be done by:

- The manufacturer or a service provider authorised by the administration.
- The ships' or company staff who are appropriately trained and competent.

This matter has been passed to the Sub-Committee on Ship Systems and Equipment (SSE) to propose appropriate amendments.

### Mooring

MSC 95 approved a work output for amendments to SOLAS on mooring design for implementation in 2017. This is a complex subject, and OCIMF has been successful in helping IMO to recognise that it needs detailed analysis. A correspondence group has been formed in which OCIMF will participate.

### Piracy

As always, there was clear support from the Secretary-General, who thanked OCIMF for the work regarding MTISC-GoG. An intervention by the IMO secretariat has enabled the provision of LRIT data to MTISC-GoG. The industry has revised the Indian Ocean High Risk Areas in light of the reduced incidence of attacks.

### Fibre Reinforced Plastic Gratings

MSC.1/Circ.1504, published on 5 June 2015, gives details on the Unified Interpretation of the Guidelines for Safe Access to Tanker Bows. This gives details of the requirements for specific guidance on the fire resistance requirements for Fibre Reinforced Plastic (FRP) gratings used in lieu of steel gratings for safe access to tanker bows.

### Marine Environment Protection Committee: 68th session

The 68th session of the Marine Environment Protection Committee (MEPC) was held at the IMO headquarters in London, UK, from 11–15 May 2015. The following topics were discussed:

#### Polar Code

The Polar Code, including final amendments, has been adopted. The Code will enter into force with the correspondent Amendments of both MARPOL and SOLAS on 1 January 2017.

#### Ballast Water Management Convention

Before and during the meeting it was shown that 44 countries had ratified the Ballast Water Management (BWM) Convention. This represents 32.86% of the world fleet when 35% is required for the Convention to enter into force. The Secretary-General tried to apply pressure to encourage early ratification.

#### Measurement/Recording/Verification

Measurement/Recording/Verification (MRV) is contentious, with the EU moving ahead before it is fully defined in IMO. The potential now exists for dual (multiple?) reporting systems, against the IMO's ethos of single 'global' systems and processes under 'global' regulations (from IMO as the appropriate body) in order to avoid confusion.

#### Energy Efficiency Design Index

Many aspects of the Energy Efficiency Design Index (EEDI), including data quality, testing methods and in particular, meeting minimum power requirements in adverse environmental conditions, were discussed. Regarding minimum power requirements, this has been at a deadlock and, so far, only an interim solution has been reached and that has had little immediate impact.

### Availability of fuel in 2020

Following discussion as to whether supply can meet demand for the new low sulphur requirements in 2020, the Committee agreed to establish a Steering Committee that will develop, research and provide the information needed for the Committee to make decisions. The steering committee will be made up of a 'group of experts' from flag states and NGOs. This group will use contractors for the data gathering phase.

The steering group finalised the terms of reference for the fuel oil availability review and appointed the independent contractor (CE Delft).



MR KOJI SEKIMIZU HANDING OVER TO MR KITACK LIM AS SECRETARY-GENERAL



MSC SPECIAL SESSION ON UNSAFE MIXED MIGRATION BY SEA



OCIMF AT THE IMO



## Sub-committee on Pollution Prevention and Response:

### 2nd session

The main points of interest from Pollution Prevention and Response 2 (PPR.2) were:

#### Black carbon

The Sub-committee succeeded in agreeing a definition of 'black carbon'. Discussion continues on agreeing the potential impact, and therefore the appropriate action(s).

#### Black carbon definition

The Committee chose the Bond et al definitions (see information box) of black carbon proposed by the Sub-committee (PPR.2). It was determined that there could be no discussion regarding possible control measures of black carbon because of limited data. The next step is to support voluntary measurement studies to understand and define the extent of the perceived issue of black carbon impact upon arctic regions.

#### BWM Convention

In the fourth quarter of 2015, several additional countries ratified the BWM Convention, with Indonesia being the most significant.

The BWM Convention will come into force when 35% of the world's tonnage ratifies it, and there were rumours to the effect that the trigger had been met. After detailed recalculations, it was agreed that just over 34.5% had, so there is still no definitive timeline for entry into force of this convention.

However, with several other countries rumoured to be close to ratification we expect to see 35% reached fairly quickly.

There are still many practical hurdles to be overcome, such as type test approved systems (particularly from the USA) and the consistent methods of testing around the world (specifically, dealing with test methods and ambient conditions (temp/time etc.)). There is still a lack of clarity around the 'grandfathering' of early adopters. What is clear is that the BWM Convention is looming, and there is a sense of urgency that an effective system must be delivered.

