



Annual Report 2020



Mission

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

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

Strategic priorities

Publications

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

Advocacy

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

Programmes

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

Members Collaboration

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



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

MESSAGE FROM THE CHAIRMAN



Fifty years ago, the reputation of oil tankers was negative. In response to an increase in oil pollution incidents caused by collision, grounding, poor maintenance or fire/explosion, 18 oil companies formed OCIMF, with the aim of improving safety and pollution performance and enhancing the industry's reputation. The oil companies decided to take a pro-active step towards addressing industry shortcomings instead of relying solely on regulatory change.

In the intervening years, OCIMF's remit extended to include other aspects of safety, security, health and the environment related to marine transportation of oil, gas and chemicals as well as specific offshore marine activities.

I am proud of what OCIMF has achieved in the past 50 years and with this new strategy, I am excited about what we will accomplish in the future.

By harnessing the expertise of our membership, which now totals over 100 companies including oil majors, national oil companies and independent non-integrated companies, we produce guidance through the publication of best practices and recommendations, often with other industry organisations. Many best practices that were first released years ago are still in circulation today: *Ship to Ship Transfer Guide for Petroleum, Chemical and Liquefied Gases* (1975), *International Safety Guide for Oil Tankers and Terminals*

(1978) and *Mooring Equipment Guidelines* (1992). Our programmes and tools have also been around for some time: Ship Inspection Report Programme (SIRE) launched in 1993, Tanker Management Self Assessment (TMSA) in 2004 followed by Offshore Vessel Inspection Database (OVID) in 2010. In the last twelve months, we published *Effective Mooring, Fourth Edition, Design and Construction Specification for Marine Loading Arms, Fourth Edition (MLA4)* and *Offshore Vessel Management and Self Assessment, Second Edition (OVMSA)*.

These best practices, programmes and tools have largely contributed to elevating the industry to a position where we can be justifiably proud. However, we cannot simply rest on these achievements. There is much more that can be done in an ever-changing regulatory environment, where public perception takes a much more prominent role than in the past and where climate change provides us with an opportunity to take a fresh look at environmental responsibility and ways to limit our impact.

With the future in mind, we reviewed our Strategy in 2019, creating a new Vision, adjusting our Mission and refocussing on what is important to our members and the industry in general. In 2020, we will launch this Strategy in a phased manner which will lead to a more efficient organisation prioritising critical risks in safety, security, health and environment and channelling our efforts away from less critical activities.

A part of our Strategy is the development of the Vessel Inspection Programme (VIP) project, a root and branch review of SIRE. Over time we aim to combine all existing inspection programmes into one with variants for each type of vessel and one Management Self Assessment (MSA) with similar variants for tankers, barges, offshore vessels and terminals. We anticipate completing the development of the VIP project by the end of 2020, with a phased roll-out for tankers in 2022, followed by barges and offshore vessels.

I am proud of what OCIMF has achieved in the past 50 years and with this new Strategy, I am excited about what we will accomplish in the future.

I would like to thank my colleagues on the Executive Committee, the principal and sub-committees, focus groups, working groups and the Secretariat for their efforts and enthusiasm in delivering another successful year for OCIMF.

A handwritten signature in black ink, appearing to read 'Mark Ross'. The signature is fluid and cursive, written on a white background.

Mark Ross, Chairman

OCIMF MEMBERSHIP

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

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

As we head into our 50th year and celebrate our achievements, it is an ideal time to look at future challenges and opportunities and at how OCIMF not only remains relevant to its members, but also plans for future success.



When drafting last year's Annual Report message, I was surprised to discover that staff changes had affected 25% of our total Secretariat in 2018. In 2019, we saw changes to the Technical Adviser (Nautical), the Inspector and Regional Marine Forums Administrator, Publishing and Communications Manager, Publications Editor, Conference Facilities and Office Administrator, and three new positions were created: Compliance Officer, Technical Adviser (Regulatory Affairs) and Technical Project Manager (VIP) – almost 35% of the base staff. Although most were planned, changes of this magnitude can temporarily affect performance and efficiency. Despite these changes, the staff have successfully completed another year and I want to thank them for their enduring commitment and enthusiasm.

This year we published three books and six information papers, including *Effective Mooring, Fourth Edition*, *Guidelines for Design and Construction Specifications for Marine Loading Arms, Fourth Edition (MLA4)* and *Offshore Vessel Management and Self Assessment, Second Edition (OVMSA)*. Along with other industry organisations, the *Joint Industry Guidance – the supply and use of 0.50% sulphur marine fuel* was published, which demonstrates how strength and alignment can be achieved through collaboration. We also continued to make great progress with the International Chamber of Shipping (ICS) and the International Association of Ports and Harbors (IAPH) on the review of the *International Safety Guide for Oil Tankers and Terminals, Sixth Edition (ISGOTT)*, which will be published mid-2020.

As the world changes, so too must our industry, and this has led us to put a lot of effort and time into reviewing

our Strategy in 2019. There are many challenges, from regulatory to social changes, that we anticipate going forward, e.g. autonomous vessels, human factor impacts, global greenhouse gas (GHG) emission reductions and even decarbonisation. We have never faced these challenges before, but with them come opportunities to improve performance, and the next few years will certainly deliver a new level of excitement. In the past, we overextended ourselves, trying to cover everything without prioritising what is most important. This slowed the delivery of our publications on best practice. Our Strategy review has resulted in a new Vision and Mission which will allow us to focus our activities on critical risk areas and channel our resources into high impact publications and programmes to assist our members in managing risks. It will also help lead the industry in further improving performance by advocating our best practices together with global regulation.

We announced last year that we were initiating a root and branch review of Ship Inspection Report Programme (SIRE). To address those challenges mentioned above and to meet our new Strategy that prioritises critical safety, security, health and environmental risks, we started the Vessel Inspection Programme (VIP) project. We aim to develop the programme for tankers first and then apply the same principles to offshore vessels and barges (inland waterway vessels) to align the inspection programmes. This alignment will allow for a common inspection system with multiple variants that depends on vessel types. We published information on the VIP project in December 2019 and we will share more information



periodically as it develops in 2020. We will also ask for a review and feedback from the industry well in advance of implementing changes, which is currently scheduled for 2021.

As a global organisation, we continue to advocate for global regulation versus regional initiatives. We have represented our members at the International Maritime Organization (IMO) since 1971. One of the hottest topics in 2019 was the impending IMO sulphur 2020 fuel cap. With that landmark passed, I expect a renewed focus on GHG emission reduction targets during 2020, which will continue to be the hottest topic for the foreseeable future until the industry finds safe, sustainable solutions.

In closing, I would like to thank our member representatives and Secretariat staff who have put so much time and effort into our activities over the last year. I look forward to working with you throughout 2020 and achieving even more together.

Rob Drysdale, Director

Our Strategy review has resulted in a new Vision and Mission which will allow us to focus our activities on critical risk areas and channel our resources into high impact publications and programmes to assist our members in managing risks.

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 antipollution initiatives were starting to emerge nationally, regionally and internationally, but with little coordination.

Through OCIMF, the oil industry was able to play a stronger coordinating role in response to these

initiatives, making its professional expertise widely available through cooperation with governments and intergovernmental bodies.

OCIMF was granted consultative status at the IMO in 1971 and continues to present 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 safety, health, security and the environment pertaining to tankers, barges, offshore vessels and terminal interfaces.

About OCIMF

Today, OCIMF is widely recognised as the voice for safety of the oil industry, leading the global marine industry in the promotion of safe and environmentally responsible transport of crude oil, oil products, petrochemicals and gas, and driving the same values in the management of related offshore marine operations. Membership is expanding and includes every 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 cyber security and human factors. With the process of introducing new internationally accepted

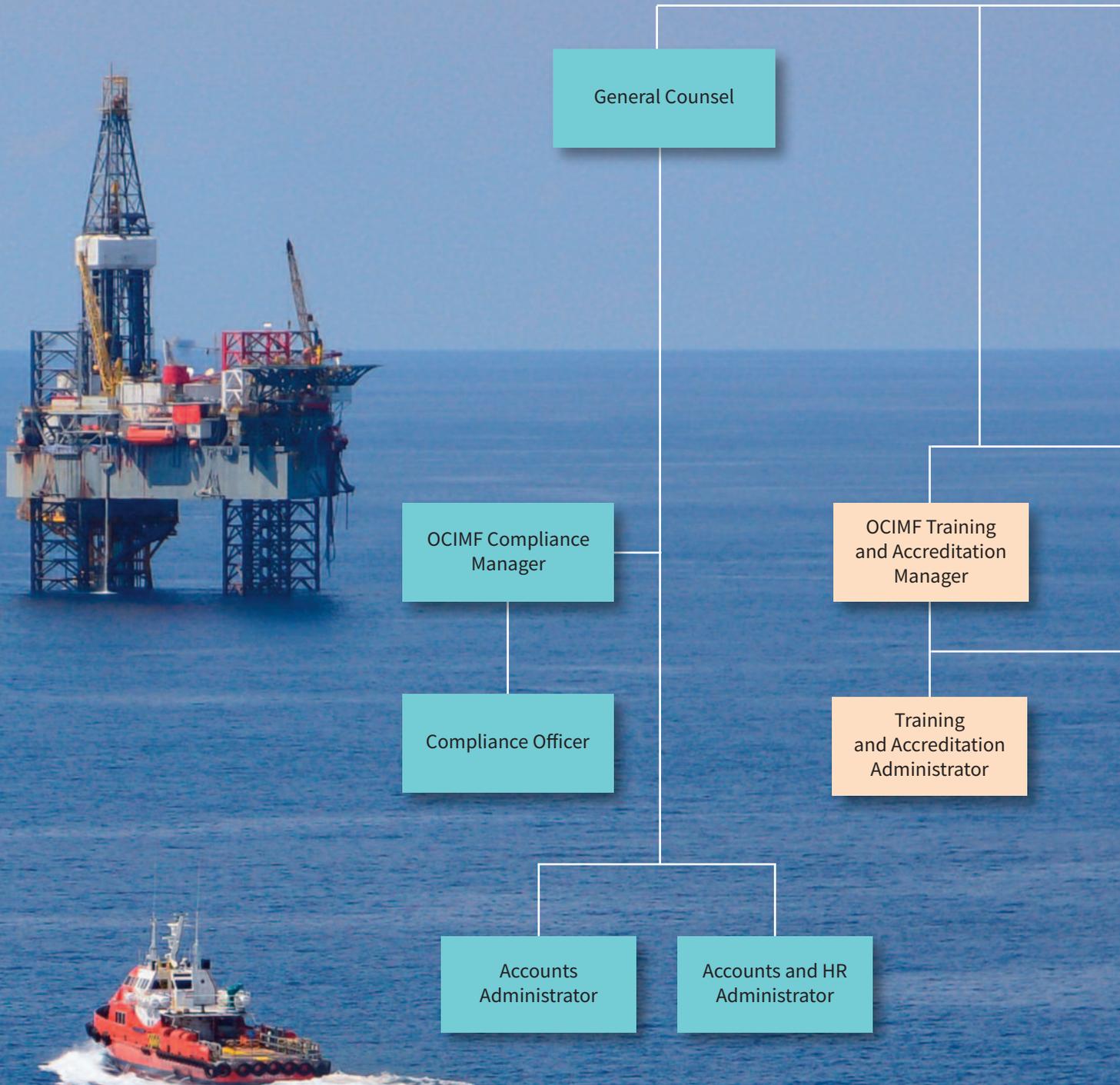
regulation necessarily slow as it crosses many individual countries and jurisdictions, OCIMF is in the unique position of being able to leverage the expertise of its membership to press ahead with much-needed guidance on important industry issues. This provides the means to improve practices in the membership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

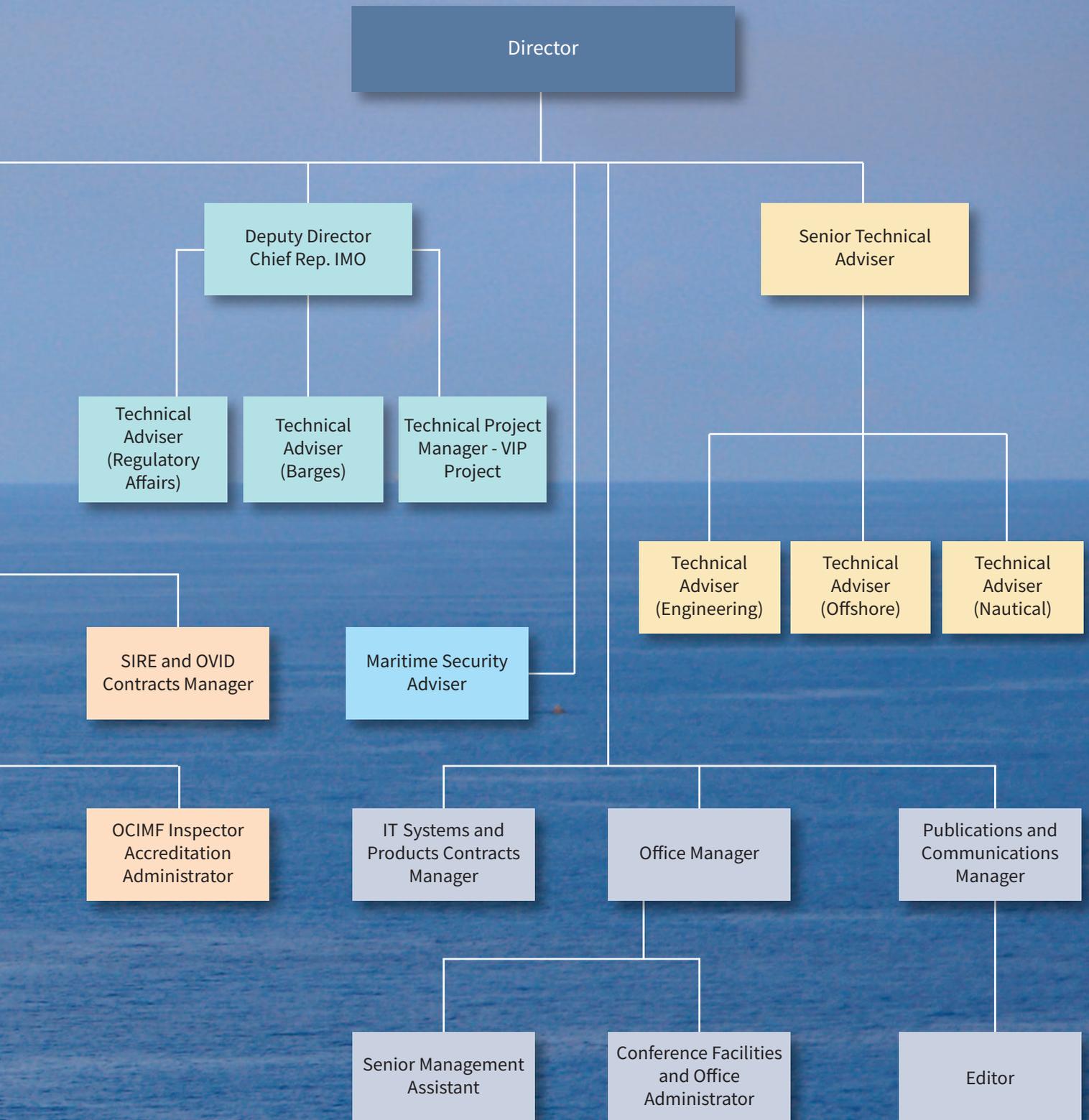
In addition to its extensive publications library, OCIMF has a rich portfolio of tools including its Ship Inspection Report Programme (SIRE), the Tanker Management and Self Assessment (TMSA) tool, the Offshore Vessel Inspection Database (OVID) and the Marine Terminal Information System (MTIS), all of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

Today, OCIMF is widely recognised as the voice for safety of the oil industry. Membership is expanding and includes every oil major in the world along with the majority of national oil companies.



ORGANISATIONAL CHART





SECRETARIAT



Rob Drysdale

Director



Sam Megwa

Deputy Director,
Chief Representative
to the IMO



Dave Wall

Senior Technical
Adviser



Sanchay Srivastava

Technical Adviser
(Nautical)
(from May 2019)



Faisal Rashid

Technical Adviser
(Offshore)



Ricardo Martinez

Technical Adviser
(Engineering)



Ajay Gour

OCIMF Training and
Accreditation Manager



Patrick McGroggan

OCIMF Compliance
Manager



Sach Sharma

Compliance Officer
(from June 2019)



Anita Borsberry

OCIMF Inspector
Accreditation
Administrator



Fabiano Dias

IT Systems and
Products Contracts
Manager



Kelly Hadley

Publishing and
Communications
Manager
*(maternity leave until
May 2019)*



Emma Carter

Conference Facilities
and Office
Administrator
(from February 2019)



Debbie Gillespie

Senior Management
Assistant



Katy Chenoweth

Editor
(from September 2019)



Philip Pascoe
General Counsel



Russell Pegg
Maritime Security
Adviser



Tony Wynne
Technical Adviser
(Nautical)
(to May 2019)



Matthew Graham
Technical Adviser
(Barges)



Motonobu Tsuchiya
Technical Adviser
(Regulatory Affairs)
(from April 2019)



Duncan Elsdon
Technical Project
Manager – VIP Project
(from July 2019)



Aziz Benbelkacem
SIRE and OVID
Contracts Manager



Louise Britchford
Training and
Accreditation
Administrator (OVID)
(from April 2019)



Teresa Cox
Accounts and HR
Administrator



Rebecca Harrison
Office Manager



Pauline Gilbert
Accounts
Administrator

Kate Mason

Publication Editor
(until March 2019)

Emily Yates

Publishing and Communications Manager
(maternity cover until May 2019)

Martine Pascal

Conference Facilities and Office Administrator
(until February 2019)

OCIMF MILESTONES

1970

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



1971

OCIMF was granted consultative status at the IMO



1975

First OCIMF guideline published: Ship to Ship Transfer Guide



2004

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



2000

SIRE Inspector Training and Accreditation programme released

SIRE QMS receives ISO certification



1993

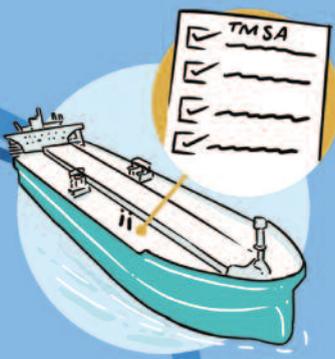
Ship Inspection Report Programme (SIRE) launched



1990

OPA Double Hulls





2004

Launch of Tanker Management and Self Assessment (TMSA)

Future

- GHG reduction
- New fuels
- Human Factors



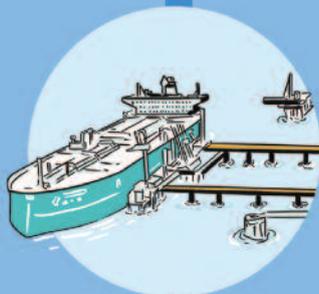
2010

Launch of Offshore Vessel Inspection Database (OVID)



2019

Strategy review



2011

Marine Terminal Information System launched (MTIS)

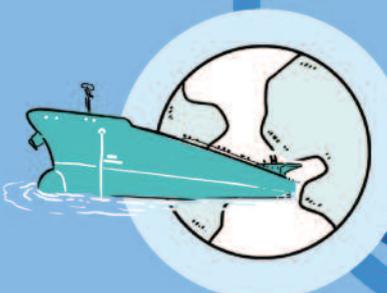


Fourth Edition

- i. Human Factors
- ii. Snapback
- iii. HMSF

2018

Fourth edition of Mooring Equipment Guidelines (MEG4) published



2016

Global Inland and Coastal Barging Focus Group (GICBFG) formed



2016

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

OCIMF in numbers

50 YEARS OF OCIMF
1970 - 2020

4 
PRINCIPAL COMMITTEES

14 
SUB-COMMITTEES AND FOCUS GROUPS

31 
WORKING GROUPS/TASK FORCES

14,694
LinkedIn  FOLLOWERS

1,833
NEWSLETTER SUBSCRIBERS 

110 MEMBERS IN **45** COUNTRIES



- ANGOLA
- ARGENTINA
- AUSTRALIA
- AUSTRIA
- BRAZIL
- CANADA
- CHILE
- CHINA
- COLOMBIA
- EQUADOR
- FINLAND
- FRANCE
- GERMANY
- GREECE
- INDIA
- INDONESIA
- ITALY
- JAPAN
- KAZAKHSTAN
- KUWAIT
- MALAYSIA
- MEXICO
- MOROCCO
- NETHERLANDS
- NIGERIA
- NORWAY
- PERU
- PHILIPPINES
- PORTUGAL
- QATAR
- RUSSIA
- SAUDI ARABIA
- SINGAPORE
- SOUTH AFRICA
- SPAIN
- SWEDEN
- SWITZERLAND
- THAILAND
- UNITED ARAB EMIRATES
- UNITED KINGDOM
- UNITED STATES
- VIETNAM

The numbers presented on these pages were updated December 2019.

3 
PROGRAMMES
 SIRE, OVID, MTIS

596 
SIRE
INSPECTORS

362 
OVID
INSPECTORS

1,851 
MTIS BERTHS
REGISTERED

838 
MTIS TERMINALS
REGISTERED

9,345 **23,167**
SHIPS INSPECTED **REPORTS UPLOADED**
161,683
REPORTS DOWNLOADED 

6,985 **8,389**
BARGES INSPECTED **REPORTS UPLOADED**
29,762
REPORTS DOWNLOADED 

3,216 **3,387**
OFFSHORE VESSELS INSPECTED **REPORTS UPLOADED**
1,945
REPORTS DOWNLOADED 

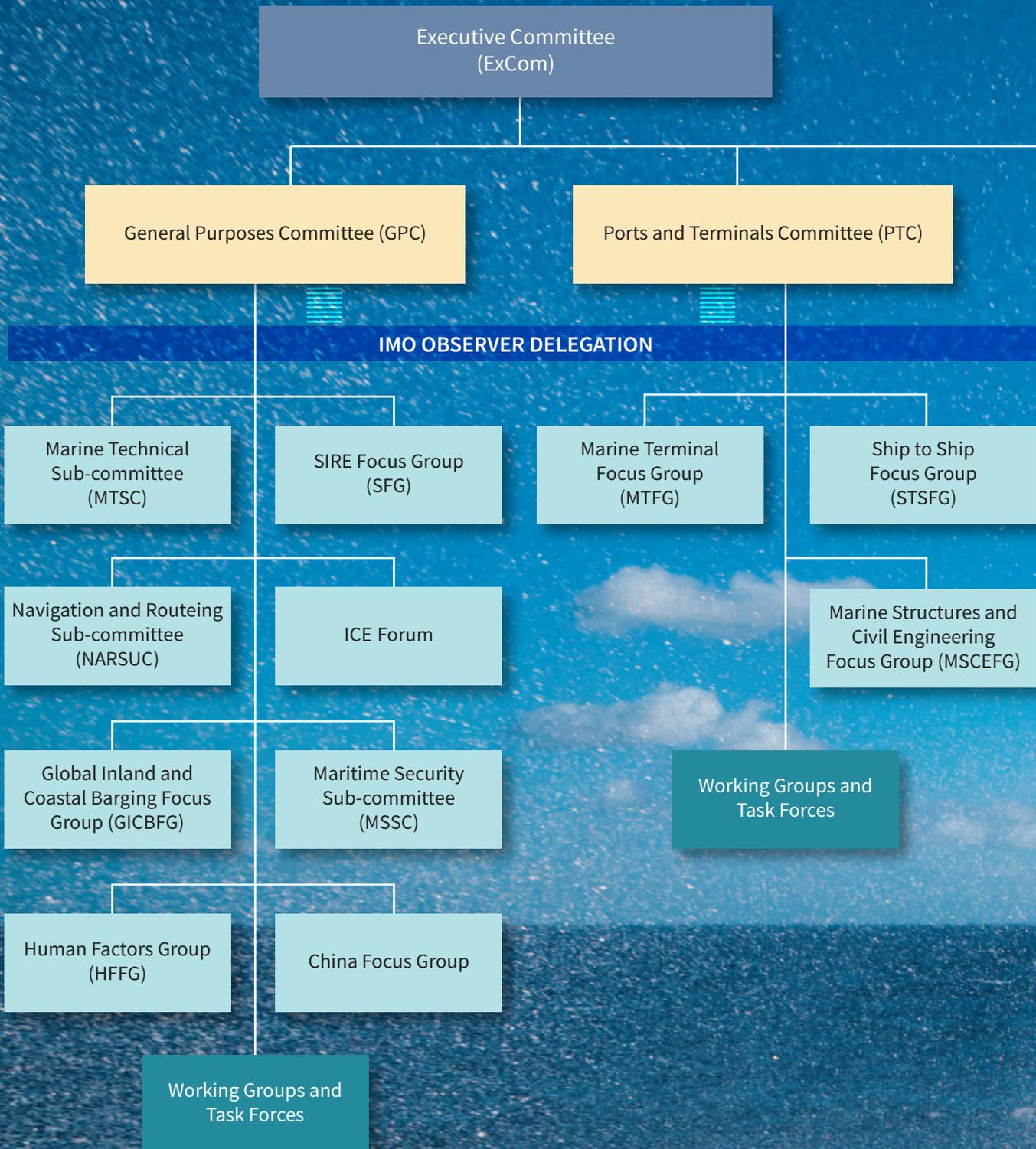
35
BOOKS

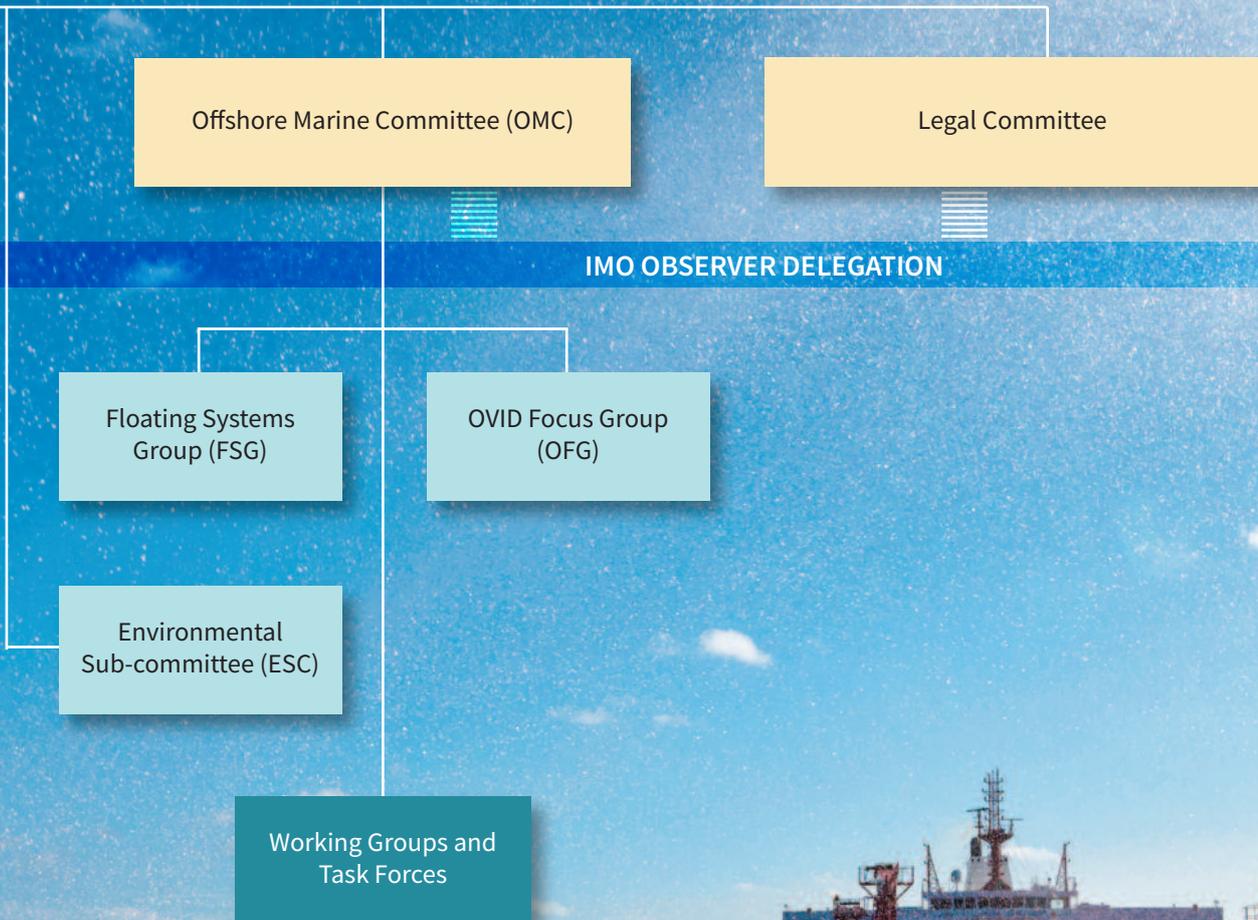

60
INFORMATION
PAPERS


OCIMF at the International Maritime Organization (IMO)
145 **DAYS OF**
MEETINGS
48 **YEARS**
CONSULTATIVE
STATUS 

OCIMF COMMITTEE STRUCTURE

Four principal committees report to the Executive Committee. The principal committees can establish sub-committees or focus groups as necessary.





Executive Committee



Chair

Mark Ross (Chevron)

Vice Chair

Luc Gillet (Total)

Members represented

- Aramco
- BP
- Chevron
- ConocoPhillips
- ENOC
- Equinor
- International Marine Transportation Limited (IMT)
- Marathon
- Petrobras
- Phillips 66
- Pirna
- Shell
- Total

Meetings in 2019

ExCom 83
6 June
Houston, USA

ExCom 84
7 November
Shanghai, China

Purpose

The Executive Committee (ExCom) provides governance and strategic direction to the committees and the Secretariat. The Director's Review and reports from the Principal Committees provide details of OCIMF's activities through 2019.

2019 activity

ExCom 83 was held in Houston, USA in June. ExCom 84 was held in November in Shanghai, China, in conjunction with the Asia Pacific Regional Marine Forum, with the aim of developing more visibility for OCIMF in China - a proposal that began around two years ago.

The OCIMF Strategy review kicked off in late 2018 and high-level recommendations were approved by ExCom in June 2019. Strategic projects were agreed to work further detail on how the implementation of the Strategy would materialise. A further review was conducted by ExCom in November, which resulted in the final approval of the proposed Vision, Mission and Strategy statements and a new committee structure. The strategic projects progressed towards the end of 2019, with a goal of completing detailed proposals to ExCom 85 in June 2020 to approve the roll-out of the new structure.

High-level proposals from the Vessel Inspection Programme (VIP) project were discussed. ExCom approved the next steps to develop risk bow ties, new VIQs and guidance and to conduct trials on new hardware and software during 2019-20.

ExCom 85 is scheduled to meet in London in June 2020, and ExCom 86 in San Francisco in December 2020.

The Chair accepted resignations from John DeRose (Phillips 66), Karen Davis (ConocoPhillips) and Paulo Penchina (Petrobras) and thanked them for their support and participation throughout their years in ExCom membership. The nominations of Marc Bayer (Marathon), Kevin Mulholland (Phillips 66), Doug Lamson (ConocoPhillips) and Abdulmohsen Al Rabeeah (Aramco) were supported and welcomed as new members of ExCom.