#### Classification of biofuels as Annex I (Oil) or Annex II (Noxious Liquid Substances)

Discussion of biofuels being classed as Annex II.

Discussions continue to see if Biofuels can be classed as Annex I and therefore carried on conventional 'oil' tankers. The Committee agreed not to include a relevant new output in the biennial agenda of the PPR Sub-committee. However, the Committee requested that the Sub-committee take account of some aspects of the proposal when it considers the development of guidance for the assessment of petroleum-based products under the provisions of MARPOL Annex II. The main concern is that once the door is opened to allowing non Hydrocarbon products into Annex I then the floodgates may open, creating great confusion.

#### Clarification on MEPC Annex VI/5.2 reg. on the ban of blending cargo at sea

Despite an earlier OCIMF intervention highlighting the lack of clarity in this regulation and with the support of the Marshall Islands and some others, no further clarification of this regulation was deemed necessary by the committee. OCIMF subsequently convened a work group to review the need for further clarification on this matter, and concluded that it appears to be being successfully managed at an operational level. Thus, no further action will be taken on this subject at present.

*The Bond et al. definition describes Black Carbon as 'a distinct type of carbonaceous material, formed only in flames during combustion of carbon-based fuels. It is distinguishable from other forms of carbon and carbon compounds contained in atmospheric aerosol because it has a unique combination of the following physical properties:*

- 1. it strongly absorbs visible light with a mass absorption cross section of at least 5 m<sup>2</sup>g<sup>-1</sup> at a wavelength of 550 nm;*
- 2. it is refractory; that is, it retains its basic form at very high temperatures, with vaporization temperature near 4000 K;*
- 3. it is insoluble in water, in organic solvents including methanol and acetone, and in other components of atmospheric aerosol; and*
- 4. it exists as an aggregate of small carbon spherules.'*

*(Reference: Bond, T.C. et al. (2013). 'Bounding the role of black carbon in the climate system: A scientific assessment', Journal of Geophysical Research: Atmospheres, 118, 5380-5552, doi:10.1002/JGRD.50171. )*



2015 - NCSR 2 SUB-COMMITTEE



2015 - POLLUTION PREVENTION AND RESPONSE SUB-COMMITTEE

### **Ships Design and Construction: 2nd session**

The agenda was mainly directed to passenger ship safety, so a large number of items were not of interest to OCIMF members. The main points of interest 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 International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers (ESP Code) 2011.
- Carriage of more than 12 Industrial Personnel on Board Vessels Engaged in International Voyages.
- Consideration of casualty reports.

### **Human Element Training and Watchkeeping: 2nd session**

The main points discussed were:

- Validation of three model courses.
- Guidelines on Port State Control (PSC) Officers on ISM Code.
- Decision to revise the Guidelines on Fatigue.

- Amendments to chapter V of the STCW Convention related to the training requirements for officers and crew when operating in Polar waters.

### **Ships Systems and Equipment: 2nd session**

The agenda was only partially linked to tankers at the 2nd session of the SSE Sub-committee, but the main items were:

#### **Proposal to lower the flashpoint requirement for fuel oil**

This proposal was made following a second demand from the USA and Canada.

The point was intensively discussed and attracted a lot of interventions. It appeared that the US-Canadian proposal had gained minority support and a large majority of delegates considered the possible move as dangerous. In order not to close the point, it has been decided to move it into the IGF Code discussion and to consider it under the Carriage of Cargoes and Containers (CCC) Sub-committee meeting in September 2016.

#### **Possible Amendments of Guidelines for Vessels with a DP System**

Here it appeared that the matter was not mature enough to be discussed in the Sub-committee, and a

correspondence group has been decided. OCIMF will participate when the coordinator is decided.

Some decisions have also been taken regarding onboard lifting appliances and winches. This is another area where a correspondence group has been formed and OCIMF are very engaged.

### **Navigation, Communication, Search and Rescue Sub-committee: 2nd session**

The meeting was not very active with a very small number of papers submitted.

The usual Ships Routing item was important with:

- One establishment of a two-way route.
- Six establishments of areas to be avoided.

The communication items were also very numerous, but they mainly related to Member States:

- Recognition of Galileo as a component of the World-Wide Radio Navigation System (WWRNS).
- Updates to the Long Range Identification and Tracking (LRIT).

The usual point on E-navigation did not gather much of interest, and it seems delegates are a little confused on where the matter is evolving to.



2015 - SUB-COMMITTEE ON SHIP SYSTEMS AND EQUIPMENT



MARINE ENVIRONMENT PROTECTION COMMITTEE

## Implementation of IMO Instruments Sub-committee: 2nd session

The meeting ran for five days and the agenda was mainly dedicated to four items:

- Analysis of casualty and PSC data, trends and risk-based recommendations.
- Harmonisation of surveys and certificates.
- Reports of and harmonisation of PSC activities.
- A day's training from Marine Accident Investigators' International Forum (MAIIF) in incident investigation for managers – focused on implications and knowledge of the Incident Investigation Code.

The agenda was fairly light, and with the emphasis on PSC matters there was limited interest for OCIMF members but, as ever, there were occasional nuggets.

The main items of interest for OCIMF members were:

- The introduction of the acceptance of electronic certificates for vessels' statutory documents –

pending further submissions and acceptance.

- Aspects of the Bunga Alpinia incident and potential implications to the oil/chemical industries – though no firm proposals have been made to date.
- Proposed templates for PSC inspections of MODUs – still evolving
- The reports of the PSC MOUs and analysis of casualty data.

Several times during the week, references were made to the Polar Code. It was asserted by various Member states and NGOs that the Code is “not well written”, and related warnings that attempts may be made to “fix it through the back door” (i.e. by survey and certification). OCIMF will remain on the alert for any attempts to make such changes to the Polar Code.

## Carriage of Cargoes and Containers: 2nd session

The main points of the CCC 2nd meeting were dedicated to containers and solid bulk carriage. Nevertheless, there were two points of particular interest to OCIMF members.

## Amendments to the IGF Code and development of guidelines for low-flashpoint fuels

The discussion around reduction of flashpoint for diesel as fuel was long and attracted diverse opinions. There was majority opinion to not change the flashpoint in SOLAS downward, but the subject was not closed and a correspondence group is being formed to propose a work plan for assessing the risks and the implications of using low-flashpoint oil fuels under the IGF Code.

## Safety requirements for carriage of liquefied hydrogen in bulk

The Sub-committee was asked to consider adopting guidelines for the carriage of liquefied hydrogen in bulk and at approximately -240 degrees C. These guidelines are for a specific identified trade between Australia and Japan and, with a view to inclusion within mandatory codes at a later date, the Sub-committee approved developing interim guidelines that could then allow further learnings.



# Programme of meetings for 2016

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

**18 – 22 January**

SUB-COMMITTEE ON SHIP DESIGN AND CONSTRUCTION (SDC) – 3rd session  
Location: IMO

**1 – 5 February**

SUB-COMMITTEE ON HUMAN ELEMENT, TRAINING AND WATCHKEEPING (HTW) – 3rd session  
Location: IMO

**15 – 19 February**

SUB-COMMITTEE ON POLLUTION PREVENTION AND RESPONSE (PPR) – 3rd session  
Location: IMO

**29 February – 4 March**

SUB-COMMITTEE ON NAVIGATION, COMMUNICATIONS AND SEARCH AND RESCUE (NCSR) – 3rd session  
Location: IMO

**14 – 18 March**

SUB-COMMITTEE ON SHIP SYSTEMS AND EQUIPMENT (SSE) – 3rd session  
Location: IMO

**4 – 8 April**

FACILITATION COMMITTEE (FAL) – 40th session  
Location: IMO

**18 – 22 April**

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC) – 69th session  
Location: IMO

**25 – 29 April**

IOPC FUNDS  
Location: IMO

**11 – 20 May**

MARITIME SAFETY COMMITTEE (MSC) – 96th session  
Location: IMO

**6 – 10 June**

LEGAL COMMITTEE (LEG) – 103rd session  
Location: IMO

**4 – 8 July**

COUNCIL – 116th session  
Location: IMO

**18 – 22 July**

SUB-COMMITTEE ON IMPLEMENTATION OF IMO INSTRUMENTS (III) – 3rd session  
Location: IMO

**5 – 9 September**

SUB-COMMITTEE ON CARRIAGE OF CARGOES AND CONTAINERS (CCC) – 3rd session  
Location: IMO

**19 – 23 September**

38TH CONSULTATIVE MEETING OF CONTRACTING PARTIES (LONDON CONVENTION 1972)  
11TH MEETING OF CONTRACTING PARTIES (LONDON PROTOCOL 1996)  
Location: IMO

**3 – 5 October**

TECHNICAL COOPERATION COMMITTEE (TC) – 66th session  
Location: IMO

**17 – 21 October**

IOPC FUNDS IMO  
Location: IMO

**24 – 28 October**

MARINE ENVIRONMENT PROTECTION COMMITTEE IMO (MEPC) – 70th session  
Location: IMO