In 2019, seven new companies were approved to join OCIMF and four members left due to a mix of acquisitions, mergers and resignations.

New Members: Chrysaor, Nayara, Alma Petroli, IPLOM, Ithaca, Neptune Energy Norge and Lundin Norway AS.

Leaving Members: Anadarko, Engie, Gas Natural Aproveisionamientos and Quadrant Energy.

General Purposes Committee



Purpose

The General Purposes Committee (GPC) is responsible for delivering OCIMF's Strategy in relation to tankers and barges. It drives continuous improvement of safety, environmental, security and regulatory matters related to the design and operation of tankers and barges. It reports to the ExCom.

2019 activity

To further strengthen the governance and management of the tanker and barges inspection programme, the GPC designed and began beta testing of a centralised Inspection Request Portal for use by vessel operators and SIRE submitting members.

To help prevent a recurrence of the Sanchi-CF Crystal collision incident which resulted in multiple fatalities, the GPC also carried out an in-depth review of the official investigation report, which led to the commissioning and undertaking of several initiatives. These included the development of an information paper on the proactive use of Voyage Data Recorder (VDR) information and providing guidance on the use of AIS data overlay on ECDIS.

The GPC also advanced work on the development of an enhanced and risk-based vessel inspection programme, the Vessel Inspection Programme (VIP) project, that will replace the existing SIRE programme.

In collaboration with other industry organisations, the GPC published guidance on safety issues related to 0.50%-sulphur fuel to help ensure safe transition to the use of 0.50%-sulphur fuel under the IMO 2020 sulphur regulations.

To further improve safety, the GPC approved and began developing a new element on human factors for the Tanker Management and Self Assessment (TMSA). The new element will provide a framework for addressing human factors in Safety Management Systems (SMSs).

Chair

Jeremy Hudson
(Shell)

Vice Chairs

Raj Shetty (ENOC)
Jon Evans (IMT)

Members represented

BP
Cheniere Energy
Chevron
ENI
ENOC
Equinor
Excelerate
IMT
KOCH
Lukoil
Marathon
Neste
NLNG
Petrobras
Phillips 66
PIMA
Primorsk
Saudi Aramco
Shell
Total
Viva Energy
YPF

Meetings in 2019

GPC 88
3 March
Singapore

GPC 89
9 October
San Antonio, USA

Legal Committee

Purpose

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

2019 activity

The Legal Committee discussed issues related to OCIMF intellectual property protection. The committee reviewed international sanctions and made recommendations in relation to changes to the sanctions' framework within the OCIMF programmes. The committee provided support to the Strategy review by leading the review of the current membership model. Legal input was also provided to the Vessel Inspection Programme (VIP) project. Other work included providing support to publications and IMO/IOPC Funds.

Chair

Miguel Quinones
(IMT)

Vice Chairs

Karen Heslop (Shell)
Robert Melvin (BP)

Members represented

BP
Chevron
Equinor
IMT
Phillips 66
Pima
Shell
Total
Vela (Saudi Aramco)

Meetings in 2019

Legal 71
25 April
London, UK

Legal 72
16 October
Jersey City, USA

Ports and Terminals Committee

Chair

Eric Vincent (Hess)

Vice Chairs

Anuj Gupta
(ExxonMobil)

Zubin Bhada
(Woodside)

Members represented

- Anadarko
- Aramco
- BP
- Chevron
- ConocoPhillips
- ENAP
- Eni
- ENOC
- Excelerate
- Exxonmobil
- Hess
- HRC
- Husky Energy
- IMT
- INEOS
- INPEX
- Marathon
- Nigeria LNG
- NuStar
- Petrobas
- Phillips 66
- Primorsk
- Shell
- Total
- Valero
- Vopak
- Woodside

Meetings in 2019

PTC 90
9-10 April
London, UK

PTC 90
16-17 October
Singapore



Purpose

The Ports and Terminal Committee (PTC) is responsible for matters relating to the compatibility, safety and efficiency of terminals and tankers operating within port areas and those engaged in Ship to Ship (STS) transfer operations. The PTC supports the work of three focus groups and establishes task forces and working groups to address specific areas of concern.

As a part of OCIMF, the PTC provides leadership to the industry on the safe and environmentally responsible operation of the ship/shore interface, promoting continuous improvement in guidelines, recommendations and best practices of design and operations in accordance with OCIMF’s Mission.

2019 activity

In 2019, the PTC primarily focussed on updating the *International Safety Guide for Oil Tankers and Terminals, Sixth Edition (ISGOTT)*. In October, the committee reviewed and approved the draft, on the condition that all comments will be reviewed and actioned.

The PTC reviewed older publications to recommend proceeding with updates.

Offshore Marine Committee



Purpose

The Offshore Marine Committee (OMC) supports OCIMF's Vision and work to improve safety and environmental issues in offshore theatres in which members have an interest. Membership includes senior representatives from OCIMF member companies who are experts in offshore marine activities ranging from drilling and floating production facilities to offshore loading terminals.

Two groups report to the OMC: the OVID Focus Group (OFG) and the Floating Systems Group (FSG).

2019 activity

The OMC focussed on maintaining the high level of productivity of its sub-groups despite members' travel restrictions.

The committee and its sub-groups engaged in a number of activities including approving the terms of reference and forming working groups to develop:

- An OVID training and accreditation review.
- F(P)SO heading control guidelines.
- The information paper *Dynamic Positioning (DP) FMEA Assurance: Risk-Based Guidance*, which will be published in 2020.

The OMC approved the OCIMF/Marine Safety joint-information paper *The Carriage of Methanol in Bulk Onboard Offshore Vessels* for publication in 2020.

Two information papers, *Deck Cargo Management Onboard Offshore Vessels and Guidelines on the Marine Assessment of F(P)SOs*, and the book and programme, *Offshore Vessel Management Self-Assessment, Second Edition*, were approved by the OMC. The OMC appreciates the working group for the publications and thanks all who were involved. These three publications are now available for industry to use and provide feedback for improvement.

Chair

Tim Coombs
(Chevron)

Vice Chair

Andrew Bush
(SeaRiver/
ExxonMobil)

Members represented

Aker BP
BP
Chevron
Chrysaor,
ConocoPhillips
Equinor
IOGP
SeaRiver (Exxonmobil)
Shell
Suncore
Total
Woodside Energy

Meetings in 2019

OMC 18
3-4 April
San Ramon, USA

OMC 19
2-3 October
London, UK

Marine Technical Sub-committee

Chair

Ahmer Saeed
(Shell)

Members represented

BP
Chevron
ConocoPhillips
Equinor
Phillips 66
SeaRiver Maritime
Shell
Sonangol
Total

Meetings in 2019

MTSC 38
12-14 February
Houston, USA

MTSC 39
3-5 September
London, UK



Purpose

The Marine Technical Sub-committee (MTSC) is a standing sub-committee of the GPC, with technical experts focussed on engineering matters across all OCIMF committees, groups and other industry organisations. The MTSC focusses on key areas of design,

construction, maintenance and repair impacting marine vessel operation and offshore marine activities. The sub-committee makes recommendations to improve reliability, safety and protection of the environment.

2019 activity

The MTSC completed a review of *Factors Influencing Accelerated Corrosion of Cargo Oil and Ballast Water Tanks* and recommended that it be withdrawn. The sub-committee continued work on the following items:

- Using a water curtain system and remotely operated fire monitors to reduce the loss of lives in the event of fire/explosion on a vessel.
- Reducing the risk of fire in the engine rooms.
- The MTSC began reviewing older publications that may have a marine technical component, with a view to recommending at next meeting that new work will be undertaken.

Navigation and Routeing Sub-committee

Chair

Vedran Engelbreht
(Shell)

Vice Chair

Juan Presedo
(YPF)

Members represented

Chevron
ENOC
ENI
Equinor
ExxonMobil (IMT)
Petrobras
Total
Shell
YPF

Meetings in 2019

NaRSuC 55
10 January
London, UK

NaRSuC 56
10 July
London, UK



Purpose

The Navigation and Routeing Sub-committee (NARSUC) reports to the GPC and takes the lead on matters related to navigation and routeing that affect vessel operations and marine activities. The sub-committee develops recommendations to improve safety, reliability and protection of navigational safety and the

environment. It monitors all routeing and legislative issues from the IMO and contributes to the development of IMO-related activities including autonomous shipping and electronic navigation.

2019 activity

The sub-committee primarily focussed on developing *Recommendations on usage of ECDIS and preventing ECDIS related navigational incidents*, revising *Recommendations on the Proactive use of Voyage Data Recorder information* and reviewing *Guidelines for Transiting the Turkish Straits*.

Other work included:

- Contributing towards issuance of an *OCIMF Safety bulletin - Sanchi and CF Crystal Collision Incident*, which was issued in November 2019.
- Collaborating with OCIMF on reviewing the activities of the IMO Sub-Committee on Navigation, Communications and Search and Rescue (NCSR).

Environmental Sub-committee



Purpose

The Environmental Sub-committee (ESC) is responsible for developing and implementing OCIMF's environmental objectives in relation to the design and operation of tankers, terminals and offshore vessels. It reports directly to the ExCom.

2019 activity

The ESC decides on and oversees activities related primarily to marine pollution, air pollution and energy efficiency. The ESC's activities do not include processing safety issues, i.e.

preventing spills, leaks, equipment or machinery failures and other incidents that lead to the release of oil, chemical and gas into the marine environment.

Established in 2019, the ESC began work on developing OCIMF's plan on the environment which defines OCIMF's priorities and plan on key environmental issues such as:

- Greenhouse gas emission (GHG) reduction.
- Energy efficiency.
- Effluent discharges from vessels.
- Alternative fuels.
- Invasive species.

Chair

Mike Forrester
(IMT)

Vice Chairs

Chris Brown
(Chevron)

Members represented

Anardarko
BP
Chevron
ENOC
Equinor
IMT
Phillips 66
Saudi Aramco
Shell
Total

Meetings in 2019

ESC 1
10-11 April
London, UK

ESC 2
6-7 August
San Ramon, USA

ICE Forum

Purpose

The Ice Forum reports to the GPC and focusses on the safe operation of tankers and terminals, and the safe navigation of tankers, affected by ice or severe sub-zero conditions. Discussions include the compatibility of equipment and procedures for operating in these conditions, with an aim to ensure personal safety, operational integrity as well as environmental protection.

2019 activity

In November 2019, the ICE Forum, with ICS, published a new information paper on *Guidelines for the development of a Polar Water Operational Manual*. Ship operators wishing to obtain an ICE Certificate as per the Polar Code must have a Polar Water Operational Manual (PWOM). Flag States issuing these certificates request Class Societies to act as Recognised Organisations to validate the contents of the PWOM. The IMO's Polar Code

Appendix B provides some guidance as to the contents of the PWOM. OCIMF and ICS worked together to develop this information paper to expand on the guidance in Appendix B of the Polar Code.

Other work included liaising with the Arctic Shipping Best Practices Information Forum, which supports the Protection of the Arctic Marine Environment Working Group (PAME), a working group of the Arctic Council.

Chair

David Vaughn
IMT (ExxonMobil)

Members represented

Gazprom
IMT (ExxonMobil)
Lukoil
Neste Oil
Primorsk Oil
Shell
Total
with guest Subject Matter Experts (SMEs) from Alfons Hakens and International Association of Classification Societies (IACS)

Meetings in 2019

ICE 29
17 January
London, UK

ICE 30
3 September
Virtual meeting

Maritime Security Sub-committee

Chair

John Evans
(Shell)

Vice Chair

Shaikh Rahim
(IMT)

Members represented

- Ampol
- BP
- Chevron
- Equinor
- Excellerate Energy
- ExxonMobil
- Shell
- Total
- Tullow



Purpose

The Maritime Security Sub-committee (MSSC) shares information and experience and works together to support the maritime security of OCIMF members and to monitor activity in areas of common interest, such as Latin America, the Gulf of Aden, the Gulf of Guinea and Asia.

2019 activity

The maritime security risks faced by seafarers throughout 2019 were diverse and unpredictable. Attacks from pirates in the Indian Ocean and Asia reached an all-time low, while the effects of state-led activity in the Middle

East caused great concern. For the first time since the 1980s Tanker Wars, navies patrolled strategic choke points and merchant vessels were escorted. The Gulf of Guinea saw an alarming increase in the number and ferocity of attacks against tankers, and the number of seafarers held in captivity was unacceptable.

Responding to the increase in global threats, the MSSC focussed on supporting cross industry guidance along with government and navy interaction to mitigate the security risks to members. A regional security forum with Latin American members in May broadened security interest and created new opportunities.

The sub-committee maintained good relations with a number of national and regional organisations such as IFC Singapore, MDAT-GoG, ReCAAP, UKMTO Dubai and supported the development of the International Maritime Security Construct (IMSC). OCIMF supports both the IMSC and UKMTO, with a Merchant Navy Liaison Officer seconded from the membership.

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International Safety Guide for Oil Tankers and Terminals (ISGOTT) revision project

Purpose

The *International Safety Guide for Oil Tankers and Terminals, 5th Edition (ISGOTT5)* has been in circulation since 2006 and the project to update was authorised by the co-authors OCIMF, ICS and IAPH in 2017. Work began in early 2018 via multidisciplinary technical working groups under the direction of a Steering Group.

Throughout 2019 the project remained on target to deliver the new draft in time for publication in the second quarter of 2020.

The revised sixth edition will include new guidance on human factors, alternative and emerging technology and cargo inspectors, as well as significantly updated guidance on safety management on tankers and marine terminals. In particular a major emphasis was put into updating enclosed space entry requirements, as well as enhancements to the safe management of the ship/shore interface and safety checklists.

Primary Working Group

Co-chairs: Charles Stuart (NuStar) and Arjan Kreuze (Stolt/ICS)

The Primary Working Group was responsible for reviewing amendments to *ISGOTT5*, developing *ISGOTT6*, Part one: General information (chapters 1–8), overseeing the work of the other working groups and reporting progress to the Steering Group.

Tanker Working Group

Co-chairs: Javed Bhombal (IMT/ExxonMobil) and Soren Andersen (Nordic Tankers/ICS)

The Tanker Working Group was responsible for reviewing amendments to *ISGOTT5*, developing *ISGOTT6*, Part two: Tanker information (chapters 9–14) and reporting progress to the Primary Working Group.

Marine Terminal and Tanker Interface Working Group

Co-chairs: Marta Krogstad (Chevron) and Peter Maasland (Stolt/ICS)

The Marine Terminal and Tanker Interface Working Group was responsible for reviewing amendments to *ISGOTT5*, developing *ISGOTT6*, Part three: Terminal information (chapters 15–20) and Part four: Management of the tanker and terminal interface (chapters 21–25) and reporting progress to the Primary Working Group.

ISGOTT6 Review Group

The Review Group was formed in June 2019 to consider the amendments proposed by the technical working groups for the revised *ISGOTT6*, and to work with the publications teams to develop a draft *ISGOTT6* for review by the co-authors' member committees. This team worked intercessionally to further enhance the text and figures to produce a working draft for the publishers.

The project structure included a Steering Group, and three technical working groups; a Primary Working Group, and two functional working groups on tanker and marine terminal/tanker interface activities. In mid-2019 these technical working groups were replaced by a separate Review Group.

2019 activity

During the first half of 2019 the technical working groups met three times to address comments and amendments to the text. This work was further supplemented by intercessional work undertaken by workgroup members and technical writers. In mid-2019, on completion of the initial amendment work, a separate Review Group, consisting of 24 members of the technical working groups, reviewed the changes proposed by the working groups, and provided a consolidated review draft for member committee consideration. This draft was then approved at member committees in October 2019 in time for a final consideration of the comments from the committee reviews and for delivery to the publishers.