**21 – 25 November**

MARITIME SAFETY COMMITTEE (MSC) – 97th session IMO  
Location: IMO

**5 – 9 December**

COUNCIL – 117th session IMO  
Location: IMO



## INTERSESSIONAL MEETINGS\*

### 22 – 26 February

25TH MEETING OF THE EDITORIAL AND TECHNICAL (E&T) GROUP (IMBSC CODE)

Location: IMO

### 29 June – 1 July

2ND SESSION OF THE WORKING GROUP FOR THE DEVELOPMENT OF A NEW STRATEGIC FRAMEWORK (SF-WG 2)

Location: IMO

### 11 – 15 July

12TH MEETING OF THE JOINT IMO/ITU EXPERTS GROUP ON MARITIME RADIO-COMMUNICATION MATTERS

Location: IMO

### 12 – 16 September

23RD MEETING OF THE ICAO/IMO JOINT WORKING GROUP ON SEARCH AND RESCUE

Location: IMO

### 26 – 30 September†

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

Location: IMO

## INTERSESSIONAL MEETINGS

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

### 7 – 11 March

LC SCIENTIFIC GROUP – 39th session

LP SCIENTIFIC GROUP – 10th session

Location: TBC

### 15 – 16 September

LP COMPLIANCE GROUP – 9th session

Location: IMO

## OTHER MEETINGS

### 10 May‡

38TH SESSION OF THE IMSO ADVISORY COMMITTEE

Location: IMO

### 27 September

39TH SESSION OF THE IMSO ADVISORY COMMITTEE

Location: IMO

### 15 – 16 November

IMSO 24TH ASSEMBLY MEETING

Location: IMO

### 17 – 18 November

ORIENTATION SEMINAR FOR IMO DELEGATES

Location: IMO

#### KEY

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

† To be confirmed .

‡ To be confirmed .



# International Oil Pollution Compensation Funds

*In 2015 the International Oil Pollution Compensation (IOPC) Funds held two meetings at the IMO headquarters in London, UK (20–23 April and 19–23 October).*

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

Over time, it became apparent that 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. It provided additional

compensation over and above that available under the 1992 Fund Convention for pollution damage in the States that become parties to the protocol. The IOPC Funds Secretariat and Member States meet regularly to discuss claims against the Funds and the administration of the Funds.

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

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

## **Erika (France, December 1999)**

The 1992 Fund agreed to consider the case as closed, as there had been no

activity in relation to the last claim against the fund for ten years. It was noted that approximately €130 million in compensation had been paid under the 1992 Fund.

## **Plate Princess (Venezuela, 1997)**

The Puerto Miranda Union, representing claimants in the case of the Plate Princess against the now dissolved 1971 Fund, has continued to try to enforce a judgment by the Maritime Court of Appeal in Venezuela against the 1992 Fund (for £52 million). The 1992 Fund agreed to reiterate its previous instructions to the Director to defend the 1992 Fund, and oppose attempts to enforce the Venezuelan judgment.

## **Interim payments**

The 1992 Fund Administrative Council agreed to establish a consultation group of a limited number of Member States to work with the Director and the International Group of P&I Clubs to examine issues related to the funding of interim payments to claimants.

## **7th Intercessional working group – Definition of a 'ship' under Article I (I) of the 1992 Civil Liability Convention**

The working group agreed that a guidance document reflecting its conclusions would be prepared for the meeting in spring 2016. It was agreed the concept of the 'maritime transport chain' should be used as an interpretive tool to assist in grey areas. The 1992 Fund reversed a previous decision, that oil discharged into a 'permanently or semi-permanently' anchored vessel engaged in STS operations should qualify as 'contributing oil' for the purposes Article 10 of the 1992 Fund Convention, and discard the concept of craft 'permanently or semi-permanently at anchor'.





# OCIMF programmes

## Ship Inspection Report Programme (SIRE)

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

The number of reports submitted moved slightly upward in 2015, with an average of more than 10,400 reports being requested each month. 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 2015 included:

- The introduction of the new Harmonised Vessel Particulars Questionnaire (HVPQ) in conjunction with the 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 late 2014 and the programme rolled 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 2015 to ensure that the integrity of the SIRE system is maintained. 70 potential conflicts of interest were declared for review in 2015. All were reviewed and processed in the system and the record of such declaration of conflicts is maintained. To ensure full and open declaration, inspectors are encouraged to submit potential conflicts if they are in any doubt.



SIRE TRAINING



SIRE TRAINING

Since 2007 all SIRE inspectors were required to electronically sign an updated Ethics Agreement and declaration at the beginning of each year. Compliance and ethics issues have been presented and discussed at the various SIRE training courses, and at SIRE auditors and focus group meetings held during the year.

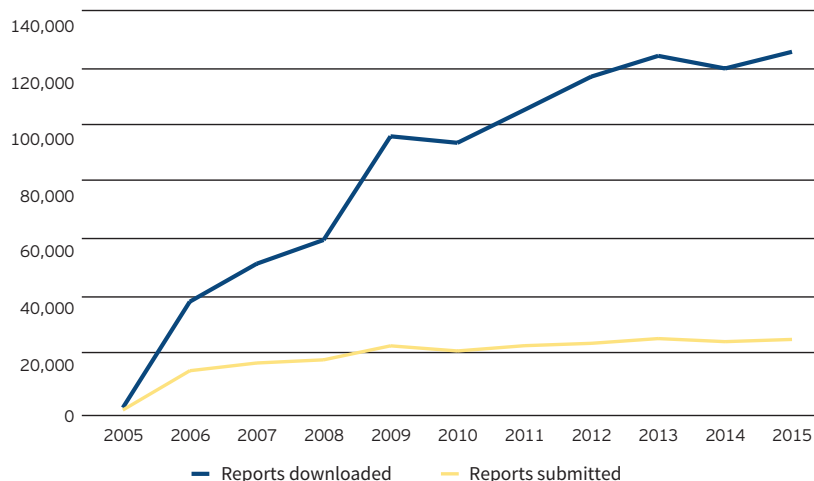
All reported concerns regarding inspector or member behaviour issues that are received are investigated and followed up with the appropriate submitting member. All SIRE system stakeholders are encouraged to report

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

### SIRE reports submitted and downloaded



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 used to provide both positive and negative feedback on a SIRE report. It is not expected that feedback will 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 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.

At the end of December 2015, a total of 1,072 feedback comments had been submitted to the system. That is an increase of around 40% on the feedback submitted in 2014.

The quality of SIRE reports is paramount to maintaining the integrity and credibility of the 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, namely those with limited marine resources within their organisations, to use a Third Party Vetting Contractor (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 six OCIMF members who use the services of TPVC and seven respective TPVCs during 2015.

The aim is to continue the audit programme into next year to complete the audits of remaining TPVCs and respective members.

## SIRE focus group

**Chair: Steve Barber, Shell**

**Vice Chair: Tim Ashby, BP**

The 26th SIRE focus group meeting took place on 14 January 2015 in London, UK, and was hosted by OCIMF.

Topics discussed included:

- VIQ revisions.
- ECDIS training.
- European barge variant.
- SIRE data analytical tool.
- Medical fitness/standard.
- Joint meetings with INTERTANKO.

The 26th SIRE focus group meeting took place on 27 July 2015 in Singapore and was hosted by Shell.

Topics discussed included:

- European barge variant.
- Change to the audit process.
- VIQ revisions.
- Cargo tank inspection frequency.
- Human factors in maritime safety.
- ECDIS training.
- Joint meetings with INTERTANKO.
- Output from Auditors' conference in relation to change to the audit process.

## OCIMF Technical focus group

**Chair: Tor Festervoll, Statoil**

**Vice Chair: Khateeb Ansari, Shell**

The OCIMF Technical focus group held two meetings in 2015 at the OCIMF offices in London, UK. The 27th meeting took place on 21 January and the 28th was held on 30 July.

Topics discussed at the 27th meeting included:

- Appointment of Chair and Vice Chair.
- Updates on OCIMF's programmes.
- Completion of the USA Barge Inspection report template.
- Development of the European Barge Inspection report template.
- Release of version 2 of the Offshore Vessel Inspection Questionnaire (OVIQ2) and MODU inspection report templates.
- Implementation of version 2 of web services.

Topics discussed at the 28th meeting included:

- New SIRE user interface.
- Consolidation of the vessel and barge particulars editors.
- OCIMF ID: Vessel Numbering Scheme.
- Development of the articulated tug barge inspection report template.
- OVID Project Management Contractors module.
- Update on the development of Tanker Management Self Assessment (TMSA3).
- Update of OCIMF's programme security.

## SIRE user group

**Chair: Tim Ashby, BP**

The 10th SIRE user group meeting took place on 13 January 2015 in London, UK, and was hosted by OCIMF.

Topics discussed:

- SIRE programme updates.
- SIRE programme Statistics and Vessel Inspection Questionnaire (VIQ) updates.
- Compliance and ethics update.
- Feedback from users of the SIRE programme.

The 11th meeting took place on 22 July 2015, Singapore, and was hosted by Shell. Topics discussed included:

- SIRE programme updates.
- SIRE programme statistics.
- VIQ updates.
- Quality of SIRE reports and report feedback update.
- Feedback from users of the SIRE programme – open discussion.
- Request for future enhancements.