STEERING GROUP

Chair

Mike Sitts (Chevron)

Members represented

Chevron
ENOC
IMT (ExxonMobil)
INEOS
Petrobras
Shell
Total

ICS members represented

Danish Shipping
ICS Secretariat

Meetings in 2019

Steering Group

11 March 2019
London, UK
Second meeting in year replaced by Member Committee meetings during October 2019

Technical Working Groups

15-17 January 2019
London, UK
12-14 March 2019
London, UK
14-16 May 2019
London, UK

Review Group

17-21 June 2019
Houston, USA
15-19 July 2019
London, UK



Global Inland and Coastal Barging Focus Group



Purpose

This focus group was formed in February 2016 to review all barge-related safety and pollution prevention issues globally. Its work later expanded to include regional SIRE Cat 3 groups, which developed into three regional inland and coastal barging focus groups:

- North America (2012).
- South and Central America (2014).
- Europe (2016).

With regional expertise and global oversight of barging issues, OCIMF's work to improve safety and environmental protection in the barging industry will develop further, especially through OCIMF's recent Global Barge Strategy.

Until late 2018, the regional focus groups reported Cat 3 inspection and administrative issues, to the SIRE Focus Group, and safety and environmental protection topics to the GICBFG. The GICBFG now has direct oversight of the regional focus groups, with any inspection matters reported to the SIRE Focus Group on a regular basis.

2019 activity

The GICBFG has continued focussing on delivering OCIMF's Global Barge Strategy. It has further enhanced the communications strategy to assist planning and prioritisation of the advocacy/engagement element.

Additional administrative work includes introducing a standard Terms of Reference template to current regional focus groups to ensure all regions are aligned in their scope and direction. Following a review and suggestions from the regional groups, the templates were approved by the global group. The revised GICBFG Terms of Reference was approved by the GPC.

The barge team, GICBFG and NAICBFG groups, supported the GPC with reviewing OCIMF's barge-related publications and determining whether a publication is still useful or valid to OCIMF's members and industry.

The GICBFG developed criteria for future regional inland and coastal barge focus groups. Its Members recognised the need to balance specific regional differences, Secretariat resources and the effective delivery of the Global Barge Strategy.

In addition, GICBFG held its first meeting with a regional inland and coastal barge focus group which allowed for an open conversation between the groups on global and regional issues, strategic direction, and the development of regional focus and priorities.

Chair

Robert Brook
(Chevron)

Vice Chairs

Galen Locke
(IMT (ExxonMobil))

Bjorn Ternoey
(Total)

Members represented

Braskem
Chevron
IMT
Marathon
Pan American Energy
Phillips 66
Repsol
Shell
Total
YPF

Meetings in 2019

GICBFG 9
11-12 February
London, UK

GICBFG 10
29-30 August
Houston, USA

Europe Inland and Coastal Barging Focus Group

Chair

Robert Brook
(Chevron)

Vice Chair

Dave Mertens
(Total)

Members represented

Chevron
Eni
INEOS
IMT
Lukoil
OMV
Shell
Total

Meetings in 2019

EICBFG 7
13-14 June
London, UK

EICBFG 8
9-10 December
London, UK



2019 activity

In 2019, the Europe Inland and Coastal Barging Focus Group (EICBFG) began working on an information paper *Effective Communication During Navigation on Inland European Waterways*. The paper sets out the reasons and context for ineffective communications in the region. This is despite their use being written into European inland waterway legislation. The text provides practical steps for owners, operators and those working on board to use safe navigation equipment and practices to avoid collisions.

The focus group is responsible for the European SIRE Cat 3 programme and were able to support this by having all the current accredited Inspectors successfully complete their first refresher training. During the year, members were identifying potential changes to the questionnaire to enhance it following changes in the industry and any changes in regulations.

South and Central American Inland and Coastal Barging Focus Group

Chair

Jorge Fernandez Aguirre
(Repsol)

Vice Chairs

Juan Faggioli
(Pan American Energy)

Ricardo Ramos
(Braskem)

Members represented

Braskem
Pan American Energy
Petrobras
Repsol
Shell
Transpetrol
YPF

Meetings in 2019

SCAICBFG 11
21-23 May
Sao Paulo, Brazil

SCAICBFG 12
20-21 November
Buenos Aires, Argentina



2019 activity

The group completed their review of the regional SIRE report question set and vessel particulars questionnaire. In continued support to the programme, new and refresh training for South and Central American Cat 3 Inspectors was led by the group.

Members continued work on an information paper *Considerations for Converting Non-Propelled Inland and Coastal Barges to Closed Loading*. Because most inland and coastal barges used by OCIMF members are open loading vessels, this paper will help owners and operators reduce the environmental impact of cargo operations.

The group reviewed an industry study on the relationship between minimum tug horsepower and the volume of cargo being transported. The study, which was located on a tributary river to the River Amazon near Manaus, showed that a reduction in a tug's horsepower for safe navigation was possible when compared to guidance in OCIMF's *US Barge Operations Guide*.

North America Inland and Coastal Barging Focus Group



2019 activity

The North America Inland and Coastal Barging Focus Group (NAICBFG) completed their review of the North American SIRE question set and vessel particulars. In addition, they led the new and refresher training for North American Cat 3 Inspectors to support the programme.

With a wider range of hydrocarbon cargoes now being transported on inland and coastal barges, the NAICBFG identified additional training needs to support the local Cat 3 programme.

The NAICBFG organised and hosted the first North American Barge User Group (NABUG) in Houston, USA. This first opportunity to have OCIMF member and operator dialogue used the format of the SIRE User Group and OVID User Group meetings.

The NAICBFG hosted GICBFG during their second meeting of the year which allowed the North American members to gain direct understanding and focus for moving forward in developing their workstreams. The global members gained a deeper understanding of regional issues. During this joint meeting, both groups supported the GPC with their publications review.

Chair

Rajeev Saini
(Chevron; to 28 August)

Vice Chairs

Rakesh Balaj
(Marathon)

Alex Van Dusen
(Chevron; from 28 Aug)

Members represented

Chevron
Energy Transfer
IMT (Seariver Maritime)
Marathon
Martin Marine
Phillips 66
Shell
Total
Valero

Meetings in 2019

NAICBFG 15
12-13 March
New Orleans, USA

NAICBFG 16
27-28 August
Houston, USA

Human Factors Focus Group



Purpose

The Human Factors Focus Group (HFFG) is responsible for delivering OCIMF's Strategy on human factors. It works across various OCIMF committees, sub-committees and working groups to ensure alignment and consistency in the application of human factors in work of OCIMF. It reports directly to the GPC.

2019 activity

The HFFG finalised the first strategic plan for OCIMF on human factors.

As part of the *ISGOTT 6* revision project, the HFFG revised the human factors chapter (chapter 7) in *ISGOTT* and the guidance on preventing enclosed space incidents.

The HFFG also engaged in enhancing the application of human factors to OCIMF SIRE inspections and management self assessment programmes.

The focus group undertook advocacy work on lessons learned from the CF Crystal-Sanchi tanker collision incident, including improvements on the quality of incident investigations in the industry.

Chair

Simon Robinson
(BP)

Vice Chairs

Anuj Gupta (IMT)

Members represented

BP
Chevron
ENOC
Equinor
IMT
Petrobras
Shell
Total

Meetings in 2019

HFFG 02
3 April
London, UK

HFFG 03
11-12 September
London, UK

China Focus Group



Chair
Luo Fuming (Shell)

Vice Chair
Youyu Lu (CNOOC)

Members represented
 CNOOC
 IMT
 Phillips 66
 Shell
 Total

Guest subject matter experts:
 Ray Marine
 China Class Society
 Bosson Marine

Meetings in 2019
CFG 28
 9 July
 Ningbo, China

CFG 29
 5 November
 Shanghai, China

Purpose
 The China Focus Group promotes awareness and adoption of industry best practices and guidelines in China by working with local companies and government and through workshops. The aim is to raise the standard of tankers, barges, offshore vessels and marine terminal operations in the region. The group also supports the translation of high-level OCIMF publications into Mandarin.

2019 activity
 The focus group assisted with arrangements for the OCIMF Director to meet with the China Maritime Safety Administration as well as members of the group in April.

In July, the focus group and the Secretariat attended the 2019 International Forum on Ship Technology and Safety in Ningbo where the OCIMF Director spoke on OCIMF's work. The focus group hosted the OCIMF Marine Terminal Operator Safety Management Workshop and held a focus group meeting. The workshop was well attended, with active participation by attendees. Speakers were from across the marine terminal industry and gave insights to terminal issues in China.

The meetings focussed on delivering the China Strategy by prioritising translations of OCIMF publications over the next few years, developing a China Cat 3 SIRE variant for inland and coastal barges and planning another Marine Terminal Operator Safety Management Workshop.

Did you know that OCIMF has resources and publications in Mandarin?

For more information, visit the **OCIMF website**

Translations coming soon to publications

Marine Terminal Information Booklet: Guidelines and Recommendations (Mandarin)

Mooring Equipment Guidelines, Fourth Edition (Mandarin)

关于OCIMF
 使命
 为油轮、码头和近海支援船舶行业提供安全和环保领域的权威领导,持续改善设计标准和操作标准。

目前的OCIMF
 目前,OCIMF 为石油和天然气行业提供安全和环保领域的权威领导,持续改善设计标准和操作标准。OCIMF 目前拥有超过 100 年的经验,为行业提供安全和环保领域的权威领导,持续改善设计标准和操作标准。OCIMF 目前拥有超过 100 年的经验,为行业提供安全和环保领域的权威领导,持续改善设计标准和操作标准。

目标
 互动
 通过 OCIMF 网站和社交媒体平台,与行业专业人士建立联系,了解他们的需求和期望,并提供相应的支持和资源。

推广
 通过行业会议、研讨会和培训课程,向行业专业人士推广 OCIMF 的出版物和标准,并提供相关的技术支持和培训。

Ship to Ship Focus Group



Chair

Patricia Clark
(Aramco Services)

Vice Chair

Bill Kappelman
(Chevron)

Members represented

AMPOL
Aramco
BP
Chevron
ConocoPhillips
ExxonMobil
Oil Tanking
P66
Petrobras
Shell
Total

Meetings in 2019

STSFG 12
6-7 February
Houston, USA

STSFG 13
17-18 September
Houston, USA

Purpose

The Ship to Ship Focus Group (STSFG) is a standing sub-committee and, on behalf of PTC, is the core technical review group for issues on STS operations. The STSFG update the PTC on any new legislation, applicable standards and industry best practices relating to STS transfer activities. The focus group has built an effective working relationship with industry partners such as Industry Task force on Offshore Lightering (ITOL), Europe, Middle East and Africa (STS EMEA) and the Singapore Nautical Institute (SNI) Forum on STS Best Practices. The global reach of this focus group has been appreciated by industry partners and gives OCIMF the opportunity to identify regional challenges and to exchange best practices for the benefit of the STS industry.

They also provide the Secretariat with technical support to assist in the preparation of industry responses to proposed legislation, e.g. the development of technical papers that are relevant to IMO committees and/or sub-committees.

2019 activity

Once the BSEN 1765 regulations changed and the *International Safety Guide for Oil Tankers and Terminals (ISGOTT)* chapter 18 was finalised, the committee continued their work on the *Guidelines for the Handling, Storage, Inspection and Testing of STS Hoses*.

The committee also completed and sent the *STS Service Provider Self Assessment* for approval by the PTC.



Marine Structures and Civil Engineering Focus Group

Chair

Arjan Maijenburg
(Shell; to October 2019)

Rabinder Manku
(BP)

Members represented

BP
Chevron
ENI
ExxonMobil
Shell
Total
Vopak

Meetings in 2019

MSCEFG 7
7 March
London, UK

MSCEFG 8
25 July
Virtual meeting

Purpose

The Marine Structures and Civil Engineering Focus Group (MSCEFG) is a standing sub-committee of the PTC, with civil engineers and naval architects focussed on engineering standards at the ship/shore interface. This group focusses on human factors, behavioural safety and learning from incidents and advises in its engagement with other industry initiatives, including:

- British Standards Institution (BSI) Committee CB/502 Maritime Works.
- The World Association for Waterborne Transport Infrastructure (PIANC) Recommendations.

2019 activity

The MSCEFG completed the revision of and provided technical input on questions that arose during the editorial process for the *Design and Construction Specification for Marine Loading Arms*, which was published in December 2019. The MSCEFG also contributed to the BS 6349-2:2019 *Maritime works: Code of practice for the design of quay walls, jetties and dolphins*, which was published in June 2019.

The MSCE FG continued work on the following:

- Evaluation of equivalency criteria guidance for alternative and emerging technologies for mooring systems that may complement the guidance given in the newly released *Mooring Equipment Guidelines, Fourth Edition (MEG4)*.
- Revision of the *Jetty Maintenance and Inspection Guide (JMIG)*.
- Contribution to PIANC WG 153, *Recommendations for the Design of Marine Oil and Petrochemical Terminals*.
- Contribution to PIANC WG 200, *Recommendations for the Design and Assessment of Marine Single Point Mooring (SPM) or Multi-Point Mooring (MPM) Facilities*.
- Contribution to PIANC WG 211, *Updating of – Guidelines for the Design of Fender Systems*.

The MSCEFG began reviewing the *Guidelines for the Design, Operation and Maintenance of Multi Buoy Moorings (MBM)*. In addition, the group will contribute to BS 6349-4:2014 *Maritime works. Code of practice for design of fendering and mooring systems*.

Floating Systems Group



Chair

John Reid
(Shell)

Vice Chairs

Sebastian Gerrits
(SBM Offshore)

Donald Lebreux
(SeaRiver/ExxonMobil)

Members represented

- Aker BP
- BP
- Chevron
- Hess
- Husky
- SeaRiver (ExxonMobil)
- Shell
- Total
- Woodside Energy

with invited industry guests from:

- SPM
- Bluewater
- BW Offshore
- Bumi Aramada
- MODEC

Meetings in 2019

FSG18
6-7 March
Hoofddorp,
The Netherlands

FSG19
11-12 September
Houston, USA

Purpose

A forum for open discussion among the operators of offshore terminals and marine facilities, including Floating (Production) Storage and Offloading (F(P)SOs) systems permanently moored or disconnectable.

2019 activity

After receiving approval from the OMC, the *Guidelines on the marine assessment of F(P)SOs: Assessment Criteria and Questionnaire, Second Edition* was published. The Floating Systems Group (FSG) reviewed and has now been tasked with creating a priority list for revising older publications.



Members of the OCIMF Secretariat and the MTSC visited the International Maritime Organization (IMO) Headquarters, which included a tour, a film about the IMO's work and in-depth presentations relevant to MTSC's technical work.

MTSC Chair Ahmer Saeed said, "IMO is international standard setting authority for truly international shipping industry. IMO standards have served the shipping industry well and kept shipping operations safe and environmentally friendly. This is aligned with our aspirations in OCIMF and we look forward to contribute even more on technical, safety and environmental input into IMO for improved safety and environmental performance serving our membership and wider community now and, in the time, to come".



International Maritime Organization

The International Maritime Organization (IMO) is the United Nations specialised agency responsible for improving maritime safety and preventing pollution from shipping.

The IMO's main task has been to develop and maintain a comprehensive regulatory framework for shipping. Its remit today includes safety, environmental concerns, legal matters, technical cooperation, maritime security and the efficiency of shipping.

While the Assembly sets the direction for the organisation and the Council decides on the detailed two-year work programme, much of the technical work to update existing legislation or develop and adopt new regulations is conducted by the IMO's specialised committees and sub-committees.

Meetings are attended by maritime experts from member governments, together with those from interested intergovernmental and non-governmental organisations, including OCIMF. OCIMF has enjoyed consultative status since 1971.