SOUTH AND CENTRAL AMERICAN SIRE CAT3 FOCUS GROUP



## SIRE / OVID Inspector Accreditation

The SIRE accreditation programme continues with routine three yearly auditing of inspectors and attendance at a refresher course. The OVID system has routine refresher course attendance, but an audit programme is not yet in place. The report quality for both SIRE and OVID is further verified by use of a feedback system whereby report readers can feed back any errors, inconsistencies or general report quality issue and this is then taken up with the inspector in question. The use of the feedback system continues to grow. The regular programme of New Inspector and Refresher courses for both SIRE and OVID continued through 2015.

## Regional Barge Groups

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

- North America
- South and Central America
- Europe.

These groups meet on a six monthly basis in locations in the regions and manage the running of the SIRE system in that region.

## Auditors Conference

The annual auditors conference took place in the summer in the OCIMF office with 24 out of the 30 auditors in attendance. The main agenda item for this meeting was the proposed change to the audit process. A new method of auditing was agreed and a trial process using a group of 8 auditors was set up and started in late 2015 once the relevant documentation was drafted.

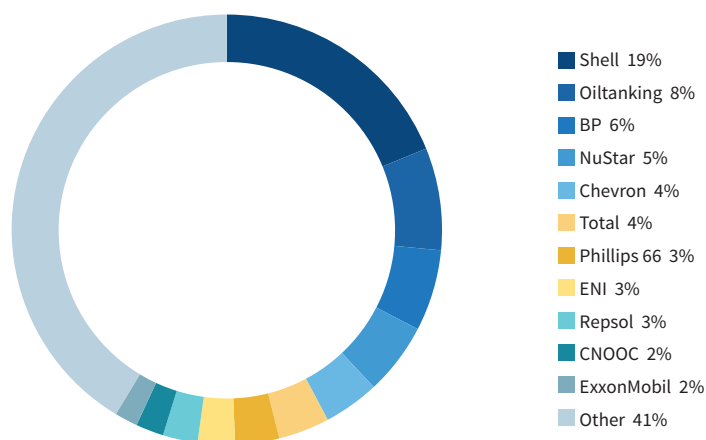
## Marine Terminal Information System (MTIS)

**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.

MTPQ system participation

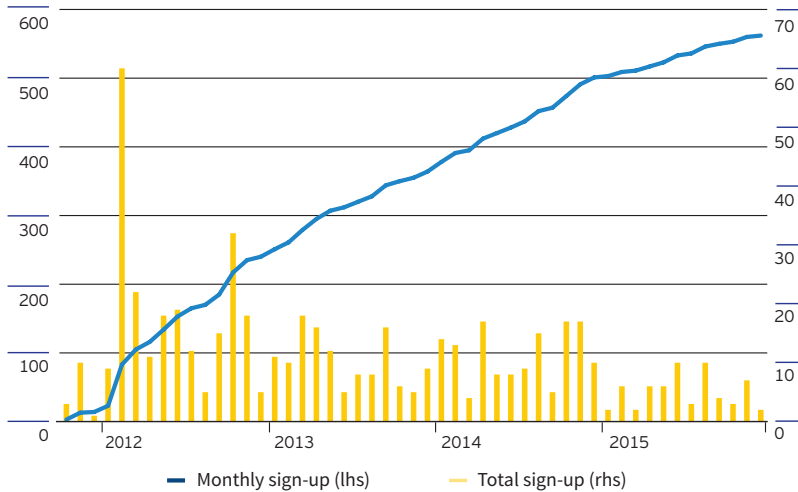








## MTPQ terminals signed up



### 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 Chair

For more information on MTIS visit [www.ocimf-mtis.org](http://www.ocimf-mtis.org)

The MTIS 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 Offshore Vessel Inspection Database (OVID)

**The Offshore Vessel Inspection Database (OVID) is OCIMF's web-based inspection programme and database of inspection reports on vessels engaged in upstream support activities. The programme is managed by the OVID focus group with direct oversight from the Offshore Marine Committee.**

The objective of the OVID programme is to provide a robust web-based inspection tool and database of inspection reports on vessels engaged in upstream support activities. OVID is broadly based on SIRE, with some key differences that reflect the different vessel types. OVID is underpinned with professional, trained and accredited inspectors. There is a long-term

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

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

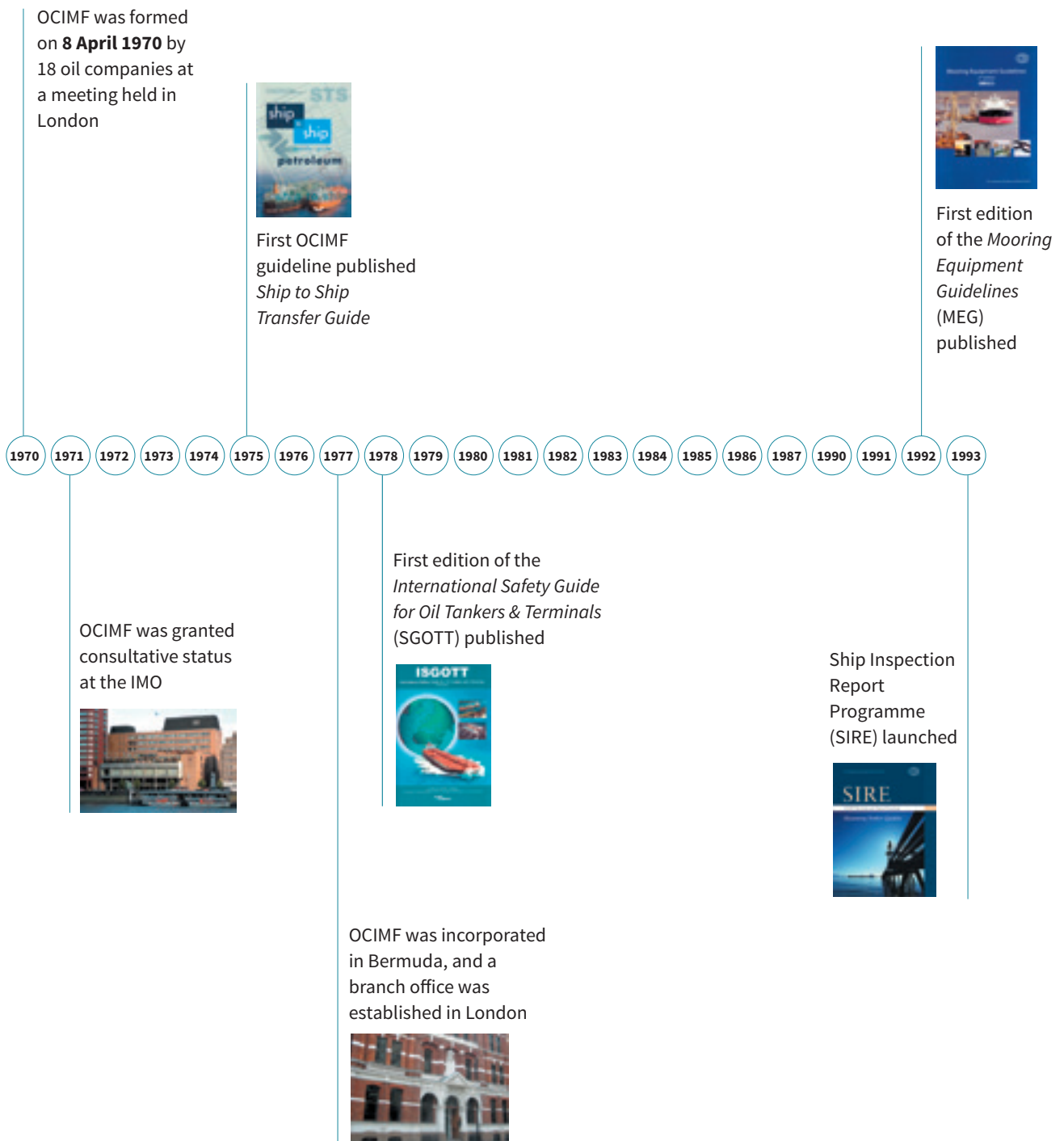
To maintain an OVID accreditation all OVID inspectors must complete minimum number of inspections per calendar year and attend a refresher course every three years.

### OVID statistics

Vessels registered	9,101
Vessels with Inspection	4,639
Inspections purchased in date range	1,518
Number of operators registered in OVID	1,526
OVMSAs published	569

# OCIMF milestones

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



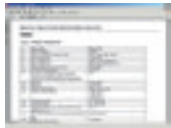


## Seatrade AWARDS

SIRE extended to include barges and small vessels

Launch of Tanker Management and Self Assessment (TMSA)

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



Uniform Inspection Report introduced in SIRE



Creation of OCIMF website

50th OCIMF publication released

Maritime Security Technical Adviser position created

OCIMF publications exceed 80

Secretariat comprises 18 people

CNOOC becomes the first Chinese OCIMF member



Terminal review programme launched



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

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

OCIMF membership reaches 37

The Secretariat comprises of seven people



SIRE Inspector Training and Accreditation Programme released

SIRE system receives ISO certification

OCIMF programmes Compliance Manager role created



Offshore Marine Committee formed

Launch of Offshore Vessel Inspection Database (OVID)