In addition, OCIMF and members participate at different stages of discussion, such as at the correspondence groups that are organised between the formal meeting sessions. While the committees decide on technical matters, the technical details are delegated to the sub-committees who then form working groups for experts to work through issues in greater detail. Input can be provided, and decisions challenged at every stage. This gives OCIMF many opportunities to contribute.

Key contribution in 2019

Safe Mooring Operations: To enhance safe mooring operations, OCIMF actively participated in the sixth session of the IMO Sub-Committee on Ship Design and Construction and advocated for amendments to SOLAS Regulation II-1/3-8 and supporting guidelines. OCIMF published the Mooring Equipment Guidelines, Fourth Edition (MEG4) which is included as a reference in the IMO's work.

Fuel safety - IMO 2020 sulphur limits: To address the potential safety and operational issues related to the use of 0.50%-sulphur fuels, OCIMF collaborated with IPIECA and other industry organisations from across the shipping industry, the refining industry, bunker suppliers, standards organisations and other interested parties to develop joint industry guidance, which was announced by the IMO Circular Letter No.4020 (22 August 2019).

Technical and operational measures for enhancing the energy efficiency of ships: To help achieve an objective, consistent and accurate identification of energy efficiency measures for ships, OCIMF worked with the International Petroleum Industry Environmental Conservation Association (IPIECA) to urge the IMO to develop methodology for analysing the data fuel consumption data that will be collected through the IMO Data Collection System (DCS).

Piracy and maritime security: To help enhance security of ships, OCIMF worked with other NGOs and Member States at the IMO to inform the IMO on harmonisation of global reporting of piracy and armed robbery, the revised Best Management Practices to Deter Piracy and Enhance Maritime Security (BMP5) and updated guidance for protection against piracy and armed robbery in the Gulf of Guinea.

Casualty investigations: OCIMF took an active role in reviewing the collision between the tanker Sanchi and the bulk carrier CF Crystal during the sixth meeting of the IMO's Sub-committee on Implementation and IMO Instruments.

Deck cargoes: In conjunction with the discussion on weather-dependent lashing at IMO's Sub-Committee on Carriage of Cargoes and Containers (CCC), OCIMF submitted a paper introducing Deck Cargo Management Onboard Offshore Vessels, which was published in 2018.



Cyber Working Group

Chair

Alexandra Ebbinghaus
(Shell)

Vice chair

Raajitha Pyreddy
(Chevron)

Members represented

BP
Chevron
Engie
IMT
Koch Shipping
Phillips 66
Shell,

with invited industry guests from: Maersk

Meetings in 2019

CWG 9
27 March
London, UK

CWG 10
26 September
London, UK

2019 activity

The Cyber Working Group (CWG) is a multidisciplinary group reporting to the GPC that examines the risk of cyber threats to vessels, offshore installations and mariners.

The vulnerability of vessels from cyber threats is firmly recognised and the CWG works to include cyber-related questions to TMSA and SIRE/OVID VIQ to help cement best practise. The CWG continues to contribute to updating industry guidelines and supporting a Joint Work Group at IACS to develop the construction and delivery of cyber-resistant ships.

Reports to: GPC

ECDIS Working Group

Chair

Simon Hughes
(Chevron)

Vice chair

Thomas Hadley
(BP)

2019 activity

After reviewing ECDIS-related incidents, the ECDIS Working Group focussed on progressing *Recommendations on usage of ECDIS and preventing ECDIS-related navigational incidents*. This information paper provides all stakeholders, including seafarers, regulators, inspectors, charterers, training institutes and manufacturers, with guidance and recommendations on best practices while using ECDIS.

The document is under review by NARSUC and will be published in 2020.

Reports to: GPC

Recommendations on the Proactive use of Voyage Data Recorder Working Group

2019 activity

The working group reviewed the 2013 edition *Recommendations on the Proactive Use of Voyage Data Recorder Information* and made excellent progress with updating information related to technological advancements, human factors as well as regulatory changes since the paper was first developed with a subject-matter expert. The group aims to include aspects of human element analysis that supports the recommendations from OCIMF's *Guide to Best Practice for Navigational Assessments and Audits* and the proactive use of VDR to carry out remote navigational audits.

This information paper is under review NARSUC and will be published in 2020.

Reports to: GPC

Dynamic Positioning FMEA Assurance: Risk-based Guidance Working Group

Chair

Kris Kallaway
(ConocoPhillips)

2019 activity

This working group is led by OCIMF and includes service members, technical vessel operators, Class representatives, training and accreditation officers and representatives from the International Marine Contractors Association (IMCA) and the Marine Technology Society (MTS). A first draft was completed and approved by the OVID Focus Group (OFG). It is due to be published in 2020.

Reports to: OMC

F(P)SO Heading Control Guidelines Working Group

Chair

Sebastian Gerrits
(SBM Offshore)

Vice chair

Donald Lebreux
(SeaRiver/ExxonMobil)



2019 activity

There were four meetings this year during which the working group reviewed updates on the draft. Some chapters were updated, while others will require further development. After reviewing bids from four companies for the development of a bollard pull calculation tool, which will be used in chapter 10, the group chose MARIN to carry out the project.

Reports to: OMC

Offshore Vessel Management and Self Assessment Working Group

Chair

Sebastian Gerrits
(SBM Offshore)

Vice chair

Donald Lebreux
(SeaRiver/ExxonMobil)

2019 activity

This working group made excellent progress on *Offshore Vessel Management and Self Assessment, Second Edition (OVMSA2)*, which was published December 2019.

Reports to: OMC

The Carriage of Methanol in Bulk onboard Offshore Vessels Working Group



Chair

Pat Dasgupta
(Chevron)

Vice chair

Thomas Hadley (BP)

2019 activity

Work on this joint publication between OCIMF and Marine Safety Forum (MSF) has been completed, with publication set for early 2020.

Reports to: OMC

Static Towing Assembly Guide Working Group

Chair

Andrew Bickerdike
(Chevron)

Vice chair

Luiz Filipe Ferreira de Santana
(Petrobras)

2019 activity

This working group completed the development of this information paper, which will be submitted to the OMC in 2020. Recommendations for this information paper come from extensive industry data-gathering and a technical study. It provides technical guidance on selecting fit-for-purpose towing assemblies that minimise the risk of injury to personnel or damage to equipment, and that optimise static towing operation effectiveness.

Reports to: OMC

At Berth Emissions Working Group

(formerly, California Air Resources Board WG)



Chair

Duncan McFarlane
(Shell)

2019 activity

After two virtual meetings, this working group has been suspended, pending the outcome of a possible regulation that will be in-line with a study in California.

Reports to: PTC

Ship to Ship Service Providers Self Assessment Working Group

Chair

Patricia Clark
(Aramco)

2019 activity

Work continues on updating the *Ship to Ship Service Provider Self Assessment*.

Reports to: PTC

Guidelines for Handling, Storage, Inspection and Testing of Ship to Ship Hoses Working Group

Chair

Calum Love
(Shell)

2019 activity

A draft of this information paper will be finalised by the STSFG and then go to the PTC for approval.

Reports to: PTC

Drug and Alcohol Policy

Chair

Paul Gawne
(Shell)

2019 activity

This working group continues to update this information paper and will be published in 2020.

Reports to: GPC

Joint Industry Guidance Working Group

OCIMF, IPIECA and other participating organisations coordinated the development of a new *Joint Industry Guidance on the supply and use of 0.50-sulphur marine fuel*, which was published in October 2019. An e-learning module that supports the information paper was also released to provide further information and training.

OCIMF participates in IACS Tripartite



The International Association of Classification Societies (IACS) Tripartite brings together industry associations representing shipowners, shipyards and Classification Societies to discuss the design, construction and operation of new and future ships. These discussions on issues of mutual interest to the different stakeholders lead to cooperative work in the form of Joint Working Groups (JWGs) focussed on providing tangible outputs.

In 2019, OCIMF's Secretariat and members attended the IACS/Industry Technical Meeting in London, UK in June, and the IACS Tripartite Shipbuilding Forum in Tokyo, Japan in October. This year's high-level agenda items included decarbonisation, digitalisation, pollution prevention and design safety. At the meeting in London, attendants received updates on the completion of several work items and agreed to form new joint working groups.

Joint Industry Working Group on Anchoring Equipment

In 2019, the JWG on Anchoring Equipment (JIWG-A) held its first meeting, which was hosted by INTERTANKO and attended by representatives from OCIMF, IACS, ICS, INTERCARGO, INTERTANKO, OCIMF, shipbuilders and anchoring equipment manufacturers. Established under the tripartite partnership, the JIWG-A was formed to investigate improving the safety of anchoring equipment.

JIWG-A aims to review incidents involving anchor losses, windlass motor failures and associated personnel injuries by having stakeholders conduct reviews of their areas, e.g. regulators considering improvements to their regulations, manufacturers considering developments of safer protection systems to minimise the exposure of ship's crew when systems do fail and shipowners considering the human element and the training of crew operating with equipment.



Regional Marine Forums

OCIMF's strength comes from bringing together membership and external stakeholders and using their combined expertise to create publications, advocacy and programmes to enhance the safety and environmental performance of the marine industry.

As part of the engagement strategy, OCIMF holds five regional marine forums around the world where all of these stakeholders can learn about what OCIMF is doing and OCIMF can understand the regional challenges faced by the industry. This has led to a number of new initiatives being taken forward by OCIMF to produce publications or to modify the programmes.



21 MAY 2019, HOUSTON, USA ATTENDEES: 89

OCIMF North America Regional Marine Forum

Forum Champion: **Jan Ziobro**, Shell

Presentations were made by the American Waterways Operators, Chevron, Kirby Corporation, MIS Marine, OSG, SeaRiver Maritime Inc, Shell and the US Coast Guard.

“Relevant information from industry leaders.”

“OCIMF is continuing to improve oil movement safety by supporting regular third-party reviews of vessels and office practices.”

Feedback from attendees at North America Regional Marine Forum



1 OCTOBER 2019, CARTAGENA, COLOMBIA ATTENDEES: 132

OCIMF South and Central America Regional Marine Forum

Forum Champion: **Gonzalo Mera Truffina**, YPF

Presentations were made by YPF, Petrobras, Chevron, Compania Naviera Horamar, Humboldt Shipmanagement, MIS Marine and INTERTANKO.

“Broad spectrum of industry participants attended.”

Feedback from attendees at South and Central America Regional Marine Forum



25 JUNE 2019, ATHENS, GREECE ATTENDEES: 119

OCIMF Europe and Africa Regional Marine Forum

Forum Champion: **Bob Brook**, Shell

Presentations were made by the European Commission, Interstream Barging, European Barge Unie, Coral Marine, MIS Marine, Motor Oil Hellas, Maran Tankers and DNV.

“A success in terms of industry engagement.”

“A great opportunity for industry key professionals to meet and exchange views and experiences.”

Feedback from attendees at Europe and Africa Regional Marine Forum



10-11 SEPTEMBER 2019, DUBAI, UAE ATTENDEES: 140

ENOC Marine Conference and OCIMF Middle East Regional Marine Forum

Forum Champion: **Ahmed Al Shawi**, ENOC

Presentations made by LBRG Holdings, MOL, Svitzer, Howden, Reliance Industries Ltd, Windward, ADNOC, DNV GL, Bahri Ship Mgt, Intertanko, Roxana Shipping, Angle Easter Ship Mgt, MIS and the UKMTO.

“A good presence of various sectors of the shipping industry.”

“Sincere spirit for improvement. Open minded way of communications over the conference.”

Feedback from attendees at ENOC Marine Conference and Middle East Regional Marine Forum



7 NOVEMBER 2019, SHANGHAI ATTENDEES: 91

OCIMF Asia Pacific Regional Marine Forum

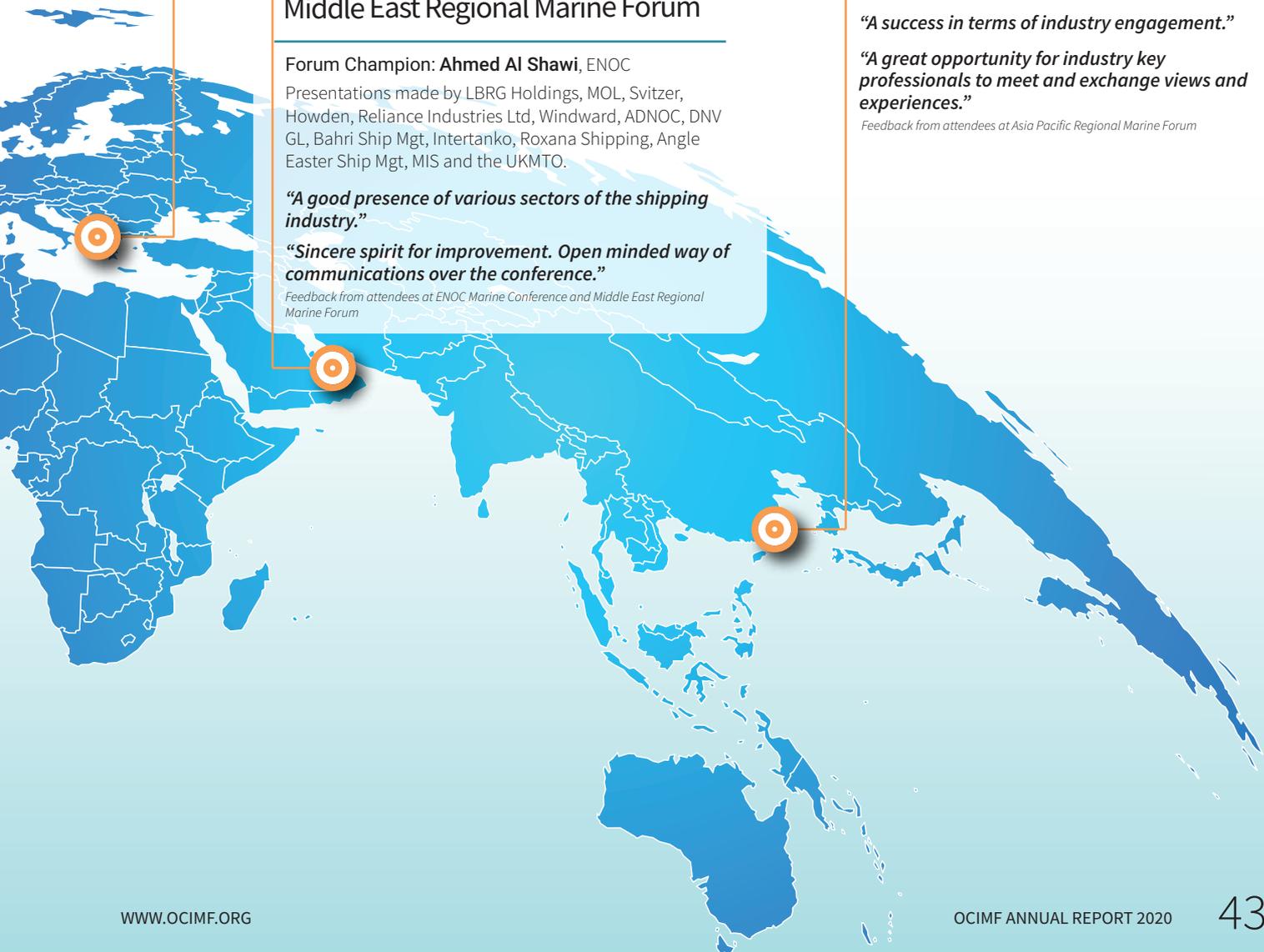
Forum Champion: **Javed Bhombal**, IMT

Presentations were made by China National Offshore Oil Corporation (CNOOC), CCS, China MSA, Lloyds Register, MIS Marine, JR Orion Services, and Eaglestar Marine.

“A success in terms of industry engagement.”

“A great opportunity for industry key professionals to meet and exchange views and experiences.”