Third edition of the *Single Point Mooring Maintenance and Operations Guide* published

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



# 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	√ (due 2017)
Disabled Tankers—Report of Studies on Ship Drift and Towage	1st Edition	1981 (January)	OCIMF	
Drift Characteristics of 50,000 to 70,000 DWT Tankers	1st Edition	1982 (January)	OCIMF	
Effective Mooring	3rd Edition	2010 (March)	OCIMF	√ (due 2018)
Effective Mooring (Chinese Edition)	3rd Edition	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 Purchasing and Testing of SPM Hawsers	1st Edition	2000 (September)	OCIMF	
Hawser Test Report	1st Edition	1982 (January)	OCIMF	
ISGINTT (International Safety Guide for Inland Navigation Tank-Barges and Terminals)	1st Edition	2010 (June)	OCIMF/CCNR	√ (due 2017)
ISGOTT (International Safety Guide for Oil Tankers and Terminals)	5th Edition	2006 (June)	OCIMF/ICS/IAPH	
Jetty Maintenance and Inspection Guide	1st Edition	2008 (September)	OCIMF/SIGTTO	
Manifold Recommendations for Liquefied Gas Carriers	1st Edition	2011 (September)	OCIMF	
Marine Terminal Management and Self Assessment (MTMSA)	1st Edition	2012 (July)	OCIMF	
Marine Terminal Operator Competence and Guidelines (MTOCT)	1st Edition	2013 (January)	OCIMF	
Mooring Equipment Guidelines 3	3rd Edition	2008 (October)	OCIMF	√ (due 2017)
Offshore Loading Safety Guidelines: with special reference to harsh weather zones	1st Edition	1999 (January)	OCIMF	
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	√ (due 2017)
Piracy and Armed Robbery Against Ships	1st Edition	2000 (January)	OCIMF	√

<b>Title</b>	<b>Edition</b>	<b>Date</b>	<b>Author</b>	<b>Under review</b>
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	3rd Edition	2015	OCIMF	
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	√ (due 2017)
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**

International Offloading Guidelines for Bow Loading and DP Tankers at Offshore Terminals	1st Edition	2016	OCIMF
Recommendations for Oil and Chemical Tanker Manifolds and Associated Equipment	1st Edition	2016	OCIMF, CDI
Ship To Ship Transfer Guidelines for Petroleum, Chemicals and Liquefied Gases (Chinese edition)	1st Edition	2016	CDI, ICS, OCIMF, SIGTTO
Dynamic Positioning Guidelines for Oil Field Concessions	1st Edition	2017	OCIMF
Guidelines for Marine Terminals impacted by Ice or Severe Sub-zero Temperatures	1st Edition	2017	OCIMF
Cargo Tank and Onboard Cargo Handling Management Guidelines for F(P)SOs	1st Edition	2017	OCIMF
Design and Construction Specification for Marine Loading Arms	5th Edition	2017	OCIMF

# OCIMF information papers

*Copies of the documents listed below can be downloaded from the OCIMF website at [www.ocimf.org](http://www.ocimf.org)*

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)	
Manning at Conventional Marine Terminals	2008 (June)	
Marine Breakaway Couplings	2008 (November)	
Marine Injury Reporting Guidelines	1997 (February)	



<b>Title</b>	<b>Date</b>	<b>Members only</b>
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)	
Study into Crane Loads Associated with Hose Handling at Offshore Terminals	2015 (November)	
Summary of the Results of the MARIN Study to Validate the Adequacy of SPM Mooring Equipment Recommendations	2007 (May)	
The Hazards of Snap-back - Initial learnings from a serious incident of mooring line failure	2015 (September)	
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)	
<b>In development or pending</b>		<b>Due</b>
Best Practice Guidelines for Personnel Transfer using Cranes on Tankers		2016
Guidance on the development of a risk- based DP assurance framework		2016
Industry Expectations for the provision of Marine Terminal Information and Port Regulations		2016
Inert Gas Systems – Recommendations for Installation and Best Practice of use on Vessels < 20,000 DWT		2016
Marine Terminals Impacted by Ice or Severe Sub Zero Temperatures		2016
MTSC Practical Guide for implementation of SOx Exhaust Gas Cleaning Systems		2016
Navigational Audits and Assessments - A Guide to Best Practice		2016
Northern Sea Route - Best Practices and Challenges		2016
Ship/Shore Emergency Shutdown Systems		2016
Construction specification for Marine Loading Arms		2017
Critical spares process WP		2017



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