Feedback from attendees at Asia Pacific Regional Marine Forum



Tanker Accident Database

The Learning Lessons, Accidents, Statistics and Trends (LLAST) Database was renamed the Tanker Accident Database and soft launched in June 2019 at an OCIMF/INTERTANKO joint workshop on the LLAST Database and Competency Scheme on 26 June in Athens.

This joint workshop highlighted the past year's joint safety initiative which has focused on human factors, behavioural safety and learning from incidents. This initiative has already produced two information papers– Behavioural Competency Assessment and Verification for Vessel Operators and Sharing Lessons Learned from Incidents both released last year.

This database is a continuation of that initiative. The database provides an anonymous reporting tool for use by vessel owners and technical managers to document measurable accident data. The aim is to collate anonymous tanker accident details which, over time, will allow for root cause analysis of tanker accidents, preventing the occurrence of repeat accidents and leading to further advances in maritime best practice and safety. The launch included a presentation on the background and a live software demonstration from the software developers.

There has been a strong uptake in participants registering their interest by signing up to join a mailing list. Registered users will be alerted once the database goes live.

Human Factors

Since focussing on hardware and management systems, there has been a significant reduction in accidents in the industry. This can be partly attributed to improved design of equipment, safety management systems, regulations and best practices. However, one accident is one too many, and therefore OCIMF aspires to achieve further improvement in safety and environmental protection in the marine industry. This is why in our new Mission we consider human factors in everything that we do.

Our goal is to materially reduce risk to crew, ships and terminals, by systemically addressing the systems and latent conditions that influence errors, actions and decisions.

Environment

Due to emerging technologies, changing regulations and evolving environmental risks across the marine industry, OCIMF is developing a plan that will set out priorities and planned future activities on the environment that is in line with its new Vision, Mission and Strategy.

In February 2019, OCIMF formed the Environmental Sub-committee to lead in the development and implementation of the plan, in collaboration with other members and stakeholders.





Vessel Inspection Programme project

Meetings in 2019

Steering Group
19 March 2019
Singapore

8 October 2019
San Antonio, USA

Working Group
28 January –
4 February 2019
London, UK

1–8 April 2019
London, UK

10–17 June 2019
London, UK

**28 August –
9 September 2019**
London, UK

22–24 October 2019
London, UK

10–12 December 2019
London, UK

To ensure programmes keep pace with industry change, in 2017 OCIMF established a Vessel Inspection Programme (VIP) Steering Group and convened specialist working groups to review and improve upon OCIMF's Ship Inspection Report Programme (SIRE) tanker risk assessment tool.

The aim of the VIP project is to develop a new inspection programme, which, once delivered, will provide an enhanced inspection regime, process and tools. It will build upon the strengths of SIRE and further strengthen the industry's ability to prevent harm to people and the environment. The Offshore Vessel Inspection Database (OVID) is not yet included in the scope of the current VIP project and will continue to be developed as a key OCIMF programme.

The VIP Steering Group on behalf of the GPC manages the VIP project, and oversees three working groups focussed on Governance, Inspection, and Technology and Innovation. The review process, which was successfully completed in 2019, closely considered issues related to human factors, procedures and equipment, training and development of inspectors and the overall quality assurance of the programme. The integrity of the programme will be strengthened through the adoption of rules that are enforceable and auditable by OCIMF.

Key enhancements under the VIP

Following extensive collaboration between the three work groups, key areas for further development and implementation were identified. The VIP Steering Group agreed that key enhancements delivered through the VIP will include:

- A more comprehensive inspection regime with enhanced tools, strengthened governance processes and more in-depth reporting outcomes, following a risk-based approach to inspecting vessels.
- Enhanced inspection criteria on equipment, procedures and human factors to further improve control over vessel safety systems and processes. This also includes enhanced pre-inspection processes and more robust monitoring protocols on the inspection process.
- The use of web-enabled tablet devices to allow for inspections and feedback to be reported and documented in real-time and allow inspections to be completed more efficiently, with the adoption of a comprehensive yet standardised reporting format.
- An enhanced governance process which will provide greater transparency and control for all parties involved in the programme, either directly or indirectly, and the adoption of rules that are enforceable and auditable by OCIMF.
- Significant enhancements to training and development of inspectors, to ensure the highest standard of delivery is maintained, and continuously improved. Training delivery will use technology-based applications to enhance the training process whilst providing efficiency gains.
- Enhanced policies, procedures, and user guidance which will be housed in a Process Documentation Library (PDL), an enhanced online repository.

Next steps toward project delivery

Once implemented, the new VIP project will provide OCIMF members and industry partners with richer insight into the safety and management of a vessel and crew on an ongoing basis and will also be indicative of future performance of the vessel. Importantly, this improved vessel inspection programme will also provide a wealth of data and insight that will be critical to ensuring that the marine industry can continue to raise standards of safety in future.

Achieving this means that the next phase of project delivery, the implementation of the VIP, will be critical.

Key workstreams currently in progress:

- Development of inspection model modules, these built upon the existing SIRE system.
- Creation of a four-tier risk-based Vessel Inspection Question (VIQ) set that is reviewed by the working group, member and auditors SMEs and Legal Committee, with oversight by the Human Factors Focus Group.
- Photo set development.
- Use of an intrinsically safe inspection tablet device.
- Development of enhanced training contents, tools and materials for inspectors supporting inspector accreditation and ongoing learning.
- Creation of enhanced governance policies and procedures.
- Members are encouraged to put forward subject matter experts to the working groups developing the workstreams.

Inspection Working Group

Chair: John Kelly (IMT; to February), Duncan Elsdon (Chevron; March-June), and Raul Barac (Shell; from July)

The group proposed a new risk-based approach to assessing the management of critical operational areas on board vessels. The process uses bowtie methodology to identify all key barriers preventing the occurrence of high consequence events. The new inspection model will also interface multi-data feeds allowing the inspector greater insight to the vessel's operation. In 2019, the group has mainly focussed on the development of the new risk-based question set, with its enhanced guidance for the inspector. To support the delivery of the new question set, a dedicated resource was added to the VIP team.

Governance Working Group

Chair: Dave Gowns (Shell)

The group reviewed six key areas of opportunity for change under the VIP project, including inspection quality, inspector training, auditing, inspector and stakeholder governance and report quality. The benefits and risks of a centralised inspection scheme were also reviewed in 2019. Enhancements to policies and procedures were recommended to the VIP Steering Group and are now ready for final development.

Innovation and Technology Working Group

Chair: Gareth Farquhar (BP; until December 2019)

The group identified and assessed opportunities to enhance the VIP project using existing, new and emerging technologies. Practical proposals include the use of intrinsically safe tablets for data management during the inspection process, the use of supporting photos and the interface of data into the report editor for inspector verification.



Ship Inspection Report Programme (SIRE)

The Ship Inspection Report programme (SIRE) is a tanker and barge risk assessment tool. The database provides users with up-to-date information about tankers and barges and includes inspection reports on all sizes of vessels ranging from VLCCs to barges. In addition to ship inspection reports, the database repositories contain reports on incidents and also inspections conducted by port state control authorities.

Launched in 1993, SIRE is a unique platform used by OCIMF members and some selected programme recipients to assist with marine assurance activities. It provides programme recipients with ship inspection reports in a standardised format under a uniform inspection protocol, which programme recipients then use to assess operator and vessel performance. It also helps the industry to benchmark operators' performance and maintain continuous improvement.

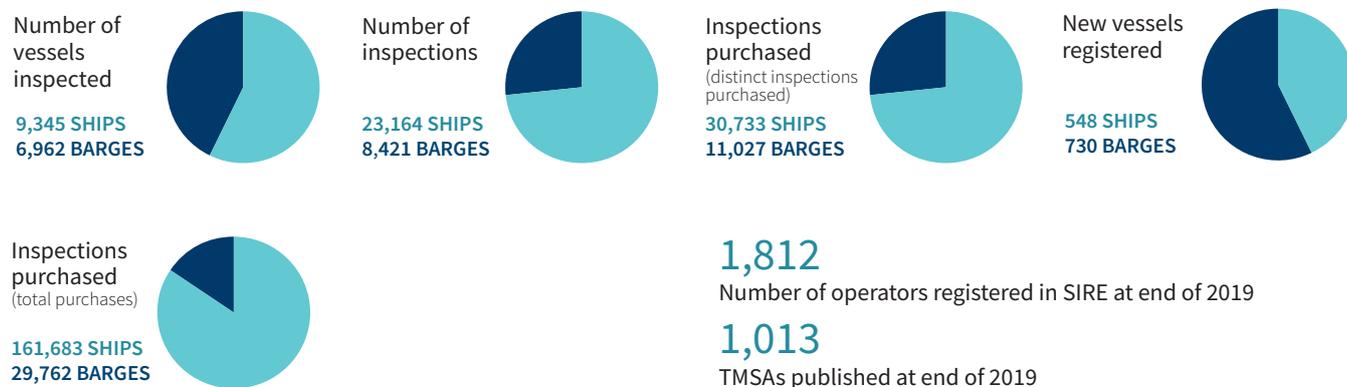
SIRE also uses a variety of consistent inspection questionnaires and the Tanker Management Self Assessment tool (TMSA):

- Vessel Inspection Questionnaire (VIQ).
- Barge Inspection Questionnaire (BIQ).
- Vessel Particulars Questionnaire (VPQ).
- Barge Particulars Questionnaire (BPQ).
- Tanker Management Self Assessment (TMSA).

SIRE Auditors

Audits of SIRE inspectors, both new and existing, are carried out by selected SIRE inspectors who have undergone a specific selection and testing programme to become auditors. OCIMF holds an annual conference for auditors to provide updates on the programme and share experiences. These conferences form part of the training and development of auditors.

SIRE Statistics 2019



SIRE/OVID compliance

OCIMF's integrity and reputation, including its programmes and its members, remain paramount. OCIMF inspection programmes require all participants, including inspectors, to share, retain and promote sound ethical values, conduct, and behaviour. All OCIMF accredited inspectors are required to electronically sign an Ethics Agreement at the beginning of each year.

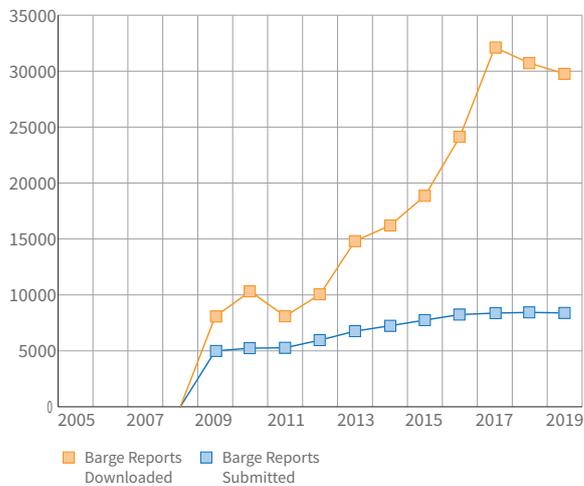
OCIMF and its members wish to ensure that relationships between inspectors and third parties are at all times ethical, transparent and beyond reproach. For this purpose, each Inspection Programme is provided with an Industry Relationships Register to permit inspectors to easily declare industry relationships.

The conduct of inspections to the highest ethical and professional standards establishes trust within the industry and provides the foundation for inspection programme reports to be relied upon irrespective of which Submitting Company commissioned the inspection and which inspector undertook the inspection.

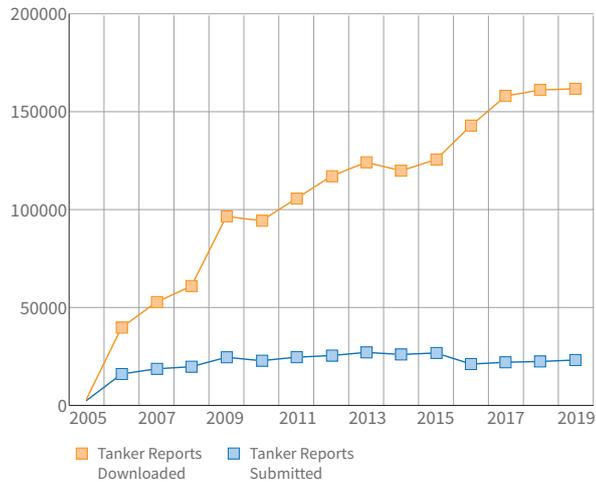
All participants in the SIRE and OVID programmes are encouraged to report issues or quality concerns to OCIMF. All matters reported to OCIMF concerning programme participant, inspector or member behaviour are investigated. Report feedback is linked to submitting members and accredited inspectors to enhance learning and development, and to ensure mistakes are not repeated.

OCIMF PROGRAMMES

SIRE Barge Reports Submissions and Downloads



SIRE Tanker Reports Submissions and Downloads



SIRE/OVID Inspector Accreditation

The SIRE and OVID inspector accreditation programmes provide courses for the training of new inspectors and for the revalidation of the accreditation of existing inspectors. Revalidation requires inspectors to submit a minimum number of inspections every year and to undertake a refresher course once in every three years. SIRE inspectors are also required to undergo audits of their inspections every three years.

Inspector quality is ensured monitoring the quality of inspection reports and through a feedback system that is available to all OCIMF members. Errors, inconsistencies and general quality issues are fed back to OCIMF and this system allows OCIMF to follow up and ensure continuous training and improvement for inspectors.

Third Party Vetting Contractor (TPVC) audit programme

Since 2009, OCIMF has allowed SIRE members and recipients with limited marine resources within their organisations to use a Third Party Vetting Contractor (TPVC) to conduct vetting/screening of vessels. In 2019, 20 OCIMF submitting members and 90 programme recipients forwarded reports to a TPVC.

There were 11 active TPVC in the SIRE programme in 2019, with 3 inactive TPVC, for a total of 14 registered contractors.

There were also 2 third-party contractors arranging and submitting inspection reports on behalf of 2 members as Third Party Submitting Contractors (TPSC).

Members using a TPVC/TPSC as well as the third-party contractor must sign an annual declaration agreeing to OCIMF conditions for the use of third-party services. One of the conditions is that OCIMF reserves the right to audit both the member using the third party as well as the contractor. The audit ensures that both parties comply with the SIRE Composite Guidelines and the conditions for the use of third-party contractors.

Since OCIMF launched the TPVC audit programme in November 2014, OCIMF has carried out 49 member and recipient audits and 10 third-party contractor audits.

SIRE Focus Group

Purpose

The SIRE Focus Group (SFG) provides operational direction and guidance on the implementation of the SIRE programme. It is also responsible for the development and review of the main pillars of the programme: the Vessel Inspection Questionnaire (VIQ), the Harmonised Vessel Particulars Questionnaire (HVPQ), the harmonised crew matrix as well as all guidance and procedures associated with training and accreditation of all SIRE inspectors.

2019 activity

The review of the HVPQ began in 2019 and remains ongoing, with the expectation that this will be finalised in 2020. The SFG also initiated a review of the inspector training programme to introduce computer-based training. This review is expected to be completed with changes being implemented in 2020.

The group also oversaw all inspector training and inspection related matters for inland and coastal

barging (SIRE Cat 3), and alignment of the training for Cat 1 and 3 inspectors is underway.

2019 saw the development and launch of a repository for Port State Control (PSC) reports which allows vessel operators to upload their PSC reports and any follow-up actions that they may have taken. The repository has ensured the continued facilitation of marine assurance for members. The repository continues to receive reports at the rate of approximately 150 per week.

The SFG reviewed the collision between the Sanchi and the CF Crystal and issued a safety bulletin to the industry to highlight to inspectors and the industry the factors that may have contributed to the incident.

A platform (inspection request tool) which allows operators to request inspections using their SIRE access was developed, with a beta version being trialled for implementation in 2020. This tool will bring transparency and increased efficiency to the inspection request process within the SIRE programme.

Chair

Dave Gowns
(Shell)

Vice Chairs

Patrick Mathy
(Total) and

Duncan Elsdon
(to September 2019)

Bizon Marfatia
(IMT) and

Fred Adolfsen
(Equinor)
(from September 2019)

Members represented

Shell
BP
Chevron
IMT
Petrobras
P66
ENOC
Neste
Equinor
TOTAL
NLNG
Eni

Meetings in 2019

SFG 34
13–14 February
Houston, USA

SFG 35
5–6 September
Helsinki, Finland

SIRE User Group



2019 activity

The SIRE User Group is a platform for the SIRE users to share their experiences and provide feedback on all aspects of its operation. Users include all stakeholders in SIRE and represent all parts of the industry: OCIMF

submitting members, vessel operators and ship inspectors. This engagement with users and industry allows OCIMF to consider industry feedback and develop improvements to the programme.

These meetings are held bi-annually with SIRE Focus Group (SFG) meetings so that the members of the SFG can review the outcomes. In 2019, two meetings were held in Singapore and in Stamford, Connecticut. At the Stamford meeting, a number of US barge operators participated and provided feedback on their use of the SIRE programme.

Attendees at these meetings discussed statistics on the performance of the SIRE programme and the vessel inspection questionnaire (VIQ). They also reviewed and gained insight into updates to the programme as well as related compliance issues.

Chair

Dave Gowns
(Shell)



Offshore Vessel Inspection Database

About OVID

The Offshore Vessel Inspection Database (OVID), launched in January 2010, builds on OCIMF’s experience with SIRE to offer a system of inspection for offshore support vessels.

OVID provides a web-based inspection tool and database of inspection reports, underpinned by trained and accredited inspectors. This consistent, robust and up-to-date repository of vessel details simplifies vessel assurance for vessel operators, commissioners and government bodies. The Offshore Vessel Management and Self Assessment (OVMSA) protocol gives operating companies a self-assessment tool for safety management and a framework for the promotion of continuous improvement.

Minimum inspection requirement for 2019/2020

To maintain accreditation, inspectors must submit a minimum number of four reports to OVID each year.

Any inspector who fails to submit the minimum number of inspections during the year will, on the 31 December of the same year, have their accreditation temporarily withdrawn.

OVID statistics 2019

7,516

Total vessels registered at end of 2019

1,945

Inspections purchased (total purchases)

607

New vessels registered

1,293

Operators registered in OVID at end of 2019

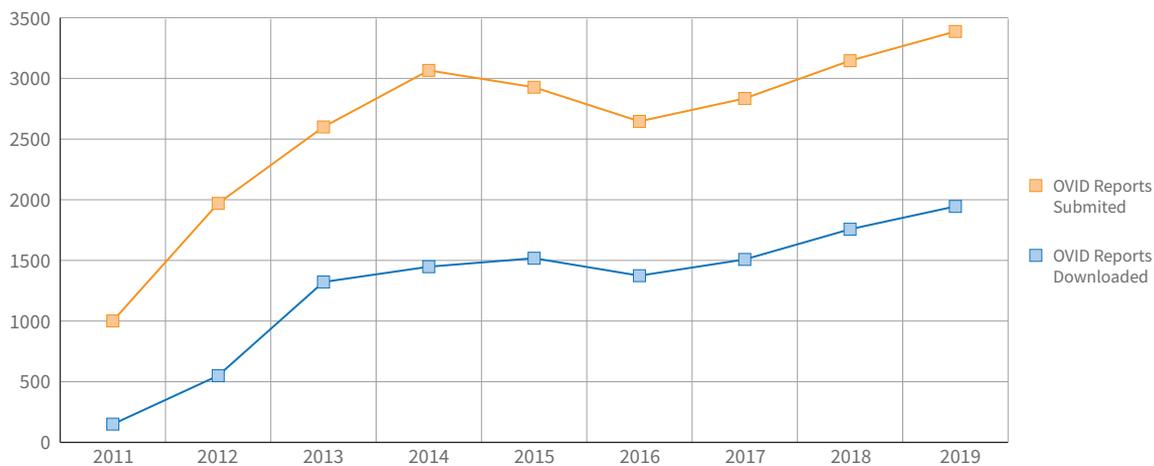
1,293

OVMSAs published at end of 2019

3,216

Vessels inspected

OVID Reports - Submissions and Downloads



OVID Collaboration Committee

OCIMF and IMCA Collaborate on OVID Programme

Chair

David A Vaughn
(SeaRiver/ExxonMobil)

Vice Chair

Pawel Panka
(Technip)

Members represented

ConocoPhillips
Chevron
ExxonMobil
IMCA
Saipem
Sebsea7
Shell
Technip



Meetings in 2019

OCC3
24 January
London, UK

OCC4
29 August
London, UK

The OVID Collaboration Committee (OCC) is a collaborative committee between the International Marine Contractors Association (IMCA) and OCIMF. The committee discusses the operation and maintenance of

the Offshore Vessel Inspection Database (OVID) Programme, including the Offshore Vessel Inspection Questionnaire (OVIQ), Offshore Vessel Particulars Questionnaire (OVPQ) and OVMSA.

The OCC aims to further the industry's understanding of OVID and, where appropriate, addresses those issues and challenges being faced by industry, to improve the safety and environmental performance of the offshore sector. The OCC has worked to develop close relationships over the past couple of years and its members are pleased with the continuing progress.

In 2019, IMCA reviewed the Offshore Vessel Management and Self Assessment, Second Edition (OVMSA), which was published in December 2019.

OVID Focus Group

Chair

Kris Kallaway
(ConocoPhillips)

Vice Chair

Ramit Gangopadhyay
(Shell)

Members represented

ConocoPhillips
BP
Chevron
Chrysaor
ConocoPhillips
Equinor
INEOS
Petrobras
SeaRiver (ExxonMobil)
Shell
Suncor
Total



Purpose

The OVID Focus Group (OFG) reports to the OMC and is responsible for the review and maintenance of OVID, including vessel inspection questionnaires and the accreditation of inspectors.

Other responsibilities include:

- Providing and reviewing recommendations on the efficient operation of OVID.
- Managing revisions of the OVIQ (inspection questionnaires).
- Periodically reviewing and manage revisions of the OVPQ and the OVMSA.
- Monitoring the OVID Inspector Training and Accreditation Programme, including establishing courses, reviewing and proposing subject content and adjudicating inspector appeals or disciplinary matters.

Activity

The OFG reviewed and compared the active inspector population data for 2018 and 2019 after members were concerned with the drop in numbers of inspectors. Despite these concerns, it was agreed that the drop reflected a natural attrition rate according to industry trends.

The OFG also agreed to maintain the minimum inspection requirements and eligibility criteria for new inspectors in 2020. However, the Offshore Training and Accreditation Working Group will review data and present solutions to the OMC for consideration if views change.

Other work included:

- Approving a new working group to develop an information paper DP FMEA Assurance: Risk-Based Guidance.
- Reviewing, refreshing and improving key aspects of the inspector accreditation and training/testing regime to improve overall report quality.

OVID User Group



2019 activity

This group gives OVID users an opportunity to provide comments and feedback on the programme's operation and where improvements might be considered. The OVID User Group (OUG) meets twice a year before the OVID

Focus Group (OFG). Topics addressed in 2019 included:

- OVID programme statistics and OVIQ updates.
- Compliance and ethics update.
- Feedback from users of the OVID programme.
- Updates on the quality of OVID reports and feedback.

Chair

David A Vaughn
(SeaRiver/ExxonMobil)

Vice Chair

Ramit Gangopadhyay
(Shell)

Members represented

BP
Chevron
Chrysaor
ConocoPhillips
Equinor
INEOS
Petrobras
SeaRiver (ExxonMobil)
Shell
Suncor
Total
with 55 participants including inspectors, vessel commercial and technical operators, small oil companies

Meetings in 2019

OUG 18
20 February
Houston, USA

OUG 19
17 September
Bergen, Norway

OVID Programme Recipients

OCIMF's Offshore Vessel Inspection Database (OVID) Programme provides a web-based inspection tool and database of Inspection Reports for offshore vessels; underpinned with Accredited Inspectors and a robust inspection regime.

To provide fast assurance checks and improved safety performance for all offshore marine stakeholders, OCIMF offers access to the OVID Programme to non-OCIMF Member companies, as OVID Programme Recipients.

The OVID Programme Recipient category is open to companies in the offshore industry that either charter offshore vessels in support of their operations or have offshore vessels operating at their facilities.

OVID Programme Recipients can submit:
Inspection Access Request – to view an existing OVID Report on the OVID system.

Vessel Inspection Request – to request an inspection, when an OVID Report is not available on the OVID system.

Companies interested in becoming OVID Programme Recipients should complete the online registration form <https://register.ocimf-ovid.org/Pages/OVID/PRRRegistration/MaritimeOrg/Introduction.aspx>, which will be reviewed by the OCIMF Secretariat before access is granted.



Marine Terminal Information System

About

The Marine Terminal Information System (MTIS) was developed to help marine terminals improve standards of safety and environmental protection.

It has two main purposes:

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

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

MTIS is a consolidated database that includes:

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

2019 activity

In 2019, the Terminals Active Discovery Portal was launched. This portal provides a conduit for OCIMF members and those in the industry to create an open, comprehensive database of oil and gas ports and terminals.

The MTIS vessel/berth compatibility tool was also beta tested by the Marine Terminal Focus Group (MTFG) in 2019.

The MTIS Roadshow event was held at all five Regional Marine Forums in Athens, Greece; Cartagena, Colombia; Houston, USA; Dubai United Arab Emirates (UAE); Shanghai, China.

The MTFG began work on the second iteration of the Marine Terminal Particulars Questionnaire (MTPQ2) to update the question set with the latest industry best practice and reduce the number of questions.

Key changes

MTIS roles updates:

Streamlined and reviewed the roles within MTIS and introduced an Account Supervisor role to remove the need for administrators to create a user in each terminal in their organisation.

MTIS user interface refresh:

- Improved the MTIS terminal search screens.
- Re-designed the MTIS terminal page to provide a clearer and more intuitive terminal page.

Marine Terminal Focus Group

Chair

Bharat Bhatia
(Shell)

Vice Chair

Ludovic Denot
(Total)

Members represented

Alma Petroli
Ampol
Chevron
Eni
Exxonmobil
HRC
INEOS
NuStar
PMI
Shell
Vivo Energy

Meetings in 2019

MTFG 12
20-21 February
Singapore

MTFG 13
4-5 September
Paris, France

Purpose

The Marine Terminal Focus Group (MTFG) was formed under the direction of the Ports and Terminals Committee (PTC) to:

- Manage the review and improvement of the Marine Terminal Information System (MTIS) and ensure a smooth transition from development to implementation and operational phases.
- Provide recommendations on MTIS governance and operational management, including the MTIS website and associated components.

Major components of MTIS include the Marine Terminal Particulars Questionnaire (MTPQ), Marine Terminal Management and Self Assessment (MTMSA) and Marine Terminal Operator Competence and Training (MTOCT).

Activity

The committee implemented a new active-discovery approach to encourage more members to sign up to the MTIS system. This approach entails loading all terminals



names from a terminal directory and then actively approaching terminals to encourage them to sign up. In addition, the committee worked on the MTPQ to reduce the number of required parameters. A new berth comparison tool was created to make it easier to compare a particular berth to a vessel on a single page.

OCIMF Programmes IT Support Group

Purpose

The OCIMF Programmes IT Support Group provides support and guidance for the development, implementation, modification and operation of industry initiatives that are developed by OCIMF in the SIRE, OVID and Marine Terminal Information System (MTIS) programmes. The group is open to all OCIMF members' IT representatives.

In 2019, the group reviewed the changes to the OCIMF web services documentation site to improve usability and security. In addition, the group reviewed the systems requirements of the OVID Port State Control Inspection Repository, the SIRE Inspection Request Tool and its web service methods to ensure a smooth integration into the members' IT systems.

The group assessed the impact of the latest changes on the SIRE and OVID report templates (BIQ, MODU2, OVMSA2 and BPQ) on IT systems. They also reviewed the effectiveness of the SIRE and OVID data cleanse undertaken during 2019 and were also informed of the latest version upgrades to the SIRE and OVID inspection report editors.

The group was asked to provide feedback on the MTIS active data collection, the OCIMF ID numbering scheme and the latest changes made to the SIRE and OVID report feedback functionality as these were commissioned to improve data and report quality.

The group were also informed of the latest programmes' security updates made after the bi-annual penetration tests.

Chair

Gareth Farquhar
(BP)

Members represented

BP
Chevron
Eni
ENOC
Equinor
IMT
INEOS
Shell

Meetings in 2019

OPITSG 35
28 March
London, UK

OUG 19
1 October
London, UK

Strategy Report

Why a new Strategy?

Emerging technologies, changing regulations and evolving environmental, security and operational risks require constant review, evaluation and action to effectively prevent harm to people and the environment. As these risks are developing with ever greater speed, OCIMF must be positioned to respond efficiently and with clarity on all issues relating to the promotion of best practices.

What we aspire to: Our Vision is a global marine industry with no harm to people and no harm to the environment

Our role in delivering the Vision: Our Mission is to lead the global marine industry in the promotion of safe and environmentally responsible transportation of crude oil, oil products, petrochemicals and gas, and to drive the same values in the management of related offshore marine operations. We do this by developing best practices on the design, construction and safe operation of tankers, barges and offshore vessels and their interfaces with terminals and considering human factors in everything we do.

Our Strategy to deliver our Mission: Our Strategy consists of four key priorities:

Publications: prioritise best practices in critical areas of safety, health, security and the environment.

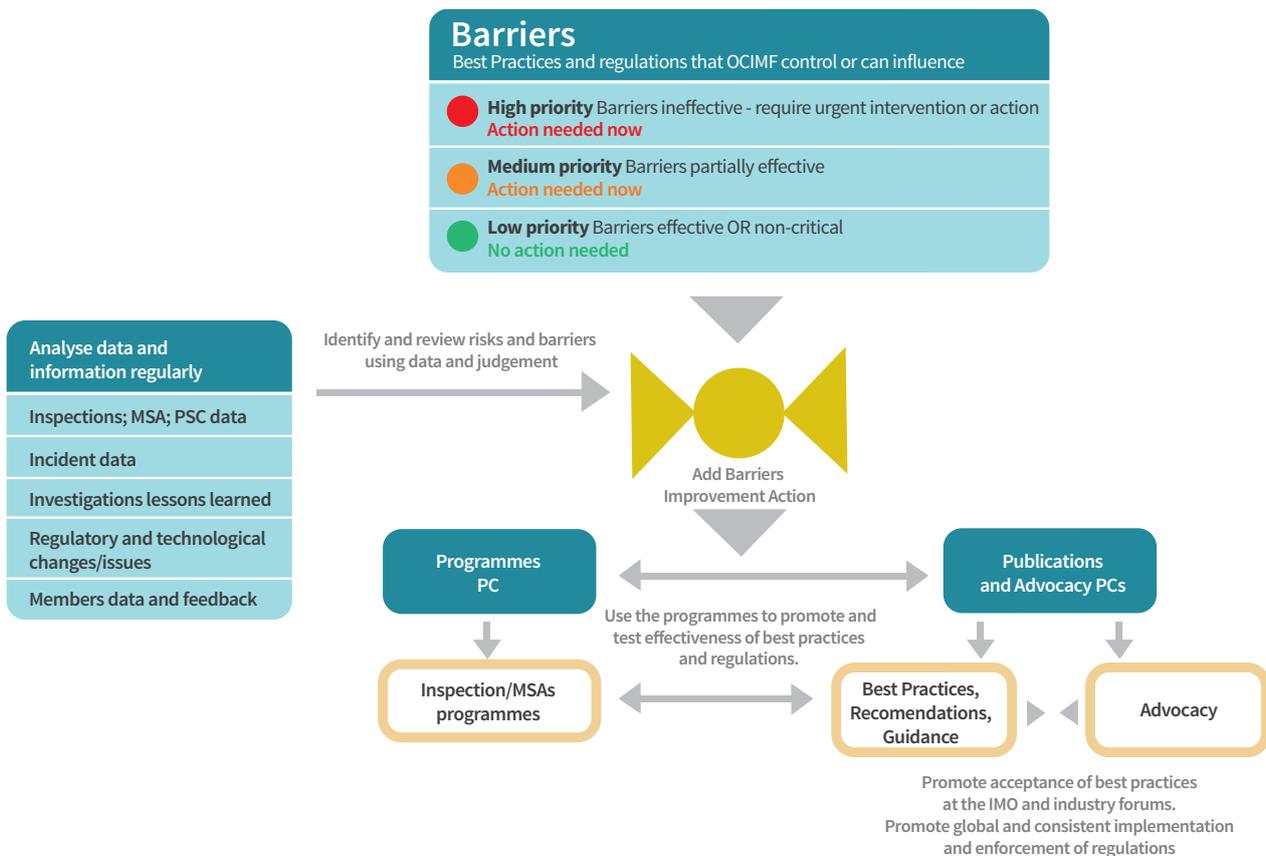
Programmes: develop inspection and self assessment programmes for promoting best practices and regulatory compliance.

Advocacy: promote best practices and regulatory compliance through collaboration with governments and industry.

Member Collaboration: provide a forum for members to learn, share expertise and develop best practices.

Risks and barriers: OCIMF will streamline its focus to better use resources and support members and stakeholders. While our remit remains the same, the Strategy determines the way in which we identify, analyse and assess the issues that require attention as determined by a risks and barriers methodology. This means focusing resources on the issues of greatest risk and concern, while providing a more reliable operational model for ensuring continual assessment, review and action in line with industry changes and emerging risks.





Strategic Objectives

1. Concentrating on our four key priorities of Publications, Programmes, Advocacy and Member Collaboration.
2. Realigning the committee structure to deliver more effectively on the key priority areas.
3. Enhancing operational efficiencies to deliver outcomes effectively and remain relevant to evolving risks across the maritime industry.

Strategic Projects

To ensure we deliver these objectives, six strategic projects have been identified and will lay the foundations for OCMF's work.

1. Operational model for the new committee structure
2. Operational model for the Secretariat organisation
3. Emerging risks and opportunities
4. Membership criteria
5. Integration of programmes and tools
6. External collaborations

Next steps

The Vision, Mission and Strategy are being rolled out effective 1 January 2020. Strategic project work is ongoing as well as risks and barrier development and recommendations will be presented to ExCom in June for approval. The new committee structure will be phased in during the second half of 2020.

OCIMF publications

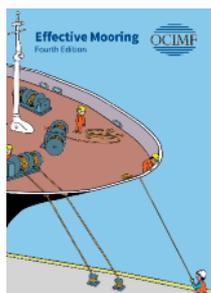
OCIMF publications had a productive year, with three books and six information papers released in 2019. In December, OCIMF published the second edition of *Offshore Vessel Management and Self Assessment (OVMSA)*, which is not only a book but also a complementary online tool and database. 2019 also saw the release of the fourth editions of *Effective Mooring* and *Design and Construction Specification for Marine Loading Arms (MLA4)*.

Several forms and templates from OCIMF publications are available as PDF versions to download and fill in electronically, for example, the *Marine Loading Arms Tables from Design and Construction Specification for Marine Loading Arms, Fourth Edition*.

OCIMF books are available to buy from Witherby Seamanship International, with our members receiving a 20% discount. Our OCIMF information papers are free to download from the OCIMF website.

Go to www.ocimf.org/publications for more information on all OCIMF publications.

Published Books



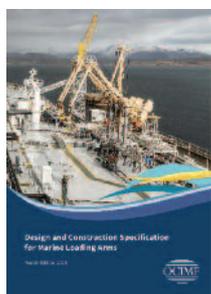
Effective Mooring, Fourth Edition

Effective Mooring gives crew a general introduction to mooring and guidance on how to stay safe during mooring operations. It is written in an easy-to-understand style for seafarers worldwide and can be used as a training guide for both new and experienced crew. The book is written for crew on board oil tankers, barges and terminals, but the principles can be applied to any vessel.

New in the fourth edition:

- Emphasis on the whole mooring crew being responsible for safety.
- Removed guidance on marking snap-back zones: the whole mooring deck is a danger zone.
- More guidance on barges.
- Simplified language and more cartoons, to make it easier to read.
- Addresses human factors, e.g. communication, fatigue, situational awareness, etc.

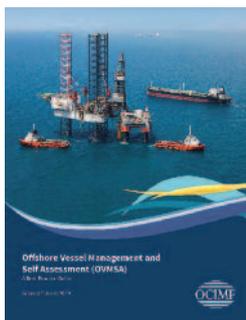
Published February 2019



Design and Construction Specification for Marine Loading Arms, Fourth Edition

This publication provides guidance to owners and vendors on designing and procuring marine loading arms (MLAs). It serves as a definitive guide to MLA construction and specification, covering topics such as applications, variability, operating envelopes, products transferred, servicing, manifold spacing, jetty and piping layouts and arm styles. This publication also includes guidance for Liquefied Natural Gas (LNG) MLAs to supplement the ISO standard.

Published December 2019

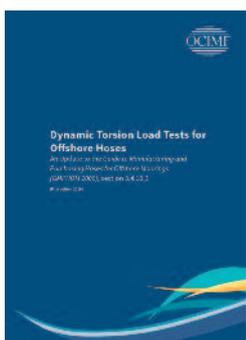


Offshore Vessel Management and Self Assessment, Second Edition (OVMSA)

The Offshore Vessel Management and Self Assessment (OVMSA) programme is a book, a matching online tool for recording the self assessment and a database for sharing reports. It encourages companies to assess their own Safety Management System (SMS) against set key performance indicators (KPIs) and provides a minimum expectation (level 1) and three further levels of increasing best practice guidance, which a company may wish to apply in their SMS to improve ship management safety performance. Through self assessment, companies are encouraged to use ship management assessment results to develop phased improvement plans that can be applied across their entire fleet and to share their OVMSA self assessments with potential charterers using the OVMSA database.

Published December 2019

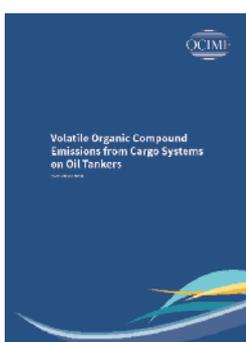
Published Information Papers



Dynamic Torsion Load Tests for Offshore Hoses

This information paper provides an update to section 3.4.10.3: Dynamic Test – Torsion Load in OCIMF's Guide to Manufacturing and Purchasing Hoses for Offshore Moorings (GMPHOM 2009). The paper explains the reason for the update and provides replacement text for section 3.4.10.3.

Published January 2019

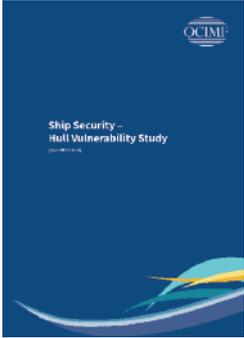


Volatile Organic Compound Emissions from Cargo Systems on Oil Tankers

This information paper presents the technologies and methods that are currently available for controlling or treating Volatile Organic Compound (VOC) emissions from oil tanker loading and during vessel transit. It includes information on regulations, equipment, safety concerns, training and other design and installation considerations that will help operators better understand the technologies and methods available for controlling these emissions.

Published January 2019

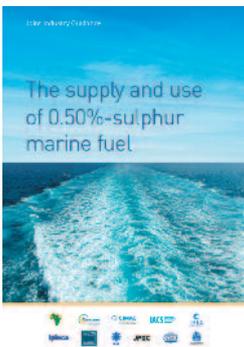
OCIMF PUBLICATIONS



Ship Security – Hull Vulnerability Study

OCIMF collaborated with defence company QinetiQ to conduct a study of tanker hull vulnerability. This information paper highlights the results of the study in relation to the protection of crew and vessels. The results provide mitigating measures that can be applied to both existing and new build vessels.

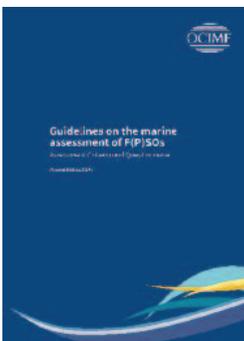
Published February 2019



Joint Industry Guidance- The supply and use of 0.50%-sulphur marine fuel

In October 2016, the International Maritime Organization (IMO) confirmed a global limit for sulphur in fuel oil used on board ships of 0.50% m/m (mass by mass) to become effective on 1 January 2020. The implementation of this regulation will have far-reaching implications throughout the marine fuel supply chain and will require detailed consideration by all parties associated with the production, distribution, storage, handling and use of these fuels. For this reason, a Joint Industry Project (JIP) has been established to raise awareness of these issues.

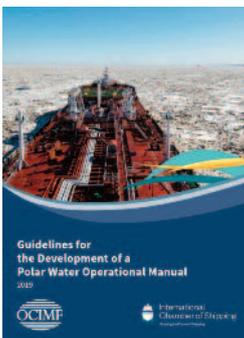
Published August 2019



Guidelines on the Marine Assessment of F(P)SOs

The second edition of Guidelines on the Marine Assessment of F(P)SOs is a complete framework for assessing the marine sections of Floating (Production) Storage and Offloading (F(P)SO) facilities against international legislation and industry best practice. It can also supplement any other internal assessments an F(P)SO operating company might carry out as part of its auditing process. The main body of the publication consists of 12 questionnaires and the relevant guidance, each covering a different part of F(P)SO. These include marine interfaces and how they relate to areas such as topside production, turret mooring, subsea systems, hydrocarbon offtake systems, pilots, support craft operators and local authorities. Four appendices look at the documents that support the assessment process.

Published September 2019



Guidelines for the Development of a Polar Water Operational Manual

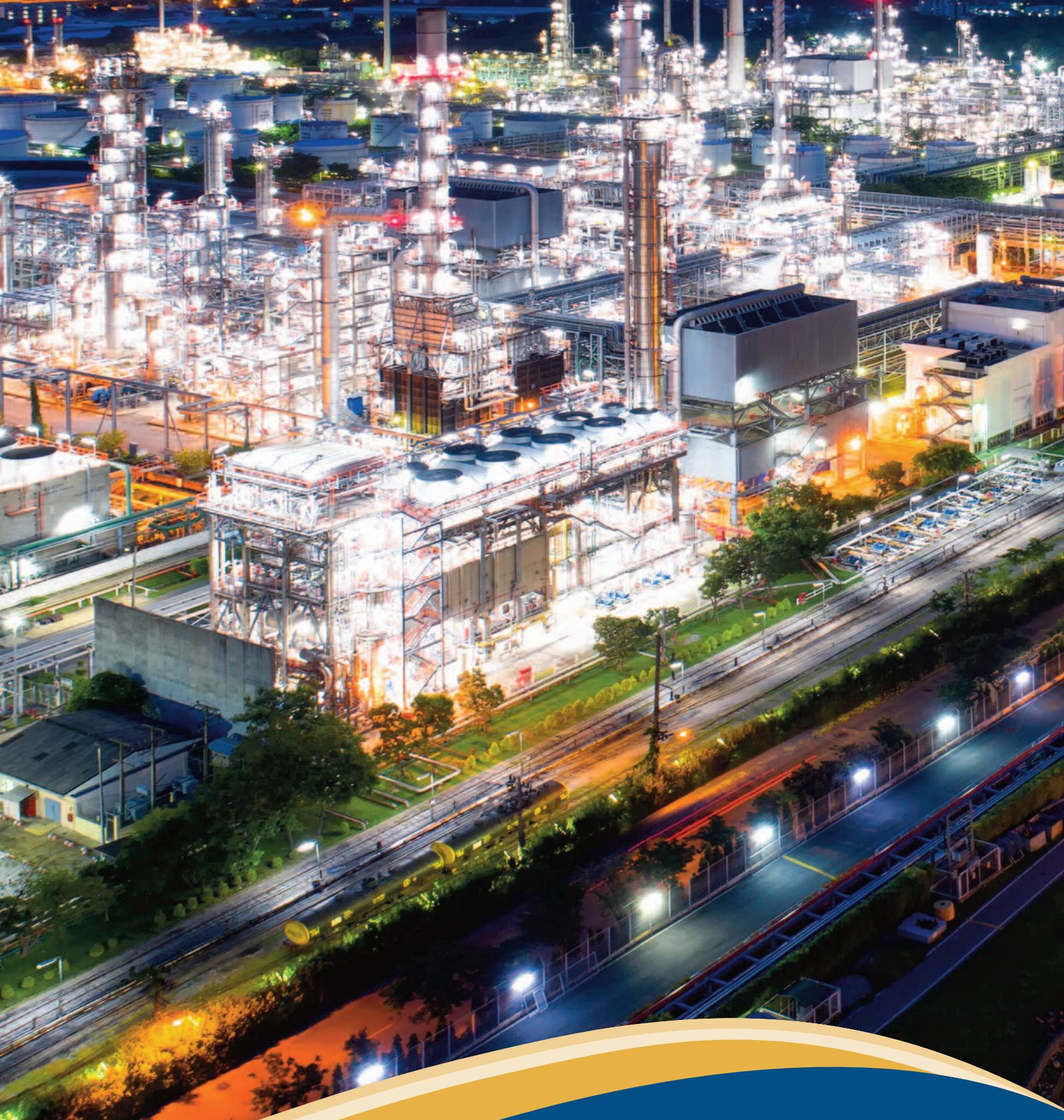
The International Maritime Organization (IMO) Polar Code entered into force on 1 January 2017. It requires ships operating in polar waters to submit a Polar Water Operational Manual (PWOM) to be able to obtain a Polar Ship Certificate. ICS and OCIMF members consider that how a ship is operated in Polar waters, and especially in ice, is a critical aspect for safe operations. The quality of the PWOM will have an impact on achieving safe operations. Appendix II of the Polar Code provides a model PWOM. While this is a useful starting point, ICS and OCIMF members have found that additional information is needed to develop a quality PWOM.

Published November 2019

Coming soon

Title	Due	Book or information paper
F(P)SO Heading Control and Station Keeping Guidelines	2020	Book
International Safety Guide for Oil Tankers and Terminals, Sixth Edition (ISGOTT6)	2020	Book
International Safety Guide for Inland Navigation Tank-barges and Terminals (ISGINTT)	2020	Book
Mooring Equipment Guidelines (Mandarin edition)	2020	Book
Peril at Sea and Salvage	2020	Book
Ship to Ship Service Provider Management	2020	Book
The Carriage of Methanol in Bulk Onboard Offshore Vessels	2020	Information paper
Drug and Alcohol Policy	2020	Information paper
Dynamic Positioning Assurance: Risk-bask Guidance	2020	Information paper
Guidelines for the Handling, Storage, Inspection and Testing of STS Hoses	2020	Information paper
Guidelines for Transiting the Turkish Straits	2020	Information paper
Marine Terminal Information Booklet: Guidelines and Recommendations (Mandarin edition)	2020	Information paper
Recommendations on the Proactive use of Voyage Data Recorder	2020	Information paper
Recommendations on usage of ECDIS and preventing ECDIS-related navigational incidents	2020	Information paper
Static Towing Assembly Guide	2020	Information paper
STS Service Provider (Study)	2020	Information paper

For a complete list of current OCIMF publications, visit www.ocimf.org/publications



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International Marine Forum**

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